



2023 Annual Report on Traffic Congestion in the Denver Region

Photo courtesy of RTD.



Agenda

1. Overview of the congestion management process.
2. 2023 trends and observations.
 - a) Vehicle miles traveled.
 - b) Transit ridership.
 - c) Shared micromobility usage.
3. 2050 congestion projections.
4. Shifting dynamics of commute corridors.
5. Additional metrics influenced by telework.



Congestion management process

The congestion management process

- A **federally-required process** to monitor the evolution of congestion in the region.
- Components of DRCOG's process:
 - *Annual Report on Roadway Traffic Congestion in the Denver Region*
 - Database of roadway attributes, traffic counts and crash incidents.
 - Multimodal data metrics.

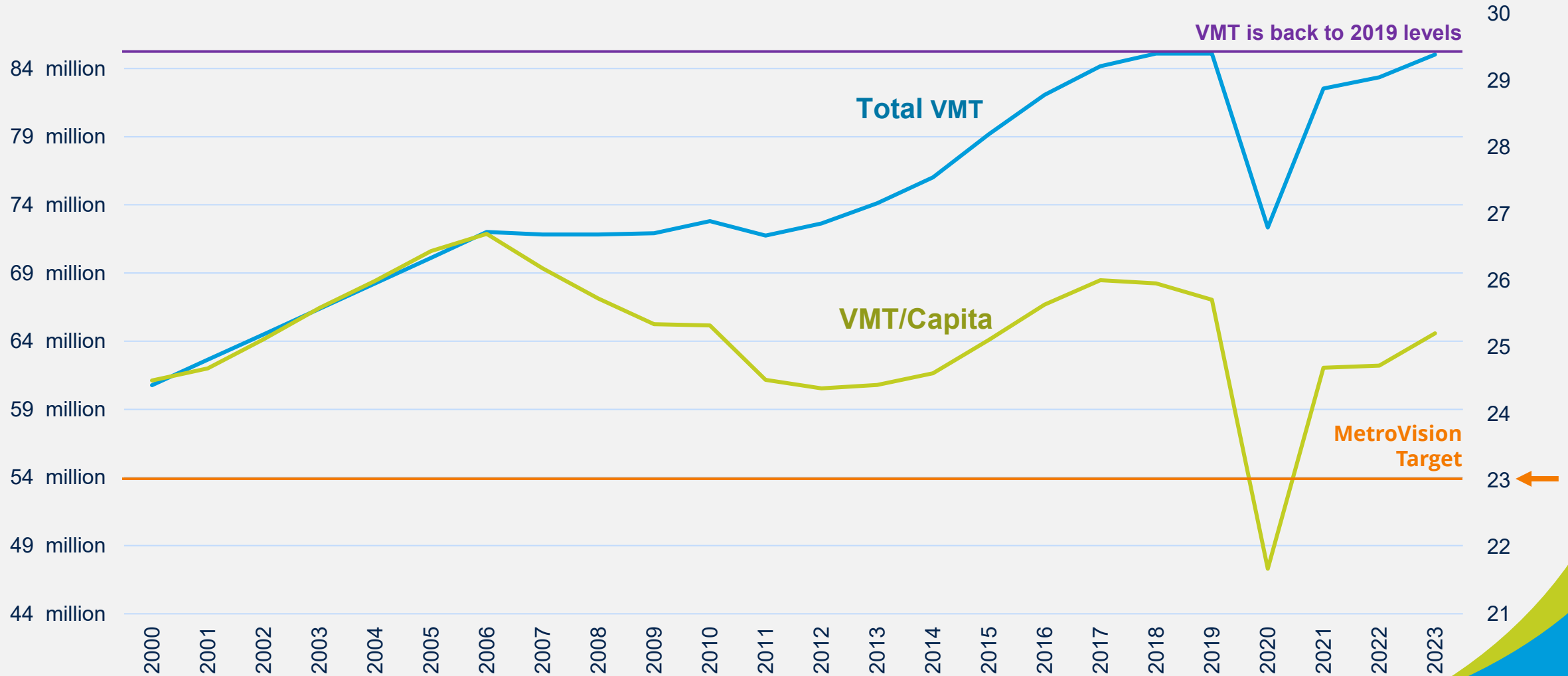




2023 trends and observations

Vehicle miles traveled (VMT)

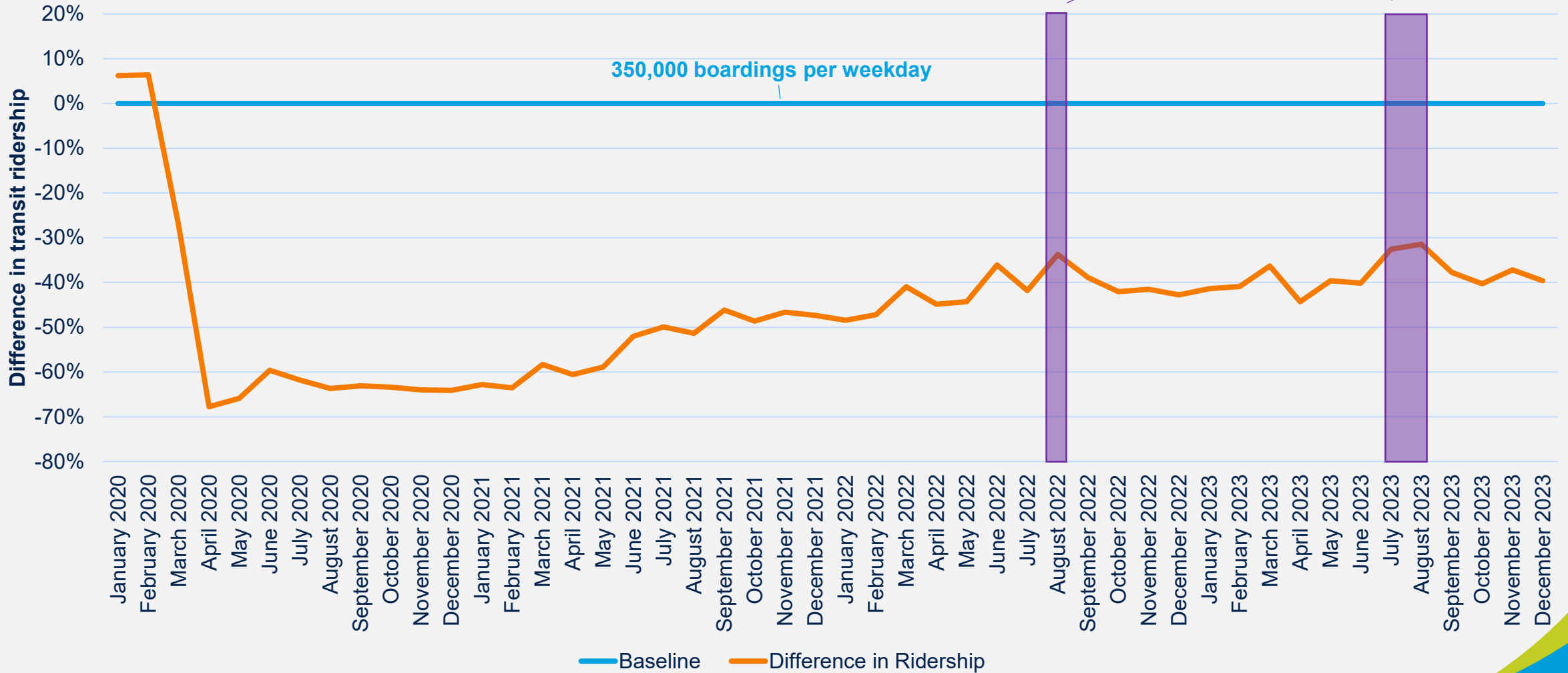
Average daily VMT in the Denver region (2000-2023)



Source: CDOT, DRCOG, Federal Highway Administration

Transit ridership

2020-2023 RTD Ridership Compared to 2019



Zero Fare for Better Air

350,000 boardings per weekday

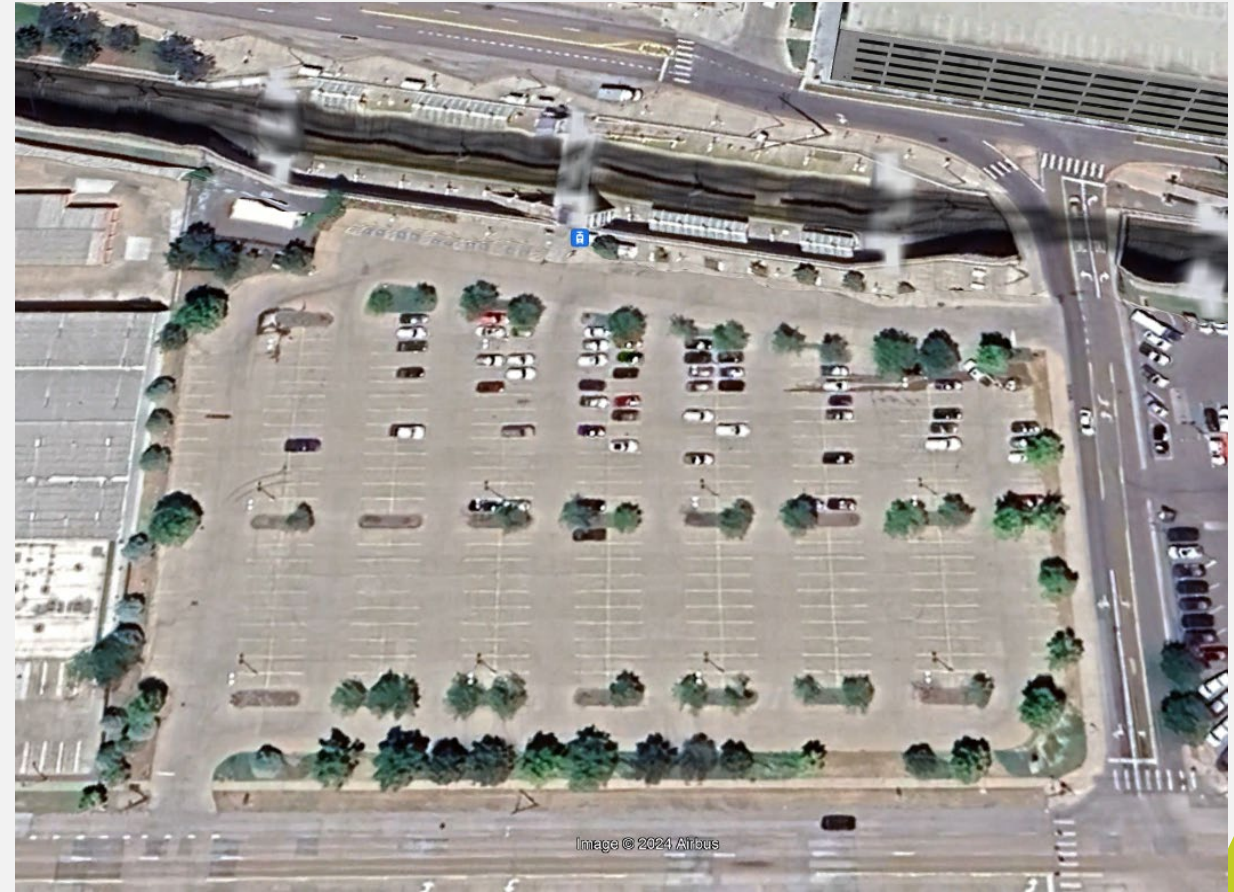
— Baseline — Difference in Ridership

Real world example: RTD's Colorado Station



2019

Source: Google Earth

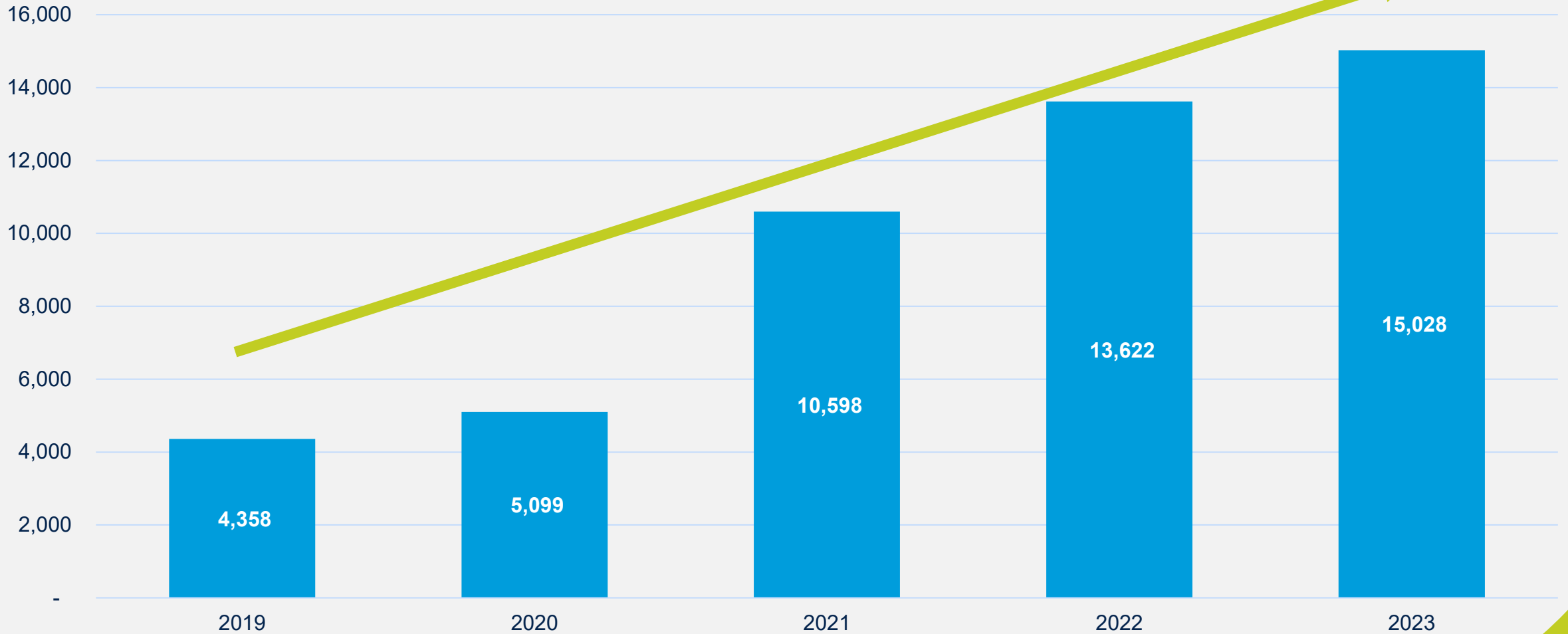


2024

Shared micromobility usage

Average number of shared micromobility trips per day

More than triple ridership!

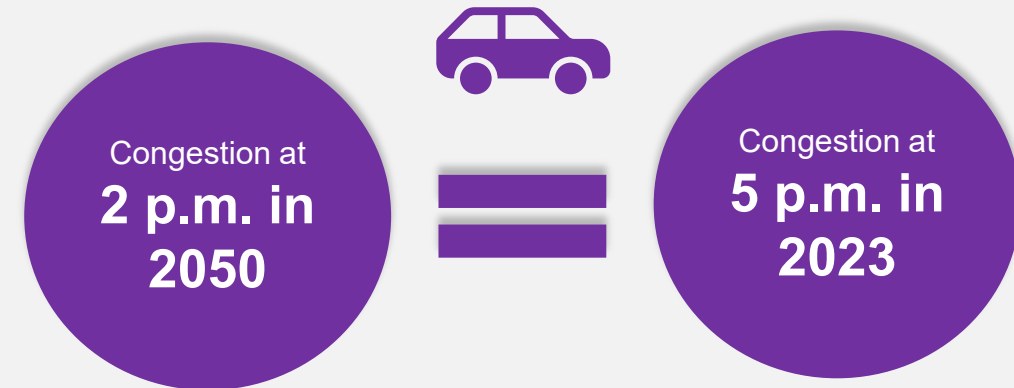




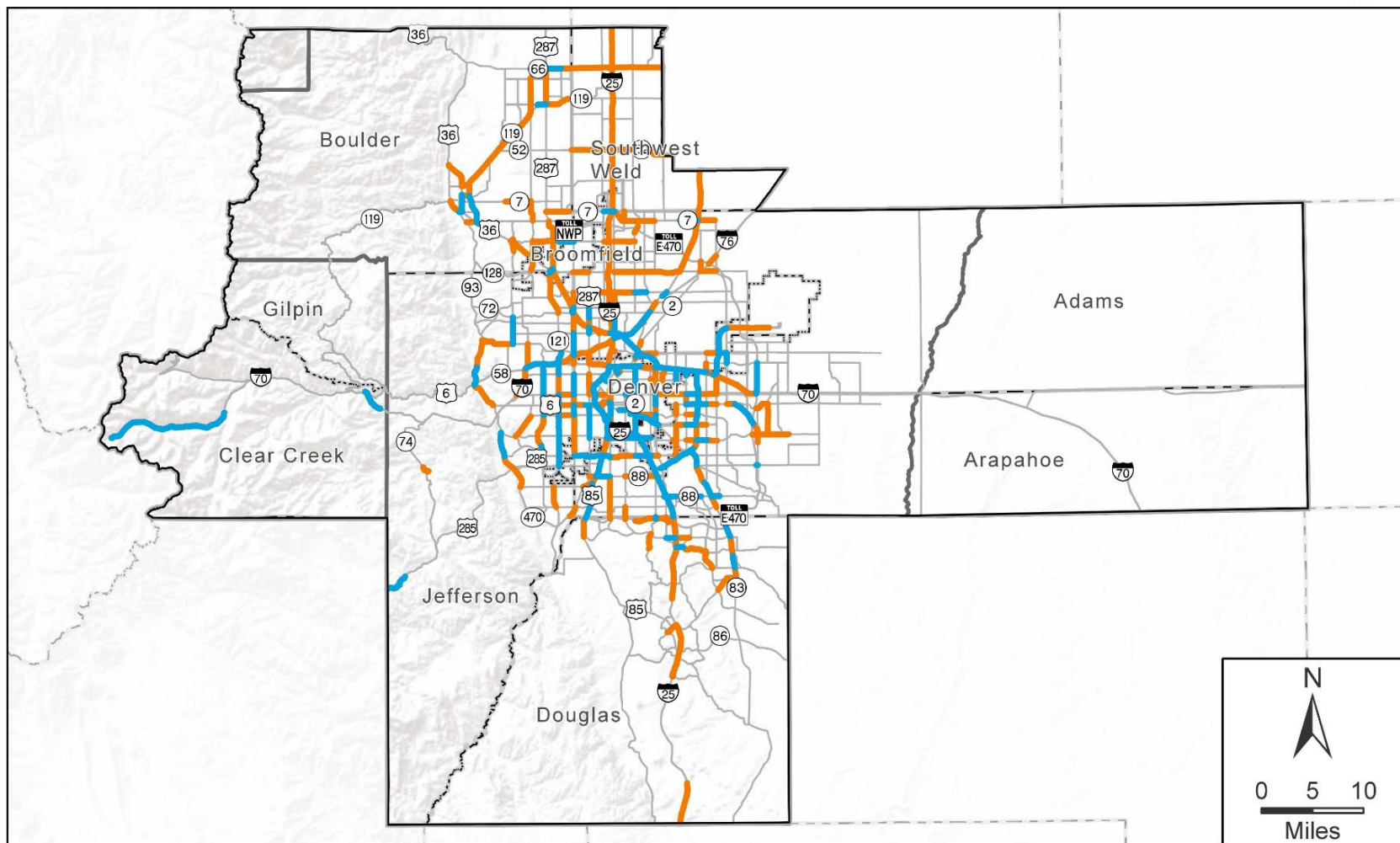
2050 congestion projections

2050 congestion projections

- Vehicle miles traveled is projected to grow by **42%** on the average 2050 weekday.
- The cost of congestion in the region is expected to increase by **123%** between 2023 and 2050.
- Over **one third** of lane miles are expected to be congested for **three hours or more** in the region in 2050.



Key Congested Locations in 2023 and 2050



- Corridors Congested in 2023
- Additional Corridors Congested by 2050
- Regional Roadway System
- County Boundaries
- DRCOG Boundary

Source Data: DRCOG,
Esri Basemap; SR 6428
Creator: PJordan, 8/16/2024
Location: \\TPO\CMPP\AnnualReport
\2023\0 - CMPP 2023 ArcPro Maps

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Shifting dynamics in commuting



Overview of analysis

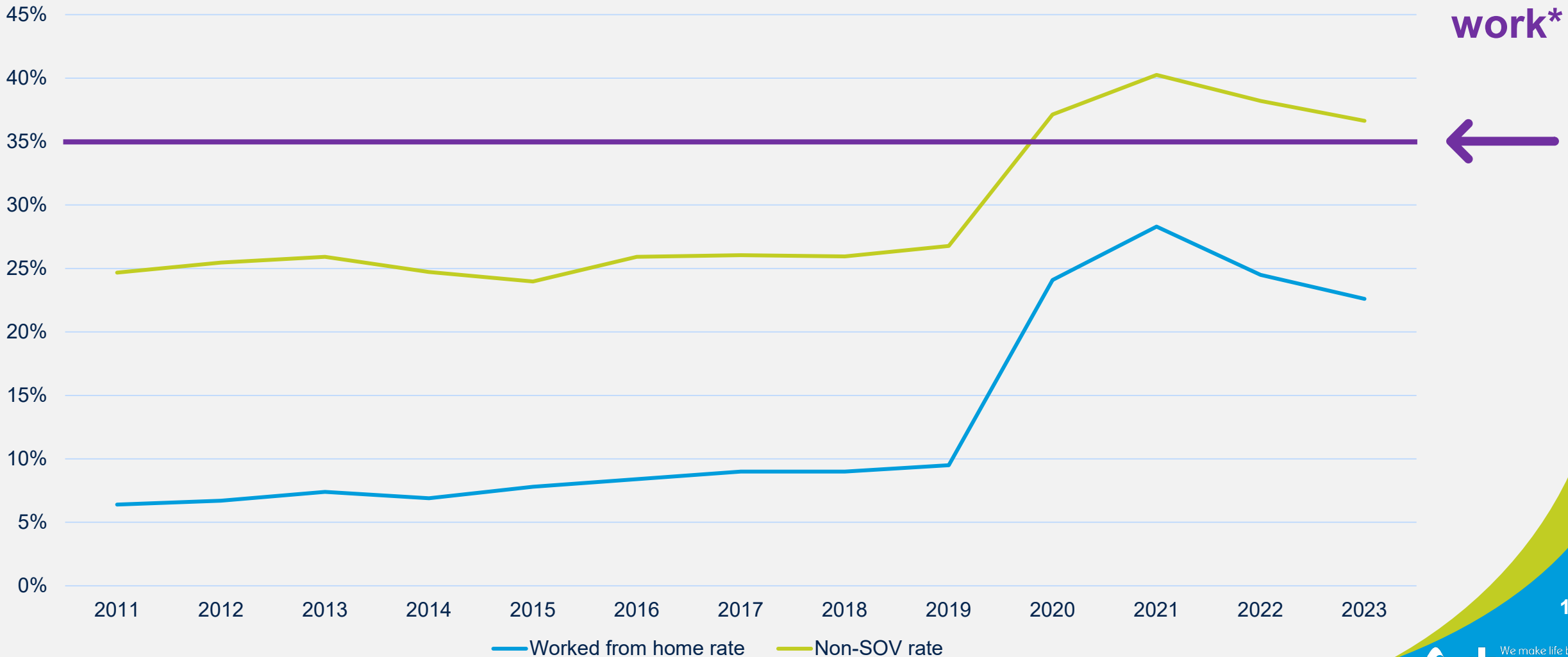
- Telework became a **public health necessity** with COVID.
- Telework remains **prevalent**.
- Building on analysis from previous report to see how dynamics have **continued** to evolve.
- Examined **travel time and traffic volume data** from 2019 to 2023.

Photo courtesy
of CDOT.

Telework and commuting

Percentage of people who typically work from home in the Denver region from 2018 to 2023

MetroVision target of 35% non-SOV mode share to work*



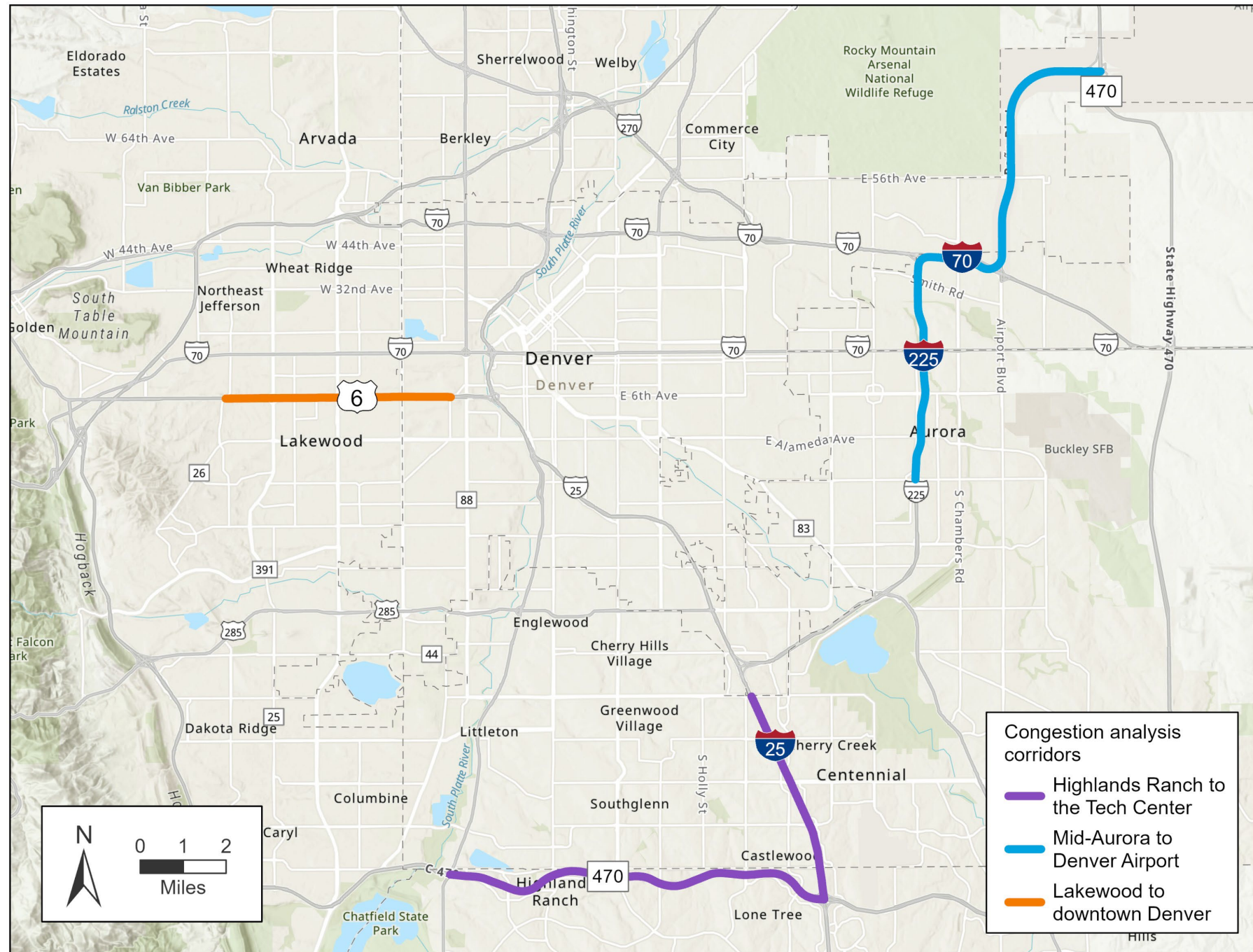
Source: American Community Survey 2011-2023 one-year estimates

Selected corridors

Source data: DRCOG
Esri Basemap; SR 6428
CConnally, 10/07/2024

Location:
RPDshare\GIS\Requests\Annual
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Lakewood to Denver morning commute

Photo courtesy of CDOT.

- **Higher traffic levels** in 2023 than 2019, considering all time periods.
- **6% fewer vehicles** during the a.m. peak.
- Telecommuting and flexible schedules are a key answer – their **impacts are starting to decline.**



2.1% higher volumes



1% higher speeds



2.6% lower travel times





Mid-Aurora to Denver International Airport

- Traffic was down 8% from 2019 levels in 2020 – in 2023, **traffic was nearly 8% higher** than those same levels.
- This area continues to see **new development and jobs** coming online.
- Denver airport is still seeing **increases** in passenger ridership.



5.5% higher volumes



4.2% lower speeds



7.7% higher travel times

Photo courtesy of RTD.

Source: CDOT, DRCOG, INRIX

Highlands Ranch to the Denver Tech Center

Photo
courtesy of
CDOT.

- **Higher traffic levels** in 2023 than 2019, considering all time periods – most likely due to **construction**.
- Travel times are **lower** despite higher traffic levels.
- The C-470 managed lane project likely has a **stronger impact** than given credit in 2022.



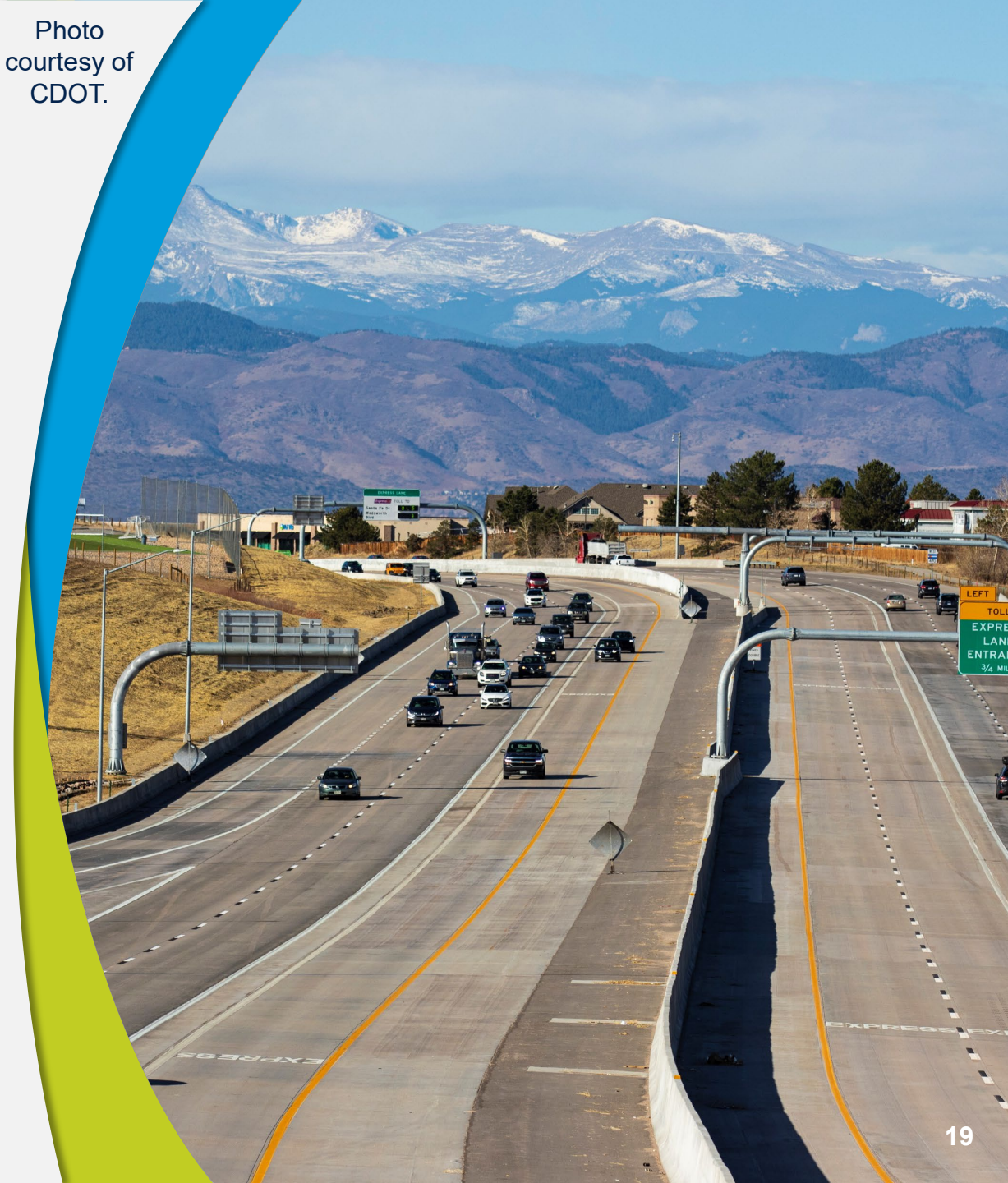
25% higher
volumes

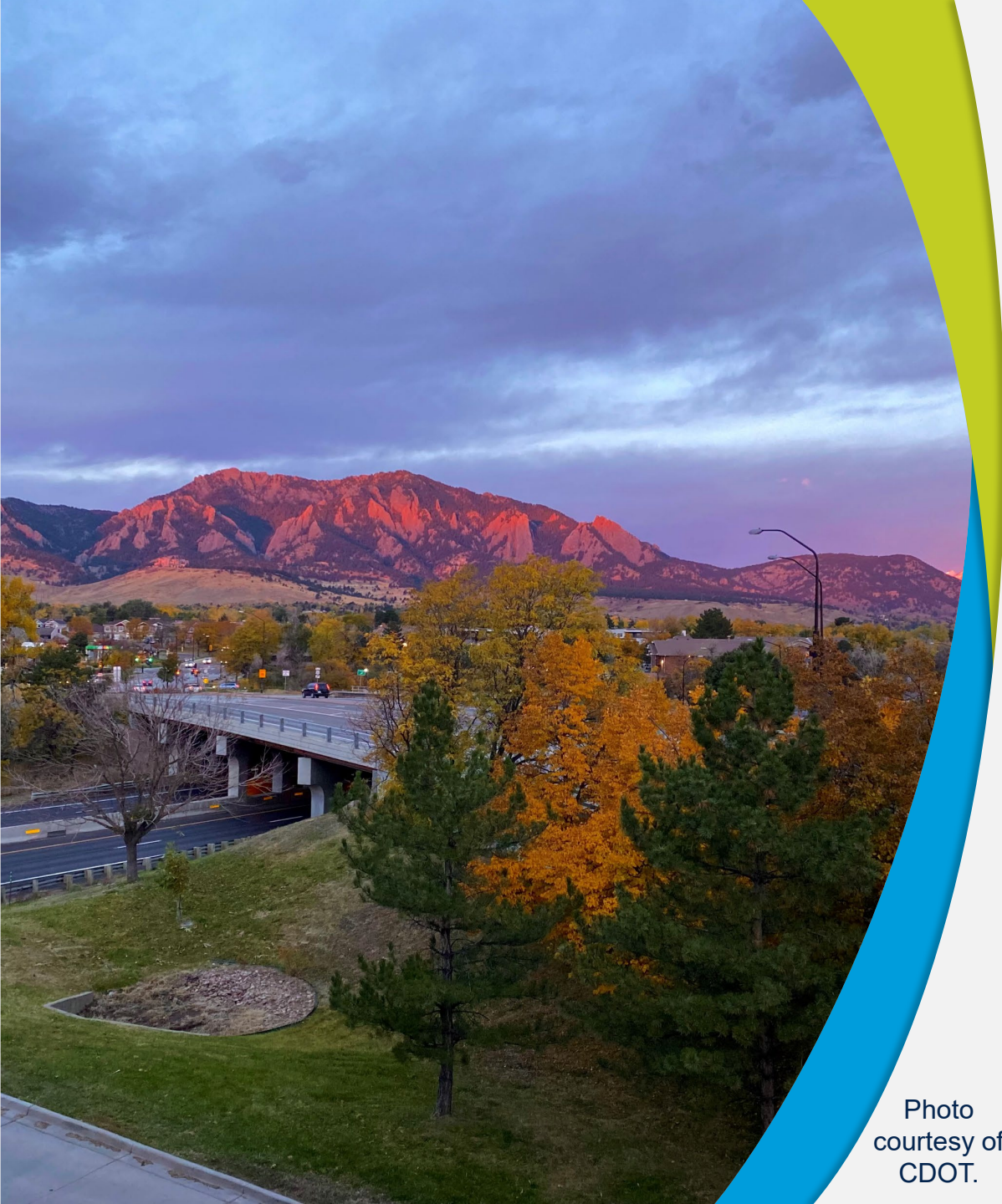


10.6% higher
speeds



12% lower
travel times





Key takeaways

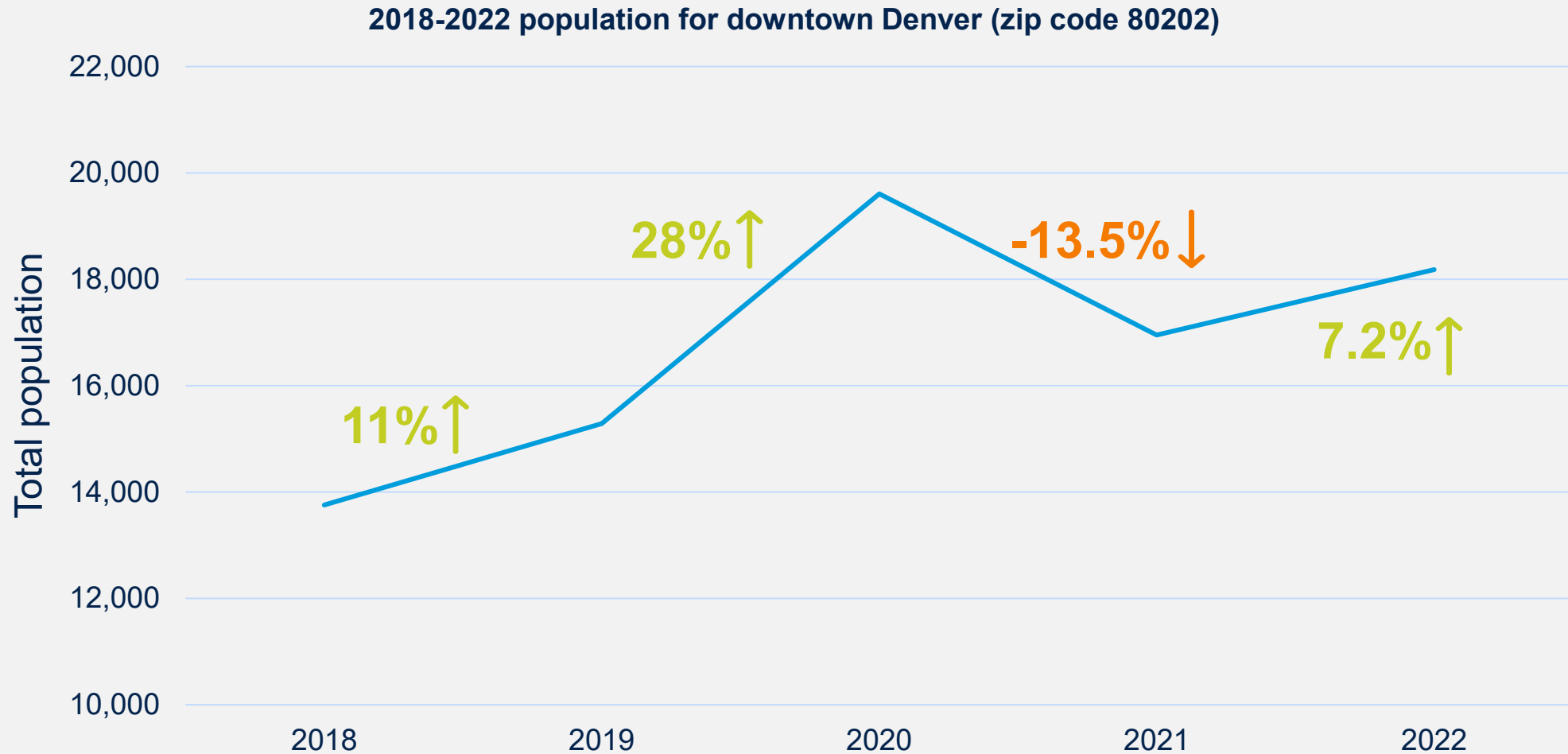
- Telework continues to impact **travel behavior**.
- As telework rates decline and more people move to the region, more **traditional travel trends increase**.
- Trends continue to evolve **geographically**.

Photo
courtesy of
CDOT.



**Additional metrics influenced
by telework and the pandemic**

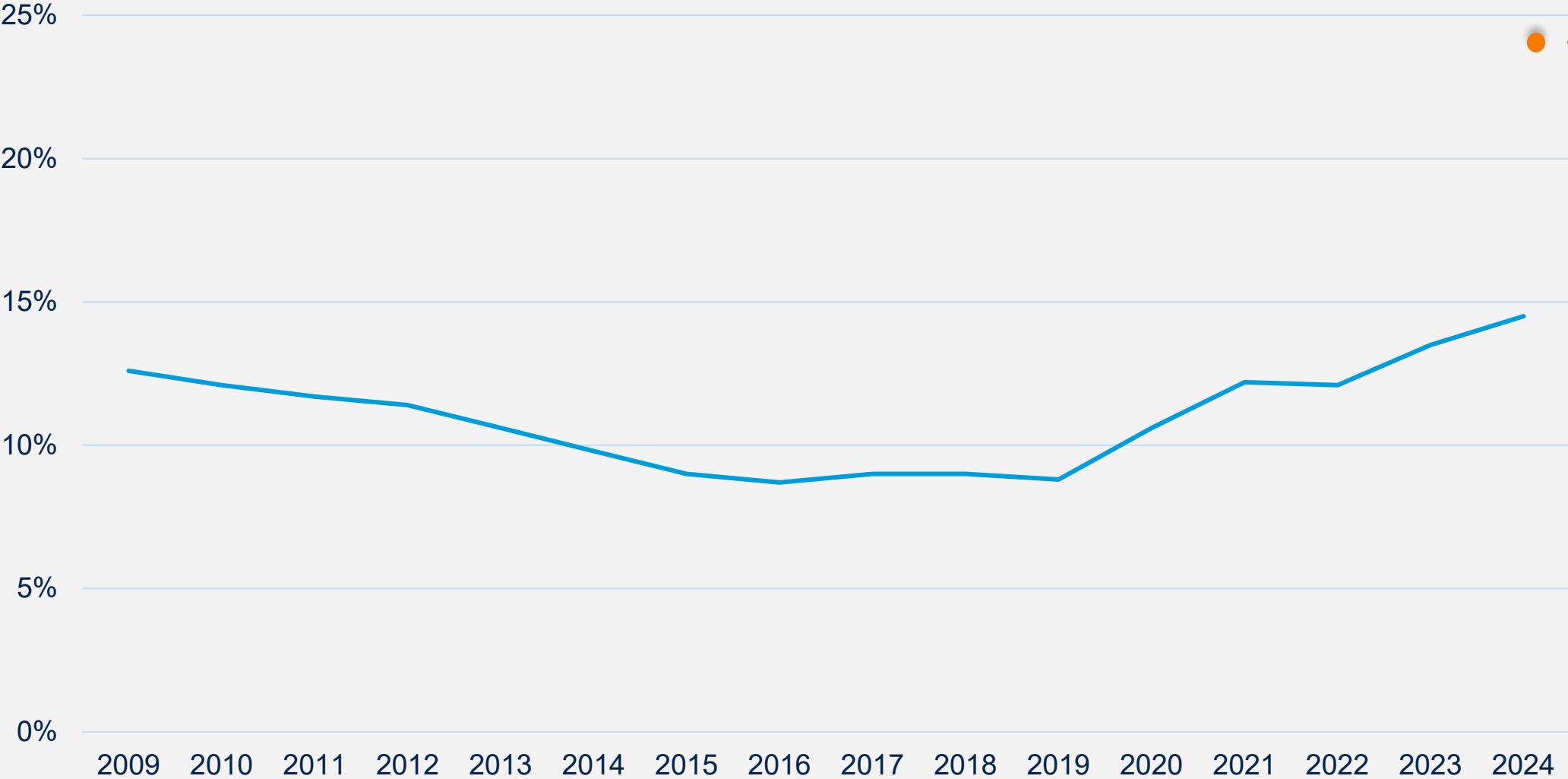
Changes to downtown Denver's population



Source: American Community Survey, 5-year estimates, 2018-2022

Office vacancies across the region

Office vacancy rates across the Denver region, 2009-2024

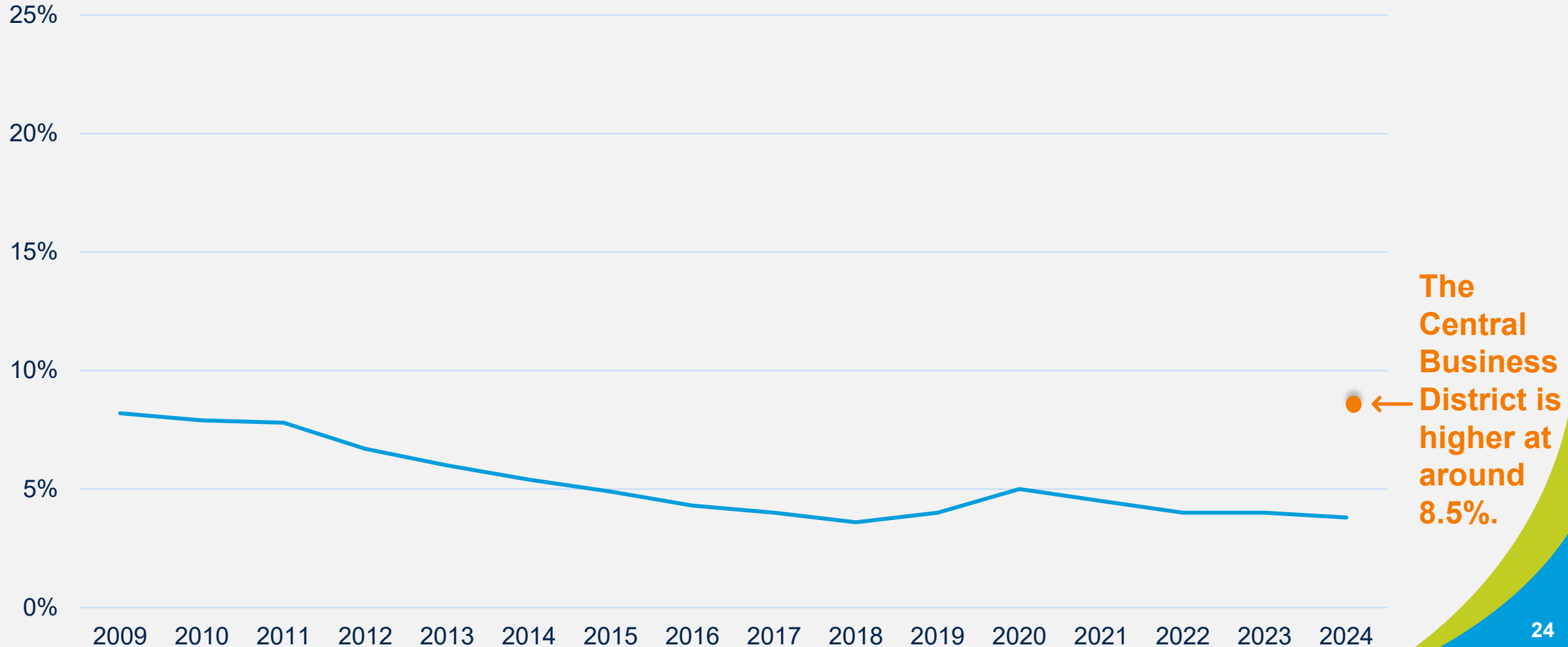


● ← The Central Business District is much higher at around 24.5%.

Source: Costar

Retail vacancies across the region

Retail vacancy rates across the Denver region, 2009-2024



Source: Costar

Trends in multiunit residential

- **36,595 multiunit homes** developed between 2020-2022.
- **14,734 multiunit homes** developed in 2023.
- Given 2024 year-to-date trends, we estimate roughly **20,400 new multiunit homes by the end of this year.**
- Adjusted for inflation, rents are high but **not outside of the norm.**

Source: Costar





Conclusion



Conclusion

- Transportation demand management.
- Projects that facilitate travel choices to **avoid** and **adapt** to congestion.
- State household travel survey.
- Denver Region ITS.



Program of **DRCOG**

Photo
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CDOT.



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Thank you! Questions?

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