

AGENDA
TRANSPORTATION ADVISORY COMMITTEE
Monday, June 24, 2019
1:30 p.m.

1001 17th St.
1st Fl. Aspen/Birch Conference Rm.

1. Call to Order
2. Public Comment
3. May 6, 2019 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on amendments to the 2018-2021 Transportation Improvement Program (TIP)
(Attachment B) Todd Cottrell
5. Discussion on 2020-2022 Unified Planning Work Program (UPWP)
(Attachment C) Ron Papsdorf

INFORMATIONAL ITEMS

6. Briefing on RTD's First and Last Mile Strategic Plan
(Attachment D) Paul DesRocher, RTD
7. Briefing on South I-25 PEL (Planning and Environmental Linkages)
(Attachment E) Chuck Attardo, CDOT
8. Briefing on TDM (Transportation Demand Management) Services Set-Aside eligibility and criteria
(Attachment F) Steve Erickson
9. Briefing on 2050 Metro Vision Regional Transportation Plan (MVRTP)
(Attachment G) Ron Papsdorf

ADMINISTRATIVE ITEMS

10. Member Comment/Other Matters
11. Next Meeting – July 22, 2019
12. Adjournment

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6744.



ATTACH A

ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, May 6, 2019

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kent Moorman	Adams County-City of Thornton
Brian Staley	Adams County
Dave Chambers	Arapahoe County-City of Aurora
Bryan Weimer	Arapahoe County
Megan Davis	Boulder County-City of Louisville
Kathleen Bracke (Alternate)	Boulder County
Sarah Grant (Alternate)	Broomfield, City and County
Richard Zamora	Colorado Department of Transportation-Reg 1
Jim Eussen	Colorado Department of Transportation-Reg 4
Brodie Ayers (Alternate)	Colorado Department of Transportation-DTR
David Gaspers	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
John Cotten (Chair)	Douglas County-City of Lone Tree
Art Griffith	Douglas County
Rick Pilgrim	Environmental
Debra Baskett	Jefferson County-City of Westminster
Steve Durian	Jefferson County
Stephen Strohming	Non-MPO
Hank Braaksma	Non-RTD Transit
Amanda Brimmer (Alternate)	Regional Air Quality Council
Kate Williams (Alternate)	Seniors
Ted Heyd	TDM/Non-motorized

OTHERS PRESENT:

Mac Callison (Alternate)	Arapahoe County-City of Aurora
Chris Hudson (Alternate)	Douglas County-Town of Parker
Aaron Bustow (Alternate-Ex Officio)	Federal Highway Administration
Dawn Sluder (Alternate)	Non-RTD Transit

Public: Christopher Montoya, Brighton; Jeff Dankenbring, Centennial; Jordan Rudel, CDOT Region 1; Marissa Gaughan, CDOT DTD; Jamie Hartig, Douglas County; Tim Hester, DEN Airport; Jessica Ferko, RAQC; Charlie Stanfield, RTD

DRCOG staff: Jacob Riger, Todd Cottrell, Steve Cook, Lisa Houde; Matthew Helfant, Derrick Webb, Emily Lindsey, Casey Collins

Call to Order

Chair John Cotten called the meeting to order at 1:30 p.m.

Chair Cotten announced the following TAC membership changes:

- Brodie Ayers (CDOT DTR) - new CDOT DTR Alternate
- Maria D'Andrea (Englewood) - new Arapahoe County Alternate

Public Comment

There was no public comment.

Summary of March 25, 2019 meeting
The meeting summary was accepted.

ACTION ITEMS

Discussion on the public engagement plan.

Lisa Houde presented the draft DRCOG public engagement plan, *People-centered planning, projects and services*. The document is primarily intended to be used as a guidebook by DRCOG staff to plan and implement effective public engagement activities. The draft plan was posted for public review on January 17, 2019 and a public hearing was held on March 20, 2019. Ms. Houde reviewed a summary of public comments received and staff responses.

Rick Pilgrim MOVED to recommend to the Regional Transportation Committee approval of the draft public engagement plan. The motion was seconded and passed unanimously.

Discussion on amendments to the 2040 Metro Vision Regional Transportation Plan (2040 RTP).

Jacob Riger presented the proposed project amendments received from the call for RTP amendments held in October 2018. A public hearing on 2040 MVRTP amendments was held on April 17, 2019 (in conjunction with proposed Metro Vision plan amendments). There were no public comments received during the 30-day public comment period or at the public hearing on the proposed RTP amendments, though several Board members asked questions during the public hearing. The 2040 fiscally constrained RTP roadway and transit networks (as approved by the Board in January 2019) were modeled and passed air quality conformity.

Kathleen Bracke asked if modeling considers fleet electrification over time. Mr. Riger noted electrification is not reflected in emissions modeling at this time, but the modeling does assume higher fuel standards and cleaner fleets.

Debra Baskett MOVED to recommend to the Regional Transportation Committee the amended *2040 Metro Vision Regional Transportation Plan* and associated *DRCOG CO and PM-10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*. The motion was seconded and passed unanimously.

Discussion on amendments to the FY 2018-2021 Transportation Improvement Program (TIP).

Todd Cottrell presented the six proposed amendments:

TIP ID#	
2008-105	Region 1 FASTER Transit Pool Add funding and three pool projects
2012-116	Region 4 2013 Flood-Related Projects Pool Add funding to one existing pool project
2012-121	Region 4 Non-Regionally Significant RPP Pool Add funding to one existing and one new pool project
2007-096	Region 1 Surface Treatment Pool Transfer funds out and move to the I-25 project
2008-076	Region 1 FASTER Pool Transfer funds out and move to the I-25 project. Add one new pool project
2018-014	I-25 Capacity Improvements: Castle Rock to the El Paso County Line Add funding to cover the transition between project phases (New funding for this project (TIP ID 2018-014) comes from both the Region 1 Surface Treatment Pool (TIP ID 2007-096) and the R1 FASTER Pool (TIP ID 2008-076). The additional funding will cover project expenses for the transition between phases 2 and 3, as anticipated phase 2 project savings will not be in place before the start of phase 3.)

Art Griffith MOVED to recommend to the Regional Transportation Committee the attached amendments to the *2018-2021 Transportation Improvement Program* (TIP). The motion was seconded and passed unanimously.

Discussion on project recommendations for the FY 2020-2023 Transportation Improvement Program (TIP) Subregional Share call for projects.

Todd Cottrell presented the lists of Subregional Share project recommendations and ranked-order waiting lists made by each of the eight Subregional Forums.

The call for Subregional Share projects opened January 2 and closed February 27. Project applications were submitted to each of the eight Subregional Forums and each forum scored and recommended their respective project lists.

	<u>Number of Projects Submitted</u>	<u>Total DRCOG Request</u>	<u>Total Funding Target</u>	<u>Recommended Projects</u>	<u>Recommended Funding</u>
Adams	16	\$ 45,523,677	\$ 32,933,000	14	\$ 32,933,000
Arapahoe	19	\$ 70,582,990	\$ 44,094,000	15	\$ 44,094,000
Boulder	23	\$ 36,835,400	\$ 15,291,000	13	\$ 15,291,000
Broomfield	8	\$ 8,480,000	\$ 4,694,000	8	\$ 4,694,000
Denver	14	\$ 139,817,972	\$ 50,293,000	4	\$ 50,293,000
Douglas	14	\$ 39,700,000	\$ 22,855,000	10	\$ 22,855,000
Jeffco	12	\$ 36,668,903	\$ 32,924,000	11	\$ 32,668,903
Weld	7	\$ 7,630,000	\$ 6,055,000	7	\$ 6,055,000
Totals:	113	\$ 385,238,942	\$ 209,139,000	82	\$ 208,883,903

Mr. Cottrell noted representatives from each of the Subregional Forums gave informational briefings on their project list portfolios at the Board meeting on April 17.

At this TAC meeting, the action was to recommend placing the Subregional Share projects in the draft 2020-2023 TIP. The Board will act on inclusion at the May 15 Board meeting. Further action will then be taken by the TAC at the next meeting on July 22 to recommend the final draft TIP and conformity documents.

Mr. Cottrell reviewed the timeline to approve the draft 2020-2023 TIP:

Remaining schedule - 2020-2023 TIP		
	May 6	TAC recommend
Place Subregional projects in draft TIP	May 14	RTC recommend
	May 15	Board action to place Subregional projects in draft TIP
Open public comment period with the release of draft TIP and conformity documents	June 17 - July 17	
Public Hearing on draft TIP and conformity documents	July 17	Board
Approval of draft TIP and conformity documents	July 22	TAC recommend
	August 20	RTC recommend
	August 21	Board action to approve draft TIP and conformity documents

Art Griffith MOVED to recommend to the Regional Transportation Committee the Subregional Share projects and ranked-order waiting lists to be included in the draft 2020-2023 TIP with Subregional Share funds. The motion was seconded and passed unanimously.

Discussion of the *Community Mobility Planning and Implementation* FY 2020-2021 set-aside in the *FY 2020-2023 Transportation Improvement Program (TIP)*.

Derrick Webb and Emily Lindsey presented the draft eligibility and evaluation criteria for the *Community Mobility Planning and Implementation (CMPI)* set-aside call for projects.

The CMPI supports small-area planning and small infrastructure projects that contribute to the implementation of key outcomes within *Metro Vision* and the *Metro Vision Regional Transportation Plan*. The CMPI set-aside is federally funded at \$4.8 million over a four-year period (FY 2020-2023). For the first two-year period call for projects (FY 2020-2021), an estimated \$3.35 million will be available:

- ~\$1 mil. for studies, and
- ~\$2.3 million for small infrastructure projects, (\$1.4 million + potentially an additional \$94,000 in FY 2019 rollover funding)

The project application is a mandatory two-step process:

1. First, potential applicants will be required to attend an application workshop and must prepare a Letter of Intent and discuss project concepts with DRCOG staff
2. Then after step 1, selected applicants will be invited to submit a formal application.

DRCOG will internally evaluate submitted applications and make project recommendations. Recommendations will be brought before the DRCOG committees and Board for approval.

Emily Lindsey said the call for Letters of Intent is anticipated to open by May 20 and run through mid-June. The application workshop will be held in early June. The formal call for applications is anticipated to open in mid-June and close in late July.

Steve Durian MOVED to recommend to the Regional Transportation Committee the eligibility rules and selection process (Attachment 1) for the *Community Mobility Planning and Implementation* set-aside for fiscal years 2020 and 2021. The motion was seconded and passed unanimously.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- Chair Cotten announced the retirement of Dave Chambers, Aurora Public Works Director, who has been a TAC committee member almost 14 years and thanked him on behalf of the committee and DRCOG for his many contributions to transportation development in the region.
- Debra Baskett recognized committee members Kent Moorman, Mac Callison, and John Cotten for each receiving a *DRCOG Distinguished Service Award* for their service to the DRCOG region at the recent DRCOG Annual Awards event held on May 3.

The meeting adjourned at 2:30 p.m. The next meeting will be June 24 as the May 20 TAC will likely be canceled.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner
(303) 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 24, 2019	Action	4

SUBJECT

2018-2021 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current Board-adopted [TIP Amendment Procedures](#).

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2018-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **New Project** **Platte Facility Roof Replacement (RTD)**
Add \$3.503 million FTA 5339 discretionary funding and associated match for roof replacement
- **2016-063** **RTD Bus Purchases**
Add \$7.5 million FTA 5339 discretionary funding and associated match for bus replacement

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments to the *2018-2021 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303-480-6737 or tcottrell@drcog.org.

New Project: FTA discretionary grant awarded for RTD Platte Bus Maintenance Facility roof replacement

New Project

Title: **Platte Facility Roof Replacement**

Project Type: **Transit Passenger Facilities**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **R T D**

Project Scope

Replace roof on RTD's Platte Bus Maintenance Facility.



Affected County(ies)
Regional

- Performance Measures
- Bridge Condition
 - Congestion
 - Freight Reliability
 - Pavement Condition
 - Safety
 - Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5339)		\$0	\$3,503	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$876	\$0	\$0		
Total		\$0	\$0	\$4,379	\$0	\$0	\$4,379

2016-063: \$7,500,000 FTA discretionary grant and associated match awarded to RTD for bus replacement

Existing

Title: **RTD Bus Purchases**

Project Type: **Transit Vehicles**

TIP-ID: **2016-063**

STIP-ID:

Open to Public:

Sponsor: **RTD**

Project Scope

Project to be used by RTD to purchase buses to be used region-wide.



Affected County(ies)
Regional

- Performance Measures
- Bridge Condition
 - Congestion
 - Freight Reliability
 - Pavement Condition
 - Safety
 - Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$1,509	\$90	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$378	\$344	\$0	\$0		
Total	\$0	\$1,887	\$434	\$0	\$0	\$0	\$2,321

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5339)		\$0	\$7,500	\$0	\$0		
Federal (CMAQ)		\$1,509	\$90	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$378	\$7,844	\$0	\$0		
Total	\$0	\$1,887	\$15,434	\$0	\$0	\$0	\$17,321

ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Ron Papsdorf, Director, Transportation Planning & Operations
303-480-6747 or rpapsdorf@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 24, 2019	Action	5

SUBJECT

FY2020-FY2021 Unified Planning Work Program for the Denver Region.

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the Regional Transportation Committee the draft *FY2020-FY2021 Unified Planning Work Program for the Denver Region*

ACTION BY OTHERS

N/A

SUMMARY

The Unified Planning Work Program (UPWP) is the MPO's work program. It is a federally-required document that outlines the planning activities and tasks to be conducted within the region with federal transportation planning funds. The document also lists other major planning activities performed by local governments and partner agencies.

The new FY2020-FY2021 UPWP outlines activities to be conducted from October 1, 2019 through September 30, 2021, and was prepared with input from CDOT, RTD, and local government staff. It represents nearly \$16 million in planned expenditures with over 25 deliverables.

Some key priorities over the next two years include:

- Maintain the FY2020-2021 UPWP and CPG contracts
- Collect regional bicycle facility counts
- Regional Complete Streets Toolkit
- Regional Transit Oriented Development (TOD) Opportunity Study
- Complete and adopt 2050 MVRTP
- Complete the 2020-2023 Dual Model TIP Process Assessment Report
- Prepare and adopt the 2022-2025 TIP
- Work with partner agencies to set performance measures and targets, and prepare reports
- Maintain the transportation operations program
- Complete the Region Vision Zero Action Plan
- Maintain and update Coordinated Public Transit—Human Services Transportation Plan (Coordinated Plan)
- Complete the *2020 Denver Regional Aerial Photography Project*
- Maintain and enhance land use and transportation forecasting models

PREVIOUS DISCUSSIONS/ACTIONS

[February 25, 2019](#) - TAC

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the draft *FY2020-FY2021 Unified Planning Work Program* (UPWP).

ATTACHMENTS

1. [Draft FY2020-FY2021 Unified Planning Work Program \(UPWP\)](#)
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Ron Papsdorf, Director, Transportation Planning and Operations, at 303-480-6747 or rpapsdorf@drcog.org



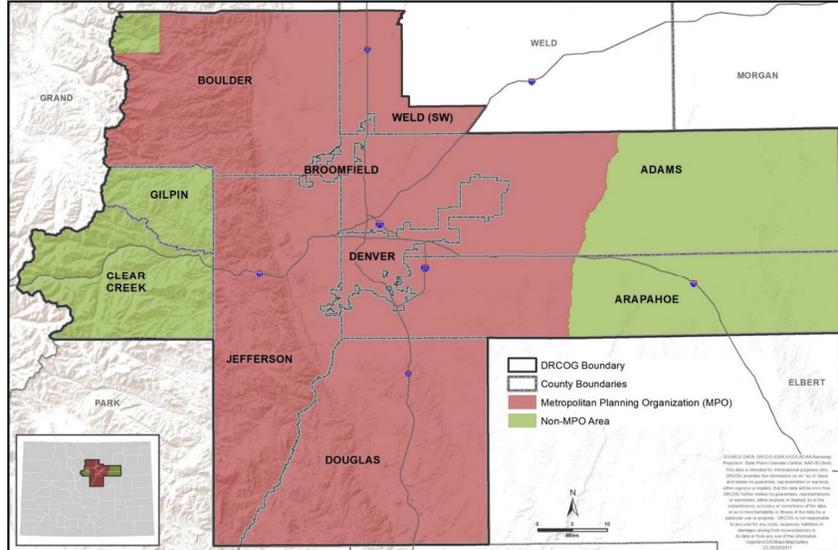
What is the UPWP?

- Describes the **proposed multimodal transportation planning activities** to be conducted in the Denver region during FY 2020 and FY 2021 (October 1, 2019 through September 30, 2021).
- Prepared biennially and serves as the basis by which Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) urban **transportation planning funds** are spent in the region.
- **Management tool** for scheduling, budgeting and monitoring the planning activities of participating entities.
- **Administered by the Denver Regional Council of Governments** (DRCOG) in accordance with the Memorandum of Agreement (MOA) between DRCOG, the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD).





Metropolitan planning organization area



Partnership extends to the regional and federal levels





Context for Developing the UPWP

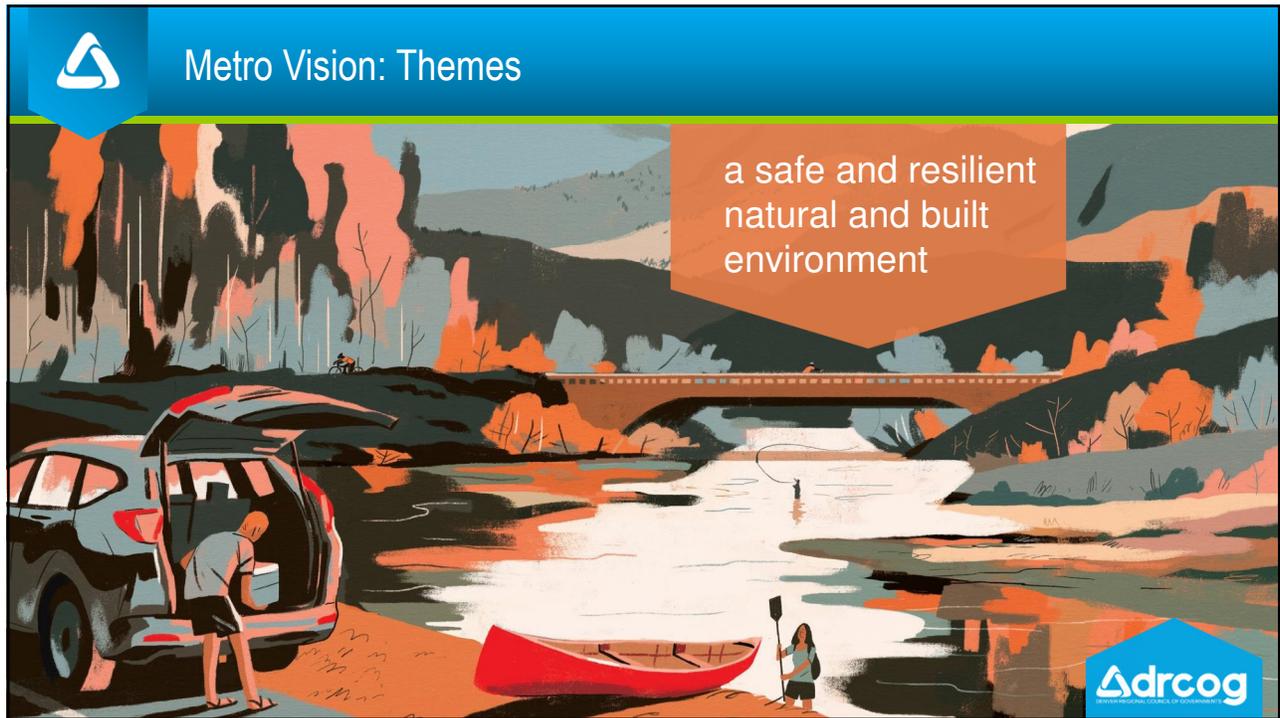
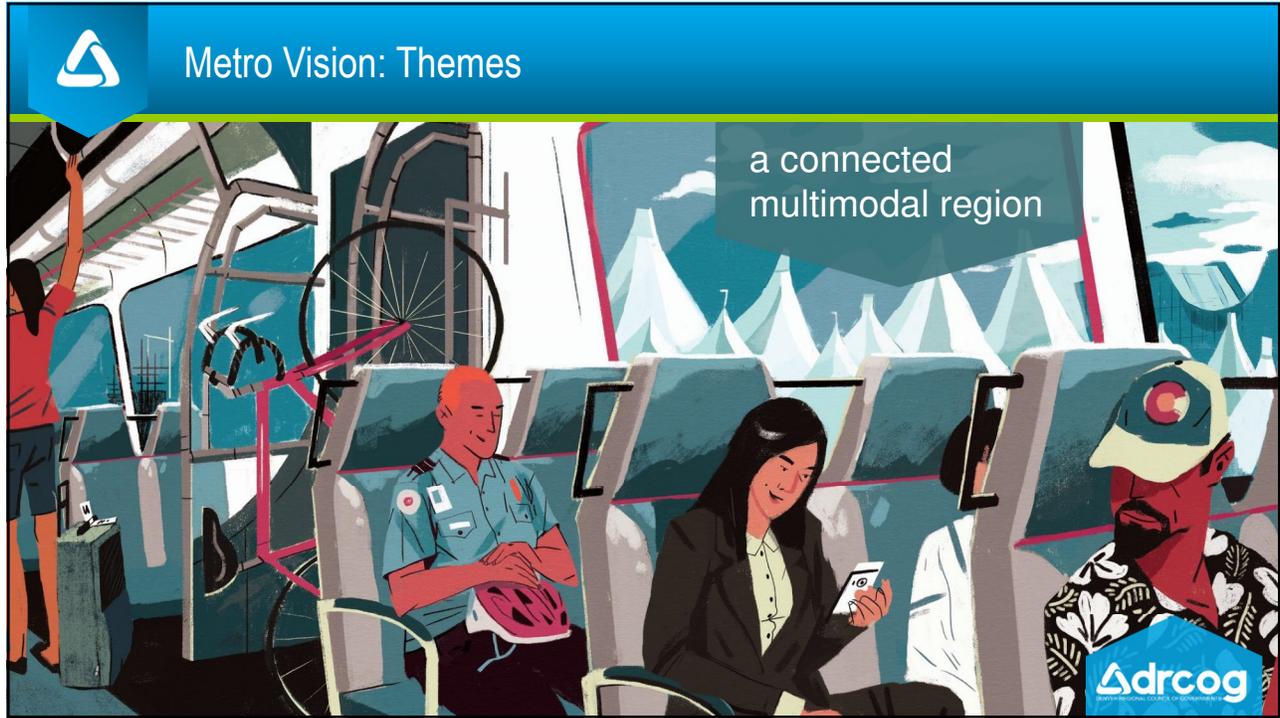
- Federally-directed activities and tasks
 - Regional Transportation Plan
 - Transportation Improvement Program
 - Congestion Management Process
 - Planning Process Certification
- Metro Vision Themes, outcomes and measures
- Regional Transportation Plan
- Federal transportation planning factors

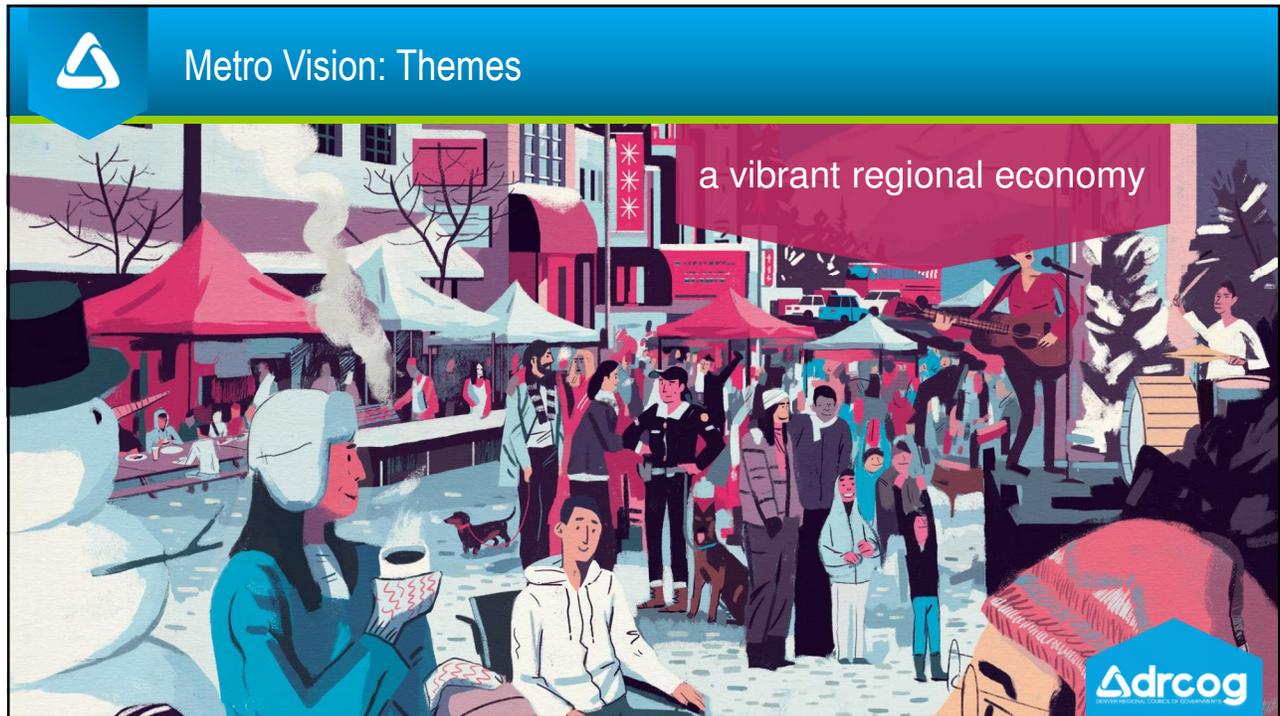
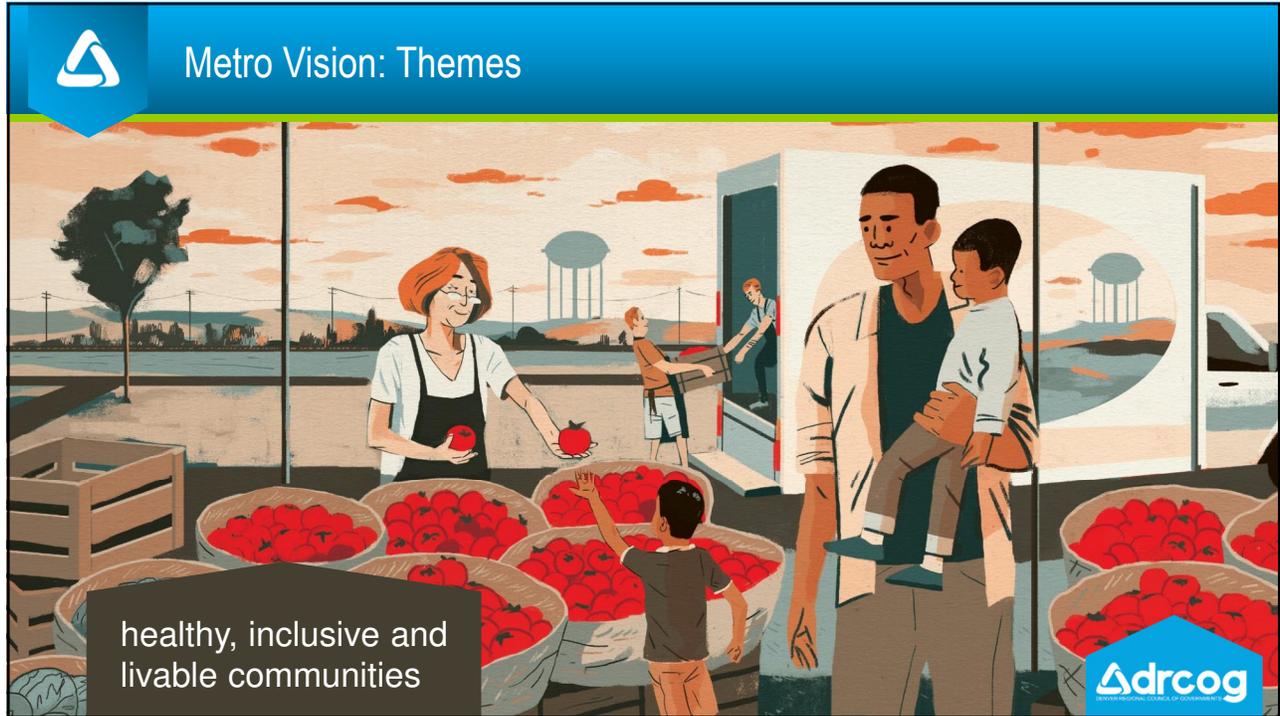


Metro Vision: Themes

an efficient and predictable development pattern









Metro Vision: Transportation outcomes

All residents have access to a **range of transportation**, employment, commerce, housing, educational, cultural and recreational opportunities.



Metro Vision: Transportation outcomes

Investments in **infrastructure** and **amenities** allow people and businesses to **thrive** and **prosper**.





Metro Vision: Transportation outcomes

The regional transportation system is **well-connected**
and serves **all modes of travel**.



Metro Vision: Transportation outcomes

The built and natural environment supports **healthy**
and active choices.





Metro Vision: Transportation outcomes

The transportation system is **safe, reliable**
and **well-maintained**.



Metro Vision: Transportation measures

increase **non-single-occupant vehicle**
mode share to work





Metro Vision: Transportation measures

reduce daily **vehicle miles traveled** per capita



Metro Vision: Transportation measures

slow the increase in **travel time variation**
(peak vs. off-peak)





Metro Vision: Transportation measures

slow the increase in **person delay**



Metro Vision: Transportation measures

reduce traffic **fatalities**





Metro Vision: Transportation measures

reduce transportation **greenhouse gas emissions** per capita



Metro Vision: Transportation measures

increase the share of population in areas with **affordable housing and transportation** costs



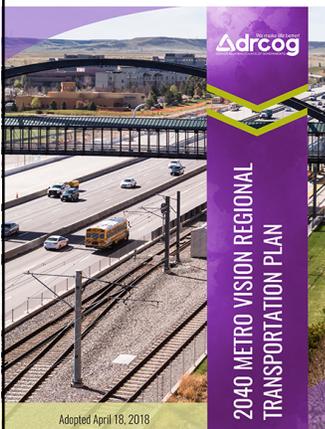


Metro Vision: Transportation measures

increase the share of housing and employment
near high-frequency transit



Metro Vision Regional Transportation Plan (RTP)



Integrates with Metro Vision

- Metro Vision framework (themes, outcomes and objectives)
- population, employment and other planning assumptions
- multimodal transportation system component profiles and strategies
- financial plan (costs and revenues)
- community engagement, environment and other topics





Federal Transportation Planning Factors

The FAST Act identifies planning principles

MPOs are required to consider the planning factors in the transportation planning process

UPWP activities are described by each planning factor

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and nonmotorized users
3. Increase the **security** of the transportation system for motorized and nonmotorized users
4. Increase the **accessibility and mobility options** available to people and for freight
5. Protect and enhance the **environment**, promote **energy conservation**, and improve **quality of life**, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, and for people and freight
7. Promote efficient **system management and operation**
8. Emphasize the **preservation** of the existing transportation system
9. Improve **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance **travel and tourism**



2018-2019 Accomplishments Highlights

Adopted **Title VI Implementation Plan** for DRCOG and received concurrence

Adopted all **FAST Act-required transportation performance management (TPM) targets** (known as PM-1, PM-2, and PM-3) and completed signed MOUs with affected stakeholders that address the process, roles, and coordination for setting and adopting TPM targets

Prepared **Active Transportation Plan** (adopted January 2019)

Processed over **20 sets of amendments** and administrative modifications to the 2018-2021 TIP

Conducted both **regional and subregional calls for projects** for 2020-2023 TIP

Completed update and maintenance of **Regional ITS Architecture**

Provided technical assistance for several **corridor studies** including SH-119 BRT NEPA

Completed the **2016 Planimetric Project** (occurred in 2018; vintage of the data is 2016) and the 2018 Denver **Regional Aerial Photography Project** (DRAPP)



2020-2021 Objectives

Objectives help organize the Work Program

Activities are identified and organized to support the objectives

Specific tasks and deliverables are identified for each activity

Objective 1.0 Program Administration – Coordinate activities between Metropolitan Planning Organization (MPO) participating agencies to address transportation and development issues of the region.

Objective 2.0 Planning Coordination and Outreach – Increase participation and support of the public in the planning process to achieve projects that are consistent with Metro Vision goals and policies.

Objective 3.0 Long Range Planning – Implement and refine Metro Vision to enhance and improve the quality of life in the DRCOG region.

Objective 4.0 Project Programming – Identify and implement priorities within the metropolitan area. The transportation improvement program is the primary tool used to advance the goals of the regional transportation plan.

Objective 5.0 Transportation Operations – Emphasize mitigation strategies that improve the safety and effectiveness of the existing transportation system.

Objective 6.0 Public Transportation Planning – Plan and operate rapid transit corridors, the regional bus network, and transit facilities.

Objective 7.0 Support Systems for Planning – Acquire and maintain critical data and tools for planning activities

2020-2021 Highlights

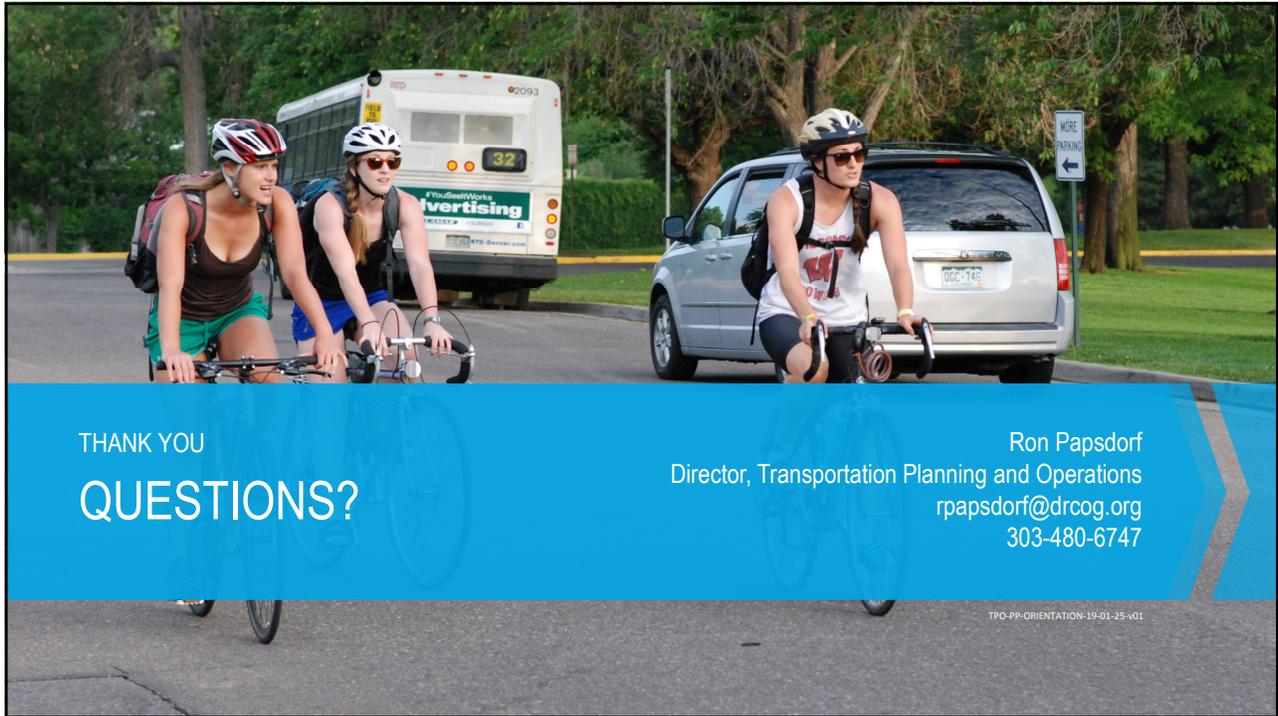
Almost \$16 million expenditures over two years

Over 25 deliverables

Also identifies planning activities by CDOT and non-federally funded local government planning activities

- Complete and adopt the **2050 MVRTP**
- Collect **regional bicycle facility counts**
- Convene regional **Micromobility Work Group** to discuss opportunities to identify shared regional approach to micromobility services and operations
- Prepare an **assessment of the 2020-2023 dual model TIP process**
- Prepare feasibility study for pilot implementation of **regional traffic operations monitoring** support
- Complete the DRCOG **Regional Vision Zero Action Plan**
- Work with CDOT, RTD, and other stakeholders to implement **Mobility Choice Blueprint** recommendations, including planning processes, funding, projects, and other efforts
- Regional Transit Oriented Development (**TOD**) **Opportunity Study**
- **Mobility Hub planning** at priority locations identified in partnership among RTD, CDOT and DRCOG
- Participate on CDOT-led Statewide **Household and other Travel Surveys**
- Regional **Complete Streets Toolkit**

ATTACHMENT 2



THANK YOU

QUESTIONS?

Ron Papsdorf
Director, Transportation Planning and Operations
rpapsdorf@drcog.org
303-480-6747

TPO-PP-ORIENTATION-19-01-25-v01

ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Matthew Helfant, Senior Planner, Transportation Planning and Operations
303-480-6731 or mhelfant@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 24, 2019	Information	6

SUBJECT

RTD *First and Last Mile Strategic Plan*.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

RTD's [First and Last Mile Strategic Plan](#) aims to address the issue of transit accessibility by examining existing conditions, analyzing RTD station accessibility goals and developing a list of recommendations with an implementation plan to achieve them. After 18 months of work with local jurisdictions, non-profits, businesses and other organizations from around the region, RTD is now ready to begin working on implementing the plan recommendations with their regional partners.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. RTD presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org; or Paul DesRocher, RTD Manager of Planning Coordination, at 303-299-2584 or paul.desrocher@rtd-denver.com .



First & Last Mile Strategic Plan

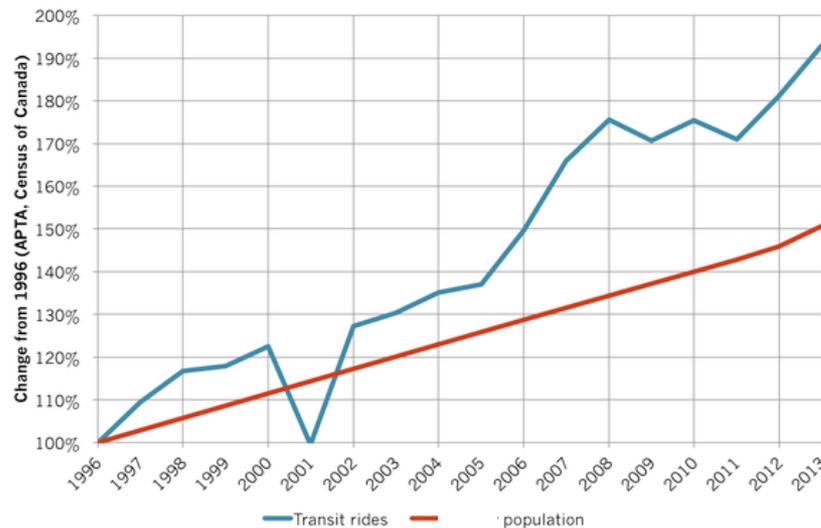
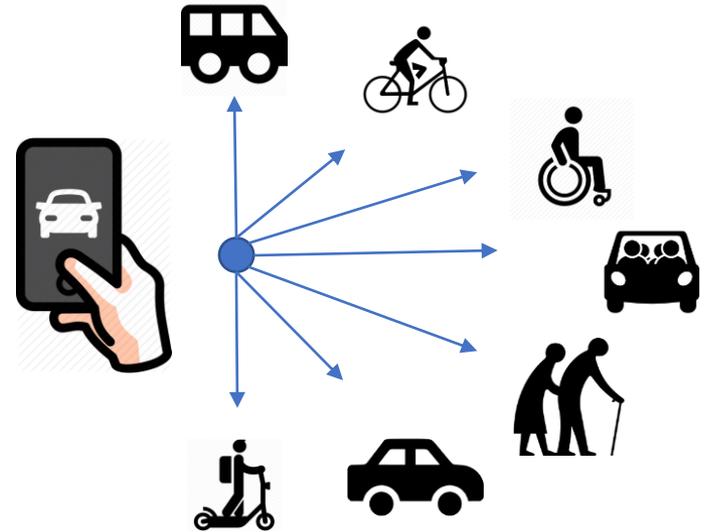




Why was the Plan Completed?

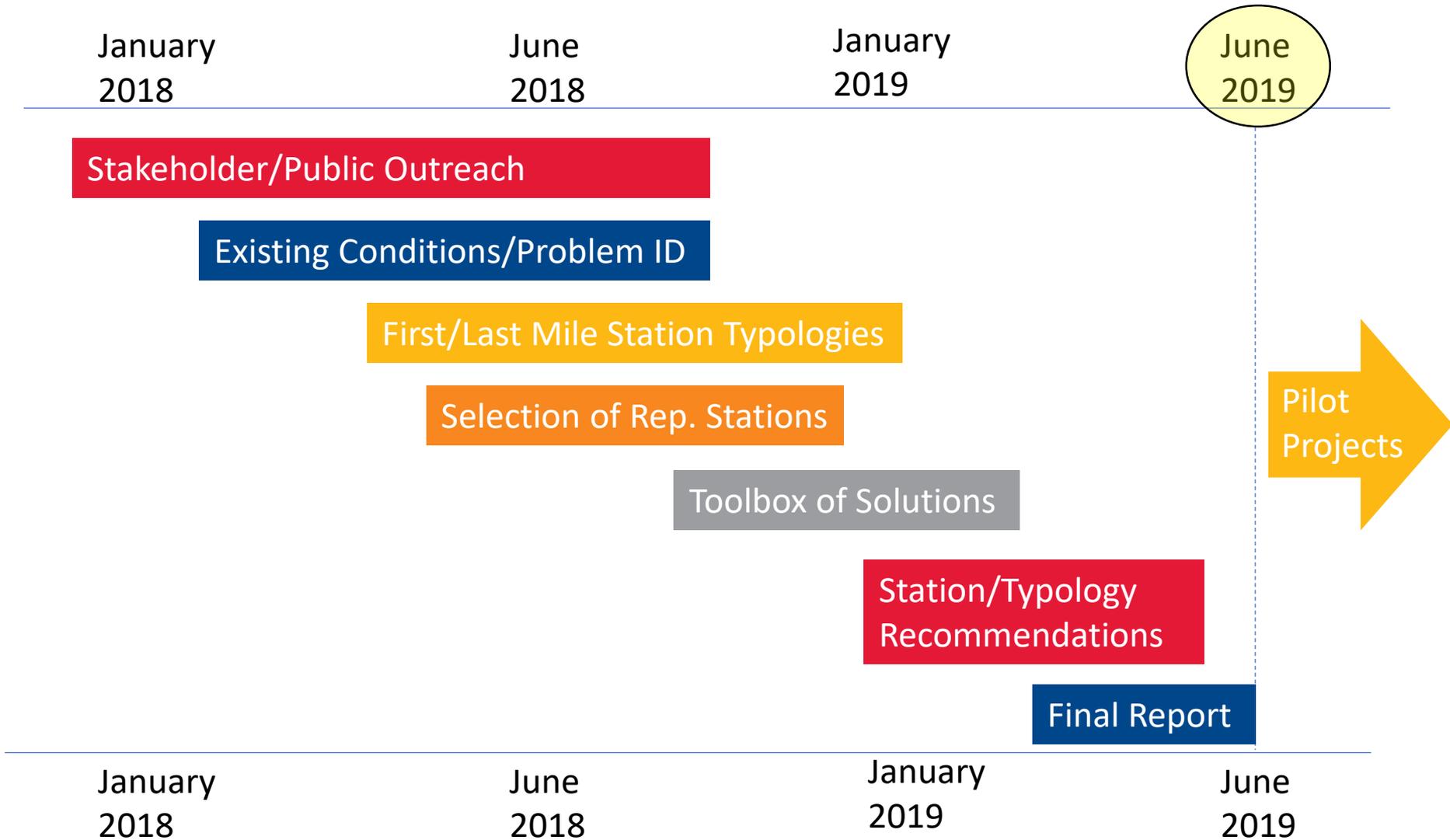


Main Goals of the Plan





Project Schedule





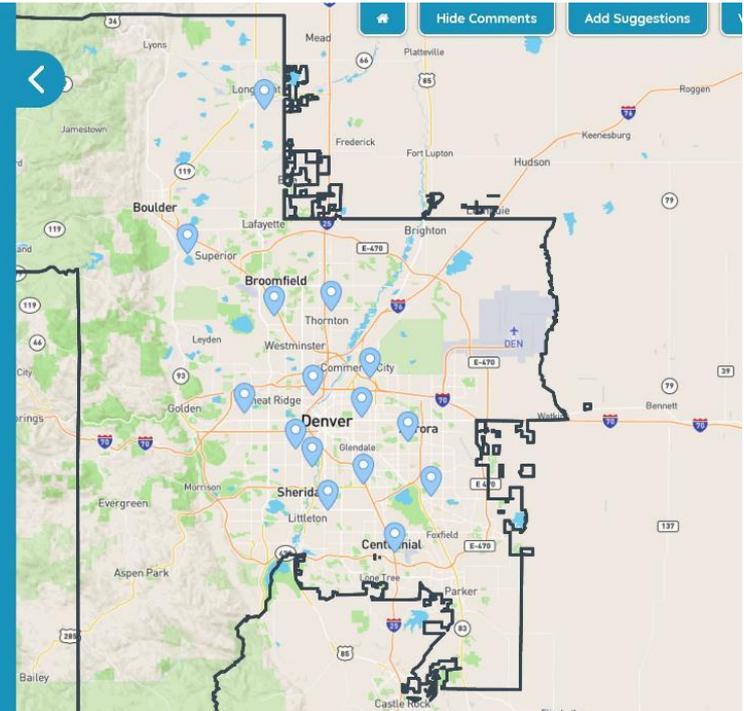
Welcome to the Online Input Map for the RTD First and Last Mile Project. RTD is looking to improve walking, bicycling, transit, and other means to get you to and from our transit stops.

GET STARTED: Click on a marker on the map representing a transit stop you use. The map will then zoom into this transit stop and give you the opportunity to share your mobility experiences.

If you don't use any of these 15 transit stops, you can view and interact with input from other users or click on the "RTD Survey" button below to take a brief survey on your mobility experiences using RTD in other locations in the Denver metro area.

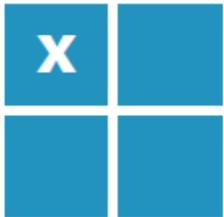
[About First and Last Mile Study](#)

[RTD Survey](#)



PLAN OUTPUTS

TYOLOGIES



Based on land use, typologies define different transit contexts and influence recommendations

+

OVERLAYS



Overlays represent additional contexts that may apply to station areas and influence recommendations

+

RECOMMENDATIONS TOOLKIT



A toolkit of recommendations organized by theme

+

REPRESENTATIVE STATIONS



Existing conditions analysis and recommendations for 15 representative stations

URBAN CORE



URBAN



SUBURBAN- MIXED



SUBURBAN- RESIDENTIAL



RURAL



Employment Density	Very High	High	High	Low	Very Low
Residential Density	Medium to Very High	High	Medium	Low	Very Low
Transit Frequency	Very High	High	Medium	Low	Very Low
# of Transit Locations	124	610	2,382	1,917	157
% of Transit Locations	2%	12%	46%	37%	3%

Overlay



Historically
Vulnerable
Populations

Locations with populations that may include low-income, non-native English speakers and low car ownership.



High
Accessibility
Needs

Locations with populations that may require additional support in accessing transit, e.g. near a retirement home or hospital.



High Shift/
Visitor
Variability

Locations with people commuting outside the usual 9-5.



High Visitor
Trips

Locations with very high visitor numbers at specific times of day, e.g. Pepsi Center, Mile High Stadium etc.



High
Propensity for
Change

Locations that have a high propensity to change, based on DRCOGs land use model.



Parking
Utilization

Locations with very high (over 90%) parking utilization.



Improvements & Reuse of Existing Infrastructure



New Infrastructure



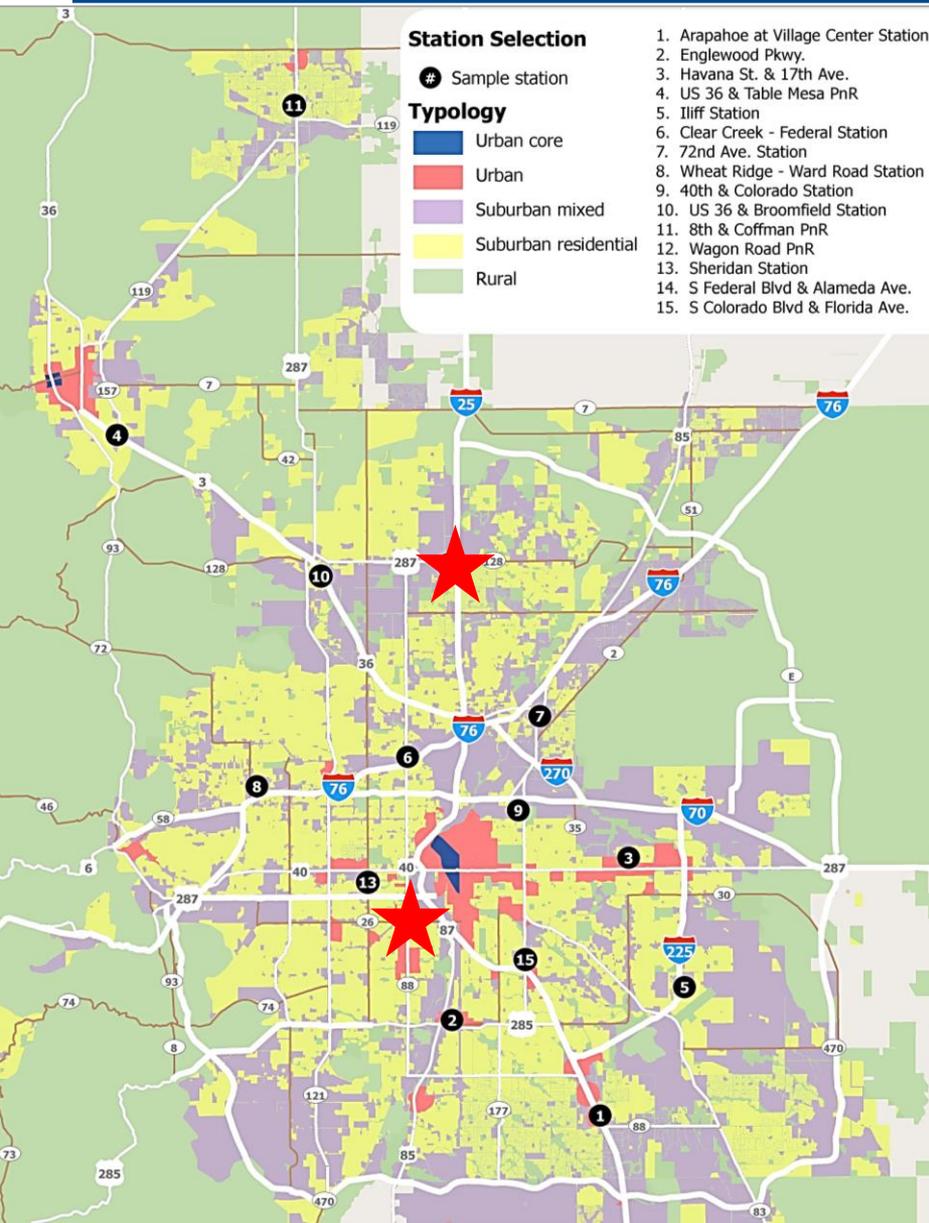
FLM General Guidance



Transportation Demand Management



Transportation Services



Urban Locations

Arapahoe at Village Center Station

Englewood Station

Havana and 17th St

S Federal Blvd & Alameda

Suburban Mixed Locations

40th and Colorado Station

US 36 & Broomfield Station

8th and Coffman PnR

Wagon Road PnR

Sheridan Station

S. Colorado Blvd & Florida

Suburban Residential Locations

US 36 & Table Mesa Station

Iliff Station

Clear Creek – Federal Station

72nd Ave Station

Wheat Ridge – Ward Road Station



Representative Station Example

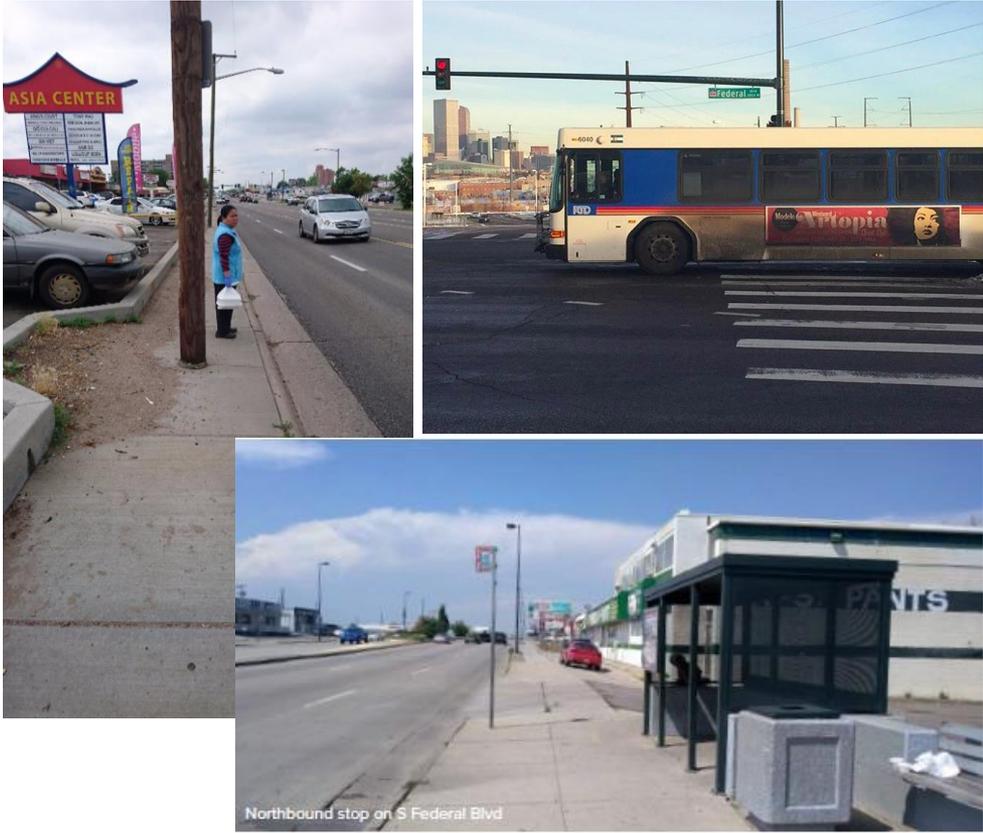


1. Problem Statement

Wagon Road

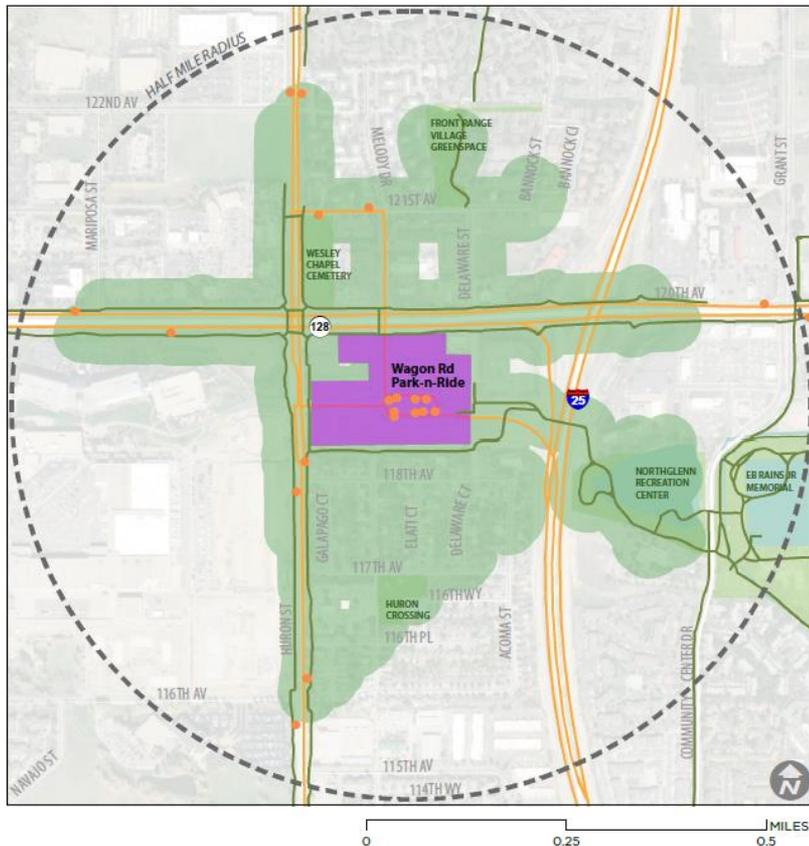


Federal/Alameda

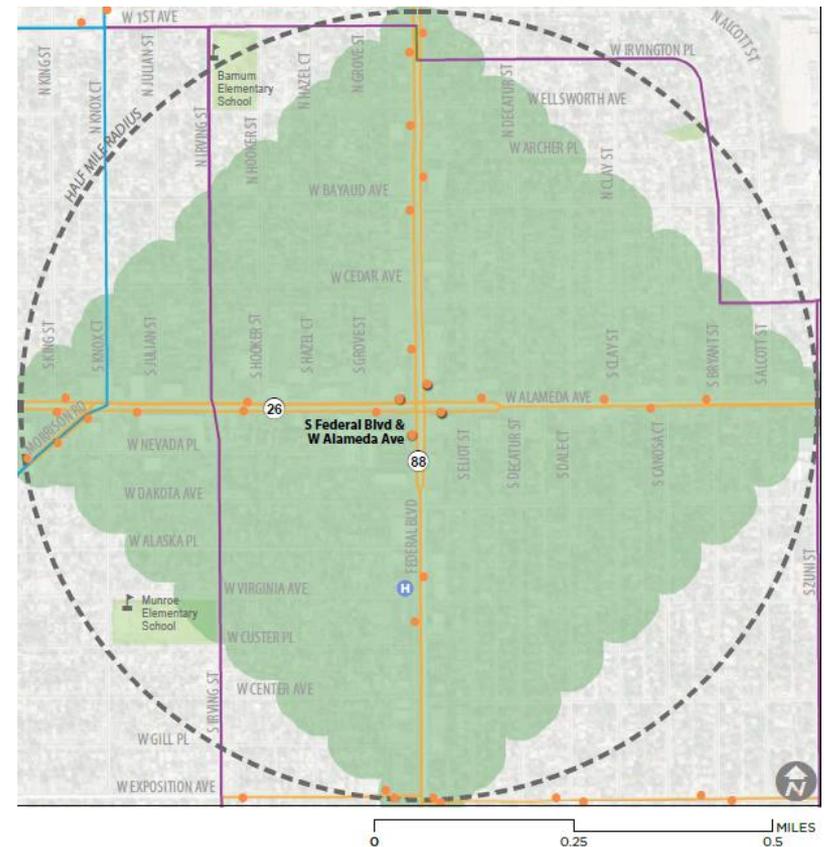


2. Station assessment/analysis

Wagon Road



Federal/Alameda





Representative Station Example



3. Recommendations

Wagon Road



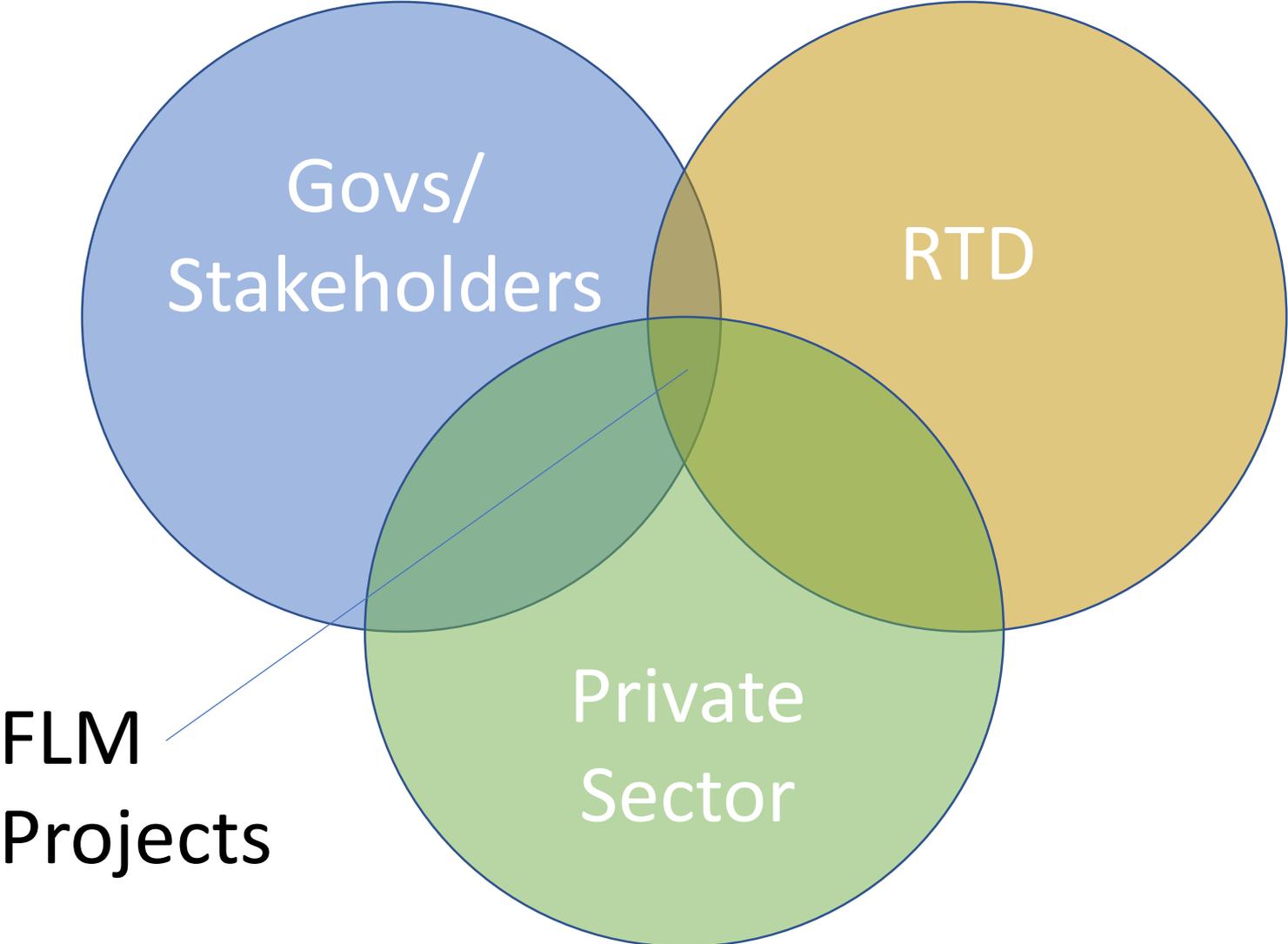
Route	Destination	Stop	Time
0	Hypack Road	B20 846a	
0	1-17 & Broadway	B20 856a	
20	American Medical Campus	B19 743a	
20	American Medical Campus	B19 813a	
20	American Medical Campus	B19 843a	
120X	Thackeray Square Road Park	B10 730a	
120X	Thackeray Square Road Park	B10 745a	
120X	Thackeray Square Road Park	B10 800a	

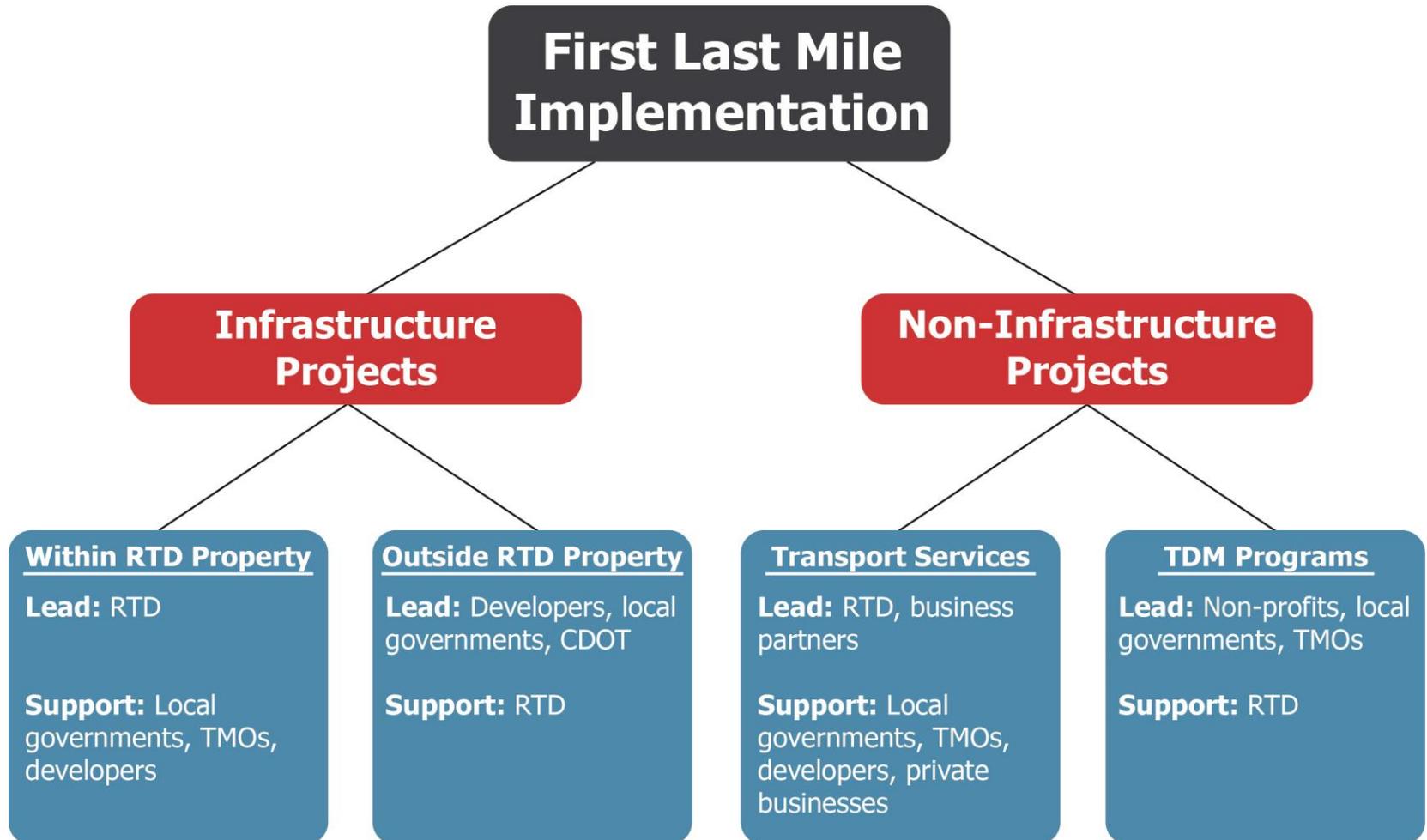


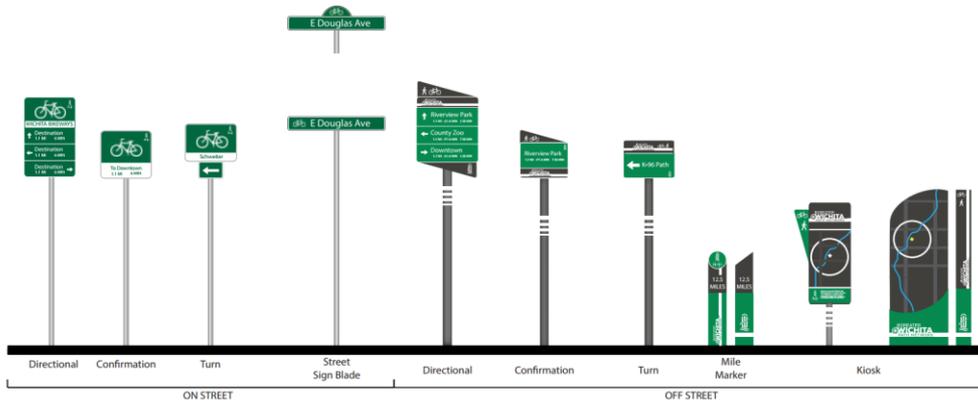
Federal/Alameda



Next Steps / Implementation







Wayfinding Signage

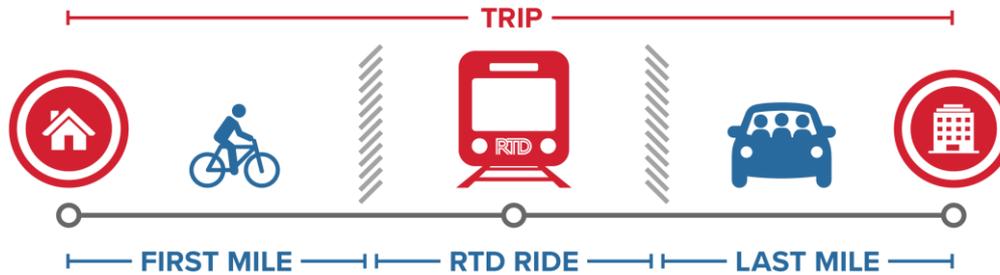
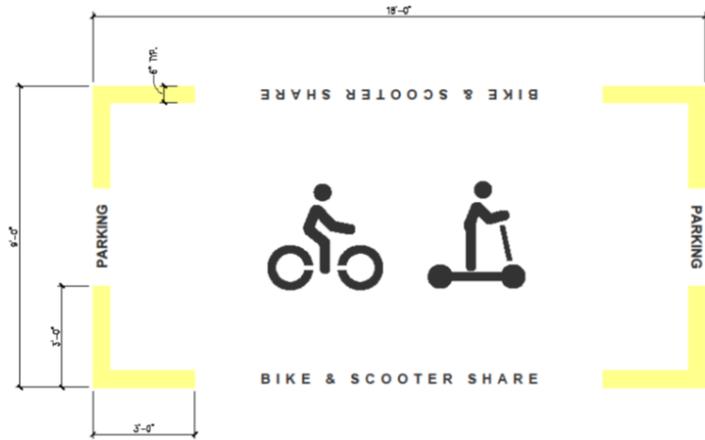


Mobility Hubs



Micro-transit

New FLM Program



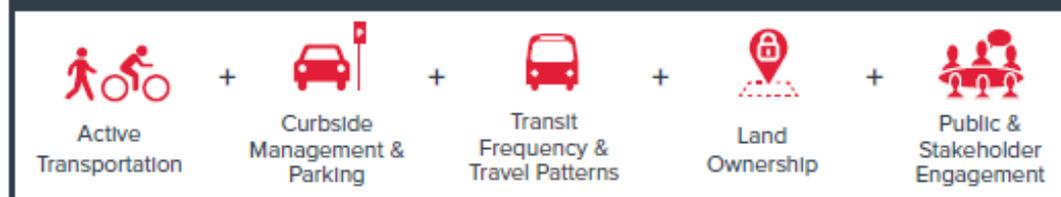
1. IDENTIFY A TYPOLOGY AND ANY OVERLAYS

TYPOLOGIES	OVERLAYS
Urban Core	High Shift/Visitor Variability
Urban	High Propensity for Change
Suburban-Mixed	Historically Vulnerable Population
Suburban-Residential	High Parking Utilization
Rural	High Accessibility Needs
	High Visitor Population

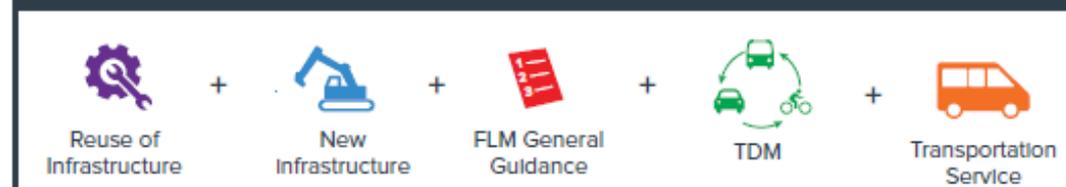
2. CHOOSE A REPRESENTATIVE STATION THAT IS SIMILAR TO THE STATION OF INTEREST

- | | | |
|---|---|--|
| <input type="checkbox"/> Arapahoe at Village Center Station | <input type="checkbox"/> 72nd Ave Station | <input type="checkbox"/> Sheridan Station |
| <input type="checkbox"/> US 36 & Table Mesa Station | <input type="checkbox"/> S Colorado Blvd & Florida | <input type="checkbox"/> Englewood Station |
| <input type="checkbox"/> Wheat Ridge - Ward Rd Station | <input type="checkbox"/> 40th & Colorado Station | <input type="checkbox"/> Havana St & 17th St |
| <input type="checkbox"/> S Federal Blvd & Alameda Ave | <input type="checkbox"/> 8th and Coffman PnR | <input type="checkbox"/> Wagon Rd PnR |
| <input type="checkbox"/> Clear Creek - Federal Station | <input type="checkbox"/> US 36 & Broomfield Station | <input type="checkbox"/> Iliff Station |

3. CONDUCT ANALYSIS FOR EACH FOCUS AREA*



4. APPLY TOOLKIT STRATEGIES



Coordination with Plans and Projects



masabi + Transit App
the ticket machine in your pocket



Questions/Comments

Paul DesRocher

Manager, Planning Coordination

Paul.desrocher@rtd-Denver.com

Charlie Stanfield

Transportation Planner

Charlie.Stanfield@rtd-Denver.com

ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee
From: Steve Cook, Transportation Modeling and Operations Manager
(303) 480-6749 or scook@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 24, 2019	Information	7

SUBJECT

Briefing on CDOT's *I-25 Planning and Environmental Linkages (PEL): Colorado Springs Denver South Connection* study.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

CDOT is nearing completion of the [I-25 PEL: Colorado Springs Denver South Connection](#) for the 33-mile segment of I-25 between Monument and C-470. Like other [PEL studies](#), this effort considers environmental, community, and economic goals early in the planning process to inform project development, design, and future construction.

The corridor includes the 18-mile I-25 South Gap project (Monument to Castle Rock) that is currently under construction. This PEL study is examining further improvements to be implemented in the future following the completion of the Gap Project. The PEL study draft final document is anticipated to be released in summer 2019.

At the June TAC meeting, CDOT staff will provide an overview of the *I-25 PEL: Colorado Springs Denver South Connection* study.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

I-25 PEL: CO Springs Denver South Connection: <https://www.codot.gov/projects/I25COSDEN>

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, Transportation Modeling and Operations Manager, at (303) 480-6749 or scook@drcog.org; or Chuck Attardo, CDOT Environmental Manager, at (303) 757-9929 or chuck.attardo@state.co.us.

ATTACH F

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Steve Erickson, Communications & Marketing Director
303-480-6716 or serickson@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 24, 2019	Informational	8

SUBJECT

Eligibility rules and selection process for the selection of projects to be funded through the DRCOG *Transportation Demand Management (TDM) Services* set-aside through the *2020-2023 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

[July 18, 2018](#) – Board approved 2020-2023 TIP Policy (*Table 2. 2020-2023 TIP Set-Aside Programs*)

SUMMARY

The [2020-2023 TIP Policy](#) established \$1.8 million in federal funds for TDM non-infrastructure projects over the four-year period. Eligible projects include marketing and outreach, as well as market research. Staff will present the proposed process and criteria for selecting TDM non-infrastructure projects for fiscal years 2020 and 2021. The primary goal of these projects is to reduce traffic congestion and improve air quality, and secondarily to pilot projects that will demonstrate effectiveness of an approach that might be scaled or replicated across the region.

The FY 2020–2021 call for projects will be for \$900,000 plus \$236,000 unallocated from FY 2019, for a total of \$1,136,000. Next steps include approvals by Transportation Advisory Committee, Regional Transportation Committee, and the DRCOG board, with a call for projects in fall 2019.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. TDM Services set-aside *Eligibility Rules and Selection Process* document
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Erickson, Communications & Marketing Director, 303 480-6716, serickson@drcog.org.

ATTACHMENT 1

TDM Services Set-Aside

FY 2020 and FY 2021 Projects

Eligibility Rules and Selection Process

Program Purpose

The *TDM Services* set-aside was developed to support marketing, outreach and research projects that reduce single occupant vehicle (SOV) travel and ultimately reduce traffic congestion and improve regional air quality. The specific goals of the *TDM Services* set-aside are listed below.

Program Goals

- Reduce single occupant vehicle travel
- Reduce traffic congestion
- Improve regional air quality
- Pilot new approaches to transportation demand management (TDM)
- Improve awareness of and access to mobility options for people of all ages, incomes and abilities

Sponsor Eligibility Requirements

- Project sponsors must be eligible to be direct recipients of federal transportation funds. These include local governments, governmental agencies and nonprofits. Non-local government sponsors must include documentation of support from the applicable local government(s) where the project is located. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible.
- Project sponsors must also be in good standing with the State of Colorado via the Secretary of State's business database:
<http://www.sos.state.co.us/pubs/business/businessHome.html>
- All scopes of work must adhere to the federal Surface Transportation Block Grant program guidance: <https://www.fhwa.dot.gov/specialfunding/stp/>.
- Project sponsors must pledge local matching funds or in-kind match.

Project Eligibility Requirements

Funding background

The [2020-2023 TIP Policy](#) established \$1.8 million in federal funds for TDM non-infrastructure projects over the four-year period. The 2020-2021 call for project will be for \$900,000 plus \$236,000 unallocated from FY2019.

Eligible project types

Applications must be for new projects or activities which implement TDM strategies that reduce SOV travel and ultimately contribute to reducing traffic congestion and improving regional air quality. Applicants must demonstrate how their project/program will have a direct impact on reducing SOV travel, improving air quality, and reducing traffic congestion. Eligible project types may include, but are not limited to:

- Public education, marketing and outreach promoting or expanding use of non-SOV mobility
- Innovative projects that pilot and demonstrate effectiveness of approach.
- Market research that helps identify opportunities to promote non-SOV mobility

ATTACHMENT 1

Funding Requirements

Applicants may request funding for up to two years for federal fiscal years 2020 and 2021. There is no funding minimum or maximum. However, a single entity will not be awarded more than 50% of the available funds. Project sponsors should clearly describe how the funding request is supported by the work proposed for the project.

A local cash or in-kind match of at least 17.21% of the total project cost is required (federal share equals 82.79%). CDOT is the steward of these funds and does not track overmatch. If a sponsor wants to commit more funding to the project on their own, they may do so.

Application Process

1. Attend a mandatory TDM Services set-aside pre-application workshop

2. Identify the project concept and begin early discussions with DRCOG staff (strongly encouraged, not required)

3. Submit a letter of intent

With a multi-step application process, interested applicants should submit a letter of intent and include applicant's contact information, a project description and estimated project cost. Supplemental materials will be accepted if they contribute to the understanding of project being proposed.

4. Letter of intent discussion

DRCOG staff will review the letter of intent and request additional information as needed. Applicants will be contacted by staff to discuss the proposal before next steps are taken. This will include screening of project proposals for eligibility, identification of potential partners and or project links, and an opportunity to discuss proposed project outcomes. If the letter of intent is accepted, sponsors will be invited to apply.

5. Invited applicants, complete and submit an application

Applications should be submitted along with letters of support from impacted or participating entities. No more than two applications per sponsor will be accepted. Per CDOT requirements, the application requires a mandatory Risk Assessment form to be submitted along with the application.

6. Project review, scoring and recommendation

Applications will be reviewed and scored based on the set-aside evaluation criteria. The project review panel will prepare a recommendation to present to DRCOG's Transportation Advisory Committee and Regional Transportation Committee for a recommendation prior to a presentation to the Board of Directors for approval.

7. Applicants are notified about approved projects

Project Funding Evaluation and Selection Process

DRCOG will establish a project review panel to assist with scoring and evaluating projects. Participants may include staff from DRCOG divisions:

- Transportation Planning and Operations
- Regional Planning and Development
- Communications and Marketing (Way to Go)
- Area Agency on Aging, and/or
- Executive Office

The review panel will also include external stakeholders and subject matter experts who may represent:

- Federal Highway Administration

ATTACHMENT 1

- Colorado Department of Transportation
- Colorado Department of Public Health and Environment
- Regional Air Quality Council
- Regional Transportation District
- Transportation demand management professionals

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. See section A below.

In addition, DRCOG staff will score based on data-driven criteria listed in section B below.

The panel will convene to discuss the applications and scoring and reach consensus on the list of recommended projects to be funded by the *TDM* services set-aside. The recommended list of projects will be taken through DRCOG committees for review and final approval by the DRCOG Board of Directors.

Evaluation criteria

TDM Evaluation Criteria				
<i>A. Scored by Project Review Panel</i>				
Criterion	Category	Specific Measure (if applicable)	Scoring	Points (Max)
1	Motor Vehicle Trip and VMT Reduction Potential (Based on attributes provided in application specific to infrastructure and to non-infrastructure projects)	Vehicle Trips, VMT	1 – Low <range> 25 – High **consider reliability and realism of attributes and assumptions used to reflect decreased VMT and improve air quality	25
2	Level of Innovation and Uniqueness (uniqueness of project type, market geographic area, market population/demographics)		1 – Does not reach new market or is continuation of existing service/project/campaign; very similar to past endeavors <range> 15 – Totally new (market/connections/project type) and unique; project reaches completely new area and/or serves/targets a new demographic; project is unlike anything tried in the region in the past	15
3	Replicability		If successful, can the project be replicated to benefit more areas of the region? 1 – The concept or approach has little or no application beyond the defined project area and timeline <range> 12- The concept or approach offers great promise to be replicated in part or in whole across the region	12
4	Access		Project improves access to mobility options for people of all ages, incomes, abilities, etc. 1- The project will primarily benefit a limited demographic group <range> 8- The project clearly demonstrates benefits to people across the socio-economic, age and ability spectrums	8
5	Funding Effectiveness Potential	Project Cost/User Base	1 – Higher cost for smaller user base <range> 5 – Lower cost for larger user base **consider reliability and realism of assumptions used in the calculation of results	5

ATTACHMENT 1

6	Project & Applicant Readiness		1 – Sponsor just getting started, extensive additional coordination required <range> 5 – Sponsor is ready to go and an experienced partner in TDM projects; coordination between agencies is strong; right of way has been acquired	5
7	Timing/Synergy of Project		1 – Benefits may be years out, undeveloped area, no link to roadway or transit project <range> 5 – Immediate benefits/link to major roadway/rapid transit project; project coincides with an immediate major construction project (traffic congestion) or opening of new rapid transit line/segment	5
TOTAL PROJECT REVIEW COMMITTEE				75
B. Measured/Scored by DRCOG Staff:				Max
8	Short Trip Opportunity Potential	Is the project within a short trip opportunity zone? *Short trip opportunity zones defined in DRCOG Active Transportation Plan	1 – Project is not located in a short trip opportunity zone range based on percent of project area that is identified as a short trip opportunity zone, normalized based on projects submitted 7 – Project area serves short trip opportunity zone(s)	7
9	Environmental Justice Area	EJ Population (Minority, Low-Income)	1 – Does not serve any EJ area range based on percent of project area that is identified as an EJ area, normalized based on projects submitted 6 – Entirely in EJ area	6
10	Serves DRCOG Designated Urban Centers (UCs)	Urban Centers: Existing and Emerging Dataset	1 – No Urban Centers range based on percent of project area that is identified as an urban center, normalized based on projects submitted 6 – Strongly serves/focuses on established UCs	6
11	Financial Partners		0 – No other financial partners 2 – One additional financial partner 3 – If two+ partners (must be identified in application as funding match partners)	3
12	Local Match		0 – Any “in-kind” 3 – All cash	3
TOTAL DRCOG STAFF REVIEW				25
TOTAL PROJECT REVIEW COMMITTEE				75
TOTAL				100

Award Conditions

- Funding provided to local government sponsors should not replace existing local funding for staff.
- Applicants should not request funding for projects, activities, or services that are currently performed by other agencies or government entities. Applicants should not request funding for projects, activities, or services that are currently performed by, or may compete with, the private sector.
- All project scopes of work are subject to review and approval by DRCOG and CDOT.
- Each applicant awarded funds will sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these federal funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Each awarded project sponsor will be required to attend reimbursement training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.

ATTACHMENT 1

- Project sponsors will be expected to work closely with Way to Go, the regional TDM brand, to identify synergies and cross-promotion opportunities.
- Each awarded project sponsor will be required to attend a post-project debrief with DRCOG staff, and to submit a final report.
- Projects must be completed within two years from the contract start date.
- Project sponsors will work with DRCOG, CDOT, RTD (as appropriate), and FHWA/FTA to ensure that the project is being implemented in accordance with federal requirements.



Presented by:
Steve Erickson

TAC: June 24, 2019

FY 20-21 Transportation Demand Management Set-Aside



FY 2020-2023 TIP Set-Aside Programs

Table 2. 2020-2023 TIP Set-Aside Programs

Set-Aside Programs	4-Year DRCOG-allocated Funding Allocations for the 2020-2023 TIP	Calls for Projects
Community Mobility Planning and Implementation	<p>\$4,800,000</p> <ul style="list-style-type: none"> \$2,000,000 for small area planning and/or transportation studies \$2,800,000 for small infrastructure projects 	Calls for Projects for <u>both</u> are tentatively scheduled for the summer of 2019 and 2021.
TDM Services	<p>\$13,400,000</p> <ul style="list-style-type: none"> \$8,800,000 for the DRCOG Way to Go program \$2,800,000 for 7 regional TMA's partnership @ \$100,000/year \$1,800,000 for TDM non-infrastructure projects 	Calls for Projects for the TDM non-infrastructure projects are tentatively scheduled for the summer of 2019 and 2021.
Regional Transportation Operations & Technology (traffic signals and ITS)	<p>\$20,000,000</p>	Calls for Projects are tentatively scheduled for the Fall of 2019 and 2021.
Air Quality Improvements	<p>\$7,200,000</p> <p>Regional Air Quality Council (RAQC) will receive:</p> <ul style="list-style-type: none"> \$4,800,000 for vehicle fleet technology \$1,800,000 for an ozone outreach and education program \$600,000 in FY20 for an ozone SIP modeling study 	
Human Service Transportation	<p>\$4,000,000</p> <ul style="list-style-type: none"> \$4,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion. 	Calls for Projects are tentatively scheduled for the summer of 2019 and 2021.





TDM services program purpose and goals

Purpose: to support marketing, outreach and research projects that reduce single-occupant vehicle travel

Program Goals

- Reduce traffic congestion
- Improve air quality
- Pilot new approaches to TDM
- Support healthy and active choices
- Improve awareness and access to mobility options for people of all ages, incomes and abilities



Funding available and sponsor eligibility

Funding available 2020 – 2021 call

- \$900,000 for 2 year-projects, plus . . .
- \$236,000 in unallocated funds from 2019
- **Total - \$1,136,000**

Eligibility

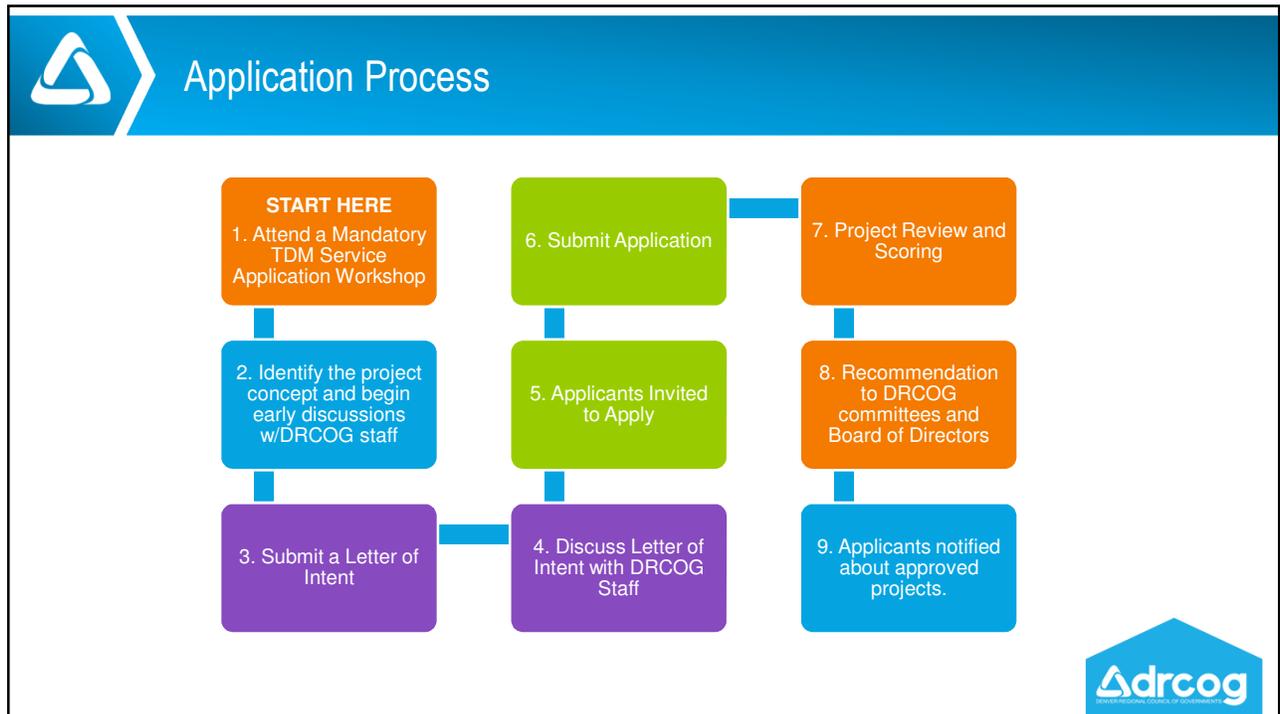
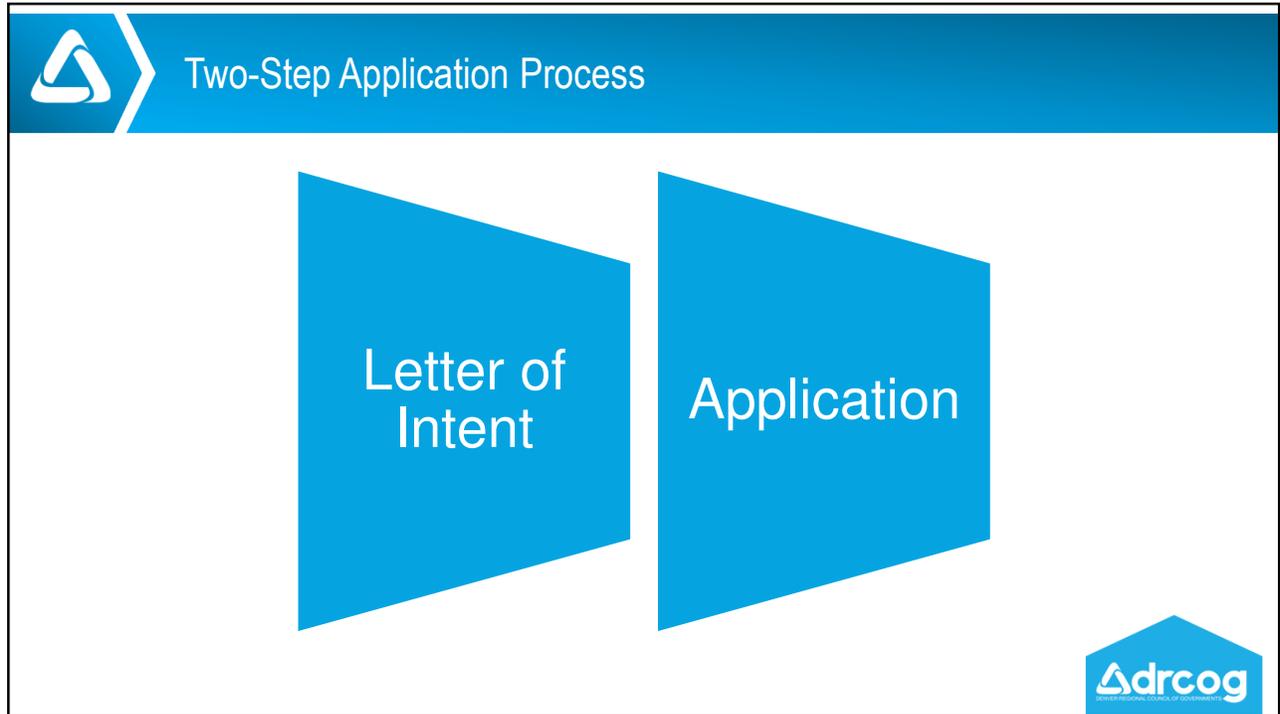
Project sponsors must be eligible to be direct recipients of federal transportation funds. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are **not eligible**.

Project sponsors must also be in good standing with the State of Colorado via the Secretary of State's business database: <http://www.sos.state.co.us/pubs/business/businessHome.html>

All scopes of work must adhere to the federal STBG program guidance.

Project sponsors must pledge local matching funds or in-kind .







Project Review Process

1. DRCOG review panel includes internal and external stakeholders

- Panel **may include** staff from DRCOG divisions:
 - Communications and Marketing (Way to Go)
 - Area Agency on Aging
 - Transportation Planning and Operations
 - Regional Planning and Development
- Panel **may include** external stakeholders and subject matter experts:
 - Federal Highways Administration
 - Colorado Dept. of Transportation
 - Colorado Department of Public Health and Environment
 - Regional Air Quality Council, RTD, other TDM professionals

2. Each member of the panel will review the applications and assign points to the criteria based on information contained in the application – Section A



Project Review Process continued

3. In addition to review committee scoring on evaluation criteria, DRCOG will score based on data-driven criteria as shown in Section B

4. Panel will convene to discuss applications and reach consensus on a recommended list of projects

5. Panel will recommend list of projects to be funded through the set-aside for review and approval by DRCOG committees and Board of Directors





Criteria and Weighting

- **Review Panel Scoring (75% of total)**
 - VMT reduction
 - Level of innovation and uniqueness
 - Replicability
 - Access
 - Funding effectiveness
 - Project and applicant readiness
 - Timing/synergy of project
- **DRCOG data-driven scoring (25% of total)**
 - Short trip opportunity potential
 - Environmental justice area
 - Serves DRCOG designated Urban Center
 - Financial partners
 - Local Match



THANK YOU!

Steve Erickson
Director, Communications and Marketing
serickson@drcog.org
303.480.6716

ATTACH G

ATTACHMENT G

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Long Range Transportation Planning
303-480-6751 or jriger@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
June 24, 2019	Informational	9

SUBJECT

Initial opportunities for public, stakeholder and technical input to the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP).

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

As the 2050 MVRTP planning process gets underway, DRCOG staff has developed a draft engagement strategy and identified items for initial technical input.

Public/Stakeholder Input

DRCOG staff is preparing a public and stakeholder engagement strategy tailored to the 2050 MVRTP based on DRCOG's new [public engagement plan](#). Attachment 1 is a summary outline of the work-in-progress strategy document.

One of the first major engagement activities will be joint outreach efforts with CDOT and RTD this summer with each county's subregional transportation forum. All three agencies are initiating major planning processes:

- CDOT: [Your Transportation Plan](#)
- DRCOG: 2050 Metro Vision Regional Transportation Plan (2050 [MVRTP](#))
- RTD: T2 (Transportation Transformation)

Additionally, the [Southwest Chief and Front Range Passenger Rail Commission](#) is [launching a major planning process](#) to study Front Range passenger rail.

The purpose of the county forum meetings is for all three agencies to reach out in a coordinated approach to explain planning processes, surface major issues and context, and solicit each county's input. This will be the first of a series of conversations, especially for the 2050 MVRTP, T2, and Front Range passenger rail planning processes.

As noted in Attachment 1, DRCOG will be conducting multiple public/stakeholder outreach activities over the next several months with a focus on the 2050 MVRTP planning process in order to identify issues, set the vision, and evaluate priorities.

Technical Input

Two initial tasks in preparing the 2050 MVRTP are to update and revise the Regional Roadway System (RRS) network and the locally funded, regionally significant roadway capacity projects contained in Appendix 4 of the current 2040 MVRTP, as well as unfunded roadway capacity vision projects (not part of the MVRTP).

Regional Roadway System (RRS)

For transportation planning purposes, DRCOG designates an RRS consisting of freeways (including managed lanes), tollways, major regional arterials, and principal arterials. The RRS (Attachment 2) is the planning network DRCOG uses for air quality conformity analysis and for establishing project eligibility for the Transportation Improvement Program (TIP). The RRS identifies both existing and planned roadways and includes all state highways in the DRCOG region and many non-state (local) roadways. The RRS represents the most heavily traveled and important connecting roadways in the region.

- DRCOG staff is interested in **identifying street design typologies for roadways on the RRS**. Street typologies supplement and enhance the traditional functional classification system by providing toolkit-type guidance on street design that supports the function, character, and mobility vision for a particular roadway. Put another way, the RRS network defines where potential transportation projects can be located, while street design typologies provide guidance on what potential characteristics roadway projects might have in terms of design, function, community character, and other factors. Several MPOs and cities across the country have implemented street typologies; several examples are provided in Attachment 3.
- DRCOG staff will also be **soliciting changes and updates to the RRS network**, such as adding or deleting roadway segments, from local governments and CDOT. DRCOG revises the RRS network at the beginning of each major MVRTP update cycle as the basis for developing the MVRTP and the next TIP that implements that MVRTP. Once the RRS network is updated, it remains “fixed” (no further changes) until the beginning of the next major MVRTP update cycle—typically every four years.

Regional significant roadway capacity projects

- DRCOG staff will also be **soliciting changes to the locally funded, regionally significant roadway capacity projects contained in Appendix 4 of the current 2040 MVRTP**, as well as unfunded vision projects (not part of the MVRTP). This initial exercise does not concern funding, candidate projects, or other considerations that will be addressed as the 2050 Fiscally Constrained RTP is developed. At this stage, staff is interested in hearing from local governments and CDOT about:
 - fiscally constrained locally funded roadway capacity projects that a project sponsor is no longer committing to fund and should therefore be removed from the fiscally constrained RTP; and/or
 - unfunded/vision roadway capacity projects that are no longer a priority and should be removed from DRCOG’s vision projects database.

Both types of projects are shown in Attachment 4 (locally funded projects are shown in blue and unfunded vision projects are shown in green).

Removing roadway capacity projects at this time does not preclude them from being considered later as the 2050 Fiscally Constrained RTP is developed. However, this exercise does begin to provide a clearer framework of roadway capacity transportation priorities as a starting point for developing the 2050 MVRTP. Three related points:

- Locally funded roadway capacity projects in the 2040 MVRTP that are not removed as part of this exercise can be re-visited during development of the 2050 fiscally constrained RTP.
- Remaining unfunded vision projects will be further refined during development of the 2050 fiscally constrained RTP; e.g., some unfunded projects may become funded (fiscally constrained) while other projects may end up not being funded in the 2050 fiscally constrained RTP and added to the vision projects list.
- Regionally significant rapid transit capacity projects will be addressed through RTD's Transportation Transformation process, Front Range passenger rail planning efforts, and other outreach during development of the 2050 fiscally constrained RTP.

Staff will provide an overview of these 2050 MVRTP topics at the June TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

TAC – [March 25, 2019](#)

PROPOSED MOTION

N/A

ATTACHMENTS

1. 2050 MVRTP Public Engagement Strategy summary
2. 2040 Regional Roadway System map
3. Street design typology examples
4. 2040 RTP Fiscally Constrained and Unfunded Roadway Capacity Projects map
5. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org

2050 MVRTP Public Engagement Strategy

Draft Schedule

Phase	2019			2020				2021	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1: Visioning & education									
2: Investment priorities & scenario options									
3: Plan development									
4: Draft plan review									

Engagement Phases

1 SUMMER/FALL 2019 Visioning and education

Potential activities:

- > Video
- > Online survey
- > Pop-up events
- > Telephone town halls
- > Youth outreach
- > Community-based organization outreach
- > Sub-regional forums
- > DRCOG committees

2 WINTER 2019/SPRING 2020 Investment priorities and scenario options

Potential activities:

- > Online survey (map-based and visualization)
- > Youth outreach
- > Stakeholder workshops
- > Community-based organization outreach
- > Sub-regional forums
- > Bike to Work Day 2020

3 FALL/WINTER 2020 Plan development

Potential activities:

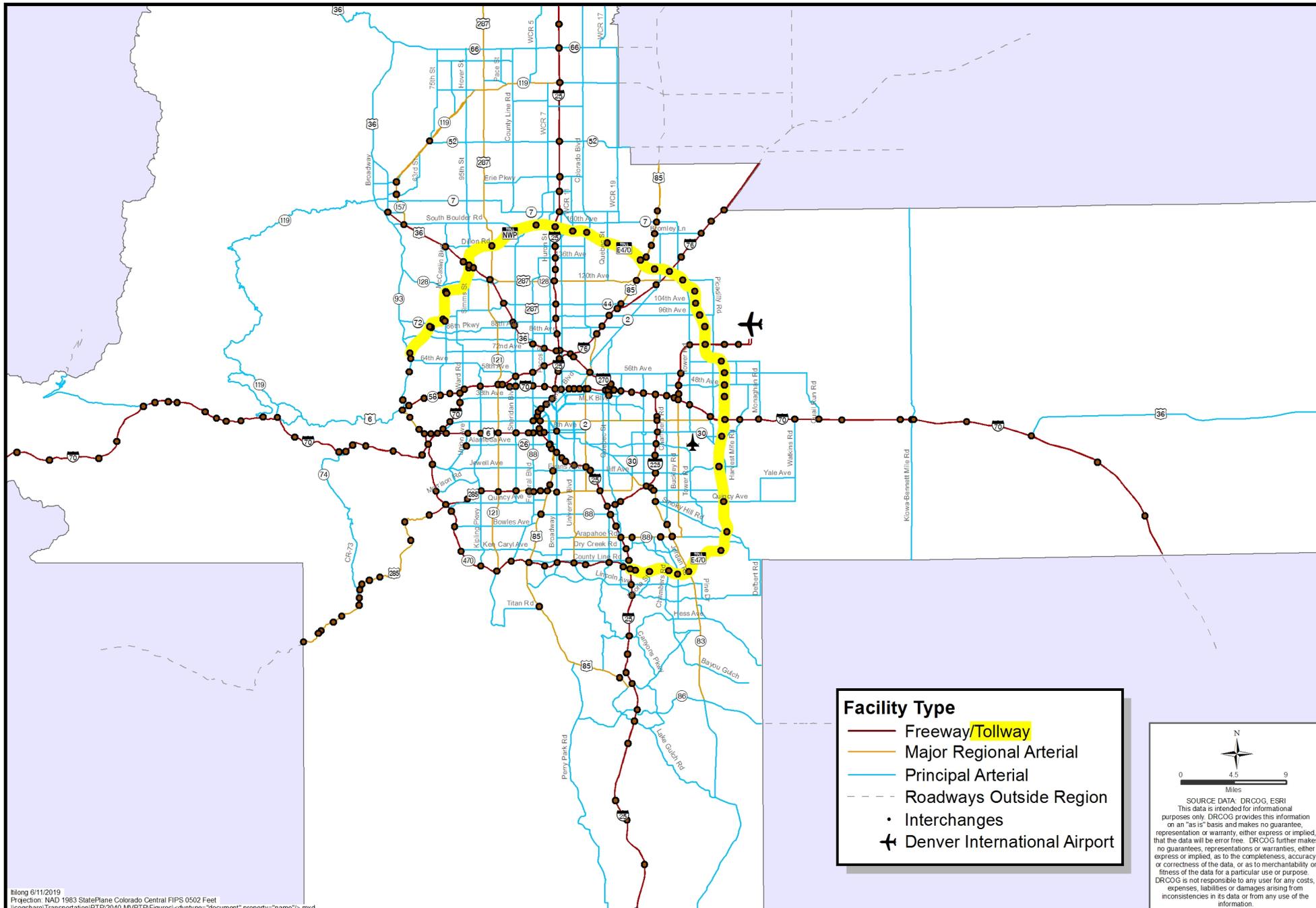
- > Sub-regional forums
- > DRCOG committees
- > Partner meetings
- > Public photo contest

4 SPRING 2021 Draft plan review

Potential activities:

- > Public open houses
- > Online survey
- > Web comments

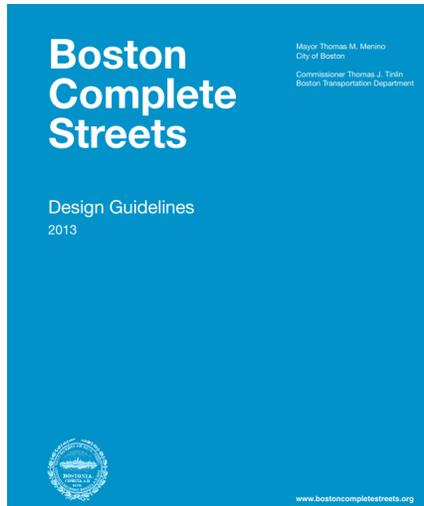
> **PLAN ADOPTION** <
JUNE 2021



Attachment 3

Street Typology Examples

City Example | Boston, MA



Functional Classification and Boston's Street Types

- 6 Downtown Commercial
- 7 Downtown Mixed-Use
- 8 Neighborhood Main Street
- 9 Neighborhood Connector
- 10 Neighborhood Residential
- 11 Industrial
- 12 Shared Streets
- 13 Parkways
- 14 Boulevards

Functional classification systems use a hierarchy to group classes of streets based on the relative emphasis of vehicle mobility versus property access. The system is used to design roads that support different speeds, volumes, and types of traffic. On one end of the spectrum are arterial highways, which facilitate higher vehicle speeds and longer trips, and accommodate the greatest number of trips for all modes of travel. At the other end of the spectrum are local streets, which provide easy access to individual residences at slower speeds. In between arterial and local streets are collectors, streets characterized by a balance between access and mobility.

The functional classification system is the basis for most local, state, and national roadway design guides and manuals. The functional classifications are based on operational characteristics predominantly for the mobility and capacity of motor vehicles, and are used to recommend values for elements such as lane width, speeds, geometry, and intersection design.

Functional classification systems predominantly emphasize the operational characteristics for the mobility and capacity of motor vehicles.

- Functional Classification System**
- Arterials
 - Collectors
 - Locals

The traditional classifications by themselves, however, are not sufficient when designing a Complete Street. Street design must also take into consideration the local neighborhood context, such as the type and concentration of adjacent land uses, since these factors influence how the street is used.

As these related systems that reflect the diverse uses and functions of Boston's streets is necessary to supplement the functional classification system, Boston's Street Types were developed to provide additional guidance during the selection of design elements, and can serve as models or options when communities need to make informed choices in the evolving process of a complete redesign project.

Boston's Street Types offer a balance between functional classification, adjacent land uses, and the competing needs of all transportation modes. Each Street Type prescribes street and various design elements based on the context and character of the neighborhood and street. With Boston's constrained public right-of-way, trade-offs must be balanced and equitable, and should always encourage the healthy and active transportation options of bicycling and walking.

In addition to reflecting a range of land use contexts, the new Street Types include three special types—Shared Streets, Parkways, and Boulevards—that are characterized more by design elements unique to that type of street rather than solely by adjacent land use.

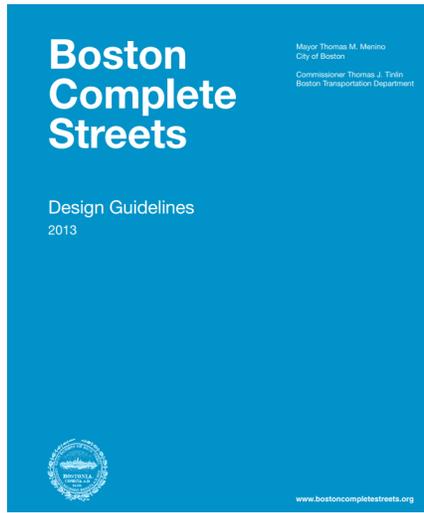


Complete Street Types help supplement functional classification by balancing operational capacity and mobility with the context and character of the street and surrounding neighborhood.

- Boston's Street Types**
- Downtown Commercial
 - Downtown Mixed-Use
 - Neighborhood Main
 - Neighborhood Connector
 - Neighborhood Residential
 - Industrial
 - Shared Street
 - Parkway
 - Boulevard

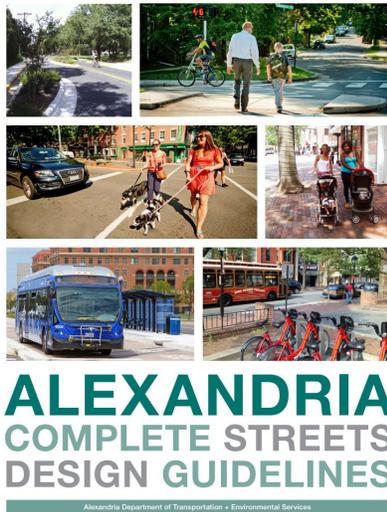
This...defines new character and context-based Street Types to supplement the traditional functional classification system.

City Example | Boston, MA



- Downtown Commercial**
- Downtown Mixed Use**
- Neighborhood Main**
- Neighborhood Connector**
- Neighborhood Residential**
- Industrial**
- Shared Street**
- Parkway**
- Boulevard**

City Example | Alexandria, VA



Alexandria Street Typology

Alexandria's street typologies offer a balance between functional classification, adjacent land uses, and the competing needs of all modes of transportation. Each street typology prioritizes users and various design elements based on the context and character of the street. Within Alexandria's constrained public right-of-way, trade-offs must be balanced and should encourage healthy and active transportation options such as bicycling and walking.

The City is undertaking an effort to identify a Street Typology map.



24 Street Types | Alexandria Complete Streets Design Guidelines

The new typologies supplement and enhance the traditional functional classification system. The typologies are unique to the conditions and contexts of Alexandria and provide a roadmap for street design

ATTACHMENT 3

City Example | Alexandria, VA

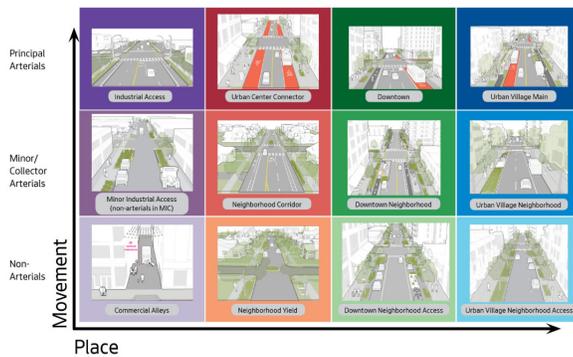
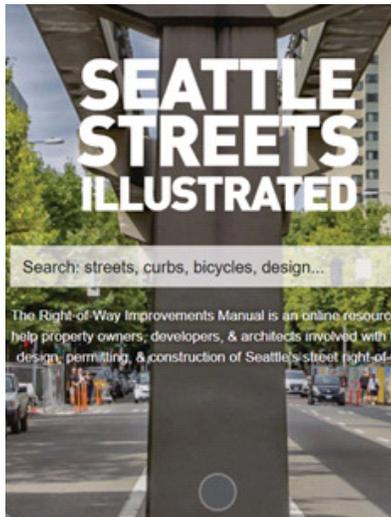


- Commercial Connector
- Main Street
- Mixed-Use Boulevard
- Neighborhood Connector
- Neighborhood Residential
- Parkway
- Industrial
- Shared Street

ALEXANDRIA COMPLETE STREETS DESIGN GUIDELINES

Alexandria Department of Transportation • Environmental Services

City Example | Seattle, WA



The City builds upon the AASHTO functional classifications by also identifying more refined Traffic Classifications, which further define the roadway network according to different levels of emphasis on mobility versus direct access to property.

City Example | Seattle, WA



- Urban Center Connector
- Neighborhood Connector
- Neighborhood Yield
- Downtown
- Downtown Neighborhood
- Downtown Neighborhood Access
- Urban Village Main
- Urban Village Neighborhood
- Urban Village Neighborhood Access
- Industrial Access
- Minor Industrial Access
- Commercial Alleys

City Example | Denver, CO

Blueprint Denver develops a typology for describing streets by their adjacent land use and character, in addition to the already established functional class. This typology is applied to arterials and collectors, which have the most variation depending on land use and neighborhood context. Local streets, which vary less and are often characterized by residential uses, are found in all neighborhood contexts...

DENVERIGHT | BLUEPRINTDENVER

4.4 | COMPLETE NEIGHBORHOODS & NETWORKS

Street Types

Streets are the lifeblood of a city and one of its most important public assets. This section establishes a framework for describing streets, linking their design and operation to the character and land use around them.

Denver has long had a system in place for classifying different streets. This classification consists of a network of local, collector and arterial streets. The system is often referred to as the "functional classification system." In this system, local streets are designed for the highest degree of property access and the lowest amount of through movement. Arterial streets are designed for the highest amount of through movement and the lowest degree of property access. Collector streets are in between a local street and an arterial street; they collect movement from local streets and convey it to arterial streets.

The stand alone arterial, collector and local system does not acknowledge how the surrounding character might affect the street's design or operation. For example, an arterial street in a residential part of the city functions differently from an arterial street that is surrounding by pedestrian-oriented retail. Creating a high-quality multimodal transportation system that fosters a high quality-of-life and economic vitality for all Denverites requires a more refined street typology.

To accomplish this Blueprint Denver develops a typology for describing streets by their adjacent land use and character, in addition to the already established functional class. This typology is applied to arterials and collectors, which have the most variation depending on land use and neighborhood context. Local streets, which vary less and are often characterized by residential uses, are found in all neighborhood contexts.

Blueprint Denver's street typology is intended to serve as a framework to develop context-sensitive street design guidelines and to update regulations and standards for how streets are designed.

LAND USE INTENSITY



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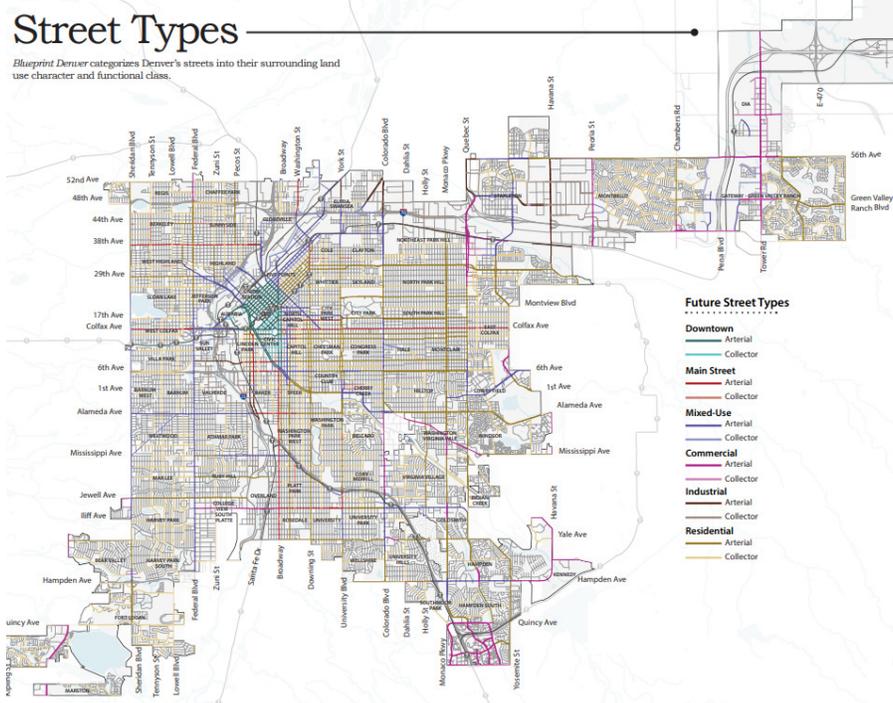
City and County of Denver

www.denvergov.org/denverright

155

Street Types

Blueprint Denver categorizes Denver's streets into their surrounding land use character and functional class.



MPO Example

Metro | Portland, OR

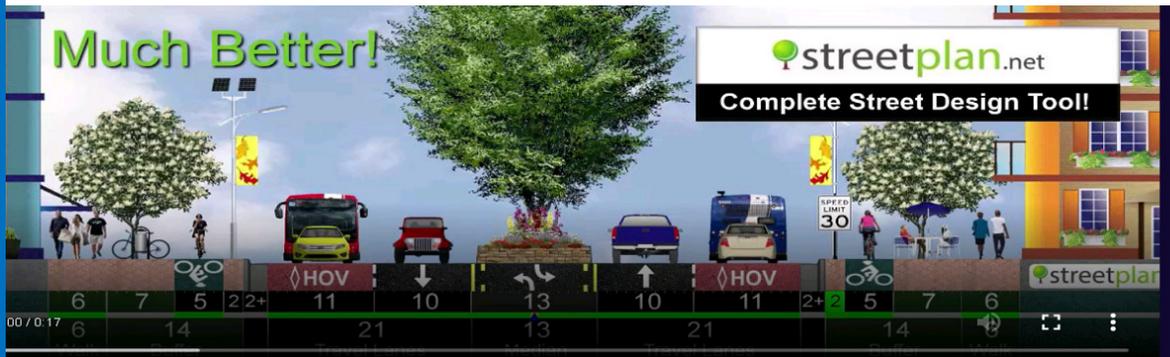
Designing Livable Streets – design guidelines, underway 2019



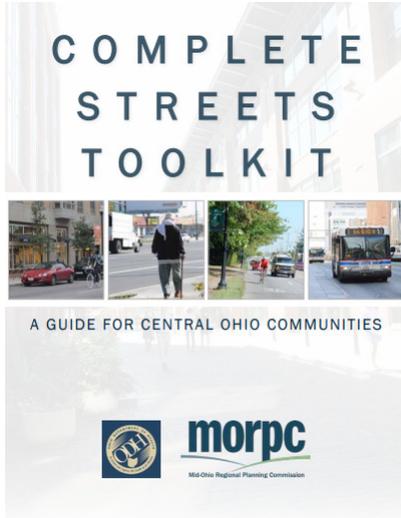
WFRC | Salt Lake City, UT

StreetPlan is a web-based platform designed to foster informed dialogue between the public and community leaders. Its extensive graphics, speed, and ease of use allow a group to collectively visualize, compare, and modify street alternatives. It allows users to design a street interactively rather than with static graphics, which helps build consensus. The review is 'live' and publication is at the users' fingertips. Additionally, over time, StreetPlan will continue to enhance the design discussion by incorporate engineering principles and best practices into the discussion.

MPO Example



MORPC | Columbus, OH



The toolkit contains templates for urban, suburban, and rural Complete Streets policies and provides a variety of information on the different aspects related to the “5 E’s”: Engineering, Education, Enforcement, Encouragement, and Evaluation. It also includes chapters on various related topics, such as land use, zoning policies, transit-oriented development...

Complete Streets Toolkit - Spring 2012 Mid-Ohio Regional Planning Commission

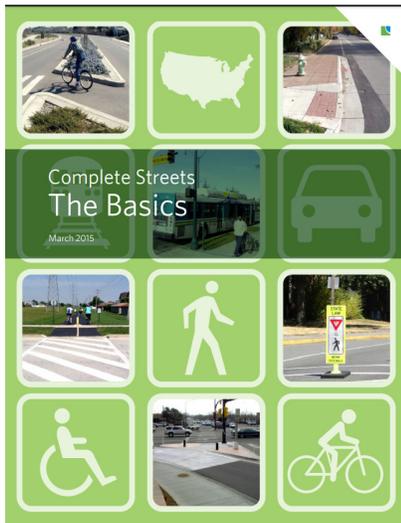
4.4.8 Bicycle Signals

Bike signals are traffic signals (i.e., traffic lights) specifically for bicycle traffic. Bike signals are widespread in Europe and are now in operation in some U.S. cities, including New York City; Portland, OR; and Washington, D.C.

Bike signals can improve traffic flow and reduce turning conflicts between bicycles and motor vehicles. For example, if a bike lane is to the right of a right-turn motorized vehicle lane, separate signals can instruct bicyclists and motorists to proceed (going straight or turning right) at different points in the signal cycle.



CMAP | Chicago, IL



Basic Bike Facilities



Signed Routes



Shared Lanes



Marked Shared Lanes



Wide Curb Lanes



Bike Lanes



Buffered Bike Lanes



Cycle Tracks



Paved Shoulders



Shared Use Paths

MAPC | Boston, MA

Complete Streets Prioritization Tool - The primary product of the Complete Streets Prioritization Tool (CSPT) is a set of “utility” scores that rank lengths of roadway according to how important they are for connecting residents with local destinations such as public schools, parks, and shopping and services, on foot or by bike. Municipal departments of public works, planning agencies, or residents can use this score as one of the factors in deciding where to focus investments in bicycle and pedestrian infrastructure. This analysis can also identify street segments where infrastructure improvements will be less utilized, providing a lower return on investment.



OCCOG | Orange County, CA



FIGURE A1.5: COMPARISON OF STREET TYPOLOGIES WITH EXISTING ROADWAY CLASSIFICATIONS

	Multimodal Freeway Corridor	Movement Corridor	Neighborhood Center/Hub	Neighborhood/Business Park Street	Neighborhood Main Street	Downtown Street	Alley	Residential Street	Shared Street
OCCOG Design Handbook categories:	ME	MC	ML	BP	NM	DS	AL	RS	SS
FREEWAY OR THE TOLL ROADS									
Transportation Corridor:	✓								
MPAH CLASSIFICATIONS									
Principal Arterial:		✓	✓						
Major Arterial:		✓	✓						
Primary Arterial:		✓		✓					
Secondary Arterial:			✓	✓		✓			
Divided Collector Arterial:			✓	✓		✓			
Smart Streets (Special Designations):			✓			✓			
Collector Arterial:					✓	✓			
UNCLASSIFIED ROADS									
Other local roads:							✓	✓	✓

OCCOG | Orange County, CA

11.1.001
Neighborhood Main Street

NM

Neighborhood Main Street
Design Reference p. 100

Mixed use main street attracting people from across the neighborhood or city. Streets are generally already designed for a mix of transportation modes including pedestrian and sometimes bicycle movement. Buildings are usually two to three stories in scale and positioned on the edge of the sidewalk. Uses include shops, workplaces, and recreation facilities. May also feature small individual strip malls that serve a local neighborhood.



Photo Source: Tom Rasmussen

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11.1.001
Neighborhood Main Street

Identify this street type

Designation	May not be associated as NMN, but if so likely to be a Smart Street or Divided Collector Arterial
Access to adjacent land uses	No direct access points for automobiles to properties within a street block; parking typically on-street parking or in smaller off-street parking lots / structures behind building
Scale of traffic movement	Moderate volumes of automobile traffic
Place	Urban form: Smaller plot sizes with small-scale adjacent and contiguous buildings; two stories in height, forming a single street front (street-type or local strip-mall type) frontage over the length of one or two street blocks of a road corridor
Land uses	Uses are mixed within buildings and within blocks, and comprise local retail facilities (e.g., food stores, services and cafes etc.)
Character	A neighborhood place which serves the local community rather than attracting people from across the County
Frontage	Properties face the street, located at the back of the sidewalk
Sidewalk activity	Pedestrian activity generated on sidewalk from active frontages such as stores and cafes

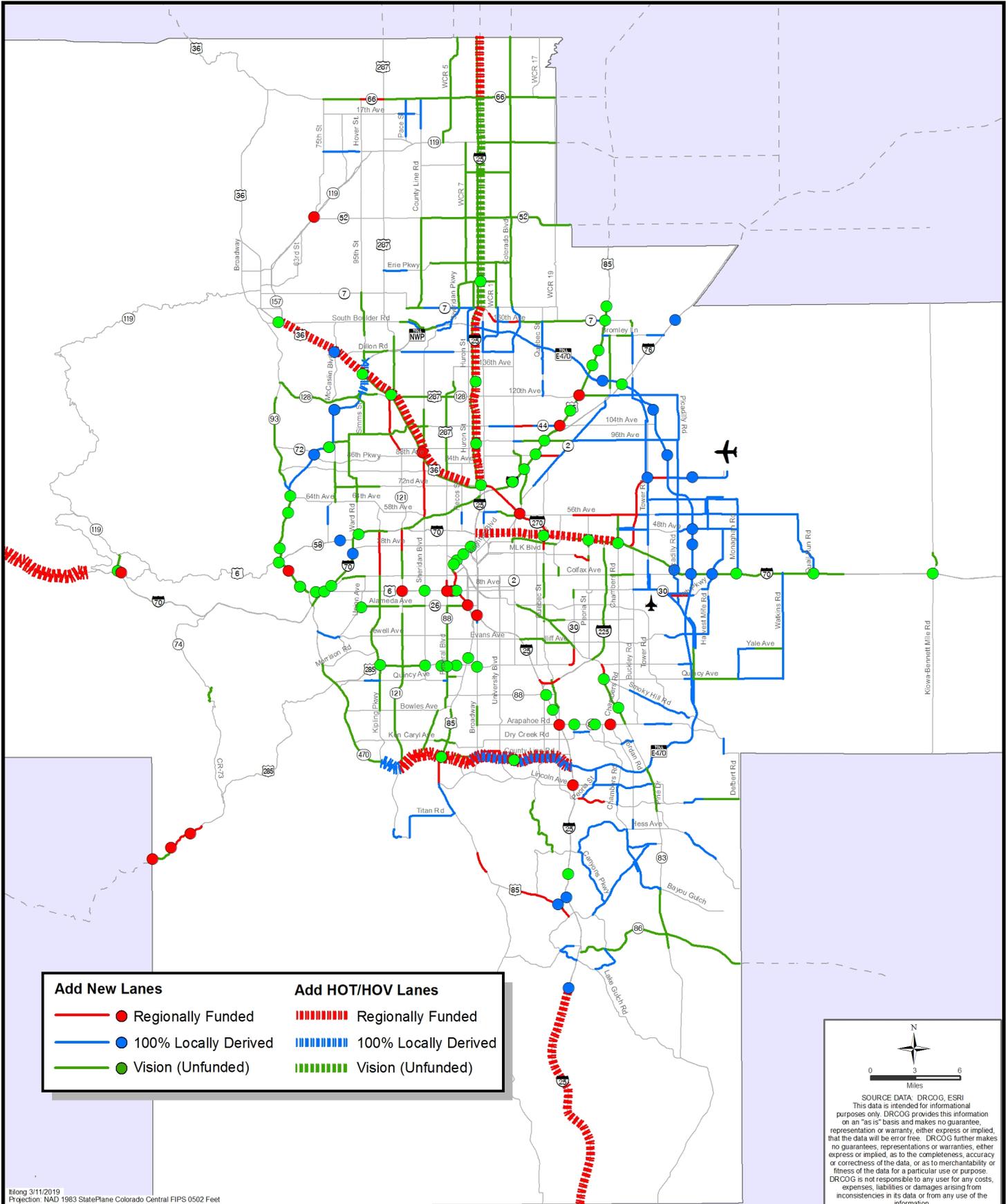
Existing conditions

Two to four lanes	Complete Street vision
On-street parking	Lower traffic speeds and increased priority between modes
Wide sidewalks	Reduced width of travel lanes
Conventional or buffered bicycle facilities, if present	High quality waiting areas for transit users
Metal-rod mixed uses	8-10 foot wide sidewalks with high quality streetscape environment
Buildings front directly onto sidewalk, or smaller located neighborhood strip mall that is set back from the road to allow parking	Traffic calming features
	Frequent crossings on routes that pedestrians wish to take
	Curb extensions at key crossing points, including mid-block crossings where appropriate
	Shade trees and other planting
	Street lighting that relates to the pedestrian space as well as the roadway
	Shared bikeway (or new class of designation or buffered bikeway) class II where space allows



Photo Source: Tom Rasmussen Photo Source: Tom Rasmussen Photo Source: Tom Rasmussen

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Add New Lanes		Add HOT/HOV Lanes	
—●—	Regionally Funded	- - - - -	Regionally Funded
—●—	100% Locally Derived	- - - - -	100% Locally Derived
—●—	Vision (Unfunded)	- - - - -	Vision (Unfunded)

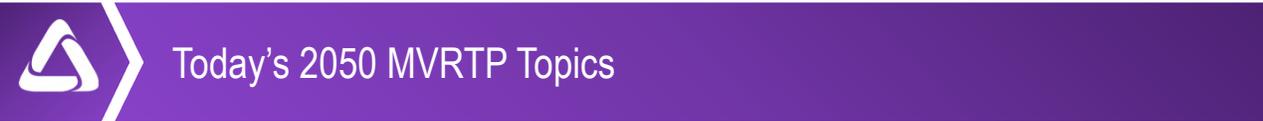
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 Miles

SOURCE DATA: DRCOG, ESRI
 This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.



2050 Metro Vision Regional Transportation Plan

Transportation Advisory Committee
June 24, 2019



Today's 2050 MVRTP Topics

- Public/stakeholder outreach
 - 2050 MVRTP engagement strategy
 - CDOT, DRCOG, RTD, Rail Commission joint outreach – county forums
- Initial technical input
 - Update/revise Regional Roadway System
 - Street design typologies
 - Locally funded roadway capacity projects to remove
 - Unfunded vision projects to delete





PUBLIC ENGAGEMENT PLAN
PEOPLE-CENTERED PLANNING,
PROJECTS AND SERVICES

2050 MVRTP Public Engagement Strategy

Draft Schedule

Phase	2019			2020				2021	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1: Visioning & education									
2: Investment priorities & scenario options									
3: Plan development									
4: Draft plan review									

Engagement Phases

1 SUMMER/FALL 2019
Visioning and education

Potential activities:

- > Video
- > Online survey
- > Pop-up events
- > Telephone town halls
- > Youth outreach
- > Community-based organization outreach
- > Sub-regional forums
- > DRCOG committees

2 WINTER 2019/SPRING 2020
Investment priorities and scenario options

Potential activities:

- > Online survey (map-based and visualization)
- > Youth outreach
- > Stakeholder workshops
- > Community-based organization outreach
- > Sub-regional forums
- > Bike to Work Day 2020

3 FALL/WINTER 2020
Plan development

Potential activities:

- > Sub-regional forums
- > DRCOG committees
- > Partner meetings
- > Public photo contest

4 SPRING 2021
Draft plan review

Potential activities:

- > Public open houses
- > Online survey
- > Web comments

PLAN ADOPTION
JUNE 2021

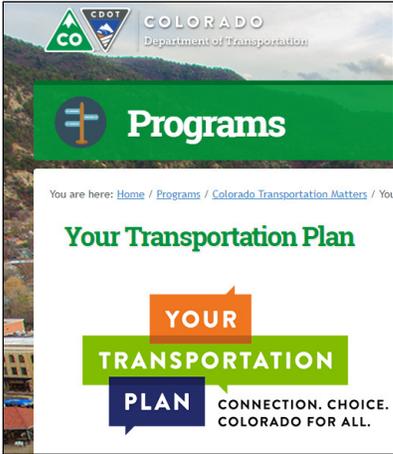
 Joint Outreach this Summer



TRANSPORTATION TRANSFORMATION



SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION



COLORADO
Department of Transportation

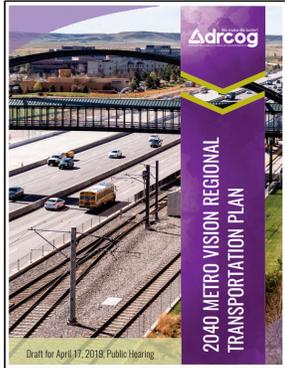
Programs

You are here: [Home](#) / [Programs](#) / [Colorado Transportation Matters](#) / You

Your Transportation Plan

YOUR
TRANSPORTATION
PLAN

CONNECTION. CHOICE.
COLORADO FOR ALL.



Adrcog

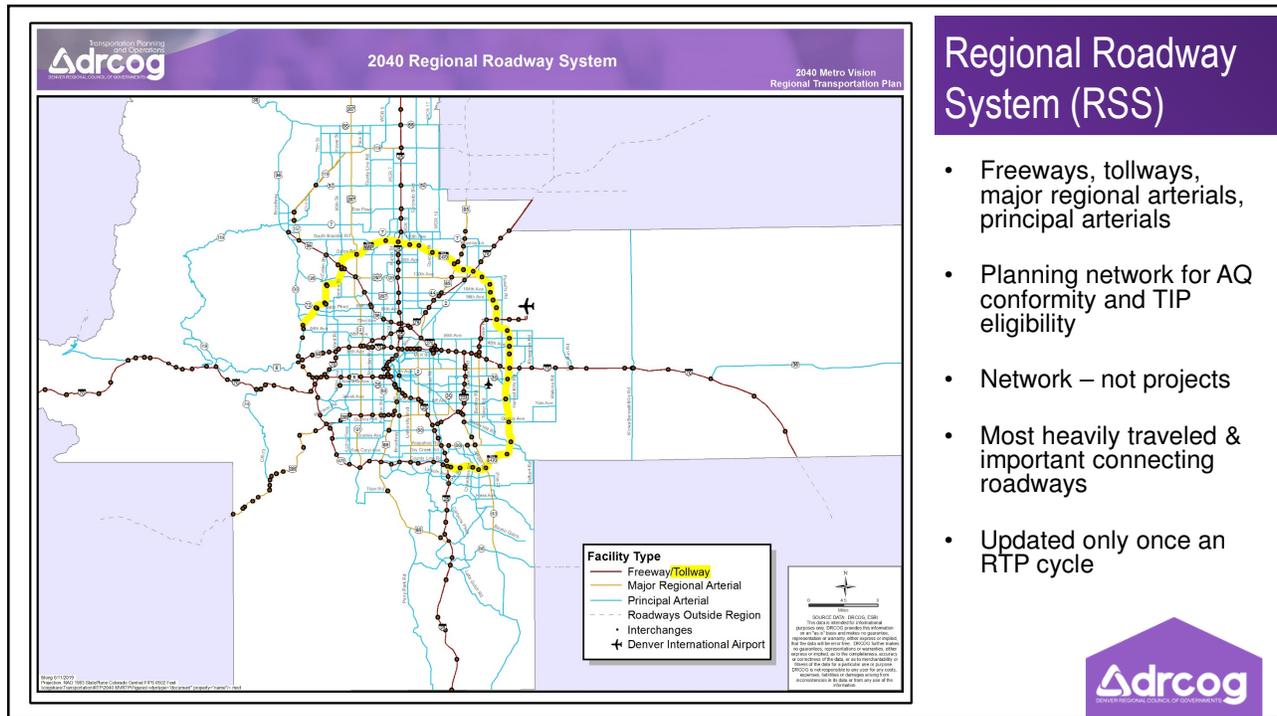
2040 METRO VISION REGIONAL
TRANSPORTATION PLAN

Draft for April 17, 2018, Public Hearing



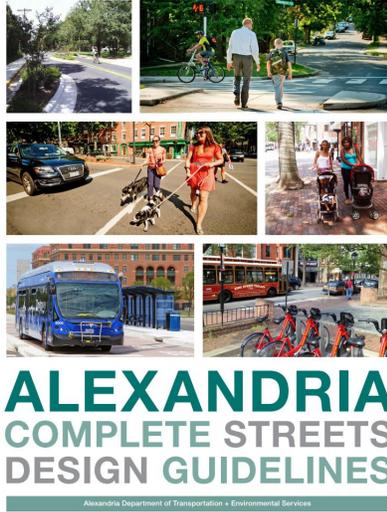


INITIAL TECHNICAL INPUT



Street Design Typology

- The RRS network defines where potential transportation projects can be located
- Street design typologies would provide guidance on what potential characteristics roadway projects might have in terms of design, function, community character, and other factors
- Supplement and enhance the traditional functional classification system
- Provides toolkit-type guidance on street design that supports the function, character, and mobility vision for a particular facility
- Several MPOs and cities across the country have implemented street typologies



Alexandria Street Typology

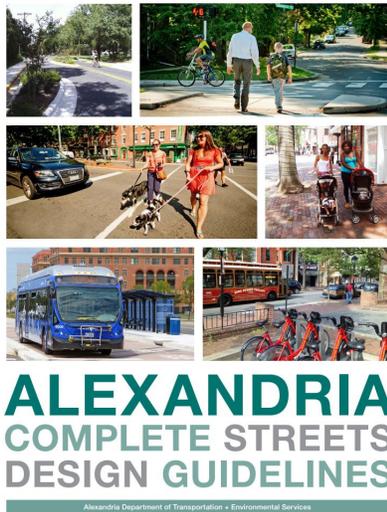
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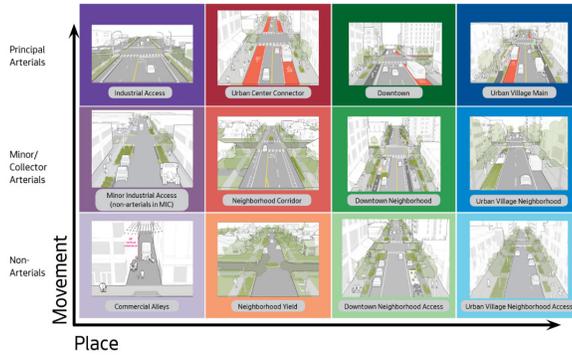
24 Street Types | Alexandria Complete Streets Design Guidelines

The new typologies supplement and enhance the traditional functional classification system. The typologies are unique to the conditions and contexts of Alexandria and provide a roadmap for street design



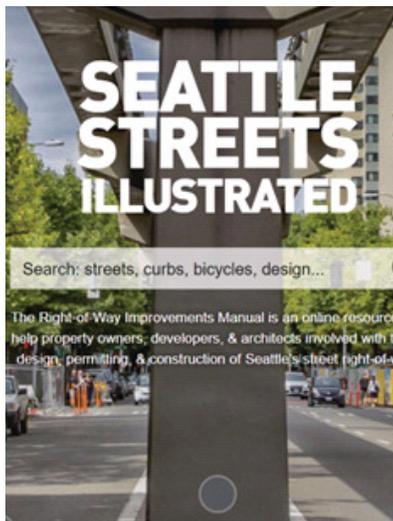
- Commercial Connector
- Main Street
- Mixed-Use Boulevard
- Neighborhood Connector
- Neighborhood Residential
- Parkway
- Industrial
- Shared Street

City Example | Seattle, WA



The City builds upon the AASHTO functional classifications by also identifying more refined Traffic Classifications, which further define the roadway network according to different levels of emphasis on mobility versus direct access to property.

City Example | Seattle, WA



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Blueprint Denver develops a typology for describing streets by their adjacent land use and character, in addition to the already established functional class. This typology is applied to arterials and collectors, which have the most variation depending on land use and neighborhood context. Local streets, which vary less and are often characterized by residential uses, are found in all neighborhood contexts...

City Example | Denver, CO

DENVERIGHT | BLUEPRINT DENVER

4.4 | COMPLETE NEIGHBORHOODS & NETWORKS

Street Types

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Blueprint Denver's street typology is intended to serve as a framework to develop context-sensitive street design guidelines and to update regulations and standards for how streets are designed.

LAND USE INTENSITY

Downtown	Main Street	Mixed-Use	Industrial	Commercial	Residential
					
Downtown Arterial	Main Street Arterial	Mixed-Use Arterial	Industrial Arterial	Commercial Arterial	Residential Arterial
Downtown Collector	Main Street Collector	Mixed-Use Collector	Industrial Collector	Commercial Collector	Residential Collector

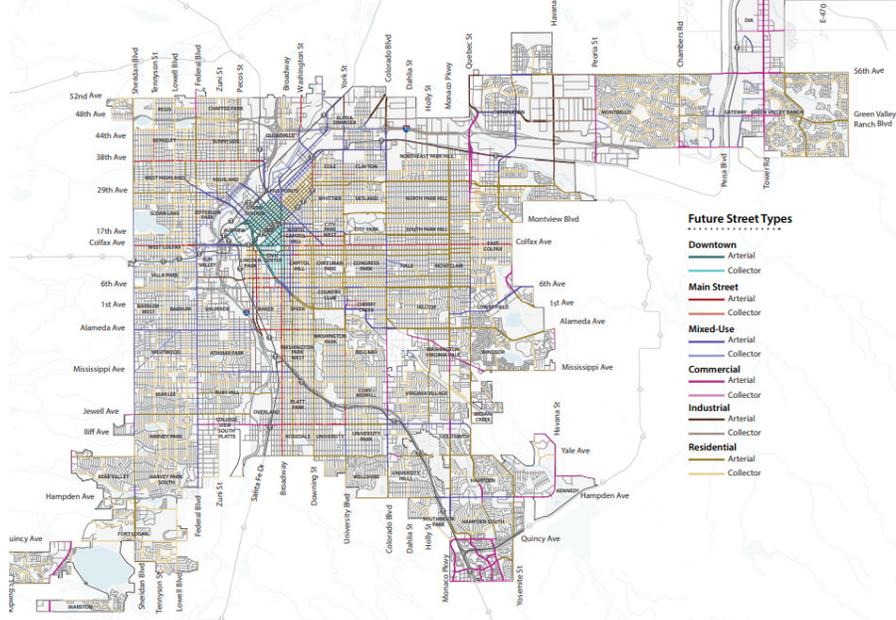
ALL LOCAL STREETS

154
City and County of Denver
www.denvergov.org/denveright
155

City Example | Denver, CO

Street Types

Blueprint Denver categorizes Denver's streets into their surrounding land use character and functional class.



MPO Example

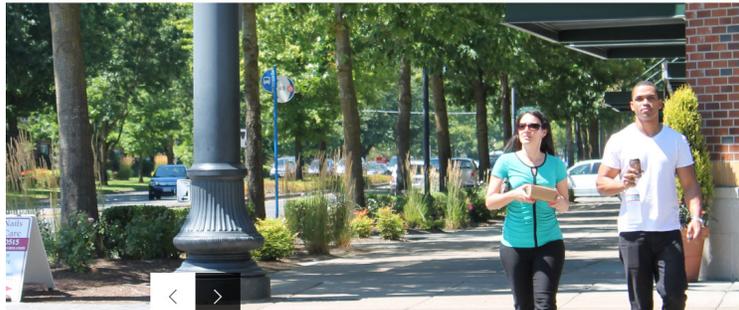
Metro | Portland, OR

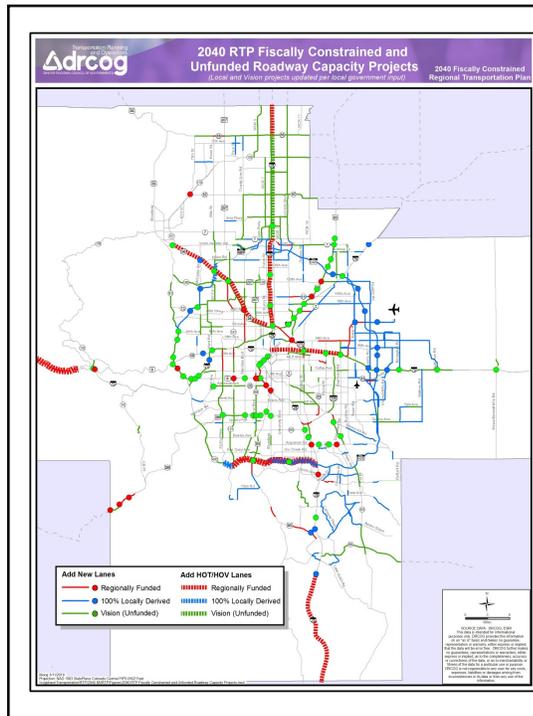
Designing Livable Streets – design guidelines, underway 2019



Updating regional street and trail design guidance

Metro is working with local, regional and state partners to update regional transportation design guidance.





Regionally Significant Locally Funded & Vision Projects

- Projects to remove given changed priorities? (outreach to local govts. & CDOT)
- Not yet concerned with funding, candidate projects, etc.
- Will be revised as 2050 fiscally constrained RTP is developed
- Transit projects will also be addressed

