

Westminster Transportation & Mobility Plan Phase 2 Summer 2020 Community Engagement Highlights

Community input is important to help inform the development and implementation of the Transportation & Mobility Plan (TMP), ensuring the plan meets the current and future transportation and mobility needs of the community. Each of the three phases of the plan development process includes community outreach and engagement, designed to build upon the previous phases' activities.

COMMUNITY ENGAGEMENT ACTIVITIES OVERVIEW

The second phase of community engagement of the plan development process was completed August 24 – September 17, 2020. To follow social distancing guidelines and to ensure the safety of the public and project team during the pandemic, the project team gathered community input through two online surveys, both available in English and Spanish. Participants could provide their contact information at the end of the first survey for a chance to win a Grubhub gift card. The surveys were also designed to provide educational information about planning for transportation improvements including links to external resources if the participant wanted to learn more about a transportation concept.

The surveys gathered community input on:

- The Transportation & Mobility Plan [goals](#)
- Draft strategies to help achieve the goals
- Transportation improvement trade-offs considering factors such as funding availability, safety, community goals and street type
- Docked and dockless mobility
- Street design and transportation improvement trade-offs (optional survey)

The project team is currently completing a detailed analysis of the input received. Highlights from the initial evaluation of results are shown in the following pages. A more detailed summary of community input received throughout the project will be provided in the final TMP.

SURVEY PARTICIPATION

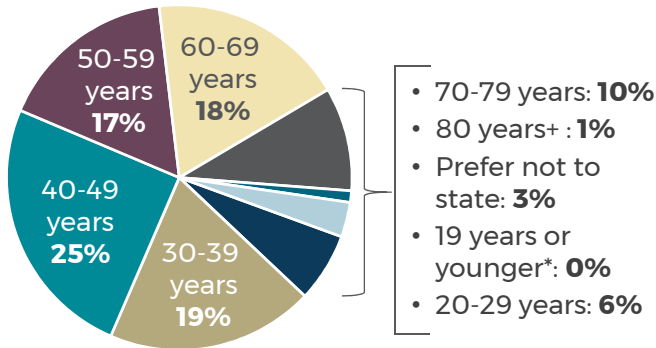


WHO WE HEARD FROM

Data based on responses received from the Goals, Strategies and Trade-offs survey

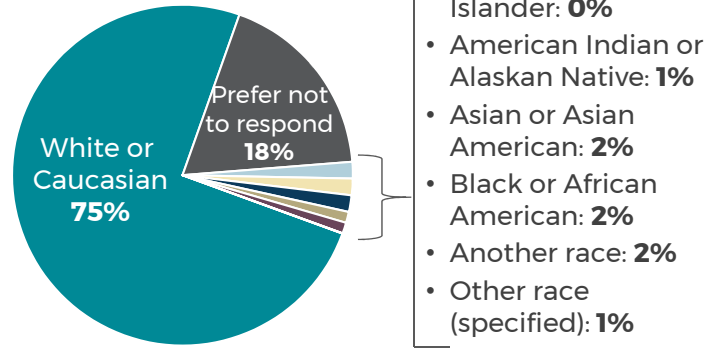
What is the age of the survey participants?

Responses: 185



What is the races of the survey participants?

Responses: 192



- Native Hawaiian or other Pacific Islander: **0%**
- American Indian or Alaskan Native: **1%**
- Asian or Asian American: **2%**
- Black or African American: **2%**
- Another race: **2%**
- Other race (specified): **1%**

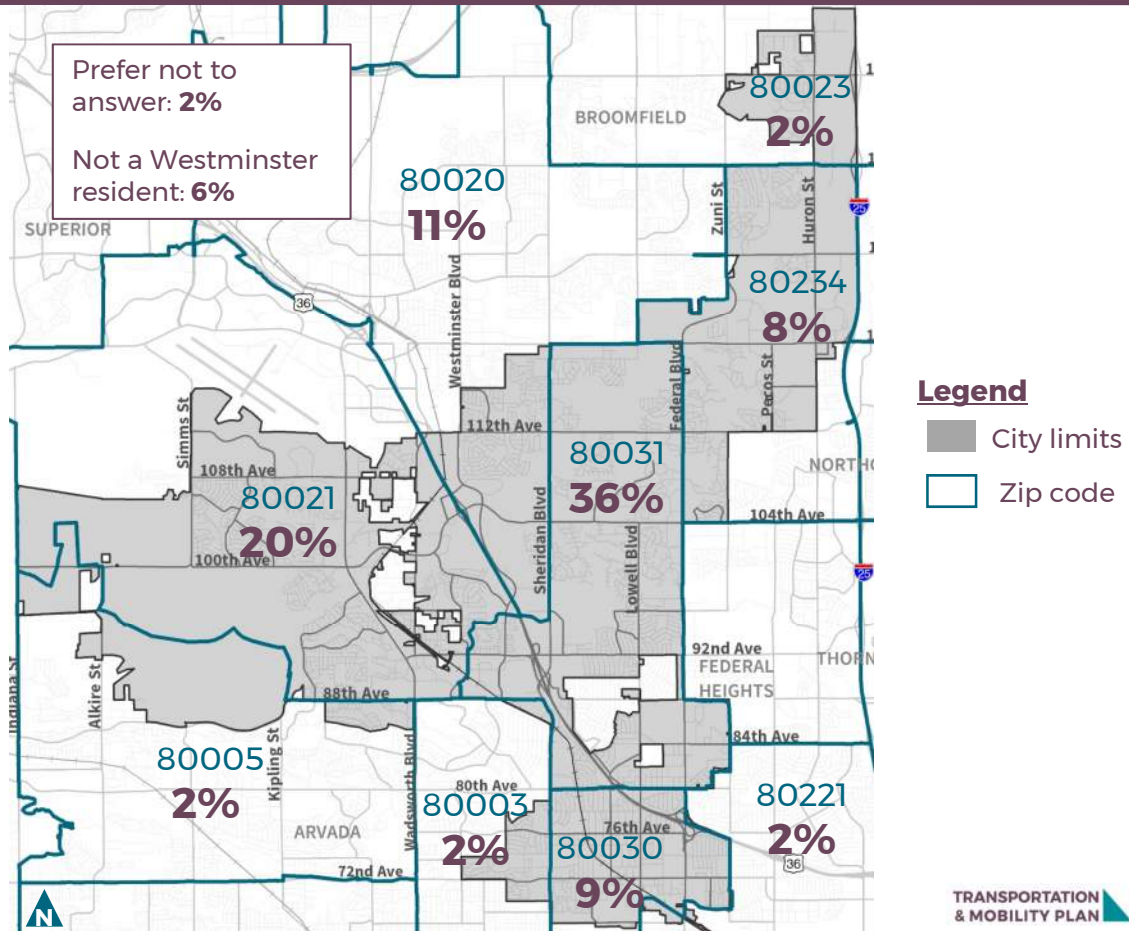
Hispanic, Latino or Spanish Origin:

Cuban: 1%; Mexican, Mexican American, Chicano: 3%, Puerto Rican: 1%, another Hispanic, Latino or Spanish origin: 2%, prefer not to state: 15%, other (specified): 2%, not of Hispanic, Latino or Spanish origin: 78%

*Due to COVID-19 impacts to the 2020-2021 academic environment, TMP youth engagement is being reevaluated. Note: The demographic questions, included as part of the Goals, Strategies and Trade-offs survey, were indicated as optional. Approximately 60-70 percent of participants responded to the optional questions. The above is a snapshot of some of the demographic responses. Other questions included mode of transportation most frequently used.

WHERE WE HEARD FROM (residence zip code)

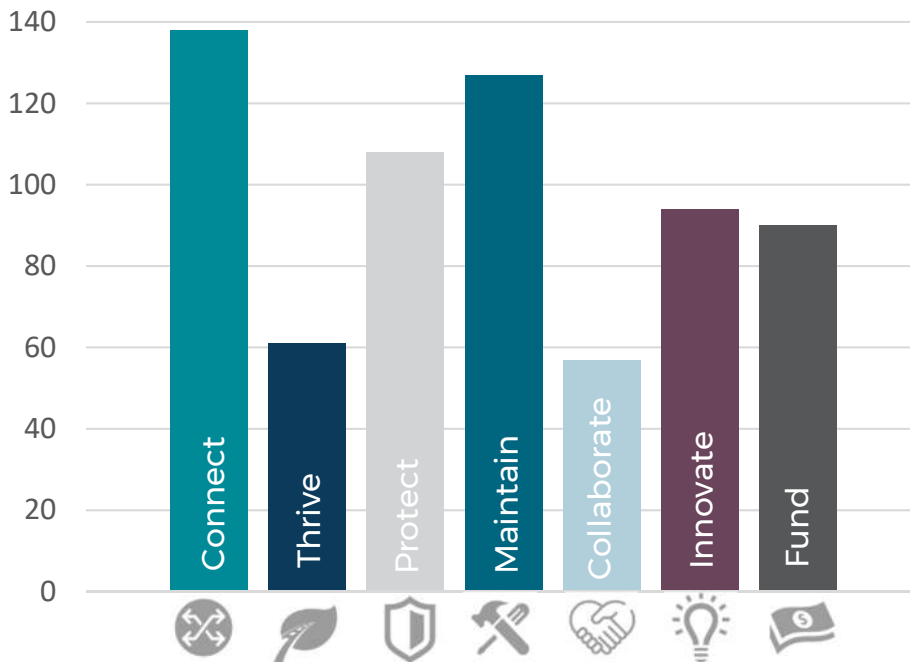
Data based on the 331 responses received from all surveys



TRANSPORTATION & MOBILITY PLAN GOALS

Data based on the 675 responses received from the Goals, Strategies and Trade-offs survey

Participants were asked to select up to three *goals* they think are important for Westminster's transportation future and that resonate most with them.



Participants were asked to explain why they choose those goals (perhaps a personal story or connection).

147 open-ended responses* were received and the top themes are:

- Importance to provide safer streets for all modes of transportation, especially bicyclists and pedestrians
- More improved connections are needed between modes and between neighborhoods and other destinations
- Westminster needs an improved local transit service
- Maintenance of roads and sidewalks is important
- Implement transportation improvements that support a healthier environment
- Transportation improvements are needed to address traffic due to growth
- Funding is important to improve transportation, but there are concerns about funding resources
- Collaboration with partners will be key for successful implementation and funding of transportation improvements

**Some of the open-ended comments received included comments about water rates and city funds, as these were a top community concern at the time of the TMP engagement. Open-ended responses are currently being further evaluated by the project team.*

DRAFT STRATEGIES TO ACHIEVE THE GOALS

The Transportation & Mobility Plan vision and goals will be supported by actionable strategies and recommendations. Some examples of the draft strategies that will be included in the plan were provided and participants were asked to select the draft strategies they think would be most effective to help achieve the goals.



Participants were asked to select up to three strategies they think would be most effective for Westminster to achieve the **CONNECT** goal.

- 22%** Implement transportation improvements that enhance the safety for all users, regardless of age, ability, or mode of transportation
- 20%** Create a safe and accessible pedestrian network (e.g., sidewalks, crosswalks) that is comfortable and convenient for walking
- 19%** Require new development to integrate multimodal transportation improvements
- 17%** Improve access and connections to transit stops and stations
- 16%** Build a safe and connected on- and off-street bicycle network
- 6%** Other (please describe)*



Participants were asked to select up to three strategies they think would be most effective for Westminster to achieve the **THRIVE** goal.

- 26%** Require new development to provide safe and accessible sidewalks that connect to adjacent bus stops and community amenities
- 24%** Improve transportation options that support public and environment health and enhance the quality of life
- 18%** Use streetscaping (e.g., landscaping, art, seating, etc.) to provide visual appeal along streets
- 18%** Incorporate transit stops into the design and function of adjacent land uses
- 8%** Create a strong sense of entry into the city at key locations along major transportation corridors
- 6%** Other (please describe)*



Participants were asked to select up to two strategies they think would be most effective for Westminster to achieve the **PROTECT** goal.

- 34%** Implement improvements and programs that reduce and eliminate traffic deaths and severe injuries of all transportation modes
- 32%** Improve streets to enhance safety and comfort for all transportation modes
- 24%** Meet or exceed transportation infrastructure design standards including the those that support accessibility
- 10%** Other (please describe)*

*Open-ended responses are currently being evaluated by the project team.

DRAFT STRATEGIES TO ACHIEVE THE GOALS, CONTINUED



Participants were asked to select up to two strategies they think would be most effective for Westminster to achieve the **MAINTAIN** goal.

- 40%** Maintain multimodal transportation infrastructure and facilities to ensure safe and reliable travel for all modes
- 27%** Implement transportation demand management (TDM) programs that encourage and incentivize the use of transportation modes other than driving alone
- 24%** Ensure developments provide adequate vehicle and bicycle parking
- 9%** Other (please describe)*



Participants were asked to select up to two strategies you think would be most effective for Westminster to achieve the **COLLABORATE** goal.

- 44%** Coordinate with other agencies, such as the Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), Denver Regional Council of Governments (DRCOG), and adjacent communities, to implement regional transportation improvements
- 24%** Coordinate with public and private partners to improve the access and connections to transit stops and stations
- 24%** Pursue partnership and funding opportunities to expand and improve the transit network and service
- 8%** Other (please describe)*



Participants were asked to select one strategy they think would be most effective for Westminster to achieve the **INNOVATE** goal.

- 44%** Pursue creative partnerships and funding sources to implement innovative transportation technologies
- 41%** Explore emerging technologies to advance the local and regional transportation system
- 16%** Other (please describe)*



Participants were asked to select up to two strategies they think would be most effective for Westminster to achieve the **FUND** goal.

- 33%** Require new development to provide multimodal transportation improvements to accommodate trips generated by the project
- 30%** Utilize partnerships to maximize funding and shared-resource opportunities to improve transportation
- 28%** Pursue new, sustainable, and innovative revenue resources to fund transportation improvements and programs
- 9%** Other (please describe)*

*Open-ended responses are currently being evaluated by the project team.

TRANSPORTATION IMPROVEMENTS TRADE-OFFS

Participants were asked what they think is more important in designing the streets in Westminster. For each category, they were asked to indicate on the sliding scales which street network feature is more important to them, and were asked to consider factors such as the Westminster’s vision and goals for transportation, potential limitations in funding, street types and widths, safety, connections, and accessibility. The average of the responses received are represented by the location of the teal circle on the scale bar.

Street Design

Design streets to decrease travel delay for vehicles (with potential impacts to other transportation modes)



Design streets that provide safety for all modes (with potential delay for vehicles)

Design streets to focus on the movement of vehicles (cars and freight)



Design streets for the movement of all transportation options (cars, biking, walking, freight and transit)

Transit Network

Frequency (transit arrives often throughout the day along key corridors)



Coverage (the transit network is spread-out throughout the city, but may arrive less frequently)

Microtransit (small on-demand shuttles like RTD's FlexRide)



Fixed route (transit travels along specific corridors and serves designated stops)

Quality service (transit service is reliable and frequent)

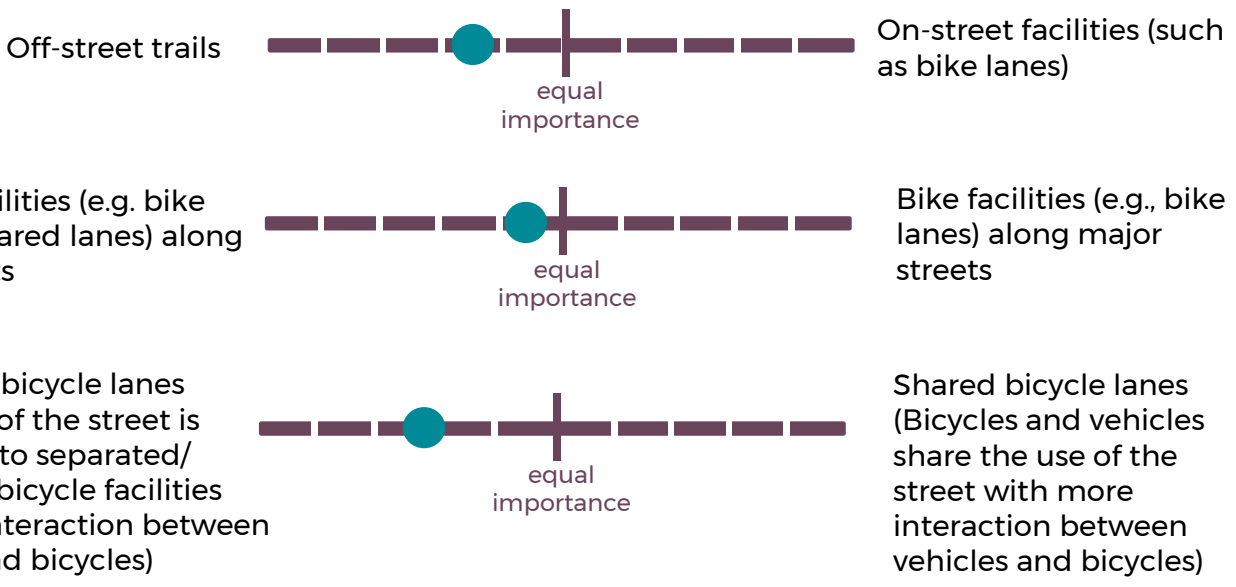


Quality Infrastructure (stops and stations have shelters, seating, and real-time information, etc.)

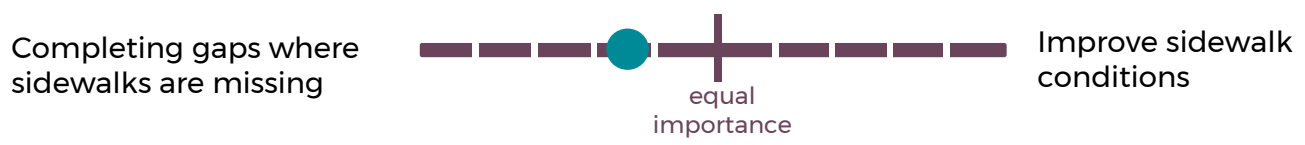
TRANSPORTATION IMPROVEMENTS TRADE-OFFS, CONTINUED

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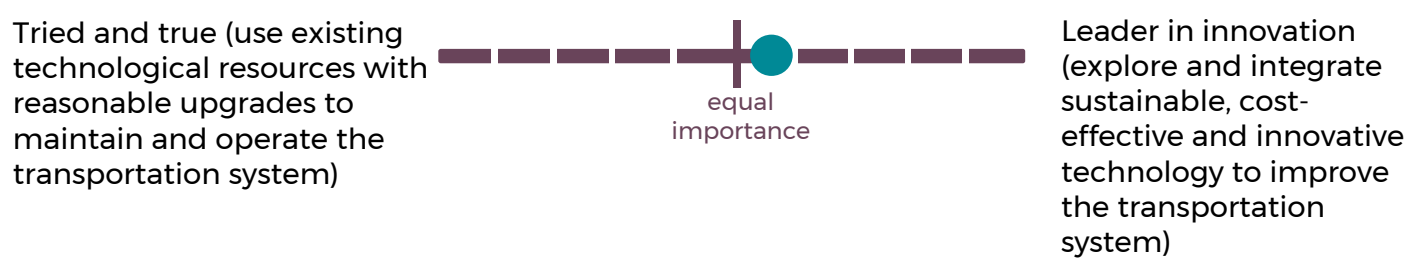
Bicycle Facilities



Pedestrian Facilities



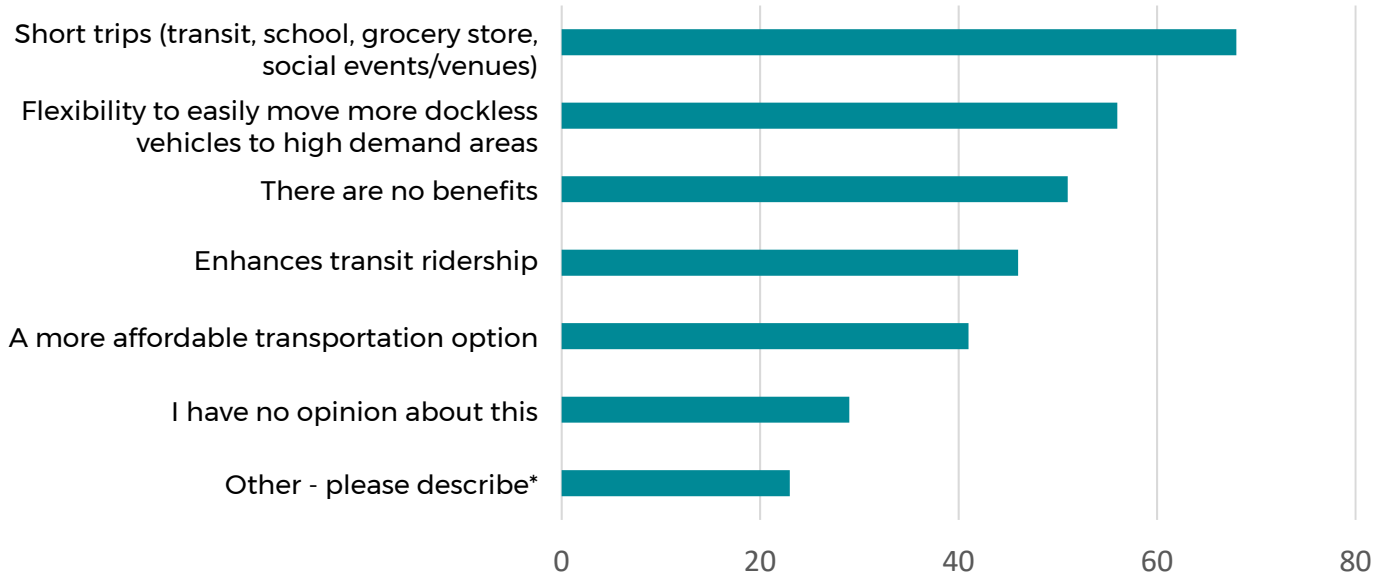
Technology and Innovation



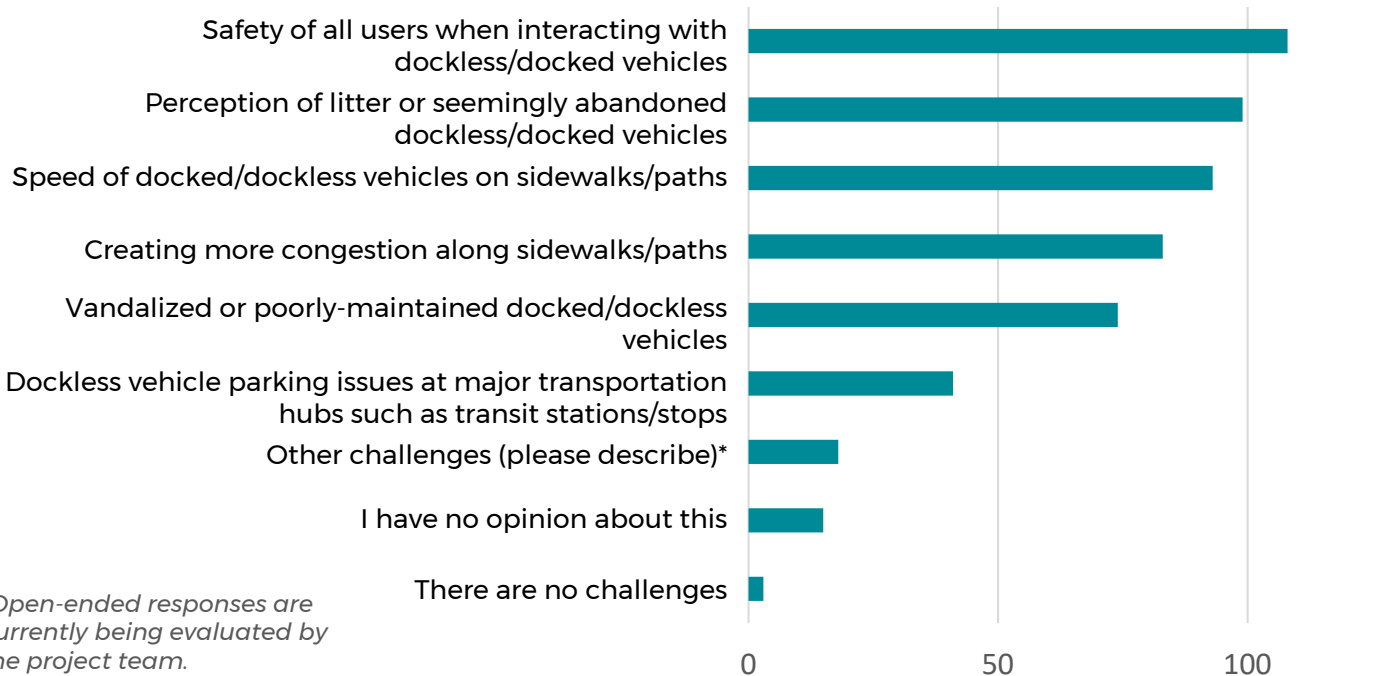
DOCKED AND DOCKLESS MOBILITY

The city will continue to evaluate how new transportation modes and technology, such as docked and dockless mobility, could be effectively and safely integrated into the transportation system. Community input is important to help inform considerations for these types of potential transportation improvements. Participants were asked to provide their input on anticipated benefits and challenges of docked/dockless mobility, their experience using this type of mobility option, and the likelihood of them using this option in Westminster.

Participants were asked to indicate from the options provided what they believe would be the greatest potential benefits of docked or dockless mobility in Westminster.



Participants were asked to indicate from the options provided what they believe would be the greatest potential challenges of docked or dockless mobility.



*Open-ended responses are currently being evaluated by the project team.

DESIGN YOUR STREETS (OPTIONAL SURVEY)

27 participants

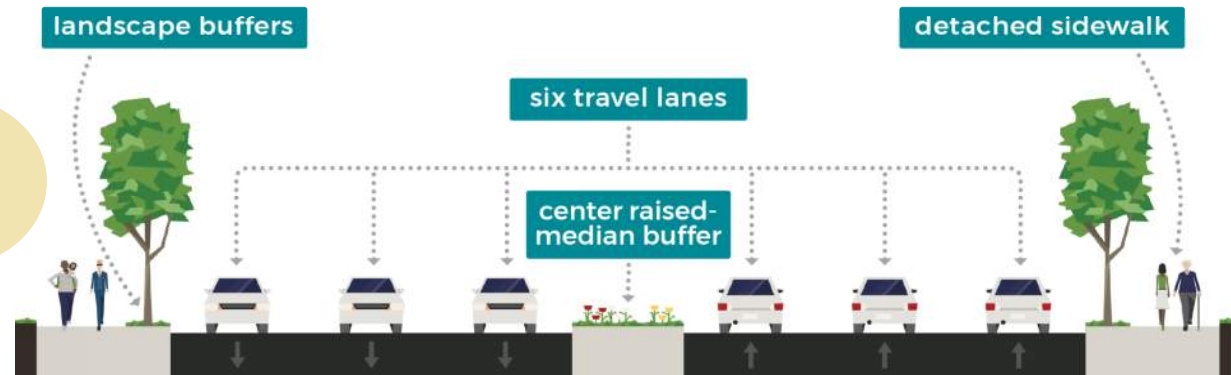
Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

MAJOR ARTERIALS
(Examples: Sheridan Boulevard, Huron Street and 92nd Avenue)

Scenario A

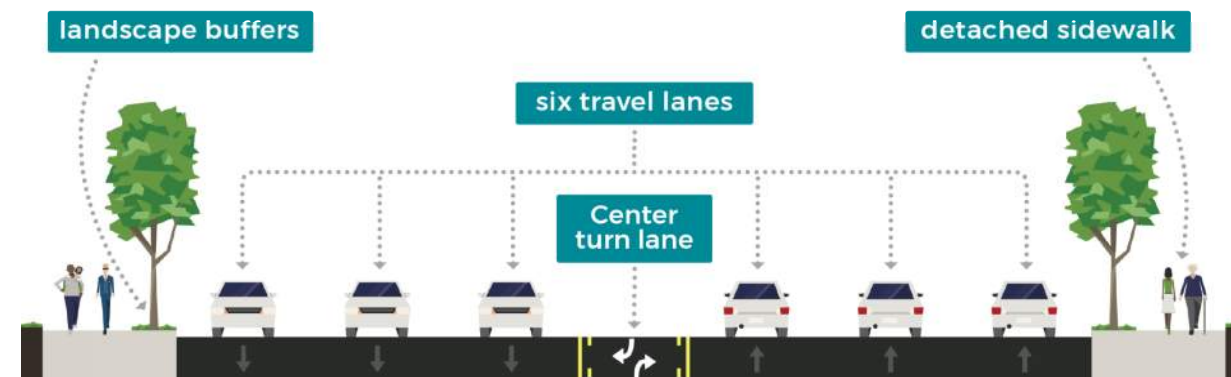
Includes six travel lanes, center raised-median buffer, landscaped buffer, and detached sidewalks for pedestrians

Rank #3



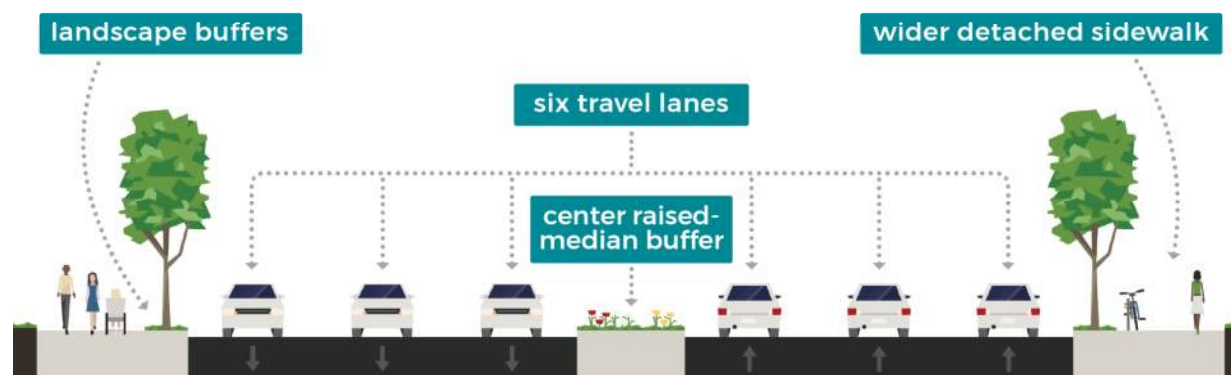
Scenario B

Includes six travel lanes, center turn lane, landscaped buffers, and detached sidewalks for pedestrians



Scenario C

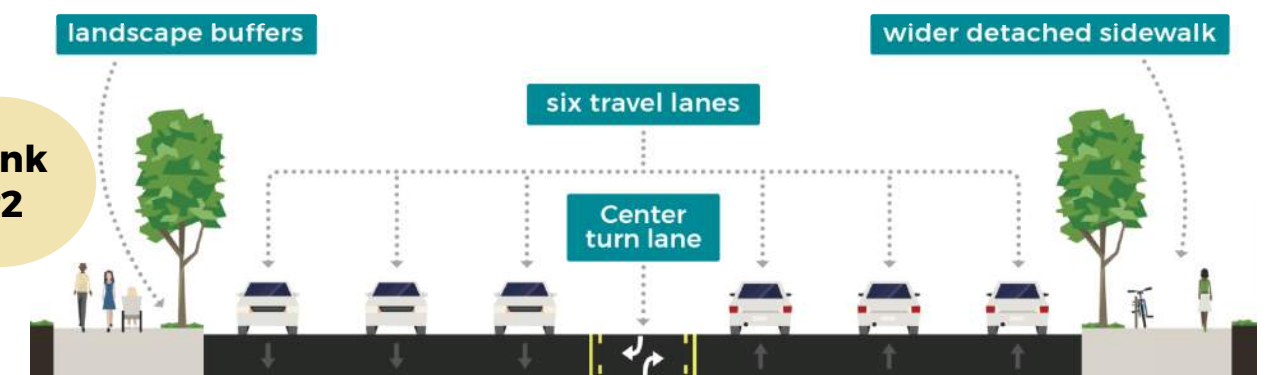
Includes six travel lanes, center raised-median buffer, landscaped buffer, and wide detached sidewalks for pedestrians and bicyclists



Scenario D

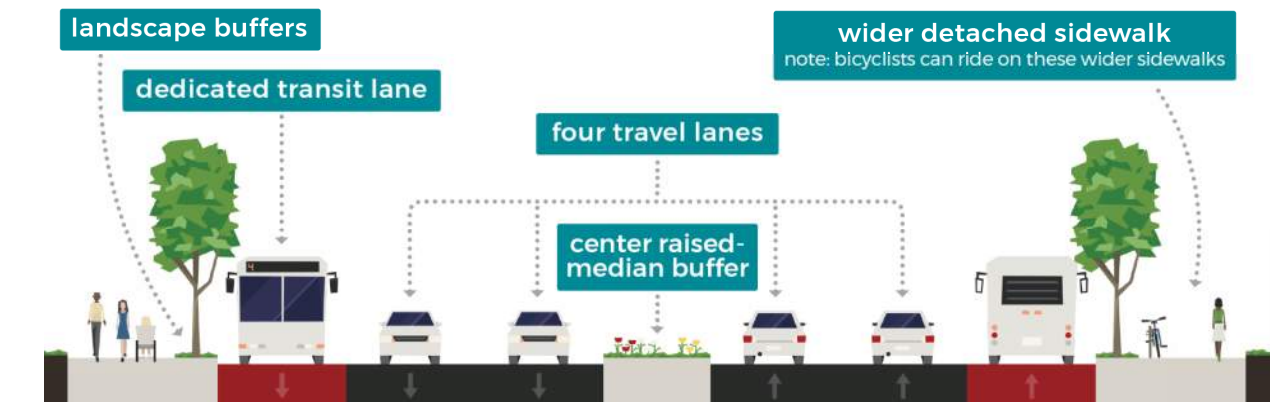
Includes six travel lanes, center turn lane, landscaped buffer, and wide detached sidewalks for pedestrians and bicyclists

Rank #2



Scenario E

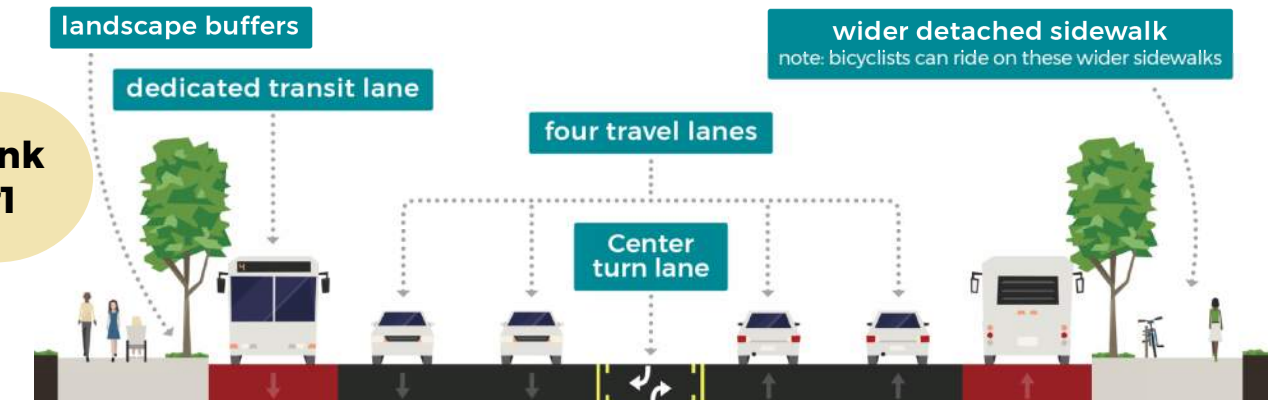
Includes four travel lanes, dedicated transit lanes, center raised-median buffer, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists



Scenario F

Includes four travel lanes, dedicated transit lanes, center turn lane, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists

Rank #1



Note: Open-ended responses are currently be evaluated by the project team.

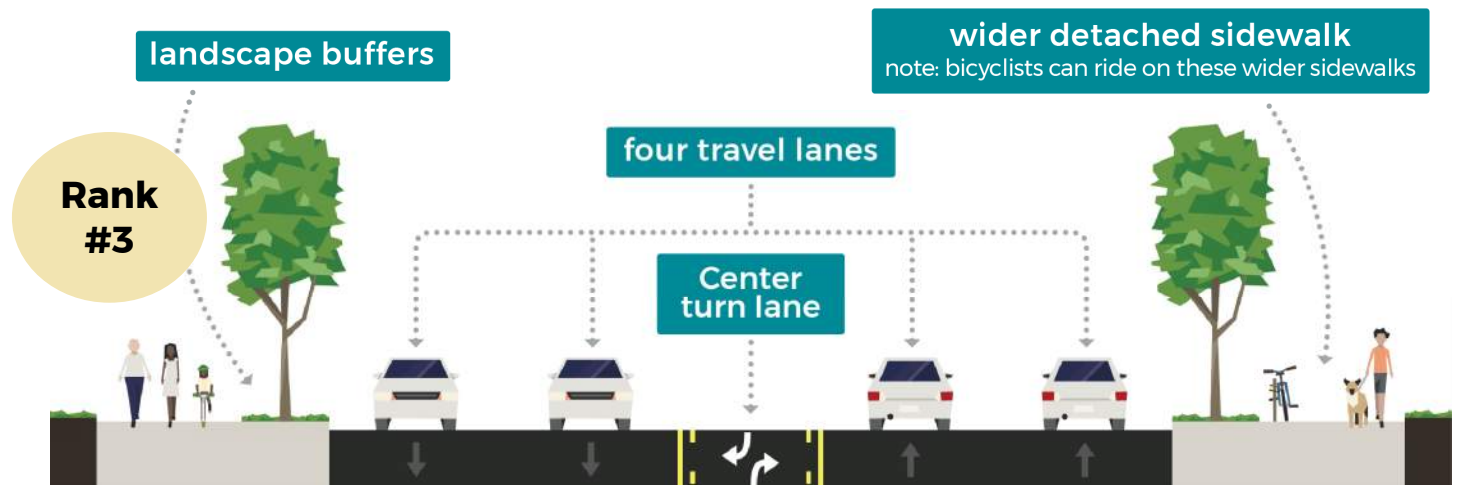
DESIGN YOUR STREETS, CONTINUED (OPTIONAL SURVEY)

27 participants

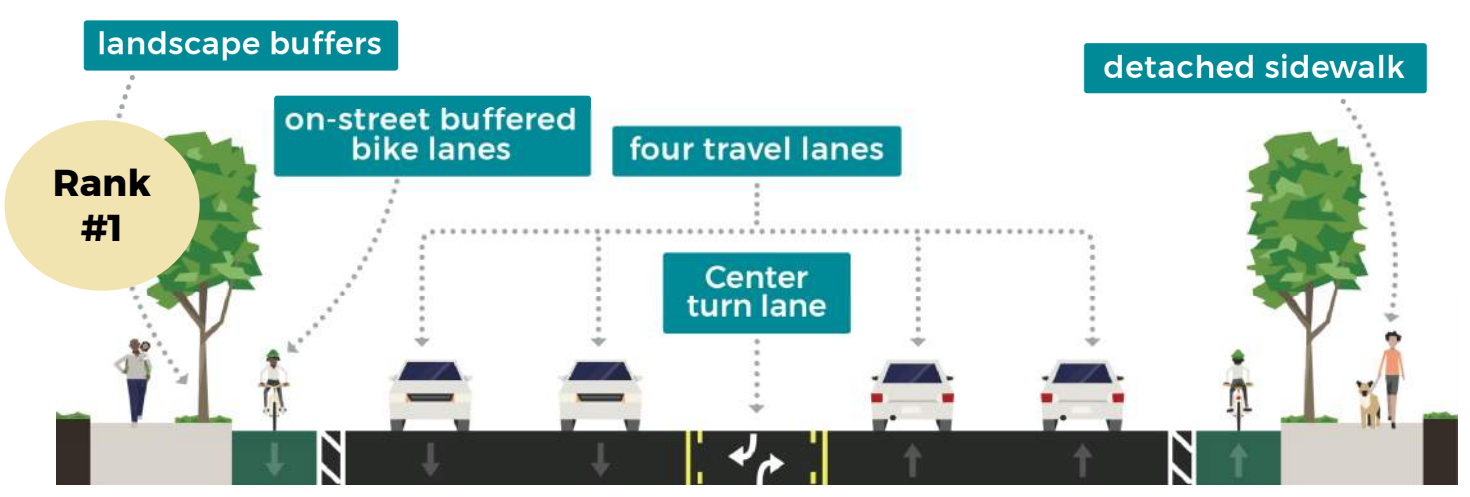
Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

MINOR ARTERIALS
(Examples: Westminster Boulevard and 112th Avenue)

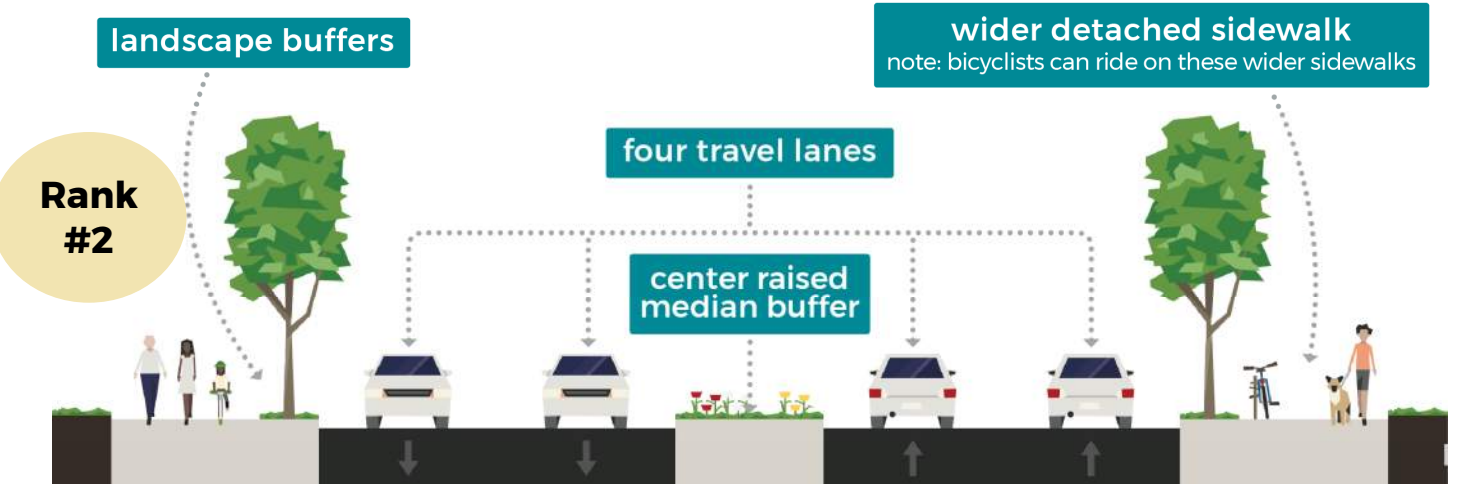
Scenario A
Includes four travel lanes, center turn lane, landscaped buffers, wide detached sidewalks for pedestrians and bicyclists



Scenario B
Includes four travel lanes, center turn lane, buffered bicycle lanes, landscaped buffers, and detached sidewalks for pedestrians



Scenario C
Includes four travel lanes, center raised median buffer, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists



Note: Open-ended responses are currently being evaluated by the project team.

DESIGN YOUR STREETS, CONTINUED (OPTIONAL SURVEY)

27 participants

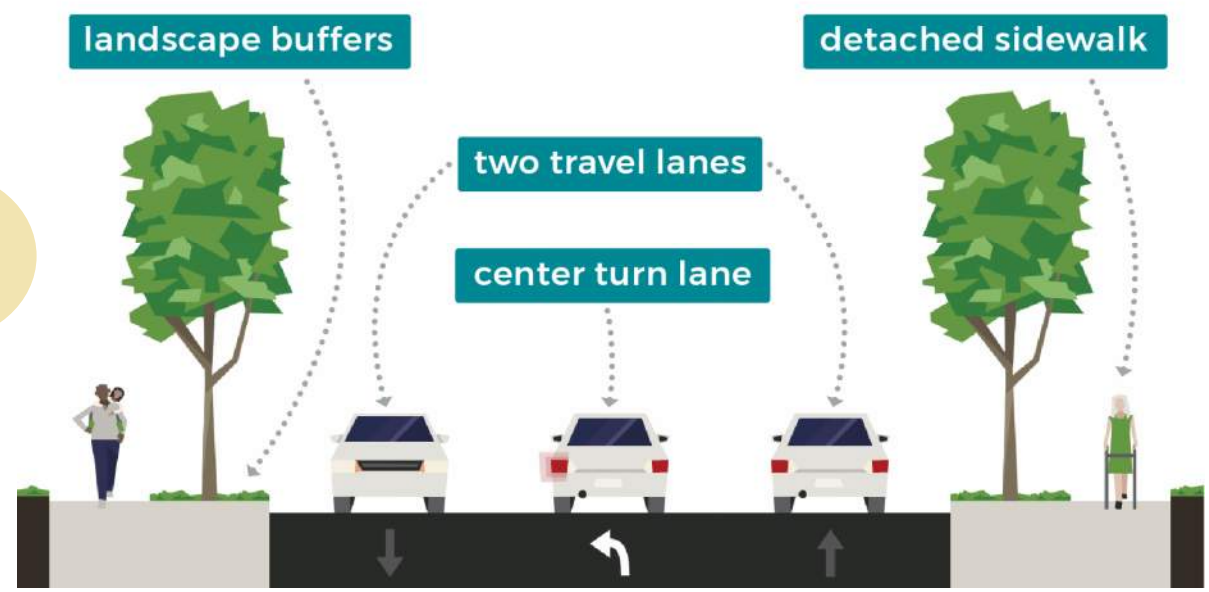
Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

COLLECTOR STREETS
(Examples: Lowell Boulevard, Yates Street and Pierce Street)

Scenario A

Includes two travel lanes, a center turn lane, landscaped buffers, and detached sidewalks for pedestrians

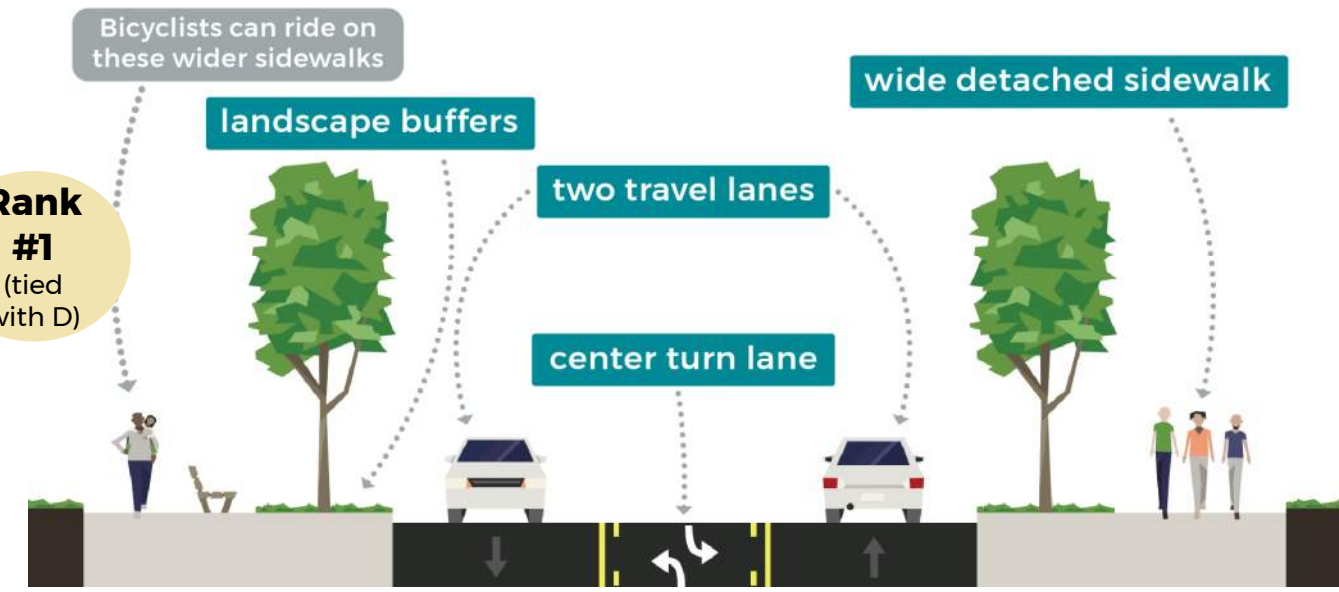
Rank #2
(tied with B)



Scenario C

Includes two travel lanes, a center turn lane, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists

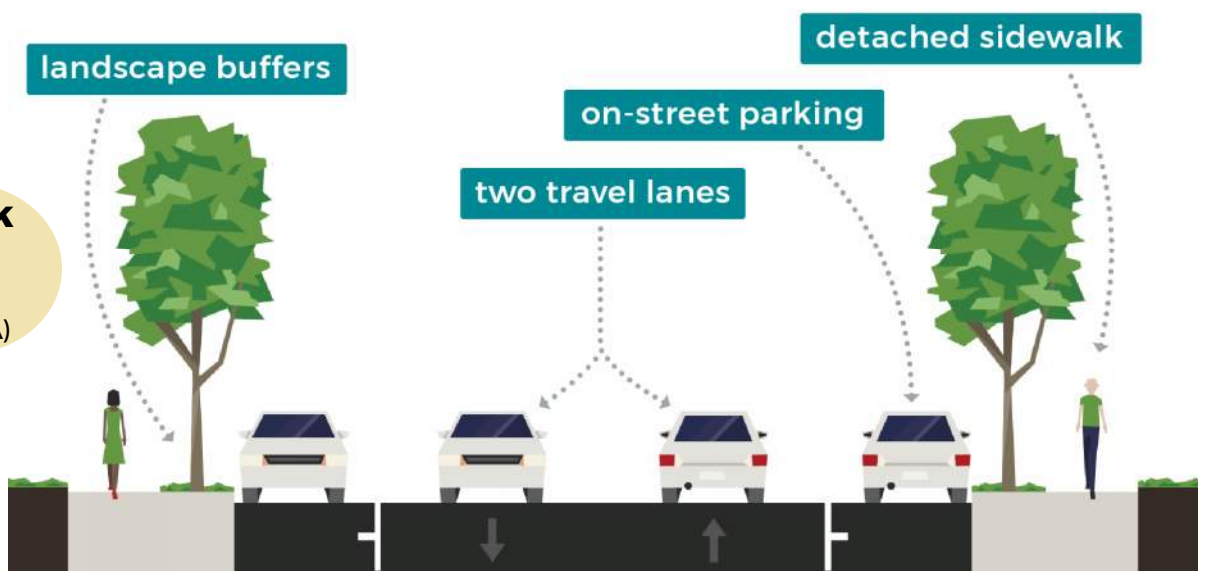
Rank #1
(tied with D)



Scenario B

Includes two travel lanes, on-street parking, landscaped buffers, and detached sidewalks for pedestrians

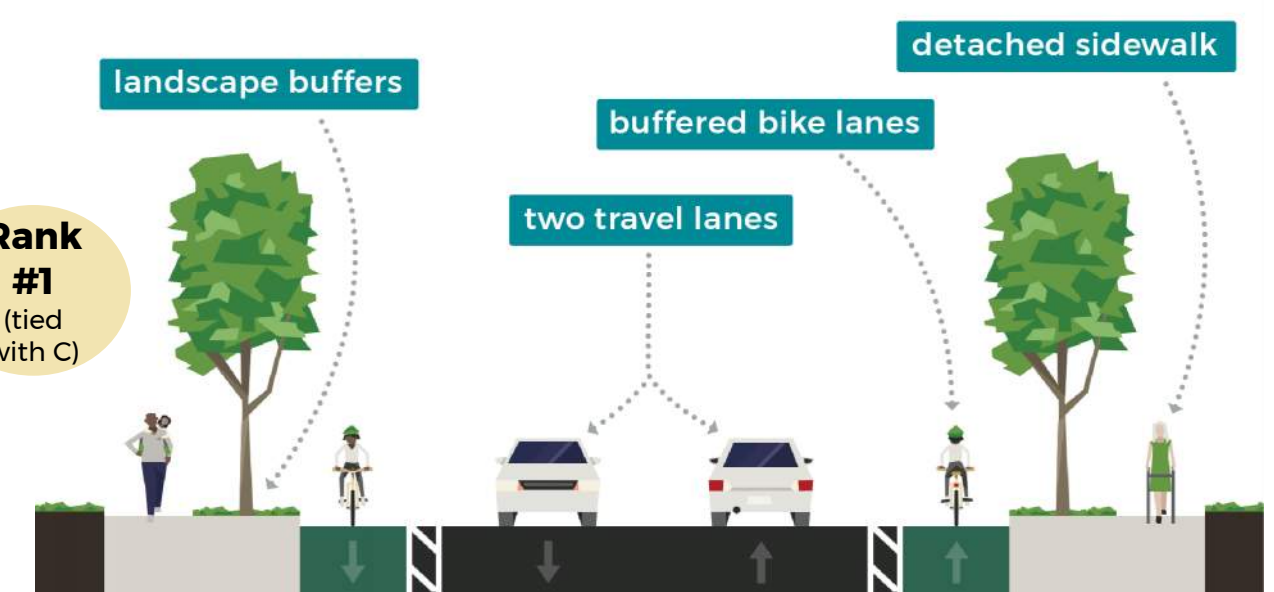
Rank #2
(tied with A)



Scenario D

Includes two travel lanes, buffered bicycle lanes, landscaped buffers, and detached sidewalks for pedestrians

Rank #1
(tied with C)



Note: Open-ended responses are currently being evaluated by the project team.

DESIGN YOUR STREETS, CONTINUED (OPTIONAL SURVEY)

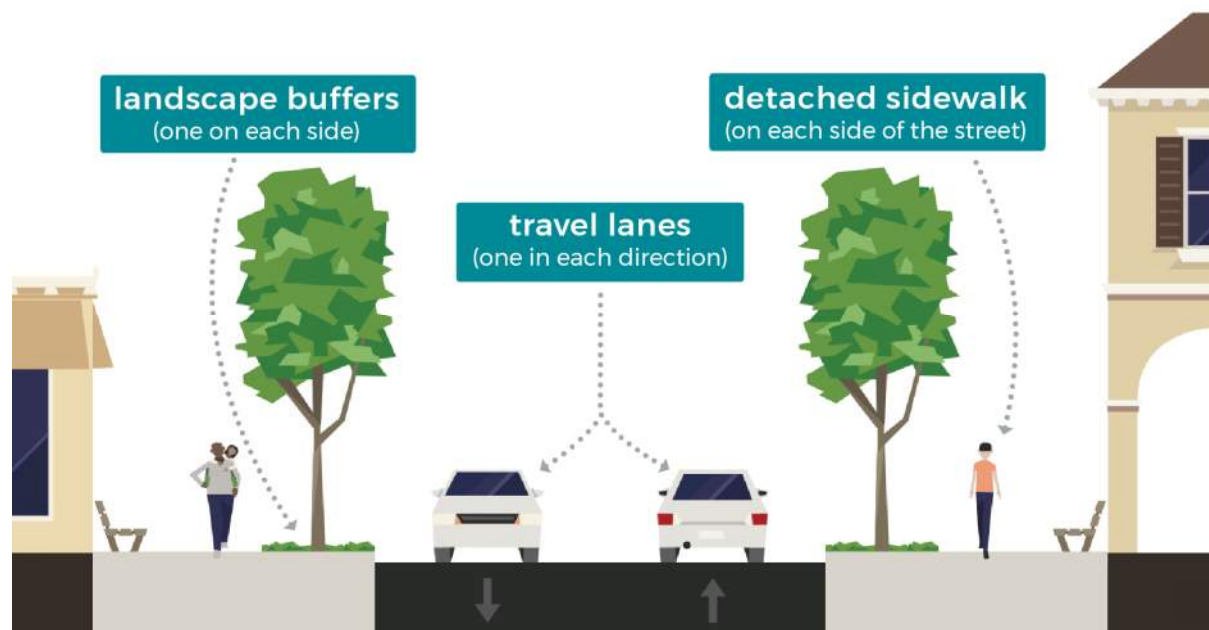
27 participants

Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

MAIN STREETS
(Examples: streets in Downtown Westminster, Bradburn Boulevard and portions of 73rd Avenue)

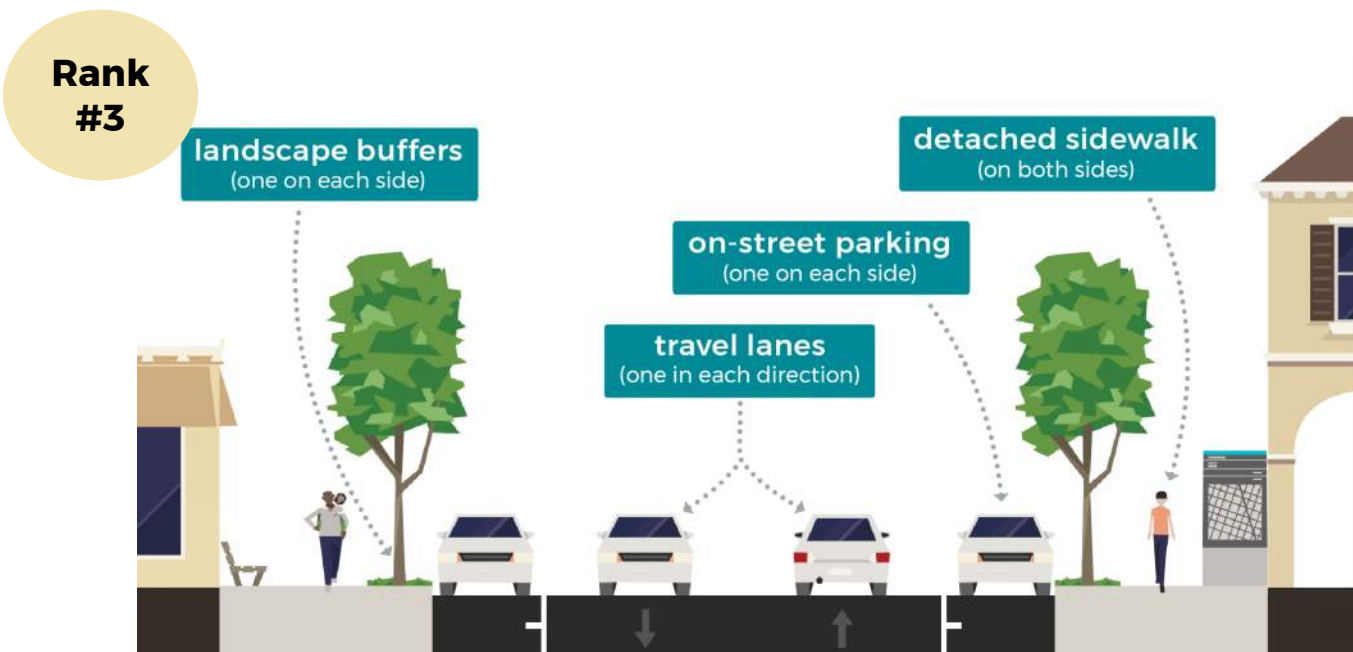
Scenario A

Include two travel lanes, landscaped buffers, and detached sidewalks for pedestrians



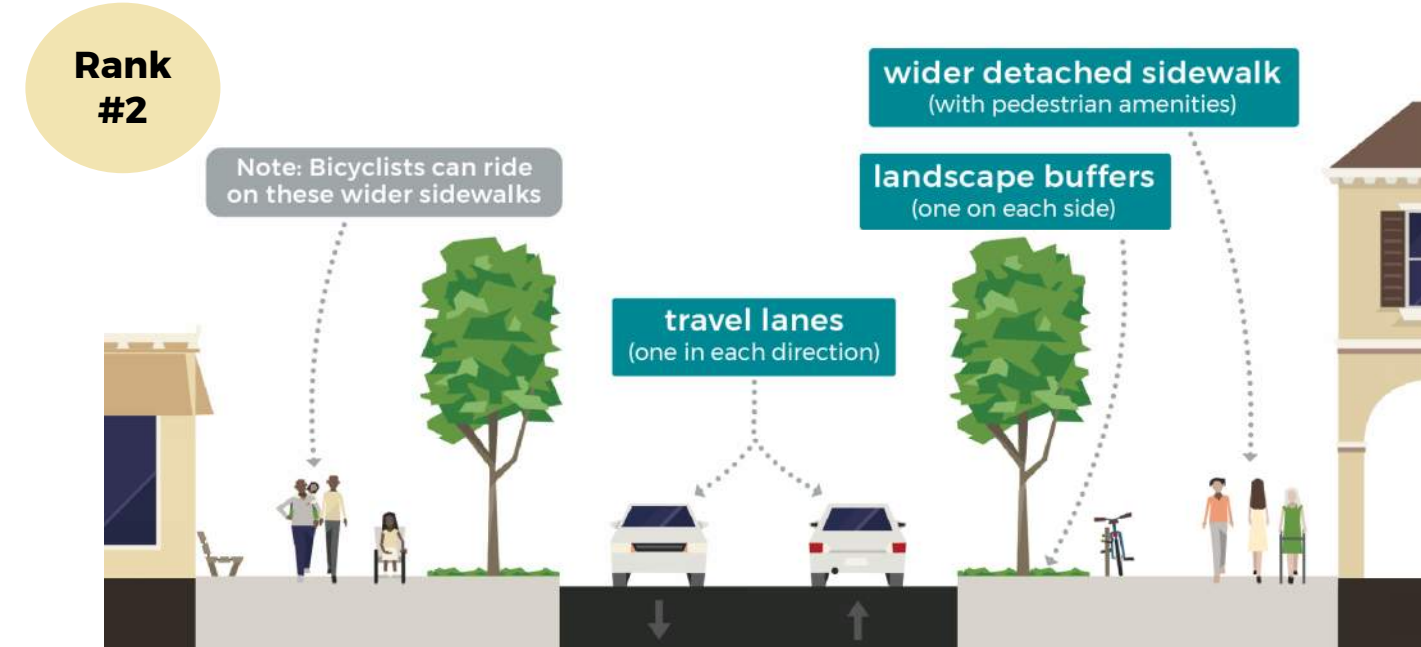
Scenario B

Include two travel lanes, on-street parking, landscaped buffers, and detached sidewalks for pedestrians



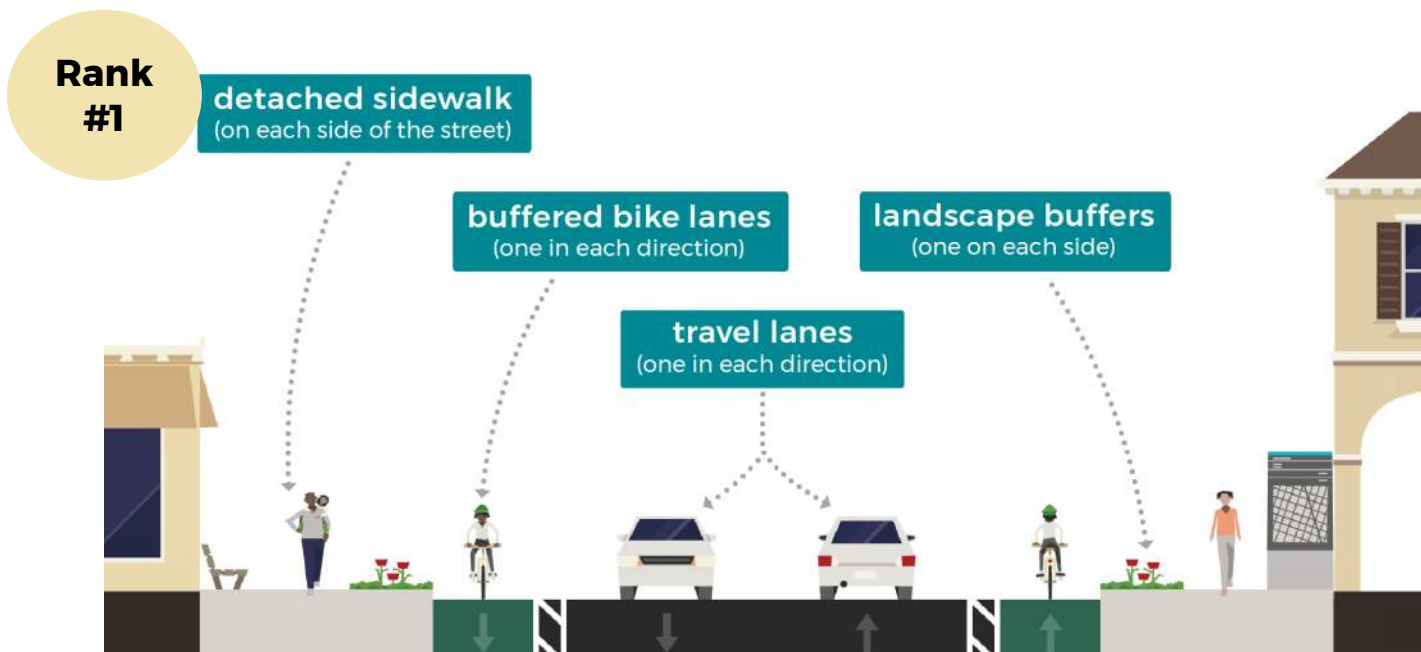
Scenario C

Include two travel lanes, landscaped buffers, amenities, and wide detached sidewalks for pedestrians and bicyclists



Scenario D

Include two travel lanes, buffered bike lanes, landscaped buffers, and detached sidewalks for pedestrians



Note: Open-ended responses are currently being evaluated by the project team.