

PHASE TWO MVRTP PUBLIC ENGAGEMENT RESULTS INVESTMENT PRIORITIES AND SCENARIO OPTIONS NOVEMBER 2019 – JULY 2020

BACKGROUND

DRCOG is working on the [2050 Metro Vision Regional Transportation Plan](#), a document that guides the region’s future multimodal transportation system. The plan is our long-range vision for regional transportation through 2050 and anticipates the transportation infrastructure and services needs as our region grows. The plan is being developed over the course of a two-year process, with an emphasis on public and stakeholder involvement throughout.

This document summarizes the public input received during phase two of the plan process from November 2019 through July 2020, as scenario planning analysis was developed, scenarios were tested, and investment priorities began to be discussed.



HOW DID INPUT FROM PHASE ONE GUIDE PHASE TWO?

The [input received in phase one](#) guided the development of regional transportation and land use scenarios. In terms of scenario content, high interest in **transit**, **sidewalks**, **bike paths**, and **safety** in the phase one in-person outreach guided the development of scenarios that could test situations involving these topics.

In the phase one online survey, **traffic congestion or delays** and **lack of biking, walking, and transit options** were also cited as main challenges in the region, so these were also focuses of the scenarios. Many respondents during the phase one online survey and in-person engagement thought the region needed to invest in **transit**. Specifically, top funding priorities from the online survey included: **transit service expansion** and **increasing transit service frequency**, as well as **creating more sidewalks/bike paths** and **maintenance of the existing transportation system**. **Safety** and **travel choices** were rated as the most important factors for guiding transportation plans and policies. As a result, the final transportation scenarios included one specifically focused on transit service and another scenario specifically focused on travel choices, especially from the perspective of multimodal arterial safety. The scenario planning technical memo documents the development, analysis, and outcomes of the scenario analysis process for the 2050 MVRTP.

In the fall of 2019, staff also gathered input from DRCOG's standing committees, the Transportation Advisory Committee and the Regional Transportation Committee to help develop the scenarios. Additionally, input was collected from several county subregional transportation forums to help shape each scenario. In December, the DRCOG Board of Directors ultimately endorsed the scenarios that would be tested.

PUBLIC ENGAGEMENT SUMMARY

ADVISORY GROUP INPUT

In late 2019, two new advisory groups were formed to provide guidance and input throughout the 2050 MVRTP plan development process. The groups review the components of the plan as they are developed, help guide and develop public engagement activities, and provide comments and guidance to DRCOG staff, our committees, and our Board of Directors. These advisory groups were formed to facilitate engagement early in the process and throughout its development.

YOUTH ADVISORY PANEL

Due to limited input on the online survey from residents under 18, DRCOG wanted to ensure that younger voices were heard during the plan process and convened a Youth Advisory Panel. The group brings together representatives from DRCOG's member government youth boards and commissions throughout the region. Recruitment for the panel involved outreach to the 18 local youth boards and commissions in DRCOG's member governments to secure representatives from each commission.

During the [first meeting](#) of the Youth Advisory Panel in November, participants were introduced to the plan and participated in a survey similar to the phase one online survey and a priority-setting exercise. In the survey, panel members listed **traffic congestion**, **transportation costs**, and **transit service** as their most critical transportation challenges. **Transit** and the **amount of time spent in traffic** were considered most important to a successful transportation system. When asked what they would spend money on to fix regional transportation issues, **transit** received more support than any other option combined. The panel also highlighted the importance of **reducing impacts on the natural environment** regularly throughout their responses.

Youth Advisory Panel priorities to achieve their vision for transportation in 2050:

1. Mass transit & environment
2. Alternative transportation
3. Safety
4. Outward growth
5. Technology

The [second meeting](#) focused on scenario planning and initial scenario trends. The panel was divided into two groups and each group was given a bracket exercise with 16 different transportation measures. Panel members were asked to weigh the different measures, similar to a tournament bracket, and determined what the most important measures were to

assess the different scenarios. After both groups completed their brackets, the panel worked together to create a third bracket, debating the merits of the various measures to come to a consensus bracket.

The panel's four most important measures were: **more electric vehicles, fewer deaths on roads, fewer greenhouse gas emissions, and more people have access to transit and jobs.** Ultimately, the group decided that the most important measure was that more people have access to transit and jobs, and specifically that transit should be electric to meet the goals of fewer greenhouse gas emissions and more electric vehicles.



Youth Advisory Panel's most important transportation measures to assess scenarios

- Fewer deaths on roads
- More electric vehicles
- Fewer greenhouse gas emissions
- **More people have good access to *electric* transit & jobs**

The third meeting focused on the final scenario results, with the panel providing input on how they thought the scenario results should inform investment priorities. Members also provided feedback and helped to refine the budget tool that would be posted on the online engagement site.

The results of the budget game revealed that the scenarios that the group's highest priorities for investment were **Travel Choices, Transit, Infill, and Centers**. In a survey, they also identified **reducing vehicle miles traveled, increasing transit trips, and increasing walk/bike trips** as the most important transportation goals to achieve by 2050.

CIVIC ADVISORY GROUP

The Civic Advisory Group was convened to provide public input and guidance throughout the plan process from residents who represent the diversity of communities and experiences in the Denver region. The group provides perspectives from people who have not been typically involved in the transportation planning process. About half of the group members are associated with various community-based organizations and nonprofits around the region. Recruitment for the group involved outreach to many different organizations and individuals to identify community members or staff who would be interested in participating. The group consists of about 30 committed members and has met approximately bimonthly since December, with a longer break during this summer.

In the first meeting in December, members took the same survey that the Youth Advisory Panel had taken in their first meeting. Civic Advisory Group members identified **transit service** and **lack of biking/walking options** as their most critical transportation challenges. **Equity** was considered most important to a successful transportation system, as well as **safety** and **transit**. When asked what they would spend money on to solve transportation issues, **transit** received nearly three-quarters of the votes, vastly more than any of the other options.

Civic Advisory Group priorities to achieve their vision for transportation in 2050:

1. Overarching priorities
 - a. Equity and Environment
2. Tools
 - a. Transit
 - b. Alternative transportation
 - c. Technology
3. Other priority/tool
 - a. Housing location

At the second meeting focused on scenario planning, the Civic Advisory Group did the same bracket exercise as the Youth Advisory Panel to identify the most important transportation measures to use to assess scenarios. The group's final four most important measures were: **more low income people have good access to transit & jobs, more walking/rolling trips, fewer greenhouse gas emissions, and more people have access to transit and jobs.**



Ultimately, the group decided that the most important measure was that more people have access to transit and jobs.

Most important transportation measures to analyze scenarios

- More low income people have good access to transit & jobs
- More walking/rolling trips
- Fewer greenhouse gas emissions
- **More people have good access to transit & jobs**

The third meeting focused on the results of the scenarios, and group members provided their feedback on transportation budget priorities as well as the plan for greater public engagement through the online engagement site. In the budget game, group members felt that the scenarios that were highest priorities for investment were **Travel Choices, Infill, Centers, and Centers + Transit.**

KEY GUIDANCE FROM ADVISORY GROUPS

These advisory groups play an important role in the process of developing the 2050 MVRTP. There has been a repeated emphasis from both groups about the high importance of investment in transit, as well as travel choices such as walking and biking. Equitable access to transportation and reducing greenhouse gas emissions have also been consistently identified as top priorities for both groups.

ONLINE ENGAGEMENT SITE

PURPOSE

The goal of the new online engagement site, which included a budget game and survey, was to draw out from the public their reactions to the scenario results and learn how members of the community believe those scenario results should inform investment priorities in the plan.

ENGAGEMENT SITE

We developed a project site on our online engagement platform [available at this link](#). The site provides introductory information about the plan and the purpose and process of scenario planning. Videos featured on the site were recorded in both Spanish and English to describe the results of the various scenarios. Additional charts and a handout summarizing the results were also made available on the site. The site included a budget game for the public to complete as well as a short survey.

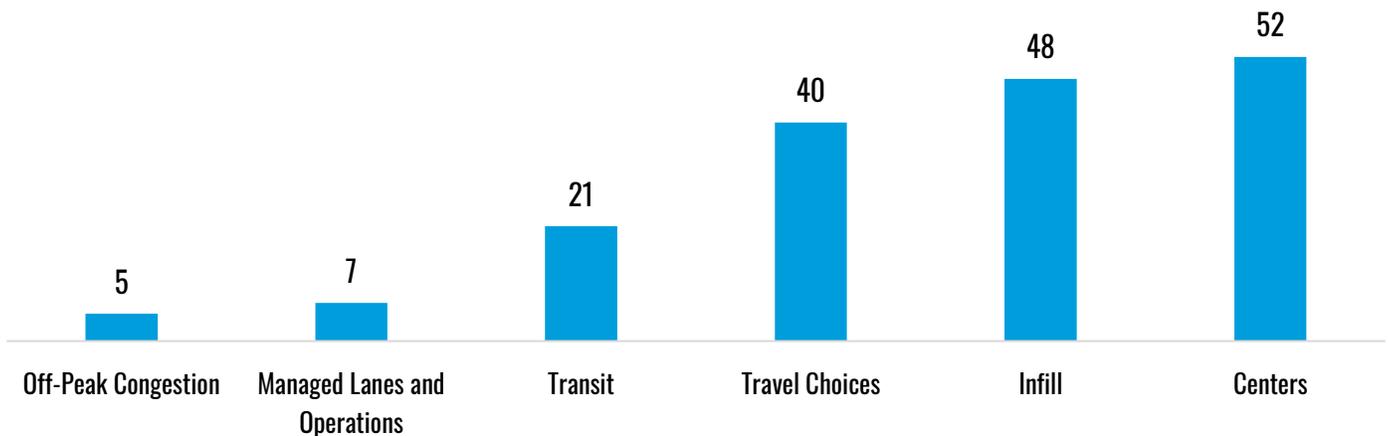
PROMOTION

The opportunity for input on the site was sent out in numerous eblasts and promoted on social media through both organic and paid posts. The eblasts were each sent to about 1,700 respondents on existing DRCOG mailing lists. In total, the social media posts had over 115,000 impressions (the majority of these through the paid ads) with nearly 2,000 link clicks through to the online engagement site. One of the paid Twitter posts was in Spanish and received a significantly higher engagement rate than the other posts. In total, the online engagement site received over 3,000 visits from over 1,000 unique users; of these, 70 people completed the budget game and 74 filled out the follow-up survey.

BUDGET RESULTS

In the budget game, community members were asked to choose which kind of transportation future (which scenario) they would fund with a \$100 budget. The two land use scenarios, **infill** and **centers** received the most votes from the 70 participants in the budget game. Of the transportation-focused scenarios, **travel choices** was by far the most popular, receiving almost double the votes of the next highest transportation scenario, **transit**.

Budget game results



For reference, below is a screenshot of how the budget tool appeared to participants:



Welcome to our online engagement page!

Your transportation investment budget



REMAINING

\$100.00

SPENT

\$0.00

Agree to terms and conditions

Submit Budget

Centers

Focus on: Local governments focus opportunity for development around key centers and corridors.

Scenario Results:

- **Over twice** as many walk & bike trips
- **8% decrease** in vehicle miles traveled
- **Over 3 times as many transit trips**
- **Average Person Delay per Trip decreases by 27%. Some localized areas experience more congestion.**

\$10.00

Fund

Infill

Focus on: Local governments allow for more urban and suburban redevelopment and infill.

Scenario Results:

- People in vehicles experience **11% less delay** on average
- **6% decrease** in vehicle miles traveled
- **Almost twice as many transit trips**
- **50% increase in walk and bike trips**

\$10.00

Fund

Managed Lanes and Operations

Focus on: Improving operations & traffic flow on region's highways/freeways.

Scenario Results:

- People in vehicles experience **25% less delay** on average
- **Fewer secondary crashes** and **improved safety** due to enhanced incident management
- **Travel reliability increases significantly** on the region's freeways
- **3% increase in vehicle miles traveled** (~800,000 more daily miles)

\$90.00

Fund

Transit

Focus on: Improving/expanding the region's transit network and service.

Scenario Results:

- **79% of households** have good transit access to jobs
- **76% more** transit trips
- **Small decrease** in walk and bike trips
- **100,000 more households use transit**
- **2% decrease** in vehicle miles traveled

\$90.00

Fund

Travel Choices

Focus on: Increasing travel & mobility choices along region's major roads.

Scenario Results:

- **400,000 fewer** drive-alone work trips every day
- **More than twice as many teleworkers**
- **50% increase** in bicycle/pedestrian trips
- **Slight decrease** in transit trips

\$40.00

Fund

Off-Peak Congestion

Focus on: Build out the freeway/interstate system to address congestion at non-peak times.

Scenario Results:

- **Less than 1%** change in vehicle miles traveled and transit trips
- While there are few changes at the regional level, **some specific corridors have significant impacts**
- **Some traffic is diverted** from larger roads onto I-70 and I-25

\$50.00

Fund

SURVEY RESULTS

We received 74 responses to the short survey that participants were asked to complete after reviewing the scenario results and submitting their responses to the budget game.

The first question asked respondents to identify the most important transportation goals for the Denver region to achieve by 2050. Highest ranked were **reducing vehicle miles traveled** and **increasing walk/bike trips**. The full ranked results, averaged from all responses, from most important to least important, were:

1. Reduce vehicle miles traveled
2. Increase walk/bike trips
3. Increase transit trips
4. Fewer people drive to work alone
5. Reduce traffic delay time

The survey also asked respondents to identify other transportation goals that are important to them that were not included in the above list. Many responses focused on **climate**-related goals, such as improving air quality or reducing

pollution, reducing greenhouse gases. Many of the other comments were related to **transit, walking, biking, safety, and telework**. (See the full list of responses in the appendix.)

Next, we asked respondents how they think the investment priorities in the plan should be guided by the scenario results. We received a wide range of responses (see all responses in the appendix), but several focused on investing in solutions that provide the most **return on investment** and using the scenario results and public input to **inform decisions about priorities**.

The final question was more open and simply asked if the respondent had any additional comments about the investment priorities or scenario planning results. Common topics were **telework, climate issues, education, and engagement**, and full responses are available in the appendix.

STAKEHOLDER ENGAGEMENT SUMMARY

In addition to the general public, stakeholders such as DRCOG member government transportation staff, elected officials, and various transportation groups have also provided input and guidance throughout phase two of the plan development.

COUNTY TRANSPORTATION FORUMS

Several of the county transportation forums were briefed and provided feedback on the draft scenario concepts in late 2019. In March, prior to the draft results of the scenarios being available, the scenarios were also discussed at additional forum meetings. Forums were also updated on the plan status in May and June. Stakeholder feedback, from the forums and otherwise, has been incorporated throughout the 2050 MVRTP planning process.

A few forum meetings were cancelled or postponed during the stay-at-home order, primarily in March and April. It was during this time that DRCOG staff was providing periodic planning process updates and starting to roll out the scenario analysis results. This information was presented to the region through several Transportation Advisory Committee, Regional Transportation Committee, and Board of Directors meetings from March to May 2020. Beginning in summer 2020, the forums are playing a lead role in developing candidate major project priorities for developing the 2050 Fiscally Constrained RTP.

REGIONAL PARTNER PRESENTATIONS

During phase two, additional presentations were made to other groups at their request such as the Littleton Transportation and Mobility Board, Leadership Douglas County Forum, Downtown (Denver) Democratic Forum, Smart Commute Metro North Board, and at a Statewide MPO meeting.

KEY TAKEAWAYS

Several themes emerged from the engagement work completed in phase two:

CONNECTION BETWEEN LAND USE AND TRANSPORTATION

DRCOG should continue to study the connection between land use and transportation, as there was strong public support for the land use scenarios included in the budget game. The land use changes in the scenarios led to significant transportation impacts. While these land use changes are local decisions that are not necessarily something that can be incorporated into the 2050 MVRTP, the scenario results and public support should be integrated into further work at DRCOG and conversations with member governments.

INVESTMENT PRIORITIES AND PROJECT SELECTION

The input received during phase two showed significant public support for projects that emphasize transit and walking/biking trips. These both consistently rank highly on most respondent priorities. In addition, supporting projects

that reduce vehicle miles traveled and greenhouse gas emissions were top public priorities. These priorities should be integrated into the project selection process.

Throughout phase one there was minimal public support for funding new roads, and as shown above, phase two of engagement showed very limited support for either the managed lanes or off-peak congestion scenarios. Although the public who have participated in our engagement efforts consistently note that traffic congestion is an issue in the region, reducing travel time and congestion rank low on their investment priorities. As noted above, there was significantly more public support for reducing travel delay through land use strategies than through the managed lanes or off-peak congestion scenarios. These takeaways should be included in project selection process for the 2050 MVRTP.

NEXT STEPS

POLICY FRAMEWORK AND DESIRED OUTCOMES

As the 2050 MVRTP transitions to the next steps of identifying and evaluating major project and other investment priorities, DRCOG staff developed the “Policy Framework and Desired Outcomes.” This framework is comprised of the various major plans, priorities and studies identified by DRCOG, CDOT, RTD, and local governments. Together, this framework represents the region’s major multimodal transportation vision, needs, and priorities as described through previously adopted documents. This framework informed the development of the 2050 transportation and land use scenarios and will inform the identification of regional investment priorities to develop the 2050 MVRTP as well as the additional public input that has been received during the 2050 MVRTP process. All of these elements of the 2050 MVRTP development process are new to the 2050 MVRTP and connect directly to the public and stakeholder engagement and results from the first two phases.

MAJOR PROJECT SOLICITATION AND EVALUATION

One of the biggest ways in which the engagement and its results from the first two phases is informing next steps is the 2050 MVRTP major project solicitation and evaluation process approved by the DRCOG Board at its July 2020 meeting. While there are multiple components to this process, the three most important that directly integrate the first two phases of engagement work are:

- DRCOG is currently soliciting candidate project priorities through the county transportation forums. DRCOG staff is specifically encouraging the forums to identify major safety, transit, bicycle/pedestrian, multimodal, and other projects that go beyond minimum federal requirements of what must be portrayed in the MVRTP to better communicate the region’s priorities around these modes and strategies. This draws directly from the public emphasis on transit, walking/biking, and safety throughout engagement efforts.
- When evaluating candidate projects in upcoming months, DRCOG staff will be using the Metro Vision Plan’s primary objectives, which are part of the strategic planning framework of Metro Vision, to address the multimodal transportation policy priorities reflected in the recent public input.
- Finally, when developing the draft 2050 MVRTP document this fall, DRCOG staff will incorporate the key takeaways learned through these public engagement efforts in the narrative, project types, financial plan, and other components of the document.

APPENDIX

The following lists all survey responses received through the online engagement site.

ARE THERE OTHER TRANSPORTATION GOALS THAT ARE IMPORTANT TO YOU THAT THAT WERE NOT INCLUDED IN THE ABOVE LIST?

- Increase tree cover and shade
- Electrification of car/transit
- Build more lanes on the freeways and new roadways
- Make work from home mandatory for all office jobs, or have businesses pay a 15% tax towards transit if they choose not to comply
- Equitable access to transit
- Ensure that lower-income individuals and families have equal access to transportation
- Air quality
- 1)Explicitly promote more telework. 2) Improve land use mix so more options are available by walking and biking
- Quality of life should be a consideration in all of the scenarios. That means we are going to have to find a balance in all of the choices that are made.
- Increase accessibility
- Yes: All of these are important, but it's older thinking. The focus on automated vehicles I believe has the best opportunity to: 1) Increase safety, and 2) Decrease congestion. Encouraging the advancement in this area is critical in my opinion.
- Re-framing people's perspective on how, why, and when they travel
- Increasing the frequency of transit trips on high density corridors. Focusing on walkable/bike friendly neighborhood centers and infill development. More diverse activity options in one place = less reason to drive a car
- Reduce greenhouse gas emissions to prevent climate change; promote equity
- Improving ability to work from home
- Increase routes available by bus and light rail, more suburban options, rework public transportation to include use for "running around town" and not just access to the workplace.
- vision zero
- Align land use better with transportation
- Teleworking will be increasingly likely in a COVID world, and I would be curious to learn how DRCOG can influence its popularity.
- Increase emphasis on mobility on demand
- require bedroom & regional area developments to have roads that go through them, so no so much traffic end up on interstates and through roadways, Include bike & walk paths that are linked with these that are good for more than recreation.
- Agencies like RTD follow through with projects like a train to Boulder.
- Lower the time needed to make a trip on public transit
- address climate change. save lives via fewer auto accidents.
- Transportation is closely tied to housing, so building more affordable housing close to where people work, shop, learn, and recreate is critical.
- Let the price of driving reflect its actual cost.

- Vision Zero
- Increase access and affordability
- MONEY. Transit takes a huge percentage of the regional dollars, but provides only a small portion of the regions mobility.
- Pollution reduction and economic development
- Increase and promote more telework options with organizations in the region.
- Trails, Trains, Subways, and electrification
- Better connectivity with bicycle trails segregated from idiots in cars.
- Decrease carbon emissions
- access to options for people of all ages, incomes abilities
- Reduced emissions
- end traffic give us streets without any vehicles again
- Reduce traffic fatalities and reduce air pollution
- Light rail is significantly better than busses
- Lowering emissions/ air pollution
- Increasing access to public transportation
- Safer roads
- It would likely come as a result of several of the goals, or a combination of them, but reducing greenhouse gas emissions has to be a priority.
- No, I think it's efficient.
- Reducing amount of Greenhouse Gasses

HOW DO YOU THINK THE SCENARIO RESULTS SHOULD GUIDE POTENTIAL INVESTMENT PRIORITIES IN THE 2050 MVRTP?

- I think that MVRTP should find the things that the people want investment in, and base their decisions off of that.
- The scenario results should be used, based on the best data available, to determine the most beneficial scenario. Investments should then be made in the most sensible, most beneficial scenarios, no matter how long they would take, how expensive they would be, or how unconventional they may be.
- I think that based off of the scenario outcomes we should prioritize public transit and improving the environment.
- I think that they should be a guiding factor, but not the main one. Scenarios can change drastically with unforeseen technological advancements, which is especially possible in the next few decades with transportation.
- I'm not sure I understand this question but I am begging the planners to reconsider wall-to-wall hardscape on every road. On vacation, I biked in the shade of trees to a museum . . . but a road like that would never be built here.
- We need more transit funded that is efficient and makes sense for Denver and the region
- Focus on fewer trips - with COVID-19 response we've seen the positive results of fewer trips on our infrastructure and environment
- ?
- I think that we need to look at other metropolitan areas in and outside the USA that are having success in solving transportation challenges. Hopefully, it will not become an either /or proposition in terms of money spent.
- I think the scenario results should be rooted in equity and accessibility.
- Investment Priorities should reflect the results seen in the scenarios by funding those projects that reduce traveling alone trips and increase transit use.

- Investment in any area is about trying to maximize "value", or return on the investment. This involves seeing the future and striving to make it happen. Financial investment should be prioritized in those areas that have the most potential.
- Providing more mobility choices and changing the public's mindset on why it is critical to make better choices needs more funding than suggested. Adding lanes and reliability is a short term solution that is too expensive for the long term benefit.
- Decision-makers should consider what goals we want to accomplish, and advocate for policies that support those goals.
- Capitalize on improving existing system, such as roadways, but also leverage funds with the billions of dollars the private sector is putting into transportation over the next decade(s). We should not be fighting the autonomous car movement but instead work in conjunction with them to develop a state of the art of transportation for the region. Let cities improve sidewalks and bike trails for the shorter local trips.
- I'm not sure, however, I think that other countries can offer insight in how to use public transit to decrease cars on the road.
- You can not build highways and expect to improve traffic. There are more effective ways per the scenarios to invest in.
- Travel Choices is the best option, it saves the wear and tear on the roads which means higher maintenance costs
- Use to reflect priorities along with other methods to determine public priorities
- In order for any of these goals to manifest, more money MUST be spent on building out sidewalks
- MVRTP should focus on outcomes and propose how the region can meet those outcomes. You have the right approach.
- We really need to not only focus on getting transport & congestion down because sitting in traffic causes more pollution than traffic that moves. If we didn't dump all exterior/regional neighborhood traffic on to our already existing roadways, there would be less congestions. This would also help because these areas could have their own regional marketplaces, leaving mass transit for those who can commute & the roadways for those who are unable because of access or (kids/families), or supplies they are carrying (trades, jobs that require pickuing & delivering goods). Kids sports grounds & schools should also be available along transit routes. Walking routes should get a higher level of importance Period! Bikes have routes, even though their can always be more. I don't agree with busy roadways & bikes, one when on a bike sucking fumes isn't ideal, and too doesn't feel safe. Also, bike ridership is great don't get me wrong but the older & disabled community are not included, as well as parents or anyone who doesn't have a simple sling bag they transport back & forth to work. Thus it suits regional people who live close by with desk jobs, and are under 45/50, and not a diverse enough group of people. Walking paths includes everyone. Sideways need to be wider, commerical development not to encouraged to the front propertyline (setbacks) or some sort of barrier strip between roads and pathways so feels safe and also less stressful. Also, if you walk you have been "splatted" with mud/slush/water when walking along side a busy roadway, or standing ready to cross the street. Not to mention the fumes are not fun on busy roadways. Also, why has ridership seemed to go down on public transport? Uber? Shared rides? This only causes more congestion. I have a job where I have to travel outside of the city to a spot with no transit options, and I have noticed sometime have the traffic around me is a rideshare care. Taxi's didn't circle until they picked up rides like the rideshare companies apps promote. Some better solution must exist. I know many younger friends never learned to use public transit like buses and some will maybe use light rail, they would rather uber. There has to be a solution to help encourage the benefits of not doing rideshares over public transit. Educational or a financial incentive. More than any of this, Denver sits in the middle of cross state and regional travel, outer ring roadways and major throughways need encouraged. I'm in awe traveling out on 1-70 east, and 1-76 east how far out these bedroom communities go, not to mention the over crowded I-25 north and south. Some of this is lack of state transportation planning, actually a lot of it is. However, affordable housing for families needs to be addressed or we will never be able to offer people who live far outside city walking & biking and mass transit options.

- I find it hilarious that all of you know what the future will be like in 30 years. If people can't project global warming and the Wuhan Virus accurately, what makes you think you can do the same for transportation? It'd be like it is 1990 and you say 30 years later this is what transportation will look like. You don't know what the future holds. Nobody in 1990 knew 30 years later that Denver would be a hot spot.
- If you want people to take public transit, it needs to be comparable to just driving somewhere. If it takes twice as long to get somewhere on public transit, or if you have to wait 30+ minutes between buses/cars, people will just take their car instead (if they have the option).
- These scenarios are absolute garbage. You call adding lanes "managed lanes"? This seems willfully misleading. Manage lanes by pricing them--voila, you've solved traffic. Congestion pricing is the only way to do this.
- An alternate projection for travel by mode should be made using a straight line projection of historical data. Previous DRCOG projections, particularly for transit have missed the mark significantly and a straight line projection would have produced more reliable results.
- Strengthen collaboration among partner stakeholders.
- Not very much. The transit advocates will stack your forum. Proposals should be evaluated on costs per vmt and costs per passenger mile travel. Increase regional mobility at the least cost!!!
- Recognize that outlying suburbs have very different needs than dense urban core. No one size fits all for RTP.
- As seen during the Stay at Home order, and Safer at Home phase, when people are afforded the opportunity to telework it greatly reduces the number of vehicles on the road.
- Ditch buses.
- Better connectivity with walking, biking and transit can only be a good thing.
- Invest in bike and pedestrian infrastructure. Support transit systems.
- Use the money where it can impact the most individuals in either household or direct quantity.
- Funding decisions should be based on the public's input on priorities
- I think we should focus on getting the most bang for our buck. Infill plus travel choices is almost as effective on all levels as centers plus transit, only losing outright on one metric, but costs less than half as much. This region is full of tax-hating libertarians, and we need to be keenly aware of what they'll want to fund.
- living more simply
- Based on the scenario results, I think there should be a heavy focus on collaboration between local governments, RTD, DRCOG, developers, and community members to build out transit and centers, since those have the greatest impacts on traffic congestion and air pollution.
- They can be a tool, however the choices are prescribed. Actual community involvement at every step.
- Because people often aren't willing to sacrifice efficiency, it is important to make fast modes of transportation (public transit) more widely available, as opposed to putting walking/biking travel first.
- I think the scenario results heavily should guide potential investment priorities in the 2050 MVRTP.

DO YOU HAVE ANY ADDITIONAL COMMENTS ABOUT THE INVESTMENT PRIORITIES OR SCENARIO PLANNING RESULTS?

- Being a person who tries to use cheap, healthy, clean transportation modes, it's hard not to be disappointed by the way the budget is spent. Huge highways, massive feeder roads, dirty air, feeling like you are going to be run over on a bike or on foot. Barely any pedestrian safety or bike infrastructure. Please consider the issues of clean air and road deaths and give us roads that are not hostile to walking and biking.
- Transit doesn't work for everyone - I don't want to spend my day transferring to different lines for hours just to get to work.
- Attention needs to be given to the transportation need of essential workers

- If the Center/ density scenario is selected, take steps to make sure that new housing is actually affordable and desirable for those who work nearby.
- My runner up scenario was the travel options.
- For Denver to solve its transportation crisis we are going to need major investment from the Federal government. Investing in transportation infrastructure could go a long way in getting the economy back on track (pun intended).
- I would hope that you can focus less on regressive tax initiatives (e.g. charging more so people are less incentivized to drive) and focusing on how equity can weave it's way through all of the work.
- I recently spent two weeks in Los Angeles and never used a my vehicle. I found their bus transit to be convenient, well run with ontime service 90% of the time, and appropriately priced to serve the vast majority of the residents. Denver metro should study and duplicate this system as much as possible by learning from the LA's infrastructure and use their example to accelerate our implementation of public transit.
- Real educational dialog and community engagement needs to be spread from the DRCOG level to the local and grass roots community level. Engaging on the street and in neighborhoods across the region needs to be paramount. This problem is not resolved in the board room or council chamber, but it needs to be supported there too.
- It seems like the scenarios might be complementary. In the purchase exercise, I had money left over, but not enough to buy the transit or managed lanes options. I'd recommend a combined and incremental approach: centers and infill (to give metro residents the greatest choices in housing) with bike/walk travel choices, and SOME managed lanes that also support SOME BRT corridors.
- Make sure the scenarios are capturing the actual land use trends that are occurring (longer commutes to find affordable housing) and not trying to dictate land use decisions to the cities. These are local decisions not DRCOGs so it should not be focusing on funding land use decisions that DRCOG supports but not the city
- I am interested in how DRCOG plan to disseminate information to the public to educate them about the issues?
- Make a regional infrastructure for commuters to use to ride to and from work a priority.
- Maybe tweak funding to allow what model would not allow i.e. 90 10 10 priorities ...maybe 85 7.5 7.5 or 80 10 10 as I believe infill should definitely be a priority
- Although I advocate transit use, I hesitated to select budget the Transit scenario, because the region should not spread thin its transit services. Instead, the region should invest future development around existing transit centers and increase service around those centers, not in sprawling subdivisions.
- "Please stop and think bigger than you have thus far, I know you are all well educated and intentioned. Think about underserved populations and transportation needs of all workers, not just desk workers. Maybe a benefit of covid could be to encourage more :telecommuting, less regional youth/adult club sports & educational travel outside neighborhoods, more diverse working hours. We have areas in town that are ""mass transit deserts""....yet DESERTS! just like ""Food Deserts"" where good and services just don't exist without traveling. Only you can't get out or in without a car/truck.
- Good luck & it will never be perfect, but think bigger than just what trendy & special interest groups are promoting. Thank you for your work."
- All of you only think long term just like global warming people projecting doom 100 years from now. This is not difficult. For example, the highest growth will come from east Aurora as they have the most room due to open prairie. Hence, roads and rail must be built up now or at the very least land purchased and held until needed. Look at Salt Lake City. They are smart. Denver is dumb.
- It wasn't explicit in any of the scenarios, but we need an almost 100% divestment from fossil fuel utilization in our day to day if we hope to live to 2050. Things need to happen faster to have any impact on our future.
- These seem very disingenuous. It is very difficult to understand how these scenarios played out and what assumptions went into them. How are we supposed to know what bogus speculations some traffic engineer

made about demands and needs? I am a professional planner and this is not good public outreach--except to check a box of course.

- None of the recent meetings or questionnaires have discussed the fact that travel demand by various modes may be significantly changed by the current Covid-19 social-induced changes. There will always be uncertainty in projections but to omit this subject from discussions does not seem prudent. The short-term Envision RTD planning effort continues to proceed as if everything will return to normal in June or July, whereas most people who have experience in making projections agree with RTD's planning assumption. DRCOG staff appears to be of the same mind-set as RTD staff and not changing the 2050 projections.
- "YES.
- TAKE GOOD CARE OF OUR EXISTING INFRASTRUCTURE! Some of DRCOG's funding is still allocated on a worst-first prioritization. Stop that practice! Manage our assets for the best rate of return on the dollars we spend. It isn't rocket science. You aren't being regional leaders when you allow poor management to continue to exist."
- There needs to be a focus on intraurban transit improvements to complement existing regional service
- Seemed like focus was highways or transit/bike. Where is the focus on Arterial/Collector network. Address localized congestion/capacity outside of freeway projects.
- Shift some of your funds to studying the productivity of a remote workforce, and potential partnerships with internet providers to further strengthen these opportunities.
- Buses are too slow, too infrequent, and generally suck. We need subways and light rail trains for the kind of fast, frequent service that people would use to commute.
- There needs to be funding to make people feel safe on the bike trails. The residentially challenged individuals under the bridges and camped along scenic routes scares some away. This should not happen.
- For example, prioritize building a bridge that allows for train/rail use plus dedicated bus transit lanes with private vehicle traffic over building a bridge for private vehicles only.
- More teleworking and e-bike subsidies!
- everyone must live simply with what is needed not what is exorbitant and wasteful like use of plastics and sending things around the world instead of buying and making things locally
- I believe it is important to consider the impact that reducing traffic could have on increasing the vehicle miles traveled and greenhouse gas emissions. As traffic decreases, the distance people will be willing to travel increase, therefore increasing the emissions of greenhouse gases and vehicle miles traveled.
- I think you guys are doing a great job, and I hope that in 30 years, kids will have more opportunities to get around and do things that I have had.
- It is my opinion that the scenario which best meets the goals of the planning and the needs of Colorado's citizens should be implemented, no matter the cost (within reason).