



## PHASE 2 PUBLIC ENGAGEMENT SUMMARY

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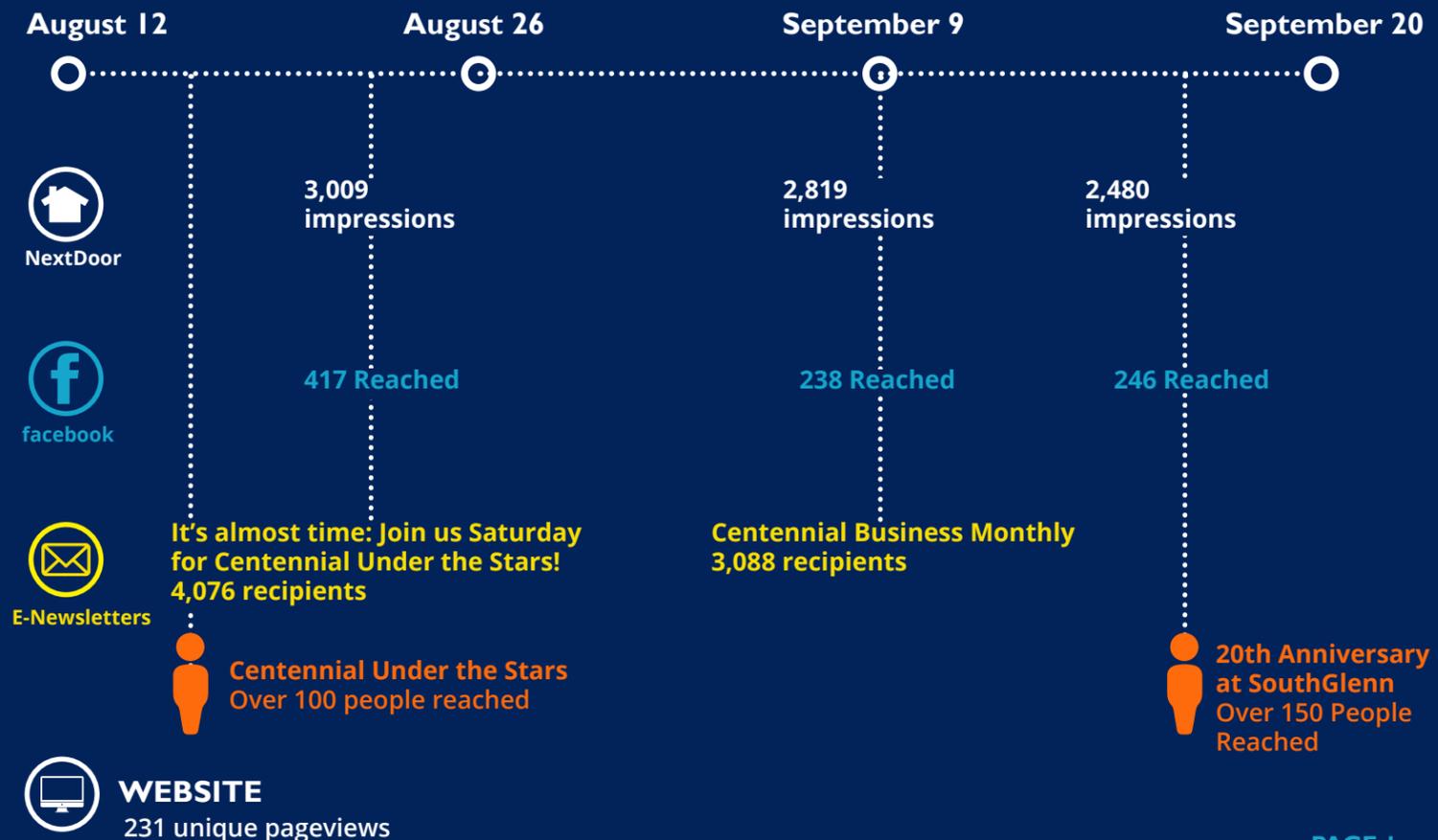
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## Phase 2: Public Engagement Performance Metrics



## SECTION 1: PHASE 2 PUBLIC ENGAGEMENT APPROACH

The City of Centennial is in the process of updating their Transportation Master Plan (TMP). The new plan will build on the previous TMP and continue to develop an efficient and balanced transportation system, while also setting the stage for further planning, design, and funding of capital, operational, and policy investments in the City. It is important that the City is not only prepared to adapt to changing transportation needs and priorities, but that it continues its innovative spirit to make Centennial a great place to live, play, work, and recreate.

To ensure Centennial's 2040 TMP presents a holistic vision and strategy that meets the transportation needs of residents, employees, commuters, and visitors it is vital we continuously gather feedback and input from community members in a variety of ways. Both in-person and online tools were utilized for the second phase of public engagement.

Online feedback was gathered through an online commenting map that includes over 300 potential projects for the TMP. Additionally, a transportation tradeoffs survey encouraged community members to evaluate and identify how they would prioritize specific transportation improvements by mode. The survey also asked respondents to distribute potential funding across different transportation improvements to help refine and prioritize projects to be advanced in the TMP.

In-person public engagement opportunities were held at Centennial Under the Stars and Centennial's 20-Year Celebration event, both were high activity community events that helped garner further input on transportation priorities. Activities offered at these events reflected the online opportunities made available on the project website so that input could be aggregated across outreach platforms.

The second phase of public engagement closed September 20, 2021, and the feedback will inform the recommendations and implementation strategies put forth in the Draft TMP. The Draft TMP is anticipated to be available for public review in early Winter 2021/2022.



## SECTION 2: PROJECT AWARENESS STRATEGY & ENGAGEMENT TOOLS

To ensure broad distribution of information and to engage as many people as possible that live, work, and play in the City of Centennial in the planning process, a project awareness strategy was developed to direct people to learn more about the project, visit with project staff at in-person meetings, and to provide input using online engagement tools.

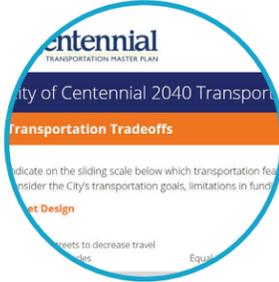
### Project Awareness Strategy

The following tools and strategies were used during Phase 2 Engagement to inform the public about the TMP process.

- Project webpage [centennialco.gov/tmp](http://centennialco.gov/tmp)
- City of Centennial social media platforms
- Press releases
- Social media campaigns
- Newsletter articles
- Contact list e-blasts
- Project business cards
- In-person outreach events

### Engagement Tools

The TMP project webpage and SurveyMonkey were the repositories of information for public engagement and housed all engagement tools. The key tools used to gather input for Phase 2 are summarized below.

	Platform	Engagement Goal
 <p><b>Transportation Project Map</b></p>	Social Pinpoint	Gather information on 300+ projects identified to date and request input on any additional needed projects
 <p><b>Transportation Tradeoffs and Funding Survey</b></p>	Survey Monkey	Gather input on how community members would prioritize different transportation improvements and identify how they would allocate limited transportation funding across different investment types
 <p><b>In-Person Events</b></p>	Centennial Under the Stars, Centennial 20-Year Celebration event	Educate the public about the cost of transportation investments, request input on how they would prioritize different transportation investment types, and participate in a funding allocation exercise

# SECTION 3: TRANSPORTATION PROJECT MAP & TRADEOFFS SURVEY RESULTS

The Centennial TMP webpage hosted two different opportunities for community input through the Social Pinpoint platform and SurveyMonkey. Through the potential project map and transportation tradeoffs survey, community members shared their perspectives on transportation priorities and provided insight into how they would distribute funding across different transportation improvements. Response summaries and totals are provided below.

## Transportation Project Map

Through the potential project map tool, community members voiced their opinions on over 300 potential projects across the City and were also encouraged to share any feedback they have on additional projects that should be considered and advanced in the planning process.

In total, 10 comments were provided. Although the number of responses was not high, there was a good distribution of feedback across different modes. Four bicycle comments were provided and focused on the need for protected bike lanes along heavily used corridors and near specific locations such as elementary schools or to connect to public transit. Three transit comments were provided and called for microtransit service. One pedestrian comment was provided and identified the need for more accessible sidewalks and seasonal maintenance. Roadway comments focused on the need for intersection improvements and street reconfigurations.

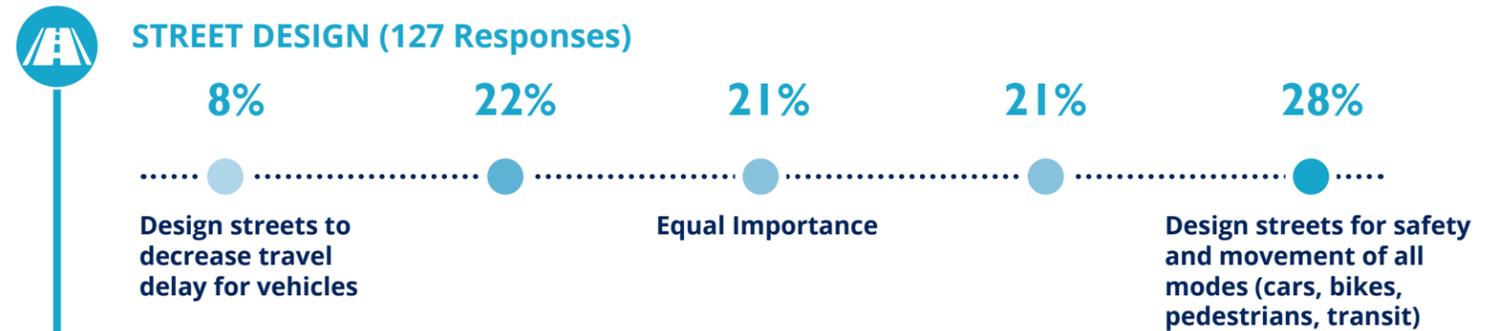


## Transportation Tradeoffs Survey

The transportation tradeoffs survey was provided at in-person events and through an online survey hosted by SurveyMonkey. Additionally, an interactive version of the survey, hosted through Mentimeter, was presented at a Centennial Senior Commission meeting and CenCON. Results from the different events have been aggregated and summarized in the following charts.

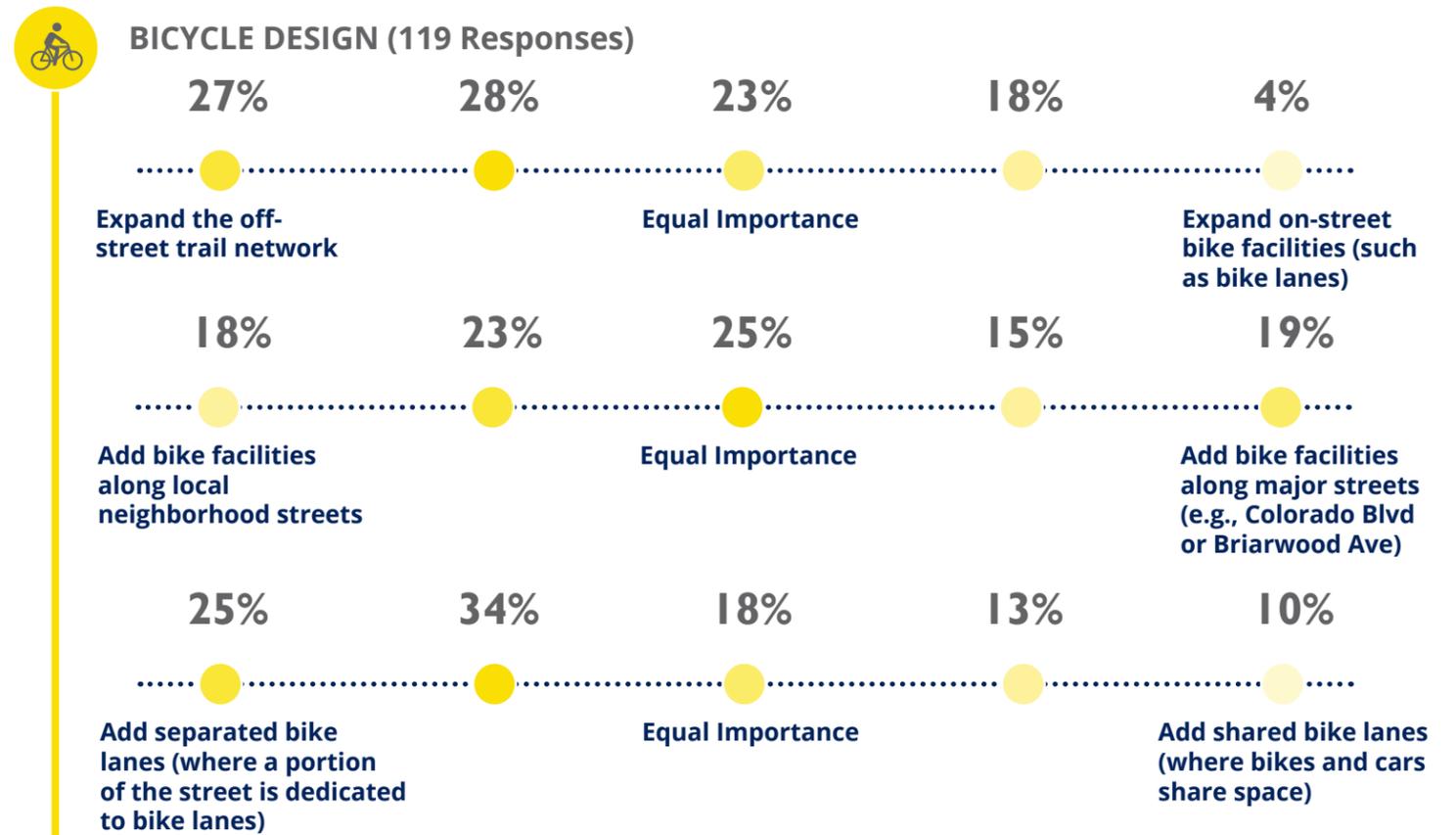
## Transportation Tradeoffs Survey Totals and Findings

Respondents were asked to indicate on a sliding scale which transportation feature is most important to prioritize while also taking into consideration transportation goals, limitations in funding, and space constraints.



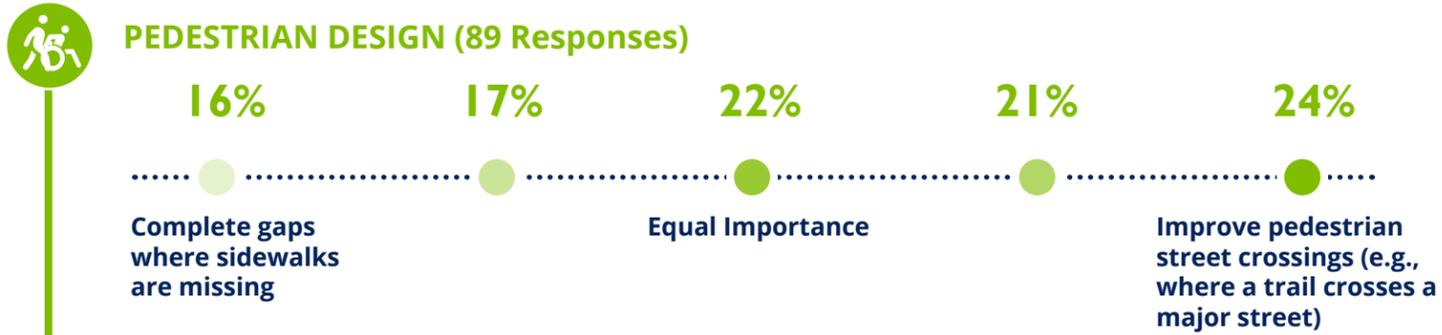
### STREET DESIGN (Open-ended Response Key Themes)

- Improve east-west bicycle and pedestrian crossings
- Create safer routes to school
- Add detached sidewalks along major arterials
- Develop an off-street bike network
- Develop a balanced distribution of safe transportation choices



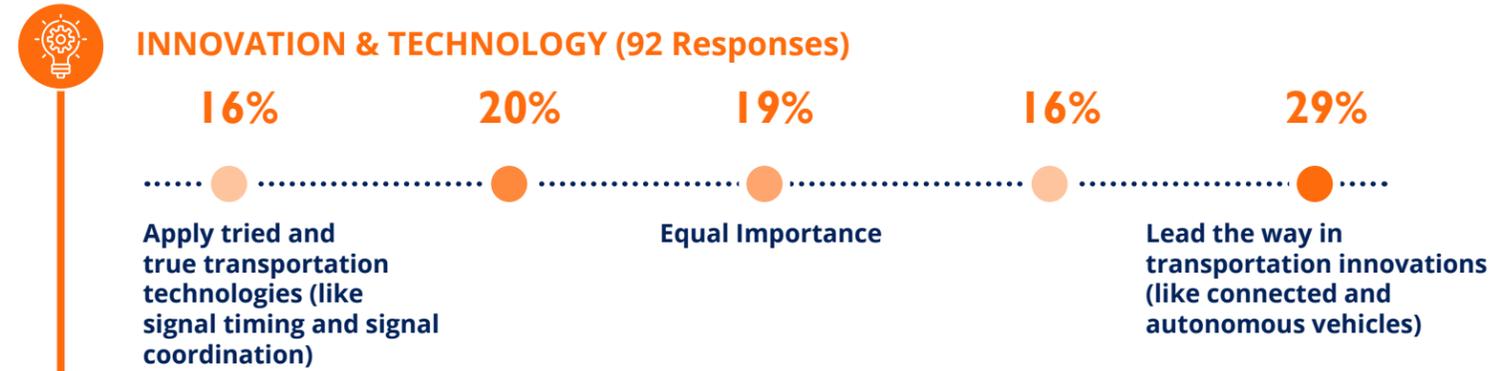
### BICYCLE DESIGN (Open-ended Response Key Themes)

- Develop grade separated trail crossings and an off-street bike network
- Improve bike and trail crossings
- Improve and connect bike infrastructure across the City



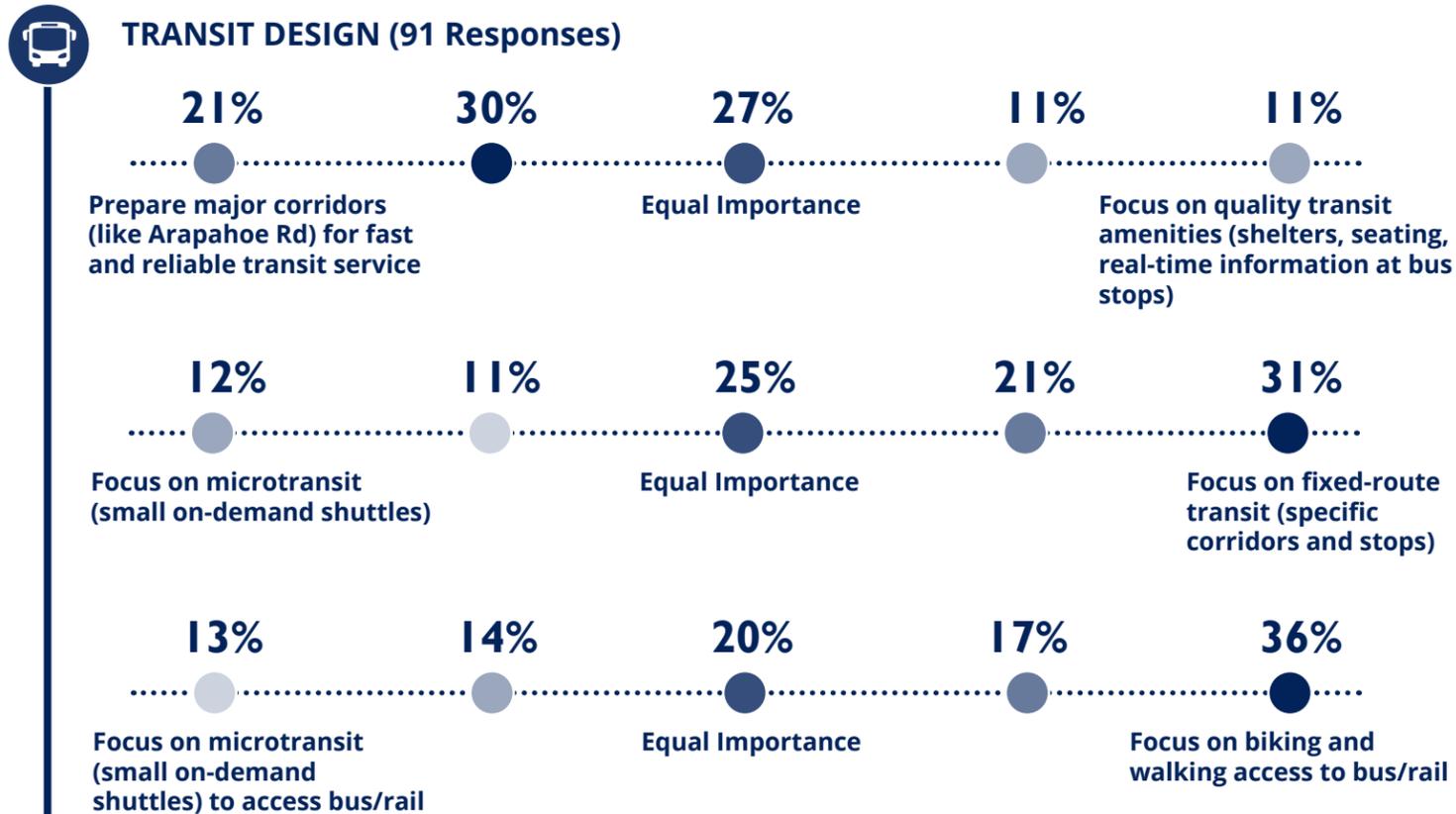
**PEDESTRIAN DESIGN (Open-ended Response Key Themes)**

- Improve connectivity and accessibility of pedestrian network
- Add more streetscaping elements to sidewalks, such as shade trees
- Create safer pedestrian crossings



**INNOVATION & TECHNOLOGY (Open-ended Response Key Themes)**

- Explore integration of autonomous vehicles
- Find a balance between being prepared for growth and ensuring current community members have a reliable and accessible transportation system in the near future



**TRANSIT DESIGN (Open-ended Response Key Themes)**

- Provide more frequent service and improve bus stop amenities
- Provide microtransit service to connect local destinations and improve transportation options for older adults and people with disabilities
- Improve biking and walking infrastructure to connect to regional service

**Transportation Tradeoffs Key Themes**

When respondents were asked about Street Design, results showed there was slightly greater interest (28 percent) in streets that are designed for the safety and movement of all modes. The responses provided under the open-response option also indicated similar themes. Most community members expressed interest in safer infrastructure for bicyclists and pedestrians and needed safety improvements across all modes.

Under Bicycle Design, three tradeoff questions were asked related to desired improvements and additions to the City's bicycle infrastructure and trail system. Expanding the off-street trail network was more heavily prioritized than expanding on-street bike facilities. Adding bike facilities along both local neighborhood streets and major arterials were seen as equally important by 25 percent of respondents. And adding separated bike lanes was preferred over adding shared bike lanes by 15 percent of respondents.

For Pedestrian Design, respondents tended to favor improving pedestrian street crossings over completing sidewalk gaps.

There were three different Transit Design questions asked of respondents. More respondents favored preparing major corridors for fast and reliable transit service over the quality of transit amenities. Further, community members expressed a greater interest in fixed-route service rather than microtransit service. There was also a desire to focus on biking and walking access to bus and rail rather than focusing on microtransit.

Community members also conveyed that leading the way in transportation innovations was preferred over applying tried and true transportation technologies.

# SECTION 4: Funding Distribution Exercise

## Centennial Under the Stars Event

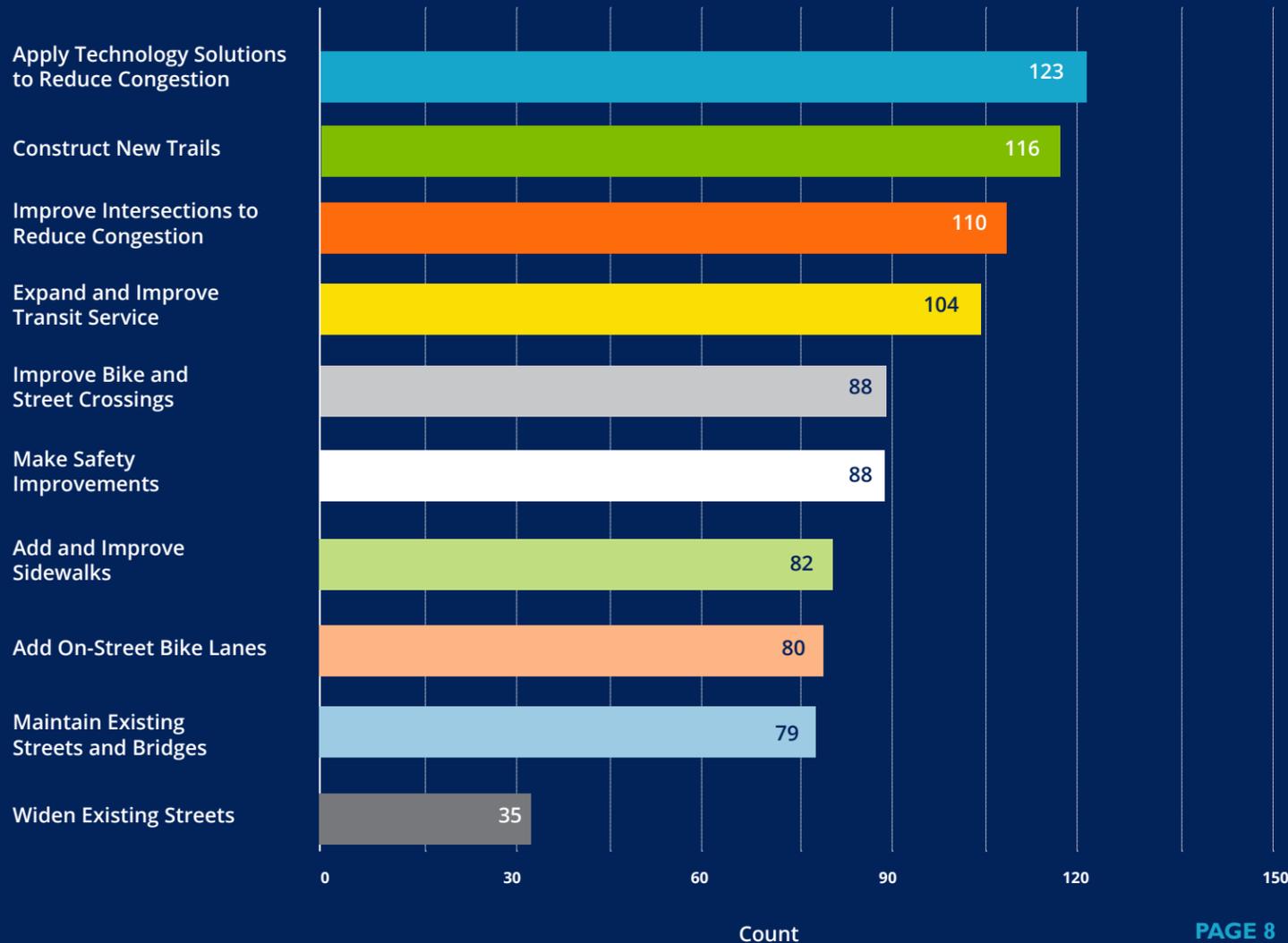
Approximately 90 people participated in the funding distribution exercise at the 15th annual Centennial Under the Stars event. Community members selected applying technology solutions to reduce congestion as their highest funding priority, with 123 votes. This was followed by constructing new trails (116 votes), improving intersections to reduce congestion (110 votes) and expanding and improving transit (110 votes). Improving bike and street crossings and making safety improvements both received the same share of funding with 88 votes, followed by adding and improving sidewalks, adding on-street bike lanes, and maintaining existing streets and bridges. Widening existing streets received the least funding with only 35 votes.

## Centennial's 20-Year Celebration at The Streets at SouthGlenn

The City's 20-Year Celebration at The Streets at SouthGlenn yielded a significant amount of public feedback. Approximately 130 community members participated in the funding distribution exercise and notably, the results varied from the Centennial Under Stars event. Maintaining existing streets and bridges received the highest share of funding with 210 votes, followed by applying technology solutions to reduce congestion (171 votes). Both adding and improving sidewalks (146 votes) and making safety improvements (143 votes) obtained higher shares of funding votes at this event. Constructing new trails (127 votes) and expanding and improving transit service (124 votes) closely followed. Improving bike and street crossings (110 votes), improving intersections to reduce congestion (107 votes), and adding on-street bike lanes (106 votes) all received a similar distribution of funding. Widening existing streets again received the least funding from community members with 62 votes.

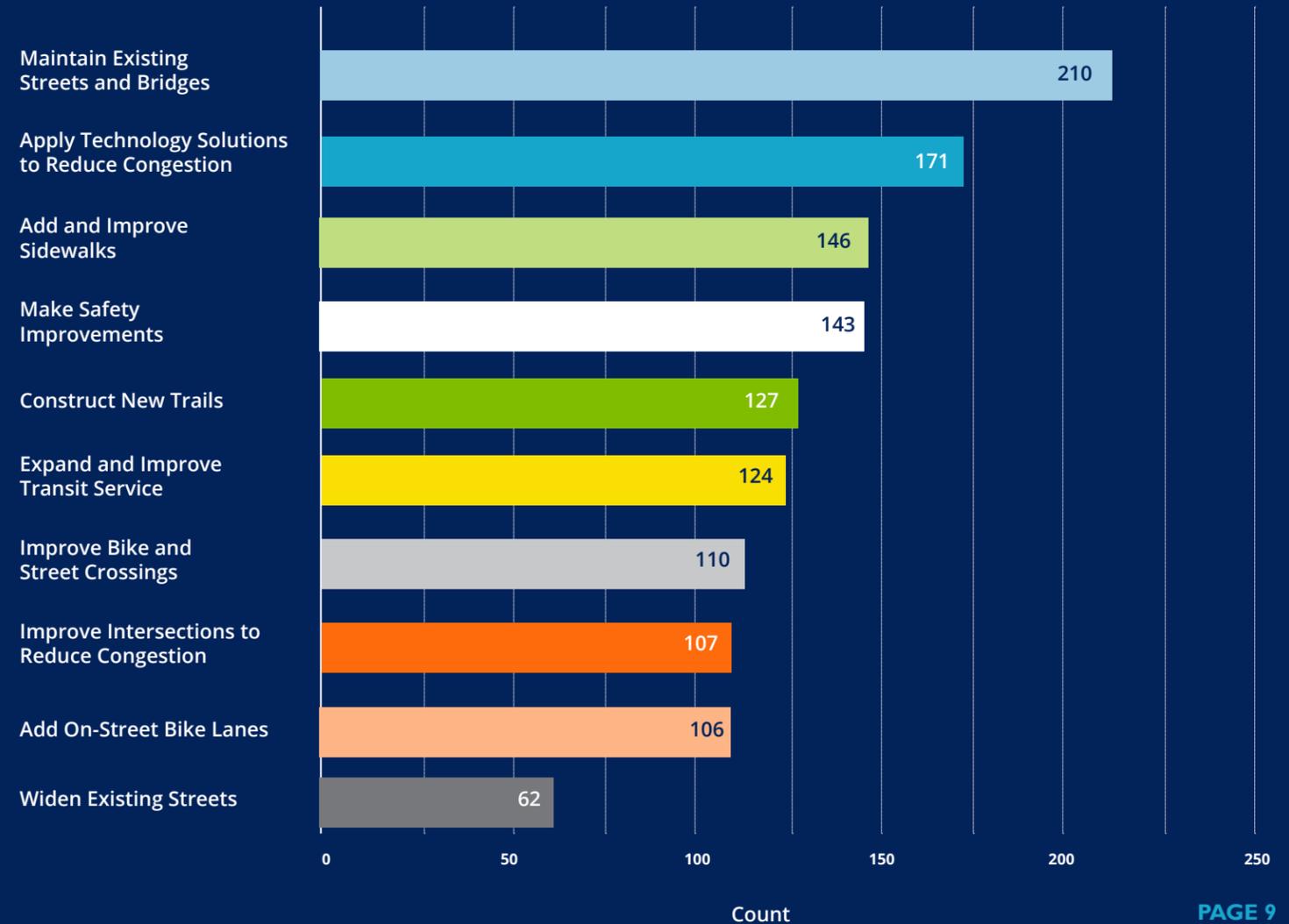
### Centennial Under the Stars Funding Distribution Results

Approximately **90** participants



### Centennial's 20-Year Celebration at The Streets at SouthGlenn Funding Distribution Results

Approximately **130** participants

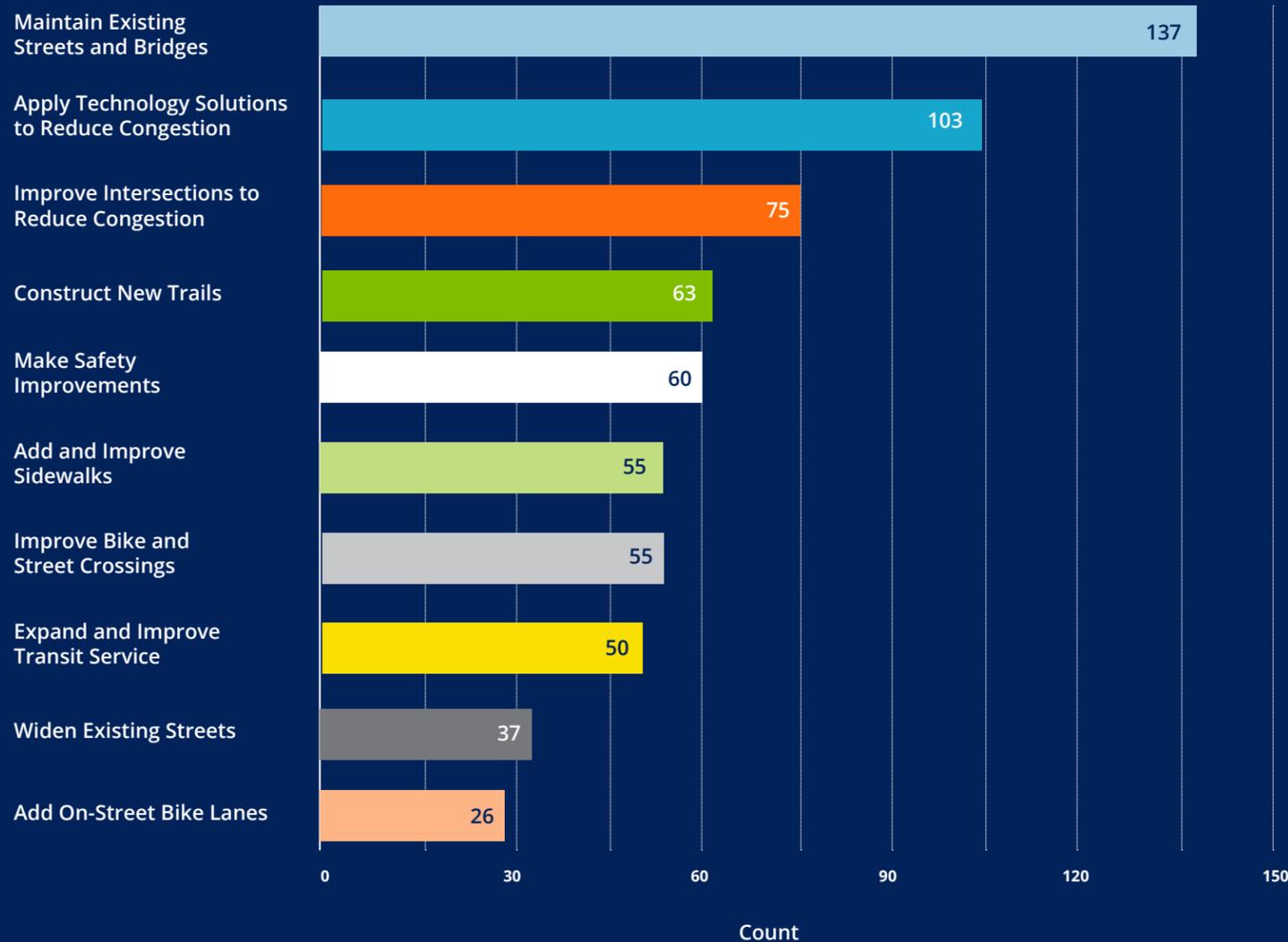


## Online Transportation Funding Distribution Results

Approximately, 70 respondents provided feedback on how they would prioritize and distribute funding across different transportation improvements through the online survey. Maintaining existing streets and bridges was favored as the most important improvement, receiving 137 votes. Applying technology solutions to reduce congestion obtained 103 votes. Improving intersections to reduce congestion (75 votes), constructing new trails (63 votes), making safety improvements (60 votes), adding and improving sidewalks (55 votes), improving bike and street crossings (55 votes), and expanding and improving transit service (50 votes) all obtained a similar amount of the total funding share. Widening existing streets (37 votes) and adding on-street bike lanes (26 votes) made up the lowest share of the funding distribution.

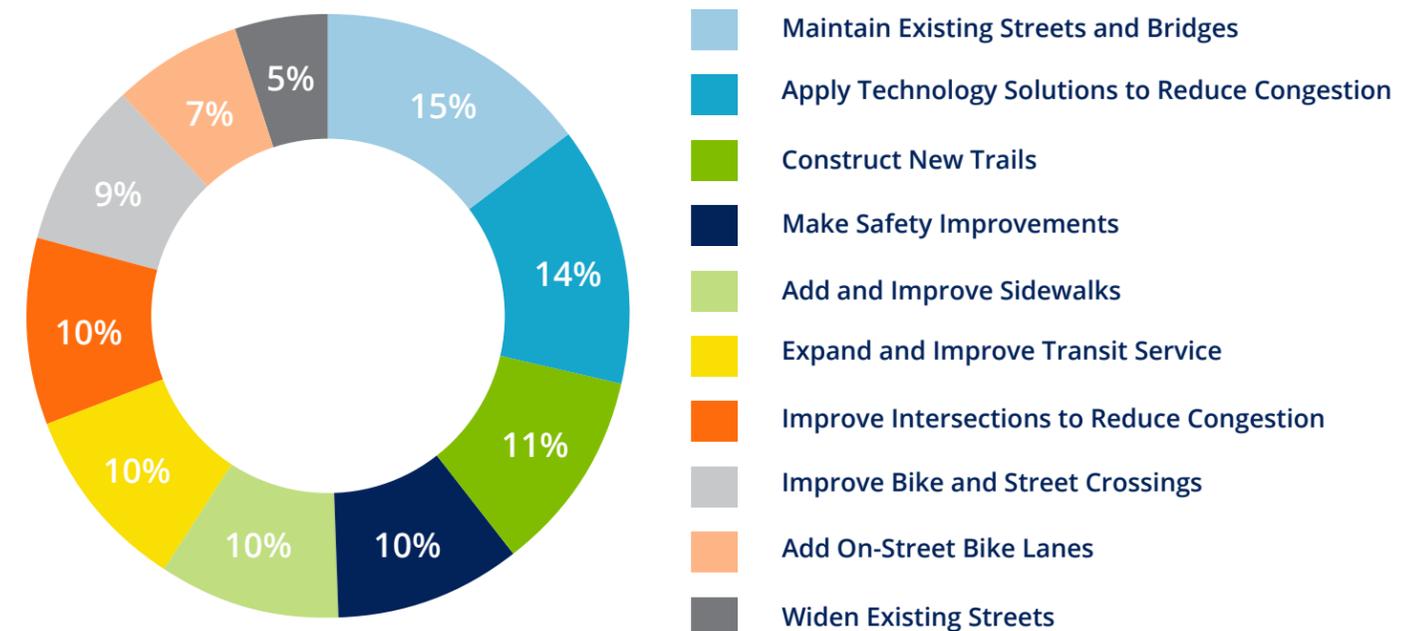
### Online Transportation Survey Funding Distribution Results

Approximately  
**70** participants



## Aggregated Funding Distribution Exercise Results and Key Themes

All of the input from in-person and online activities was combined to provide a snapshot of overall community sentiment. In total, approximately 220 community members provided feedback at in-person events, and approximately 70 participants provided input through the online funding distribution exercise. When aggregated, maintaining existing streets and bridges (15 percent) received the highest share of funding votes. This was followed by applying technology solutions to reduce congestion (14 percent) and constructing new trails (11 percent). Making safety improvements, adding and improving sidewalks, expanding and improving transit service, and improving intersections to reduce congestion all received a similar amount of the funding share with approximately 10 percent of votes. Improving bike and street crossings obtained nine percent of the total funding share. Adding on-street bike lanes (seven percent) and widening existing streets (five percent) received the lowest share of funding when aggregated across all input that was gathered.



# SECTION 5: NEXT STEPS

Findings from Phase 2 public engagement will be used to inform recommendations and implementation strategies. As recommendations and the Draft TMP are developed they will be made available for public review in early winter 2021/2022. A project evaluation process will also be developed to inform a prioritized project implementation strategy.

The Transportation Master Plan document will outline a plan for multimodal transportation improvements in the City, inform the 2022 capital improvement program priorities, and chart a course for the City as it continues to grow and evolve over time.

