

Board Officers

Jackie Millet, Chair
Elise Jones, Vice Chair
Bob Roth, Secretary
Herb Atchison, Treasurer
Sue Horn, Immediate Past Chair
Jennifer Schaufele, Executive Director

AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, August 5, 2015
4 p.m.
1290 Broadway
First Floor Boardroom

1. Call to Order
2. Public Comment
The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors. Please note the public will have an opportunity to speak on specific items on the Metro Vision Plan between the staff presentation and committee discussion.
3. Summary of July 1, 2015 Meeting
(Attachment A)

ACTION ITEMS

4. *Discussion of 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year
(Attachment XX) Brad Calvert, Metro Vision Manager, Regional Planning & Operations and Jerry Stigall, Director of Organizational Development, Executive Office
Time will be allotted after the staff presentation for the public to provide comment on this item prior to MVIC discussion. Those providing comment will be limited to 3 minutes.

ADMINISTRATIVE ITEMS

7. Other Matters
8. **Next Meeting – September 2, 2015**
9. Adjournment

***Motion requested**

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) 480-6701

We make life better!



METRO VISION ISSUES COMMITTEE MEETING SUMMARY
July 1, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Bill Holen – Arapahoe County; Sue Horn – Bennett; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Robin Kniech, Crissy Fanganello – Denver; Roger Partridge – Douglas County; Daniel Dick – Federal Heights; Ron Rakowsky – Greenwood Village; Don Rosier – Jefferson County; Tom Quinn – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Ashley Stolzmann – Louisville; John Diak – Parker; Val Vigil – Thornton; Herb Atchison – Westminster.

Others present: Jeanne Shreve – Adams County; Kent Moorman – Thornton; Cate Townley – Colorado Department of Public Health & Environment; Ted Heyd – Bicycle Colorado; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:05 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of June 3, 2015 Meeting

The summary was accepted as submitted.

Presentation on A Safe and Resilient Built and Natural Environment element of the Metro Vision Plan

Brad Calvert, DRCOG staff, provided information on the element. This was formerly the “environment” element of Metro Vision, and primarily focuses on air, land and water. The element also focuses on working agricultural lands and community resiliency. Some members expressed concerns with water-related language; others thought the element would interfere with local control and individual property rights.

Next steps on Metro Vision Issues Committee’s review of draft Metro Vision Plan

Jerry Stigall, DRCOG staff, provided information on applying the Metro Vision Plan to DRCOG’s Strategic Planning and Management framework to illustrate how the Metro Vision components fit together. He distributed a sample of the framework (*a part of and filed with the official summary of this meeting*). Jerry noted that all of the overarching Metro Vision themes will be put into this format for presentation to the committee in August.

Other Matters

No other matters were discussed.

Next Meeting

The next meeting is scheduled for **August 5, 2015**.

Adjournment

The meeting adjourned at 5:21 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drco.org

Meeting Date	Agenda Category	Agenda Item #
August 5, 2015	Information	4

SUBJECT

Using DRCOG's Strategic Framework, review/markup the 2040 Metro Vision Plan Draft

PROPOSED ACTION/RECOMMENDATIONS

Review, discuss, and through consensus, recommend any modifications to the 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year.

ACTION BY OTHERS

N/A

SUMMARY

The August meeting of MVIC begins the full review and markup of the 2040 Metro Vision Draft Plan. Using the Strategic Framework presented at the July MVIC meeting, the Committee will start this process with the Plan Draft's "Overarching Themes and Outcomes". Overarching Themes and Outcomes are high-level business strategies focused the organization's Vision and provide destination points for our overall strategy. They are areas in which we must excel to achieve our vision and serve as the basis for developing the strategic objectives. (Attachment 1)

Attachment 2 is the discussion document for the August meeting. It contains verbatim text from the 2040 Metro Vision Plan Draft concerning overarching themes, outcomes, and objectives. Using the colors red and green, staff has identified text and/or concepts from the 2035 Plan which also appear in the 2040 Metro Vision Draft Plan from text or concepts which are new in the 2040 Plan Draft. Text in black represents content from the Metro Vision 2035 Plan. While not necessarily verbatim, any changes in this text are minor and provide clarity.

Attachment 3 fulfills the July request to staff to drop all of the Draft Plan's Overarching Themes & Outcomes and their associated components into the Strategic Framework.

PREVIOUS DISCUSSIONS/ACTIONS

During the July MVIC meeting, Jerry Stigall, DRCOG's Organizational Development Director, introduced the Strategic Framework to committee members. Mr. Stigall walked the committee through an example of each component (overarching themes/outcomes, objectives, measures and targets, action strategies) of the framework. He explained the Strategic Framework's close ties to the internal strategy work underway and the value of establishing the framework and terminology as an essential first step to adequately reporting on progress over time.

Mr. Stigall also described how the Strategic Framework provided the context to review and markup the 2040 Metro Vision Draft Plan as well as present the Draft Plan elements in a 'linear' format, establishing a line of sight between the Draft Plan's Outcomes and associated projects/actions that advance them. MVIC agreed the Strategic Framework would be a good tool for discussing and marking up the Plan Draft.

Next Steps:

As noted above, the Overarching Themes & Outcomes will be reviewed and edited at the August meeting. Assuming MVIC is able to address all 16 at the August meeting, the committee will begin review and markup of the objectives and objective's narrative at the September meeting. If the committee doesn't complete all 16 in August, the September meeting will begin where the August meeting left off and then move to Objectives.

Once MVIC has completed review and markup of the 2040 Draft Plan using the Strategic Framework, staff estimates the committee will have read, reviewed and edited more than 90 percent of the document. The balance of the document will be reviewed/marked up by MVIC prior to a recommendation to the Board.

Throughout MVIC's review and markup, staff will be redlining the Draft Plan as recommended by MVIC and will post the latest redline version on the DRCOG Board Web Portal.

PROPOSED MOTION

Motion to recommend to the DRCOG Board of Directors the Metro Vision 2040 Plan Draft's Overarching Themes and Objectives as amended.

ATTACHMENT

Attachment 1 – DRCOG's Strategic Planning Model revised

Attachment 2 – Metro Vision Plan draft (Themes & Outcomes, Objectives, Narrative)

Attachment 3 – Metro Vision Plan draft (Themes, Outcomes, Objectives, Measures, Targets, Initiatives)

Attachment 4 – 2040 Metro Vision Plan Schedule

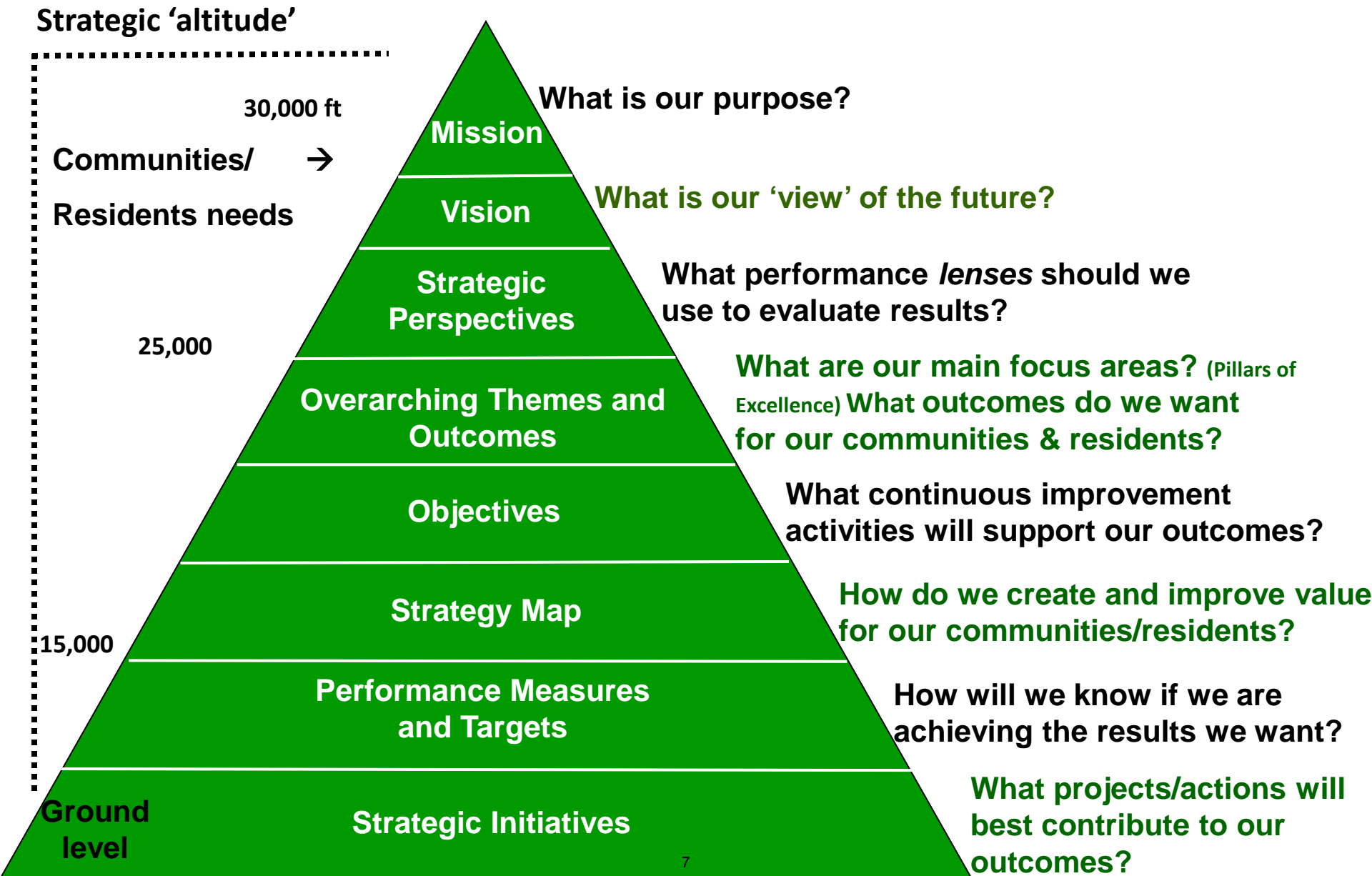
Attachment 5 – Summary of written comments on draft Metro Vision 2040 Plan Draft's Themes and Outcomes as of July 27, 2015

Link: [2040 Metro Vision Plan Draft](#)

ADDITIONAL INFORMATION

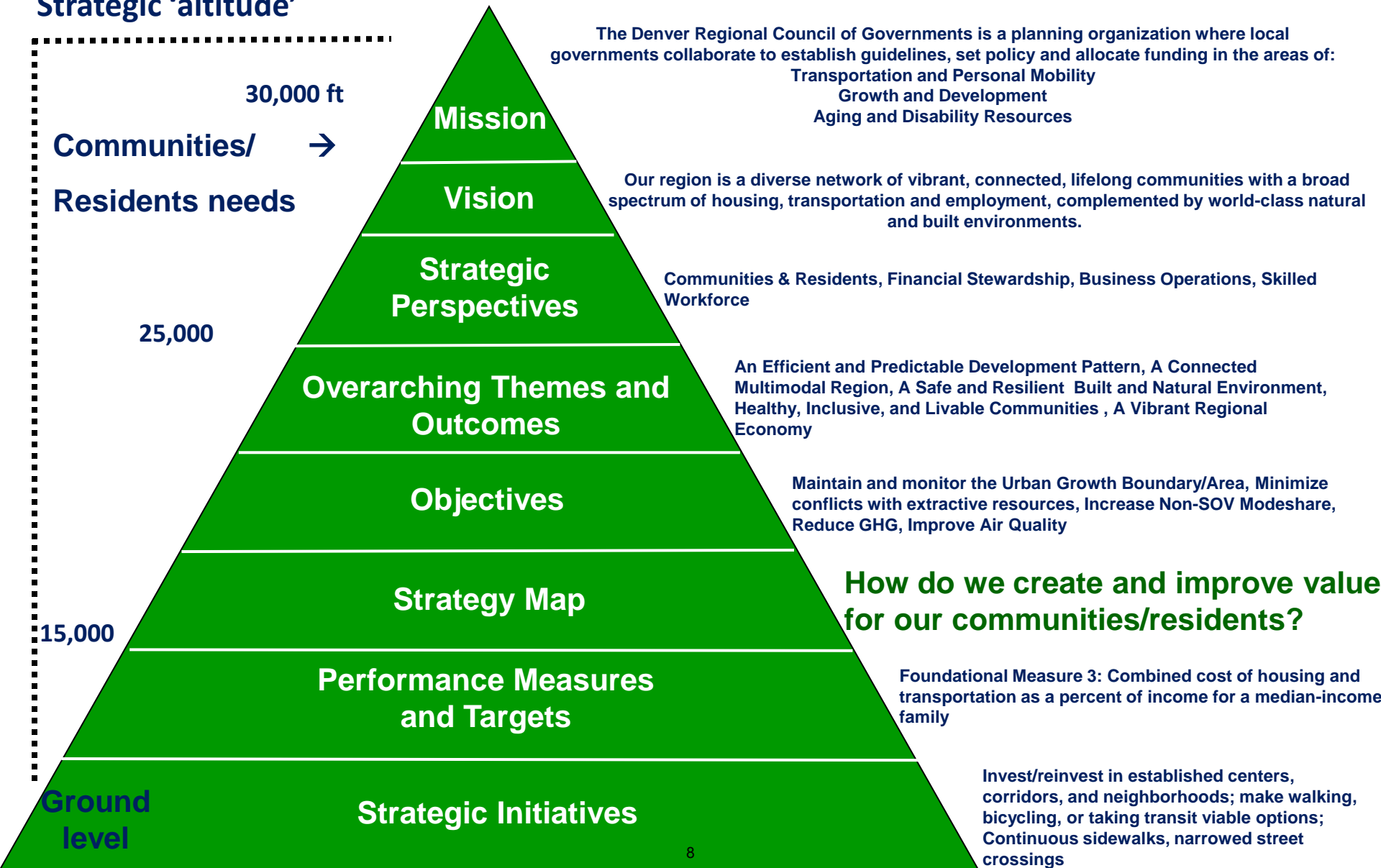
If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Jerry Stigall, Director of Organizational Development, Executive Office at 303-480-6780 or jstigall@drcog.org

Attachment 1 Strategic Planning Model



DRCOG Strategic Planning Model

Strategic 'altitude'



Sample (linear) Strategic Framework

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Performance Measures	Targets	Action Strategies
<p><u>An Efficient and Predictable Development Pattern</u></p> <p>Outcome 1: Diverse, livable communities offer a continuum of lifestyle options.</p> <p>Outcome 2: Urban</p>	<p>Objective 1.1: Promote Development Patterns and Community Design Features that Meet the Needs of People of All Ages, Incomes, and Abilities</p> <ul style="list-style-type: none"> 1.1(a): Embrace the unique characteristics of the region's communities 1.1(b): Promote investment/reinvestment in existing communities 1.1(c): Promote compact, mixed-use development patterns 1.1(d): Create pedestrian- and bicycle-friendly environments 1.1(e): Encourage a diversity of housing types 1.1(f): Integrate universal design 	<p>Seniors living independently</p> <p>Foundational Measure 3: Combined cost of housing and transportation as a percent of income for a median-income family⁴</p> <p>Combined cost of housing and transportation as a percent of income for a moderate-income family and working individual</p> <p>Regional housing unit type mix</p>	<p>Decrease to percent by 2040</p> <p>25 percent</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none"> Provide education and technical assistance in support of local efforts to integrate land use and transportation, promote increased diversity in housing options, and meet the needs of people of all ages, incomes, and abilities <p>LOCAL ACTIONS</p> <ul style="list-style-type: none"> Adopt policies, regulations, and incentives to support the implementation of universal design strategies. Manage parking near rail and along corridors with frequent bus service to promote increased ridership. Consider allowing accessory dwelling units in appropriate zoning districts. Target local funds to expand bicycle facilities and to create pedestrian-friendly environments Establish street design guidelines and standards that improve the environment for pedestrians.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><u>An Efficient and Predictable Development Pattern</u></p> <p>Outcome 1: Diverse, livable communities offer a continuum of lifestyle options.</p> <p>The Denver metro region will continue to embrace its diverse communities, ranging from urban downtown areas to suburban communities as well as freestanding cities and towns. Varied housing options, access to employment and a range of services and recreational opportunities, and the successful integration of multimodal transportation choices will promote livable communities that meet the needs of people of all ages, incomes, and abilities.</p>	Objective 1.1: Promote Development Patterns and Community Design Features that Meet the Needs of People of All Ages, Incomes, and Abilities	
	<ul style="list-style-type: none"> 1.1(a): Embrace the unique characteristics of the region's communities 	<p>Recognize that the way(s) in which rural, urban, or suburban communities support the implementation of the region's objectives may be distinctly different, based upon local context.</p>
	<ul style="list-style-type: none"> 1.1(b): Promote investment/reinvestment in existing communities 	<p>Promote investment/reinvestment in established centers, corridors, and neighborhoods to help make them more livable and economically competitive, leverage the region's investment in transit and other transportation infrastructure, and limit the need for the expansion of development outside the UGB/A.</p>
	<ul style="list-style-type: none"> 1.1(c): Promote compact, mixed-use development patterns 	<p>Promote development patterns that make walking, bicycling, or taking transit viable options; enhance the independence of people who prefer not to drive or are unable to because of age, income, or ability; and increase access to services, such as housing for older adults near social service providers, medical offices, and shopping.</p>
	<ul style="list-style-type: none"> 1.1(d): Create pedestrian- and bicycle-friendly environments 	<p>Provide continuous sidewalks, narrowed street crossings in heavily pedestrian-traveled areas, curb ramps, adequate crosswalk signal timing, medians as midway stopping points, traffic calming measures, improved bike paths and trail systems, and other improvements to enhance safety and mobility.</p>
	<ul style="list-style-type: none"> 1.1(e): Encourage a diversity of housing types 	<p>Increase access to, and availability of, affordable rental and for-sale units and other housing types that expand housing options for residents throughout life's various stages. Locate housing in areas where transit service exist or is planned or where access to employment, services, shopping, volunteer and educational opportunities, entertainment and cultural venues is maximized.</p>
	<ul style="list-style-type: none"> 1.1(f): Integrate universal design strategies 	<p>Develop built environments that enable the widest spectrum of people—regardless of age, income or ability—to more easily participate in community life. Design buildings and spaces that are accessible to people of all ages and abilities; ensure safety and comfort; support wayfinding; facilitate social interaction, learning and social enrichment; and can be easily adapted to meet changing needs.</p>

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 2: Urban development is focused within the region's defined urban growth boundary/area.</p> <p>A defined UGB/A promotes an orderly, compact and efficient pattern of future development within the region. Continuing to focus urban development within the UGB/A will prevent unnecessary and inefficient extension of roads, transit services, water and wastewater treatment plants, and other infrastructure; thereby reducing associated costs. In addition, it will reduce regional vehicle travel, help achieve greater density, conserve open land outside the boundary/area and maintain separation between communities. A limited amount of semi-urban or rural development will continue to occur beyond the UGB/A in response to locally adopted policies and market demand, contributing to the region's diversity of land uses. This may include very low-density residential development as well as industrial/employment uses and commercial activities in targeted locations.</p>	Objective 2.1: Contain Urban Development Within the Urban Growth Boundary/Area	
	<ul style="list-style-type: none"> 2.1(a): Maintain and monitor the Urban Growth Boundary/Area 	Ensure that urban development occurs within the defined UGB/A. Continue to maintain the UGB/A and update the growth allocations for each community in the region annually, or as needed.
	<ul style="list-style-type: none"> 2.1(b): Direct growth to areas with infrastructure and services 	Direct future urban growth within the UGB/A to areas where a complete package of infrastructure and services—including streets, water and wastewater, transit, police, fire, parks—already exist, or where plans are in place to provide such services.
	<ul style="list-style-type: none"> 2.1(c): Encourage and plan for infill and redevelopment 	Encourage infill and redevelopment on overlooked vacant parcels and on under-developed parcels as a means to increase housing and employment options and density in existing developed areas. Identify appropriate infill locations that will use existing infrastructure and reduce the need for costly infrastructure expansion. Create plans and regulations that thoughtfully match desired public- and private-sector outcomes.
	<ul style="list-style-type: none"> 2.1(d): Coordinate on municipal annexations of unincorporated areas within the Urban Growth Boundary/Area 	Annexation of unincorporated areas within the UGB/A is encouraged when it represents a logical extension of a municipality's boundaries and is consistent with local comprehensive plans and annexation procedures. Cities and counties should develop intergovernmental agreements that provide for the resolution of any UGB/A issues.
	<ul style="list-style-type: none"> 2.1(e): Protect the long-term viability of significant regional facilities 	Ensure the intensity or types of uses associated with future development will not conflict with or affect the day-to-day operations of or long-term viability of an existing or proposed facility of regional significance. Significant regional facilities may include airports, solid waste disposal sites, and other facilities with unique access and land use compatibility considerations.
	<ul style="list-style-type: none"> 2.1(f): Minimize conflicts with extractive resources 	Discourage development in areas with commercially viable deposits of sand, gravel, quarry aggregate, or other extractive resources until these deposits are extracted to minimize potential conflicts with surrounding land uses and maintain access to these resources within the region.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 2 continued	Objective 2.2: Manage the Extent of Development Occurring Beyond the Urban Growth Boundary/Area	
	<ul style="list-style-type: none"> 2.2(a): Prioritize funding to serve urbanized areas 	Prioritize regional transportation infrastructure funds and other services in urbanized areas within the UGB/A by not expending regional funds to serve development in other locations.
	<ul style="list-style-type: none"> 2.2(b): Limit development in Priority Preservation Areas 	Avoid development in areas identified as Priority Preservation Areas, and in other sensitive environmental areas in need of preservation or restoration, or that enhance connections between designated areas.
	<ul style="list-style-type: none"> 2.2(c): Conserve opportunities for future urban development 	Plan for and conserve appropriate areas for urban development beyond 2040, maintain separation between the larger urban area and smaller outlying communities, and avoid open spaces and environmentally sensitive areas.
	<ul style="list-style-type: none"> 2.2(d): Require adequate facilities and services 	Ensure that adequate water supply, wastewater treatment, and other facilities and services can be provided in areas where development outside the UGB/A is necessary.
	<ul style="list-style-type: none"> 2.2(e): Discouraging development on non-conforming parcels 	Discourage development on mining claim parcels that do not meet the development standards of the jurisdiction, especially access and setback requirements.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 3: Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment needs</p> <p>The Denver region has been recognized as an international model for healthy, livable communities in response to its focus on creating vibrant urban centers connected by a strong network of multimodal corridors throughout the metro area. While the location and context of each center and corridor will help define its unique character and density/intensity; they share a common set of characteristics. They are transit-, pedestrian-, bicycle-friendly places that contain a more dense and diverse mix of land uses than the surrounding areas; are designed to allow people of all ages, incomes and abilities to access a range of housing, employment, and service opportunities without sole reliance on having to drive. They also provide spaces where people can gather; aid in reducing per capita VMT, air pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.</p>	Objective 3.1: Accommodate a Growing Share of the Region's Housing and Employment in Urban Centers	
	<ul style="list-style-type: none"> 3.1(a): Direct new housing and employment growth to urban centers 	<p>Direct new housing and employment growth to urban centers, recognizing that the ability for individual urban centers to absorb future growth will vary based on the characteristics of each center—location, availability of infrastructure, type (infill vs. greenfield), status (existing vs. new), existing and planned mix of uses and development intensity, proximity to transit, and surrounding development context.</p>
	<ul style="list-style-type: none"> 3.1(b): Promote public/private investment and partnerships in urban centers 	<p>Provide resources and direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers.</p>
	<ul style="list-style-type: none"> 3.1(c): Prioritize investment in urban centers served by transit 	<p>Prioritize investment in urban centers located around existing or proposed rapid transit stations or in areas with high-frequency bus service and encourage the development of urban centers on infill and redevelopment sites within the UGB/A.</p>
	<ul style="list-style-type: none"> 3.1(d): Promote diverse housing options 	<p>Support the development of a variety of housing options in urban centers where jobs, services, and other opportunities may be accessed without driving. Encourage a mix of housing types within each urban center offering options for individuals and families at the full spectrum of life stages and physical abilities and attainable for a wide range of incomes.</p>
	<ul style="list-style-type: none"> 3.1(e): Foster the use of innovative tools and strategies 	<p>Foster the use of innovative planning, zoning, urban design, and parking management strategies and tools to support the implementation of higher-density, mixed-use development, pedestrian activity, and accessible public space within urban centers.</p>
	<ul style="list-style-type: none"> 3.1(f): Plan for a balanced growth 	<p>Initiate collaborative planning to ensure the market demand for particular uses, such as retail, is taken into account for urban centers and multimodal corridors located within a shared trade area.</p>

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 3 continued	<ul style="list-style-type: none"> 3.1(g): Enhanced internal and regional connectivity 	Establish a network of clear and direct multimodal connections within and between urban centers and major destinations within the region that encourage transit usage, walking, or bicycling.
	Objective 3.2: Continue to Create and Revitalize Multimodal Corridors that Connect and Support the Vitality of the Region's Urban Centers	
	<ul style="list-style-type: none"> 3.2(a) Invest in multimodal enhancements along corridors 	Retrofit auto-oriented corridors to include more transit, pedestrian, and bicycle facilities that will improve safety, enhance first- and final-mile connections to existing/planned transit, strengthen links to and between urban centers, and stimulate public/private investment.
	<ul style="list-style-type: none"> 3.2(b): Transition existing corridors through infill, redevelopment, and adaptive reuse 	Transition low-density, auto-oriented land use patterns along corridors to compact, pedestrian- and friendly development through targeted infill, redevelopment, and adaptive reuse. Promote intensifying existing uses where frequent transit service exists or is planned, accommodating an increasing portion of the region's population and employment.
	<ul style="list-style-type: none"> 3.2(c): Provide direct connections between urban centers and surrounding neighborhoods 	Provide direct pedestrian and bicycle linkages between corridors and adjacent neighborhoods, prioritizing connections that enhance first- and final-mile connections to transit and access to other services and urban center amenities.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 4: Freestanding communities and rural town centers remain distinct from the larger urban area.</p> <p>The Denver metro area will continue to distinguish Boulder, Brighton, Castle Rock, and Longmont as freestanding communities, each of which will remain separate from the larger urban area, surrounded by an open space or rural buffer, and has an adequate mix of jobs and housing, an internal transportation system with regional transportation connections, and a town center at its core. Likewise, the role of the region's rural town centers will be reinforced as unique places that provide services, employment, and entertainment for the surrounding community, as well as for tourists and travelers.</p>	Objective 4.1: Strengthen the Vitality of Freestanding Communities	
	<ul style="list-style-type: none"> 4.1(a): Encourage self-sufficiency 	Achieve a balance between employment and population and provide a diversity of housing types so people can live and work in the same community. Maintain a vibrant mixed-use town center or downtown core within freestanding communities to preserve each community's unique identity, protect historic resources, and support the needs of residents.
	<ul style="list-style-type: none"> 4.1(b): Maintain physical separation from the large urban area 	Establish permanent open space or rural buffers to maintain physical separation from the larger urban area and retain a sense of community identity. Locate highway interchanges or transit stations away from these buffers to minimize development pressure.
	<ul style="list-style-type: none"> 4.1(c): Develop internal and regional transportation options 	Develop multimodal transportation systems within each freestanding community that include pedestrian and bicycle facilities, and internally- and externally-oriented transit services. Communities will be linked to the larger urban area with rapid transit and highway facilities.
	Objective 4.2: Strengthen the Vitality and Self-Sufficiency of Rural Town Centers	
	<ul style="list-style-type: none"> 4.2(a): Maintain the unique characteristics of rural town centers 	Maintain the unique characteristics of rural town centers by promoting infill and redevelopment and, the adaptive reuse of existing structures, protecting historic and cultural resources; and enhancing multimodal connections throughout the community.
	<ul style="list-style-type: none"> 4.2(b): Support growth within rural town centers 	Encourage growth within rural town centers where basic infrastructure, including central water and sewer, can be provided efficiently and cost-effectively.
	<ul style="list-style-type: none"> 4.2(c): Foster economic development 	Encourage economic development efforts that support the ability of rural town centers to be self-sufficient by focusing on issues such as jobs/housing balance, the availability of services to meet current and future needs of the larger surrounding community that supports the center, increasing affordable housing options, improving access to jobs in neighboring communities, and increasing access to health services.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><u>A Connected Multimodal Region</u></p> <p>Outcome 5: A well-connected, regional multimodal transportation system</p> <p>A balanced, well-connected, multimodal transportation system will include regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The integrated components of this system will provide reliable mobility choices to all users throughout the DRCOG region. The system will permit efficient regional, state, and nationwide connections for people and freight, and will evolve to address future technology and mobility innovations as appropriate.</p>	Objective 5.1: Provide a Multimodal Roadway System that enables People, Goods, and Services to Travel Safely and Reliably	
	<ul style="list-style-type: none"> 5.1(a): Maintain and enhance a regional roadway system 	Maintain and enhance a regional roadway system comprised of freeways, tollways, major regional arterials, and principal arterials that provides regional and statewide multimodal connectivity for the safe movement of people, goods, and services reliably (predictable travel times, minimal infrastructure closures, efficient incident clearing, etc.).
	<ul style="list-style-type: none"> 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets 	Build new streets and roadways, and retrofit existing facilities, with applicable multimodal elements, where feasible, that enable safe, convenient, and comfortable travel and access for people using all modes—driving, transit, walking, and bicycling.
	<ul style="list-style-type: none"> 5.1(c): Expand the carrying capacity of existing regional roadways in the most critically congested corridors 	Expand the carrying capacity of existing regional roadways (people, vehicles, and freight) in the most critically congested corridors, at key traffic bottlenecks, and along major statewide connections—such as I-25 and I-70. Agencies should first consider travel demand management and transportation system management and operations strategies to optimize the use of existing capacity.
	<ul style="list-style-type: none"> 5.1(d): Consider the use of managed lanes in new capacity projects where feasible 	Consider the use of managed lanes in new capacity projects where feasible to optimize the use of the new capacity, help fund the project, provide more reliable travel times, and encourage carpooling and transit use.
	Objective 5.2: Expand Transit Facilities and Services to All People	
	<ul style="list-style-type: none"> 5.2(a): Complete FasTracks 	Complete FasTracks' remaining corridors, including extensions to existing corridors.
	<ul style="list-style-type: none"> 5.2(b): Develop and maintain an expanded metropolitan rapid transit system 	Develop, operate, and maintain an expanded metropolitan rapid transit system to provide connectivity for people traveling throughout the region. The rapid transit system includes FasTracks and future rail lines, Bus Rapid Transit (BRT) corridors, transit-capable managed lanes, and bus-on-shoulder facilities.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 5 continued	<ul style="list-style-type: none"> 5.2(c): Provide a comprehensive bus system 	Provide a comprehensive fixed-route bus system that includes high-frequency bus corridors, regional service, feeder routes to rapid transit lines, local route service, and call and rides.
	<ul style="list-style-type: none"> 5.2(d): Provide demand-response service for targeted needs 	Provide demand-response transit service to meet targeted needs for older adults and persons with disabilities, travelers in less densely developed areas, or for feeder service to rapid transit lines. Providers of such service include taxi companies, transportation network companies, and other for-profit companies and non-profit agencies.
	<ul style="list-style-type: none"> 5.2(e): Integrate bicycle and pedestrian elements with transit 	Integrate bicycle and pedestrian elements at transit facilities, such as secure bicycle parking (racks, lockers, bike stations), bikesharing, bicycle repair kiosks, and infrastructure that supports bicycle and pedestrian trip-making to and from stations, park-and-rides, and major transit stops.
	<ul style="list-style-type: none"> 5.2(f): Add transit service where needed 	Support the establishment of new or increased transit service where needed.
	Objective 5.3: Provide Robust Bicycle and Pedestrian Accessibility Throughout the Region	
	<ul style="list-style-type: none"> 5.3(a): Encourage pedestrian and bicycle accommodations along all roadways 	Encourage sidewalks or other pedestrian accommodations, as well as bicycle accommodations that meet applicable standards, along all roadways and within private developments.
	<ul style="list-style-type: none"> 5.3(b): Develop local and regional bicycle facilities 	Develop well-connected local and regional off-street and on-street bicycle corridor facilities to serve bicycle trips to all types of destinations.
	<ul style="list-style-type: none"> 5.3(c): Provide bicycle and pedestrian support facilities and services 	Provide bicycle and pedestrian support facilities and services, such as bikesharing, wayfinding, and bicycle parking in urban centers, at transit stations, and in association with major multi-use trails and other popular destinations.
	<ul style="list-style-type: none"> 5.3(d): Provide first- and final-mile bicycle and pedestrian connections to transit 	Provide specific bicycle and pedestrian facilities that connect transit services and stations to nearby neighborhoods, employment, schools, shopping areas, parks, and other major destinations.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 5 continued	Objective 5.4: Provide Efficient Interconnections of the Transportation System Within and Beyond the Region	
	<ul style="list-style-type: none"> 5.4(a): Facilitate the movement of goods and services throughout the region 	Facilitate the movement of goods and services throughout the region by roadway, rail, and air travel by reducing obstructions such as congestion, bottlenecks, and disconnections between facilities; while providing sufficient opportunities for intermodal freight connection to destinations outside the region.
	<ul style="list-style-type: none"> 5.4(b): Balance primary park-and-ride functions with opportunities for transit-oriented development 	Balance the need for dedicated parking at park-and-ride lots with future transit-oriented development opportunities, taking into account potential increases in transit ridership, housing and employment options, and other location-specific considerations.
	<ul style="list-style-type: none"> 5.4(c): Provide safe and convenient access for pedestrians and cyclists 	Provide safe and convenient access for pedestrians and bicyclists to access rapid transit stations, bus stops, and park-and-ride lots. Also provide secure bicycle parking and bike sharing at these locations and maintain and expand the capability of transit vehicles to carry bicycles.
	<ul style="list-style-type: none"> 5.4(d): Maintain Denver Union Station as the region's primary multimodal hub and further develop other transit mobility hubs 	Support and maintain DUS as the primary multimodal hub of the region's transportation system. Further develop transit mobility hubs to support other urban centers and major destinations across the region.
	<ul style="list-style-type: none"> 5.4(e): Improve transportation linkages to major destinations and attractions beyond the region 	Support existing linkages and plan for future intercity bus and rail linkages to destinations beyond the region.
	<ul style="list-style-type: none"> 5.4(f): Maintain multimodal access to Denver International Airport and the region's other airports 	Maintain convenient access to DIA and other regional airports for all applicable travel modes. Support DIA's important role in connecting the Denver region to the rest of the world.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 5 continued	<ul style="list-style-type: none"> 5.4(g): Maintain and enhance airport capacity throughout the region 	Maintain the capacity of DIA and general aviation airports throughout the region by supporting facility enhancements in response to air transportation demands, consistent with adopted plans.
Outcome 6: A safe, dependable, and efficiently-operated transportation system As the region continues to grow, maintaining the safety, dependability, and efficiency of the region's multimodal transportation system is essential. A variety of approaches will be used to monitor and manage the flow of people and goods throughout the system, and to identify ways to enhance safety and improve functionality. The region will maximize the multimodal transportation system's capacity through coordinated operations and management. As technology and mobility innovations occur, the multimodal system will evolve accordingly.	Objective 6.1: Assure Existing and Future Transportation Facilities Are Well-Maintained	
	<ul style="list-style-type: none"> 6.1(a): Maintain the transportation system infrastructure in good condition 	Fund and conduct maintenance and preservation efforts to keep roadways, multi-use trails, sidewalks, transit vehicles and all supporting infrastructure in good operating condition.
	<ul style="list-style-type: none"> 6.1(b): Develop and apply asset management principles and techniques 	Develop and apply asset management principles and techniques for operating, maintaining, and improving existing transportation infrastructure.
	Objective 6.2: Actively Operate, Manage, and Integrate Systems to Optimize Performance	
	<ul style="list-style-type: none"> 6.2(a): Monitor and manage transportation systems 	Deploy Intelligent Transportation Systems (ITS) such as roadway and traffic monitoring, transit monitoring, and coordinated and real-time traveler information systems (such as multimodal real-time trip planning technology) to improve the effectiveness and efficiency of the transportation system. Develop and deploy performance monitoring procedures and processes and integrate into system operations.
	<ul style="list-style-type: none"> 6.2(b): Implement Transportation Systems Management and Operations (TSM&O) projects 	Implement transportation systems management and operations (TSM&O) processes and projects, such as intersection improvements, transit queue jumps and signal priority, ramp metering, acceleration/deceleration lanes, active traffic management, and real-time traveler information, to reduce bottlenecks and improve personal mobility while balancing operational considerations for all modes.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 6 continued	<ul style="list-style-type: none"> 6.2(c): Implement access management projects to optimize the efficiency to roadways, reduce conflict points, and improve safety 	Manage access (curb cuts on arterials or interchange ramps on freeways) to optimize existing capacity, reduce conflict points, and improve safety for all users and travel modes.
	<ul style="list-style-type: none"> 6.2(d): Develop and deploy incident management procedures and processes 	Develop and deploy effective incident management to reduce the duration and impact of incidents, such as motor vehicle crashes or stalled vehicles, and to promote stakeholder collaboration and consistency across the region.
	<ul style="list-style-type: none"> 6.2(e): Implement and operate coordinated traffic signal systems 	Implement, operate, and manage coordinated traffic signal systems across jurisdictional lines that integrate transit signal priority and emergency vehicle pre-emption techniques.
	<ul style="list-style-type: none"> 6.2(f): Support the use of congestions pricing and other tolling techniques 	Where feasible, and when cooperatively decided, support congestion pricing and other tolling techniques on existing freeways, and implement a tolling component (price-management) on new freeway/highway lane-addition projects.
	<ul style="list-style-type: none"> 6.2(g): Implement other active demand management strategies 	Implement other active demand management strategies, including parking supply and pricing mechanisms, such as shared, unbundled, and priced parking, where appropriate.
	Objective 6.3: Develop and Maintain a Safe and Secure Transportation System	
	<ul style="list-style-type: none"> 6.3(a): Identify and implement safety enhancement projects 	Identify and implement safety enhancement projects that reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and all travel modes.
	<ul style="list-style-type: none"> 6.3(b): Develop and implement strategies that enhance security 	Develop and implement projects and strategies that enhance the security of all transportation facilities for users, including air and transit passengers, and aid in the efficient movement of people and vehicles during homeland security events.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 7: A transportation system contributing to a better quality of life Transportation planning and investments should be integrated with land use planning and the environment. Focusing new housing, employment, and services in urban centers, along multimodal corridors, and other areas served by transit will provide a broader range of travel options for residents of all ages, incomes, and abilities. Although specific needs will vary by location, development will be encouraged to incorporate – consistent with local jurisdictional plans – compact development patterns, a mix of land uses, complete streets, direct bicycle/pedestrian connections to transit and multiple land uses, and other features that can help reduce VMT, support aging in place, and enhance the region’s economic vitality and quality of life. These actions will also help protect the region’s essential natural resources—air and water, open space, parks, trails, and agricultural lands. Minimizing growth in VMT is also a key component to reducing ground level ozone, greenhouse gas emissions, and other pollutants.	Objective 7.1: Expand Transit-Supportive Land Use and Development Patterns	
	<ul style="list-style-type: none"> 7.1(a): Maintain and improve efficient transportation access to regional employment hubs 	Continue to support transportation improvements that enhance access to downtown Denver and other existing and future major employment hubs within the region.
	<ul style="list-style-type: none"> 7.1(b): Expand mobility options within urban centers and other areas of concentrated major activity centers 	Within urban centers and adjacent to transit, provide internal pedestrian, bicycle, and transit connections between uses, as well as more mixed and compact land uses. Provide and connect multiple travel modes in urban centers and in other concentrated areas of activity.
	<ul style="list-style-type: none"> 7.1(c): Focus roadway capacity increases within the urban growth boundary/area 	Focus roadway capacity increases and new interchanges primarily in areas within the UGB/A, in the most critically congested corridors, at key traffic bottlenecks, and along major statewide connections. Link the provision of new capacity to assuring a balanced, well-connected, safe, multimodal transportation system, and add capacity after first considering demand management strategies and implementing operational efficiencies to optimize the use of existing capacity.
	<ul style="list-style-type: none"> 7.1(d): Promote multimodal connectivity 	Design new development and retrofit established communities to facilitate the efficient movement of pedestrians, bicyclists, buses, cars, goods, and services within and between centers, corridors, and neighborhoods.
	<ul style="list-style-type: none"> 7.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities 	Target bus, other transit, bicycle, pedestrian, and other transportation improvements in locations where transit-oriented development (TOD) already exists or is planned.
	<ul style="list-style-type: none"> 7.1(f): Consider issues of land use compatibility 	Encourage coordinated decision-making to minimize potential incompatibility between high intensity uses—such as airport operations, intermodal facilities, or other similar uses—and neighboring land uses.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 7 continued	Objective 7.2: Expand Transportation Services and Access That Address the Needs of Persons with Mobility Obstacles or Impairments	
	<ul style="list-style-type: none"> 7.2(a): Provide local and regional transportation services that improve personal mobility, employment access, independence and well-being, and access to health services for those with mobility obstacles or impairments 	Provide transportation services, such as fixed route and specialized transit, ridesharing, travel training, and other services that improve personal mobility, employment access, independence and well-being, and access to health services for those with mobility obstacles or impairments (mobility-limited populations).
	<ul style="list-style-type: none"> 7.2(b): Address the transportation needs mobility-limited populations in land use planning and development 	Address the transportation needs of mobility-limited populations in short- and long-range land use planning and development decisions as feasible.
	<ul style="list-style-type: none"> 7.2(c): Address the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities 	Ensure traffic engineering and roadway redevelopment activities consider the needs of mobility-limited populations who are traveling on foot and/or with the use of mobility aids.
	Objective 7.3: Develop and Maintain a Transportation System that Protects and Enhances Air Quality, Energy Efficiency, and the Overall Environment	
	<ul style="list-style-type: none"> 7.3(a): Expand Travel Demand Management (TDM) services and strategies 	Expand Travel Demand Management (TDM) services and strategies, including new and diverse incentives and targeted promotions that will reduce VMT and the demand for single-occupant motor (SOV) vehicle trips, and improve personal mobility and regional air quality. TDM services and strategies include carpooling, vanpooling, carsharing, bicycling, walking, trip-planning, teleworking, and others.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 7 continued	<ul style="list-style-type: none"> 7.3(b): Provide efficient, low-polluting alternatives to single-occupant vehicles 	Provide varied transportation facilities, including rapid transit, bus service, high-occupancy vehicle (HOV) lanes, and bicycle and pedestrian facilities, that are more energy efficient and less polluting in aggregate than SOVs.
	<ul style="list-style-type: none"> 7.3(c): Ensure traditionally underserved populations receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts 	Ensure that minority, low-income, and older adult populations, as well as individuals with disabilities, receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts associated with transportation projects and facilities.
	<ul style="list-style-type: none"> 7.3(d): Reduce potential environmental impacts of roadway construction and maintenance 	Promote improvements in roadway construction and street maintenance activities to reduce dust and particulates, decrease associated energy consumption and pollutant emissions, and minimize and mitigate stormwater runoff.
	<ul style="list-style-type: none"> 7.3(e): Encourage the use of alternative fuel vehicles and infrastructure 	Encourage use of alternative fuel sources and clean-burning technology infrastructure and services for alternative fuels that lead to lower levels of pollutants and greenhouse gas emissions.
	<ul style="list-style-type: none"> 7.3(f): Support legislation that increases fuel economy standards and incentives 	Support legislation that to increase fuel economy standards; establish fuel economy standards for heavy-duty vehicles; incentivize the purchasing of high fuel economy or alternative fuel vehicles; and provide incentives for accelerated retirement of inefficient and/or high-polluting personal, commercial, and fleet vehicles beyond repair.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<u>A Safe and Resilient Built and Natural Environment</u> Outcome 8: A region with clean water and air, and lower greenhouse gas emissions. Ongoing efforts to reduce ground level ozone, greenhouse gas emissions (GHG), and other pollutants will be necessary to improve the region's air quality over time, and reduce dependence on fossil fuels. In addition, the wise use and protection of the region's limited water resources will be promoted through efficient land development, implementation of BMPs, conservation programs, and other strategies to ensure future growth complies with applicable standards and requirements at the federal, state, and local levels.	Objective 8.1: Improve Air Quality and Reduce Greenhouse Gas Emissions	
	<ul style="list-style-type: none"> 8.1(a): Promote efficient development patterns 	Promote regional and local development patterns that help reduce the need to make motor vehicle trips and thereby reduce growth in vehicle emissions.
	<ul style="list-style-type: none"> 8.1(b): Incentivize alternative fuel vehicles and infrastructure 	Incentivize the purchase of alternative fuel vehicles and implementation of supporting infrastructure and services, reducing the need for fossil fuels, enhancing energy security, and promoting environmental stewardship.
	<ul style="list-style-type: none"> 8.1(c): Expand multimodal transportation options 	Increase multimodal transportation options such as ridesharing, transit, bicycling, or walking, as a means to reduce VMT.
	<ul style="list-style-type: none"> 8.1(d): Improve the efficiency of transportation facilities 	Improve the efficiency of the transportation system in the region for all modes by establishing multi-jurisdiction operational improvements, implementing HOV toll lanes and other congestion pricing strategies, providing dependable travel information, and reducing the impact of traffic incidents.
	<ul style="list-style-type: none"> 8.1(e): Collaborate with local and regional partners on air quality initiatives 	Collaborate with local and regional partners, such as the Regional Air Quality Council (RAQC), CDOT, and RTD on efforts to improve air quality through reductions in ground level ozone concentrations, and Carbon Monoxide (CO) and PM10 emissions.
	<ul style="list-style-type: none"> 8.1(f): Increase public awareness of air quality issues 	Continue to increase public awareness of the direct role individual actions play in pollutant and greenhouse gas emissions while promoting the benefits of behaviors that protect regional air quality and reduce greenhouse gases.
	Objective 8.2: Restore and Maintain the Quality of the Region's Waters	
	<ul style="list-style-type: none"> 8.2(a): Require adequate wastewater treatment systems to serve new development 	Support development only in areas where off-site wastewater treatment systems are already available or are planned, where new on-site wastewater treatment systems can be established consistent with state-adopted stream standards or in areas where on-site or individual sewage disposal systems are deemed appropriate.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 8 continued	<ul style="list-style-type: none"> 8.2(b): Promote best management practices 	Ensure development in the region follows BMPs for addressing nonpoint pollution, such as stormwater retention or on-site wastewater treatment technologies; and grading, erosion, and sediment control ordinances to minimize sediment and other pollutant runoff into the region's waters.
	<ul style="list-style-type: none"> 8.2(c): Pursue water protection and management initiatives 	Define water quality protection and water resource management initiatives that will support a balanced community of aquatic life. Take into account the needs of both the natural environment and other resource uses, such as water supply.
	<ul style="list-style-type: none"> 8.2(d): Limit groundwater contamination 	Discourage the location of waste injection wells, sanitary landfills, and other uses that present potential for harmful discharge over alluvial aquifers or above recharge areas to bedrock aquifers to avoid groundwater contamination. Encourage appropriate mitigation measures, as adopted by the Colorado Water Quality Control Commission, for development over areas with permanently high groundwater levels.
	Objective 8.3: Reduce Growth in Regional Per-Capita Water Consumption	
	<ul style="list-style-type: none"> 8.3(a): Reduce overall water consumption 	Encourage compact development, innovative building design, drought-tolerant landscape materials and irrigation, graywater reuse, and other strategies to help reduce water consumption and related infrastructure costs. Consider these factors in making service provision decisions. Overall, the regional increase in water consumption should be proportionally less than the population increase.
	<ul style="list-style-type: none"> 8.3(b): Facilitate collaborative efforts to promote water conservation 	Facilitate collaborative efforts among local governments, water providers, agricultural producers, the design and development community, and other regional stakeholders to promote water conservation.
	<ul style="list-style-type: none"> 8.3(c): Require adequate long-term water services 	Require adequate long-term water service in areas where urban development is occurring or is planned, either from existing or newly established service providers.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 9: An interconnected network of widely accessible open space, parks, and trails. As the region continues to grow, the protection of its diverse natural resource areas—its mountain backdrop, unique prairie landscapes, extensive riparian corridors, and other open space areas will be essential. Likewise, the restoration of natural features and open spaces, including those on brownfield sites that have been impacted by mining or other heavy industrial uses, will be important as they are redeveloped over time. Together, these areas will help define the urban area, maintain separation between individual communities, provide important wildlife habitat, and protect the health of our water and ecological systems. In conjunction with local and regional parks and the extensive trails and greenways that connect them, these areas will also provide the region's residents with the opportunity to participate in a variety of recreational pursuits that support community health and wellness.	Objective 9.1: Protect and Restore Open Space of Local and Regional Significance	
	<ul style="list-style-type: none"> 9.1(a): Protect important natural resources and other preservation focus areas 	Conserve and protect important natural resources, such as surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, wildlife habitats, other environmentally sensitive lands, commercial mineral deposits, and other preservation focus areas.
	<ul style="list-style-type: none"> 9.1(b): Preserve features of scenic, historic, and educational value 	Preserve prominent geologic and geographic features and important cultural resources for the visual, historic, and educational value they provide to the region.
	<ul style="list-style-type: none"> 9.1(c): Use open space as a tool to shape growth and development patterns 	Protect or restore open space lands that will help support desired growth and development patterns by establishing linkages within or between communities, maintaining separation between freestanding communities, shaping urban centers or neighborhoods, limiting urban development outside the UGB/A, and/or providing increased access to open space.
	Objective 9.2: Provide a Parks System that is Widely Accessible to the Region's Residents	
	<ul style="list-style-type: none"> 9.2(a): Support a diversity of parks to meet the region's needs 	Encourage the integration of active and passive parks of all sizes and a full system of recreational facilities as a core component of the region's overall growth framework.
	<ul style="list-style-type: none"> 9.2(b): Increase park accessibility 	Enhance multimodal connections to existing parks and locate new parks in neighborhoods and other areas that are accessible to residents on foot, by bicycle, or using transit, such as within or adjacent to urban centers.
	Objective 9.3: Establish Multimodal Linkages to and Between the Region's Parks, Open Spaces, & Developed Areas	
	<ul style="list-style-type: none"> 9.3(a): Complete "missing links" in the regional trail and greenways network 	Identify and prioritize the completion of "missing links" in the regional trail and greenways network—exploring all potential connections, including road and railroad rights-of-way, floodplains, ditch service roads, and utility corridors.
	<ul style="list-style-type: none"> 9.3(b): Increase transit access to major greenways and open space areas 	Align transit service plans, local trail and sidewalk networks, and other multimodal improvements with major greenways and open space areas to increase the accessibility of these areas to the region's residents.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 10: Working agricultural lands of significance are conserved for current and future generations.</p> <p>Working agricultural lands are an essential component of the region's heritage, health, and economic and cultural diversity. Whether used for livestock production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops, agricultural lands and operations of all sizes create jobs in the region, support economic vitality, and promote healthier communities by bringing people closer to their food source. In some parts of the region, protected agricultural lands also function as community separators, provide access to open space and trails, and provide agritourism and recreational services. Protection of existing agricultural land and the ability to bring additional land or operations into production, where viable, benefits local producers, saves energy resources, and offers a level of food security.</p>	Objective 10.1: Maintain the Region's Agricultural Capacity	
	<ul style="list-style-type: none"> 10.1(a): Conserve significant agricultural lands 	<p>Conserve agricultural resources of state or national significance, ranches and other grazing lands of local or regional importance, and other lands that play a key role in the health of regional economy, local and regional open space systems, and local food systems.</p>
	<ul style="list-style-type: none"> 10.1(b): Support diversity and continued innovation in the agricultural industry 	<p>Protect the region's capacity for agricultural production at a variety of scales and for a variety of purposes—livestock or crop production, food production, greenhouse and nursery crops, aquaculture, and others—recognizing that advances in technology and industry practices will continually evolve and new industries may emerge over time.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 11: Reduced risk and effects from natural hazards. Careful planning with respect to the relationship between areas susceptible to natural hazards and land use, transportation, and infrastructure investments throughout the region can help reduce injuries and loss of life; trauma; and damage to property, equipment, and infrastructure. Having a hazard mitigation plan and disaster response plan in place can also help the region's communities be more resilient should a significant event occur in the future—minimizing community disruption and economic, environmental, and other losses.	Objective 11.1: Enhance Community Resiliency	
	<ul style="list-style-type: none"> 11.1(a): Limit expansion of the wildland-urban interface 	Limit new development or the expansion of existing development in areas recognized as having a high probability of being impacted by natural hazards. High-risk areas include, but are not limited to, floodplains, steep slopes, and areas located within the wildland-urban interface. Establish guidelines for existing or future development in these locations to minimize loss of life and property should a natural disaster occur.
	<ul style="list-style-type: none"> 11.1(b): Promote integrated planning and decision making 	Integrate hazard mitigation considerations into plans and policies at the local and regional levels to increase awareness of the associated risks and costs, identify strategies to minimize threats for existing development in high-risk areas, and to promote informed decision making when future development within high-risk areas is proposed.
	<ul style="list-style-type: none"> 11.1(c): Foster interagency coordination 	Foster interagency coordination to promote a greater understanding of what resources are available to support hazard mitigation planning and disaster recovery efforts within the region, minimize duplication of efforts, and ensure open lines of communication are established in advance of a major event.
	<ul style="list-style-type: none"> 11.1(d): Prioritize open space protection in high-risk areas 	Prioritize open space protection efforts in areas recognized as being at risk of being impacted by natural hazards, including but not limited to floodplains, steep slopes, and areas located within the WUI. Consider the protection of properties adjacent to, but not within high-risk areas, as opportunities arise to provide additional protections in the event of unique storm events or other natural disasters in the future.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><u>Healthy, Inclusive, and Livable Communities</u></p> <p>Outcome 12: A built and natural environment that supports healthy and active choices.</p> <p>The way in which we live influences our health in many ways—whether the choice of walking or biking versus driving; the mix of uses in our communities; access to civic services; the ability to engage in community activities; safe and convenient access to parks, trails, open space, and other recreational opportunities; or accessibility of healthy food options. Expanding opportunities for the region’s residents to lead healthy and active lifestyles will require a deliberate focus on where we grow, how we get around, the types of places we build, access to the natural environment, and the individual needs of the diverse populations we serve.</p>	Objective 12.1: Increase Convenient and Safe Mobility Options for All Ages and Abilities	
	<ul style="list-style-type: none"> 12.1(a): Build active, connected places 	Establish a mix of well-connected land uses and recreational amenities in communities throughout the region to create places that make active transportation and recreational physical activity safe for people of all abilities, part of an everyday routine, and foster opportunities for social interaction.
	<ul style="list-style-type: none"> 12.1(b): Improve first-and final-mile connections 	Improve first- and final-mile connections to important destinations across the region to ensure convenient and safe travel to and from transit to original and final destinations. Prioritize new or enhanced connections to and between health services, social service providers, schools, grocery stores and other retail services, parks, employment centers, particularly in areas with transit-dependent populations.
	<ul style="list-style-type: none"> 12.1(c): Build Complete Streets 	Build new streets, and retrofit existing streets, as Complete Streets, to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation, by integrating separate facilities for bicycles and pedestrians along with motorized vehicles.
	Objective 12.2: Increase Access to Healthy and Local Foods	
	<ul style="list-style-type: none"> 12.2(a): Expand opportunities for local food production and processing 	Expand opportunities for local food cultivation and sales to include—but not be limited to—personal and community gardens, edible landscaping in public spaces, traditional agricultural operations, and small specialty farms, as well as aquaculture, greenhouses, and other indoor facilities that allow the growing season to be extended.
	<ul style="list-style-type: none"> 12.2(b): Increase the efficiency of food distribution 	Promote the efficient distribution of food within the region—reducing food-shipping distance by supporting both traditional and non-traditional agricultural operations throughout the region; community supported agriculture (CSA), farmers’ markets, green markets, and other programs that directly connect producers with consumers; cottage food industry sales; and the addition of more healthy food outlets in urban/semi-urban settings throughout the region. Place a particular emphasis on increasing access and opportunities in low-income neighborhoods and areas with high levels for food insecurity.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 12 continued	Objective 12.3: Maximize Opportunities for Recreation and Access to the Natural Environment	
	<ul style="list-style-type: none"> 12.3(a): Expand the regional trail network 	Complete of “missing links” in the regional trail network, with a particular focus on completing linkages that serve as first- and final-mile connections between transit stations and trails and increase multimodal options for residents and commuters.
	<ul style="list-style-type: none"> 12.3(b): Improve transit connections to recreational opportunities 	Align transit service plans with the region’s network of recreational facilities and parks and open space areas to increase recreational opportunities, particularly for populations that are currently underserved. Support the integration of smaller-scale parks and recreation facilities as part of communities throughout the region.
Outcome 13: The region’s residents have expanded connections to health services To enhance the overall health and wellness of the regional population, a range of factors that shape access to health services must be considered—the types of health services available, the location, convenience, and accessibility of health care facilities and service providers, and the ability of the region’s residents to pay for the health services offered.	Objective 13.1: Improve Connections to Health Care Facilities and Service Providers	
	<ul style="list-style-type: none"> 13.1(a): Locate health services in areas that are readily accessible 	Support the integration of health care facilities and service providers of all sizes into centers throughout the region—both urban and rural— where residents can get to them by walking, biking, or using transit.
	<ul style="list-style-type: none"> 13.1(b): Improve transit accessibility to health services 	Align transit service—including on-demand and other specialized services—with health care facilities, social service providers, grocery stores and other retail outlets that offer health services, to low-income and economically disadvantaged populations. Support non-emergency transportation providers to relieve the burden on hospital emergency rooms in non-emergency situations.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 13 continued	Objective 13.2: Increase Awareness and Knowledge of Community Health and Wellness Issues and Support Networks	
	<ul style="list-style-type: none"> 13.2(a): Promote collaboration among stakeholders at the local, regional, and state level 	Identify and implement opportunities for collaboration among stakeholders at the local, regional, and state level on projects and initiatives that highlight connections between community health and wellness and the built environment. Place a particular emphasis on projects and initiatives that reduce or eliminate duplicative efforts.
	<ul style="list-style-type: none"> 13.2(b): Leverage existing health and wellness programs and services 	Build increased capacity on community health and wellness issues at the local government level by partnering with public health organizations, health care providers, local governments, school districts, and others leading the charge on community health and wellness issues on initiatives that help leverage available resources and increase the visibility and effectiveness of existing programs, services, and other efforts within the region.
	<ul style="list-style-type: none"> 13.2(c): Incorporate health considerations and strategies into local and regional plans 	Incorporate health considerations and strategies into plans at the local and regional level and increase formal roles for or participation by health professionals in long-range planning efforts and development activities.
	<ul style="list-style-type: none"> 13.2(d): Increase awareness of programs, services, and other assistance 	Promote awareness of the range of programs, services, and other assistance available to help residents lead healthier and more active lifestyles and opportunities for them to become involved in related efforts at the local and neighborhood level.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 14: Diverse housing options meet the needs of residents of all ages, incomes, and abilities A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities. Viable housing choices allow individuals and families to find desirable housing affordable and accessible to them in the communities where they want to live and stay in their community of choice as their economic or life circumstances change.	Objective 14.1: Increase the Regional Supply of Ownership and Rental Housing that is Affordable to a Variety of Households at All income Levels	
	<ul style="list-style-type: none"> 14.1(a): Remove barriers and reduce cost of developing housing 	Proactively pursue strategies that reduce barriers and expedite the development of housing in desired locations.
	<ul style="list-style-type: none"> 14.1(b): Encourage creative approaches to foster the development of affordable, accessible workforce and senior housing 	Coordinate with the private development community to understand and convey the need to produce units, including clarity on key challenges that must be overcome. Identify realistic and effective incentives that can stimulate the production of housing products that meet the needs of residents of all ages, incomes, and abilities.
	<ul style="list-style-type: none"> 14.1(c): Monitor changing demands for new and different types of housing 	Develop mechanisms to assess housing needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level.
	<ul style="list-style-type: none"> 14.1(d): Promote better jobs-housing balance in employment rich areas 	Expand the supply and range of housing, including affordable and accessible units, in and near to major employment centers around the region.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
Outcome 14 continued	Objective 14.2: Encourage Opportunities for Diverse Housing by Leveraging Transit Investments	
	<ul style="list-style-type: none"> 14.2(a): Promote transit-oriented communities that ensure a mix of housing affordability in transit station areas, including preservation of existing affordable housing 	Implement programs and policies that support the production and preservation of housing options in location-efficient places, including urban centers, high opportunity areas, and areas well-served by transit.
	<ul style="list-style-type: none"> 14.2(b): Encourage transit investments where housing densities support transit already, or are guided to support such densities through local community planning process 	Promote new and enhanced transit service in areas with densities that make bicycling, walking and taking transit viable options to reduce reliance on the automobile and enhance the independence of those who do not drive, by choice or by financial or physical circumstance.
	<ul style="list-style-type: none"> 14.2(c): Elevate awareness of the catalytic role housing can play in transit-oriented community strategies 	Develop small area plans for transit station areas that document future land uses, circulation needs, market conditions and implementation strategies. Prioritize catalytic developments that provide affordable, accessible workforce and senior housing and expand demand for other key amenities including commercial development and community services.

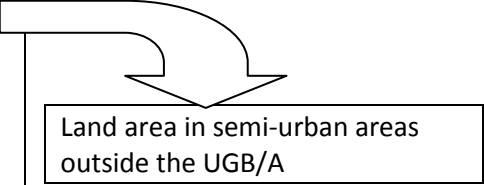
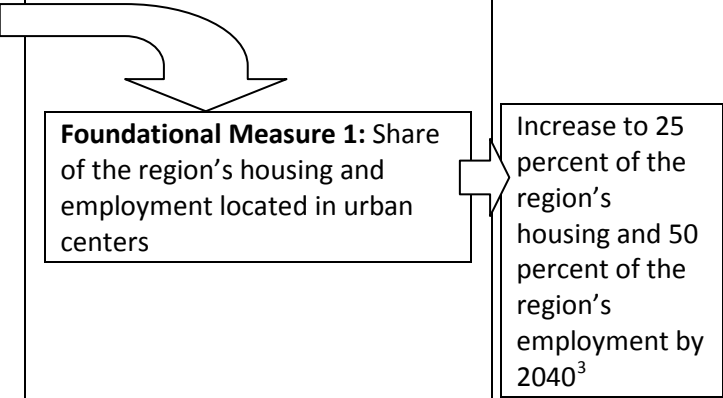
Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)


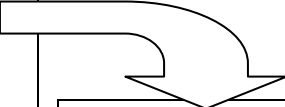
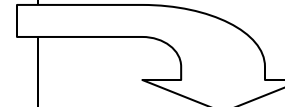
Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<u>A Vibrant Regional Economy</u> Outcome 15: Access to opportunity for all residents. The region's economy prospers when all residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities. The region's transportation network plays a critical role in enabling commerce and providing access to basic needs and quality of life amenities that allow the region's residents to succeed and excel.	Objective 15.1: Ensure the Efficient Flow of People, Goods, Services, and Information in and Through the Region	
	<ul style="list-style-type: none"> 15.1(a): Invest in the region's infrastructure to ensure the region remains globally competitive 	Develop and maintain connected multimodal infrastructure that businesses depend on to access local, national, and global customers and markets.
	<ul style="list-style-type: none"> 15.1(b): Connect residents and visitors to cultural, educational, and natural amenities in the Denver region and across the state 	Capitalize on regional and state amenities through efforts to promote reliable connections to key destinations. Invest in planning, design and mitigation strategies and approaches that support positive resident and visitor experiences while protecting the character and integrity of the region's natural and cultural resources.
	<ul style="list-style-type: none"> 15.1(c): Preserve, protect and enable employment opportunities that are accessible to transit 	Concentrate a significant portion of the region's employment in centers accessible via transit. Through multi-sector partnerships, develop and implement strategies that safely and conveniently connect workers to final work destinations.
	Objective 15.2: Improve Access to and From the Region's Developed and Emerging Employment Centers	
	<ul style="list-style-type: none"> 15.2(a): Track, assess, and respond to the mobility needs of major employment centers 	Analyze commute data for major employment centers to understand specific patterns and mobility needs. Align public and private investment to create a diverse portfolio of mobility options and strategies including new and/or enhanced infrastructure and transportation demand programs in these centers.
	<ul style="list-style-type: none"> 15.2(b): Facilitate public/private partnerships to improve first- and final-mile connections to the region's high-capacity transit services 	Develop first- and final-mile strategies that consider local conditions around stations including: street layout, bicycle and pedestrian network, property ownership, infrastructure opportunities and barriers, existing and future development, and operational needs for transit.

Relationship to Metro Vision 2035 & RTP: **BLACK TEXT** (concept in MV 2035) / **GREEN TEXT** (in MV 2035 but substantially revised) / **RED TEXT** (New)


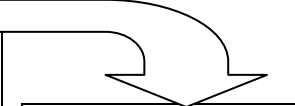
Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p>Outcome 16: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.</p> <p>The Denver region's economic vitality depends on providing a high quality of life in diverse communities. Quality of life is a major factor in the location decisions of businesses and individuals. Our region's weather, recreational and cultural assets, and diverse living settings have contributed to our success attracting talented labor. The region must also focus on efforts to promote economic advancement for our communities so that all residents share and contribute to sustained regional prosperity.</p>	<p>Objective 16.1: Increase awareness of key regional growth, transportation, and economic trends</p>	
	<ul style="list-style-type: none"> 16.1(a): Assess whether the infrastructure our communities and residents depend on now and in the future will support the region's near- and long-term economic vitality 	<p>Encourage coordinated economic and community development activities aimed at assuring the region's infrastructure will maintain and grow the economic health and vitality of the region. Expand dialogues and partnerships that examine the role of the built environment in connecting residents to opportunities for economic stability and advancement.</p>
	<ul style="list-style-type: none"> 16.1(b): Develop monitoring and reporting programs to assess progress toward shared local and regional goals 	<p>Track key metrics and indicators that measure changes in economic vitality and progress toward achieving Metro Vision outcomes. Foster collaboration between planning, economic, and community development partners including efforts to develop and share data, information and analysis tools.</p>


Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Performance Measures	Targets	Action Strategies
<p><u>An Efficient and Predictable Development Pattern</u></p> <p>Outcome 1: Diverse, livable communities offer a continuum of lifestyle options.</p>	<p>Objective 1.1: Promote Development Patterns and Community Design Features that Meet the Needs of People of All Ages, Incomes, and Abilities</p> <ul style="list-style-type: none">1.1(a): Embrace the unique characteristics of the region’s communities1.1(b): Promote investment/reinvestment in existing communities1.1(c): Promote compact, mixed-use development patterns1.1(d): Create pedestrian- and bicycle-friendly environments1.1(e): Encourage a diversity of housing types1.1(f): Integrate universal design strategies	<p>Seniors living independently</p> <p>Foundational Measure 3: Combined cost of housing and transportation as a percent of income for a median-income family¹</p> <p>Combined cost of housing and transportation as a percent of income for a moderate-income family and working individual</p> <p>Regional housing unit type mix</p>	<p>Decrease to 45 percent by 2040</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Provide education and technical assistance in support of local efforts to integrate land use and transportation, promote increased diversity in housing options, and meet the needs of people of all ages, incomes, and abilities <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Adopt policies, regulations, and incentives to support the implementation of universal design strategies.Manage parking near rail and along corridors with frequent bus service to promote increased ridership.Consider allowing accessory dwelling units in appropriate zoning districts.Target local funds to expand bicycle facilities and to create pedestrian-friendly environmentsEstablish street design guidelines and standards that improve the environment for pedestrians.
	<p>Objective 2.1: Contain Urban Development Within the Urban Growth Boundary/Area</p> <ul style="list-style-type: none">2.1(a): Maintain and monitor the Urban Growth Boundary/Area2.1(b): Direct growth to areas with infrastructure and services2.1(c): Encourage and plan for infill and redevelopment2.1(d): Coordinate on municipal annexations of unincorporated areas within the Urban Growth Boundary/Area2.1(e): Protect the long-term viability of significant regional facilities	<p>Foundational Measure 2: Housing density within the urban growth boundary/area (UGB/A)</p>	<p>25 percent increase between 2014 and 2040²</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Work with local governments to monitor the extent of current and future urban development patterns as defined by the Metro Vision Growth and Development Supplement.Prioritize investments in infrastructure and transportation systems within the UGB/A. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Reflect local growth aspirations through the location of urban growth boundary/area (UGB/A), including aligning land use, transportation and infrastructure planning to focus urban development within the UGB/A.Coordinate with DRCOG on local growth area allocation and adjustments to the location of urban growth boundary/area as needed.Coordinate and establish intergovernmental agreements to address planning and service delivery issues in areas of mutual interest, such as in unincorporated portions of a community’s planning area and/or areas planned for future annexation.

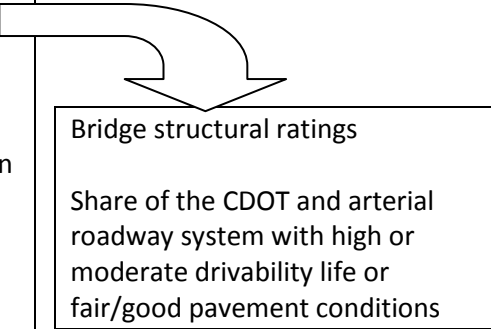
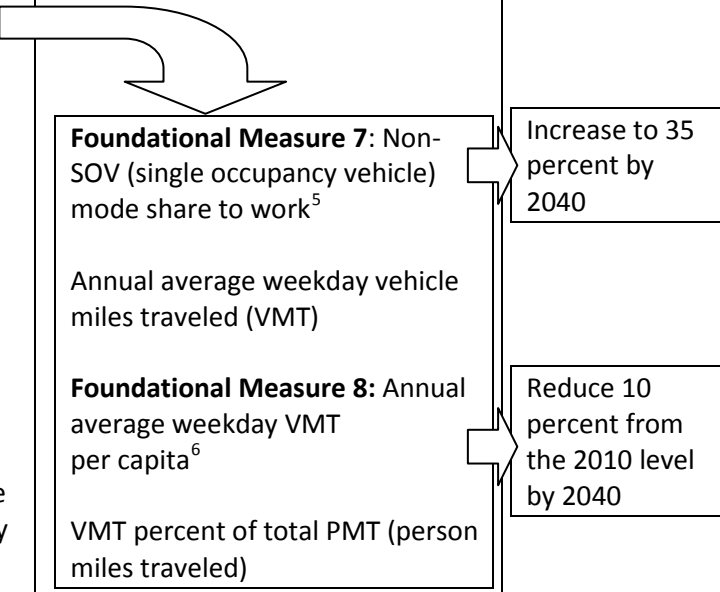
Outcome 3: Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment needs	<ul style="list-style-type: none">• 2.1(f): Minimize conflicts with extractive resources <p>Objective 2.2: Manage the Extent of Development Occurring Beyond the Urban Growth Boundary/Area</p> <ul style="list-style-type: none">• 2.2(a): Prioritize funding to serve urbanized areas• 2.2(b): Limit development in Priority Preservation Areas• 2.2(c): Conserve opportunities for future urban development• 2.2(d): Require adequate facilities and services• 2.2(e): Discouraging development on non-conforming parcels	 <p>Land area in semi-urban areas outside the UGB/A</p>		<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Monitor the amount of land consumed by development type outside of the urban growth boundary/area.• Maintain a map of Priority Preservation Areas, working with local communities to refine and potentially expand designated areas as appropriate.• Coordinate with local communities and infrastructure service providers to identify urban reserve areas that should be conserved for future growth. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Use intergovernmental agreements to identify joint planning areas where future contiguous urban development beyond 2040 will occur.• Adopt policies and regulations that limit development occurring outside the UGB/A – location and service provision requirements for development that occurs outside the UGB/A should be shaped by local plans and policies.• Ensure development outside the urban growth boundary/area pays its own way, to the extent practical.• Promote infill and redevelopment through zoning and funding for public infrastructure.
	<p>Objective 3.1: Accommodate a Growing Share of the Region’s Housing and Employment in Urban Centers</p> <ul style="list-style-type: none">• 3.1(a): Direct new housing and employment growth to urban centers• 3.1(b): Promote public/private investment and partnerships in urban centers• 3.1(c): Prioritize investment in urban centers served by transit• 3.1(d): Promote diverse housing options• 3.1(e): Foster the use of innovative tools and strategies• 3.1(f): Plan for a balanced growth	 <p>Foundational Measure 1: Share of the region’s housing and employment located in urban centers</p> <p>Increase to 25 percent of the region’s housing and 50 percent of the region’s employment by 2040³</p>		<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Coordinate with local governments to establish an online clearinghouse of potential development sites located within urban centers.• Engage in a continuous dialogue with local governments and the private development community to understand the development and implementation success and challenges in urban centers.• Continue to support ongoing planning for existing and future urban centers throughout the region.• Establish an online clearinghouse for local governments and developers that provides a list of potential sites or jurisdictions meeting a specific set of project parameters (e.g., infill or redevelopment site of a particular size, adjacent to transit). <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Seek opportunities for public/private partnerships as a means to leverage available resources and implement infrastructure improvements or other catalytic projects within urban centers.• Adopt policies and development regulations that support the implementation of higher-density, mixed-use development, pedestrian activity, and accessible public spaces within urban centers.

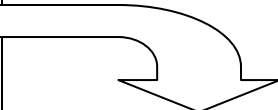

Outcome 4: Freestanding communities and rural town centers remain distinct from the larger urban area.	<ul style="list-style-type: none">3.1(g): Enhanced internal and regional connectivity <p>Objective 3.2: Continue to Create and Revitalize Multimodal Corridors that Connect and Support the Vitality of the Region’s Urban Centers</p> <ul style="list-style-type: none">3.2(a)Investment in Multimodal Enhancements Along Corridors3.2(b): Transition existing corridors through infill, redevelopment, and adaptive reuse3.2(c): Provide direct connections between urban centers and surrounding neighborhoods	 <div>Housing and employment within ½ mile of rapid transit stations, or within ¼ mile of high frequency bus stops</div> <div>Average urban center mode split</div>	<ul style="list-style-type: none">Consider a range of parking management strategies, including but not limited to shared, unbundled, managed, and priced parking.Consider the use of regulatory tools and/or incentives to support the implementation of housing in urban centers that can meet the needs of people of all ages, incomes and abilities. <p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Continue to allocate resources to support corridor planning efforts, infrastructure improvements, and other efforts to spur further public/private investment.Adjust urban center evaluation criteria to ensure corridors are specifically eligible for urban center designation. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Adopt policies and development regulations that support the implementation of multimodal enhancements and compact development along corridors.Prioritize investment in first- and final-mile connections to transit.Seek opportunities for public/private partnerships to leverage available resources and implement infrastructure improvements or other catalytic projects within urban centers.
	<p>Objective 4.1: Strengthen the Vitality of Freestanding Communities</p> <ul style="list-style-type: none">4.1(a): Encourage self-sufficiency4.1(b): Maintain physical separation from the large urban area4.1(c): Develop internal and regional transportation options	 <div>Protected land in buffer between freestanding community and nearby jurisdictions</div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Monitor the buffer between freestanding communities and nearby jurisdictions <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Adopt policies, regulations and incentives to support affordable, accessible, workforce and senior housing.Coordinate with adjoining communities and other organizations to establish and maintain open space and rural buffers.Engage broader region and transportation agencies in dialogue on effective means to connect freestanding communities to the larger urban area.Through the local comprehensive planning process evaluate if the tenets and expectations of freestanding community designation remain valid.
	<p>Objective 4.2: Strengthen the Vitality and Self-Sufficiency of Rural Town Centers</p> <ul style="list-style-type: none">4.2(a): Maintain the unique characteristics of rural town centers	 <div>Presence of services in each rural town center</div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Provide technical assistance and planning services to support rural town centers.Establish and convene a rural town center working group comprised of town staff, major employers, tourism and economic development



	<ul style="list-style-type: none">• 4.2(b): Support growth within rural town centers• 4.2(c): Foster economic development			<p>professionals, and others as appropriate to promote collaboration on issues of common interest.</p> <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt policies, regulations, and incentives to support the preservation and rehabilitation of significant historic structures and cultural resources that contribute to the town’s authenticity of place and ability to attract tourism, where relevant.• Encourage growth in the established, historic town center, and limit growth outside developed areas.
<p><u>A Connected Multimodal Region</u></p> <p>Outcome 5: A well-connected, regional multimodal transportation system</p>	<p>Objective 5.1: Provide a Multimodal Roadway System that enables People, Goods, and Services to Travel Safely and Reliably</p> <ul style="list-style-type: none">• 5.1(a): Maintain and enhance a regional roadway system• 5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets• 5.1(c): Expand the carrying capacity of existing regional roadways in the most critically congested corridors• 5.1(d): Consider the use of managed lanes in new capacity projects where feasible	<div><p>Miles of roadways with protected bike lanes, striped bike lanes, or parallel multi-use paths</p><p>Miles or share of Regional Roadway System (RRS) arterial roadways in urbanized area with sidewalks on both sides of road</p><p>Average weekday delay (person hours and vehicle hours) on the RRS</p><p>Average travel time variation (peak vs. off-peak)</p><p>Foundational Measure 9: Lane-miles of RRS with severe congestion⁴</p></div> <div>Not to increase above 2,000 lane miles through 2040</div>		<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Coordinate efforts of the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other regional stakeholders to get the most efficient use of the existing multimodal roadway system while planning for future use.• Maintain a fiscally-constrained regional transportation plan that identifies priority roadway improvements within fiscal realities.• Adopt Transportation Improvement Program (TIP) project selection policies that consider all users of roadways. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt and implement street and development standards to improve multimodal connectivity in a variety of contexts—urban, suburban, and rural—while considering unique land use settings, such as schools, parks, and offices.• Fund roadway preservation, operational, and expansion projects through local capital improvement programs.

	<p>Objective 5.2: Expand Transit Facilities and Services to All People</p> <ul style="list-style-type: none">• 5.2(a): Complete FasTracks• 5.2(b): Develop and maintain an expanded metropolitan rapid transit system• 5.2(c): Provide a comprehensive bus system• 5.2(d): Provide demand-response service for targeted needs• 5.2(e): Integrate bicycle and pedestrian elements with transit• 5.2(f): Add transit service where needed	 <div><p>Transit mode share to work</p><p>Share of housing and employment within ¼ mile of bus stop or ½ mile of rapid transit station</p><p>Share of population with good transit-job accessibility (100,000 jobs within 45 minutes)</p><p>Annual RTD boardings</p><p>RTD transit on-time performance</p></div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Coordinate with RTD and other transit providers to implement major projects and services.• Maintain transit system assets (vehicles and facilities) in a state of good repair per federal requirements.• Coordinate with Denver Regional Mobility and Access Council (DRMAC) and transit operators to increase transportation services to older adults, persons with disabilities, and low income populations.• Encourage and support fare structures and subsidy programs that keep transit service affordable to all users.• Maintain a fiscally-constrained regional transportation plan that identifies priority transit improvements within fiscal realities.• Conduct a region-wide evaluation of potential BRT corridors via a joint effort of RTD, DRCOG, CDOT, and other stakeholders. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt transit-supportive policies and development regulations.• Implement bicycle and pedestrian facility connections to transit service (e.g., first and final mile connections).• Address the needs of mobility-limited populations in transportation planning activities.• Coordinate with RTD and other transit providers on transit facilities and infrastructure components of development projects. <p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Facilitate coordination between jurisdictions in expanding and connecting the region’s bicycle and pedestrian network.• Support bicycle sharing programs throughout the region.• Provide tools, informational forums, and resources to jurisdictions regarding bicycle and pedestrian design, guidance, and implementation. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt and implement local street standards and other development codes/standards that address multimodal connectivity objectives in a variety of land use contexts, such as pedestrian and bicycle cul-de-sac cut-throughs.• Fund projects that address multimodal connectivity through non-MPO programs.• Establish wayfinding signage, bicycle parking, and other supportive infrastructure in high traffic areas to assist pedestrians and bicyclists.• Provide first and final mile bicycle and pedestrian facilities and connections to transit, such as sidewalks and bicycle facilities, bikesharing, wayfinding, bicycle parking and shelters, and carsharing at transit stations.
	<p>Objective 5.3: Provide Robust Bicycle and Pedestrian Accessibility Throughout the Region</p> <ul style="list-style-type: none">• 5.3(a): Encourage pedestrian and bicycle accommodations along all roadways• 5.3(b): Develop local and regional bicycle facilities• 5.3(c): Provide bicycle and pedestrian support facilities and services• 5.3(d): Provide first- and final-mile bicycle and pedestrian connections to transit	 <div><p>Bicycle and pedestrian mode share to work</p><p>Share of housing and employment within ½ mile of a bicycle travel way facility</p><p>Number of bikeshare stations and bicycles</p><p>Miles of off-street multi-use trails</p></div>	

	<p>Objective 5.4: Provide Efficient Interconnections of the Transportation System Within and Beyond the Region</p> <ul style="list-style-type: none">• 5.4(a): Facilitate the movement of goods and services throughout the region• 5.4(b): Balance primary park-and-ride functions with opportunities for transit-oriented development• 5.4(c): Provide safe and convenient access for pedestrians and cyclists• 5.4(d): Maintain Denver Union Station as the region’s primary multimodal hub and further develop other transit mobility hubs• 5.4(e): Improve transportation linkages to major destinations and attractions beyond the region• 5.4(f): Maintain multimodal access to Denver International Airport and the region’s other airports	 <div><p>Number of secure bicycle parking spaces at transit stations/park-and-ride lots</p><p>Non-stop flights from Denver International Airports</p><p>Lane-miles of the region’s freeways with severe congestion</p><p>RTD park-and-ride utilization</p></div>	<ul style="list-style-type: none">• Implement striped and/or protected bike lanes (on-street and separated by a barrier from traffic) with proper consideration of how users transition to and from the lanes.• Implement off-street sidewalks and multi-use paths that are comfortable to a wide array of users by providing separation from traffic, such as landscaping.• Conduct education and promotional events to encourage bicycling and walking.• Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users.• Ensure Americans with Disabilities Act (ADA) standards are met or exceeded in constructing or retrofitting facilities, such as curb cuts, ramps, etc.• Coordinate with neighboring jurisdictions to ensure a well-connected system across boundaries. <p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Include major roadway and transit capacity projects in DRCOG’s fiscally constrained Regional Transportation Plan once construction funding is identified for such projects.• Manage and invest in the region’s multimodal transportation system to support freight movement and freight users, such as trucks and commercial vehicles.• Actively monitor and participate in discussions concerning through rail freight traffic to bypass population centers. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt local multimodal transportation plans that address connections within and between jurisdictions and communities.• Adopt land use standards around airports to guide compatible long range development.• Provide wayfinding signage for bicyclists, pedestrians and transit users to reach key destinations.
--	---	---	--

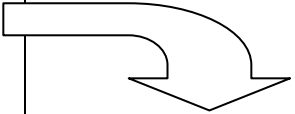
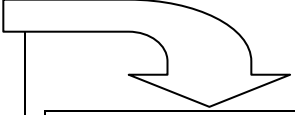
Outcome 6: A safe, dependable, and efficiently-operated transportation system	<ul style="list-style-type: none">5.4(g): Maintain and enhance airport capacity throughout the region <p>Objective 6.1: Assure Existing and Future Transportation Facilities Are Well-Maintained</p> <ul style="list-style-type: none">6.1(a): Maintain the transportation system infrastructure in good condition6.1(b): Develop and apply asset management principles and techniques	 <p>Bridge structural ratings</p> <p>Share of the CDOT and arterial roadway system with high or moderate drivability life or fair/good pavement conditions</p>		<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Collaborate with CDOT, RTD, local governments, and other regional stakeholders to implement and monitor asset management techniques. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Maintain transportation facilities in good condition and implement asset management principles and techniques.
	<p>Objective 6.2: Actively Operate, Manage, and Integrate Systems to Optimize Performance</p> <ul style="list-style-type: none">6.2(a): Monitor and manager transportation systems6.2(b): Implement Transportation Systems Management and Operations (TSM&O) projects6.2(c): Implement access management projects to optimize the efficiency to roadways, reduce conflict points, and improve safety6.2(d): Develop and deploy incident management procedures and processes6.2(e): Implement and operate coordinated traffic signal systems6.2(f): Support the use of congestions pricing and other tolling techniques6.2(g): Implement other active demand management strategies	 <p>Foundational Measure 7: Non-SOV (single occupancy vehicle) mode share to work⁵</p> <p>Annual average weekday vehicle miles traveled (VMT)</p> <p>Foundational Measure 8: Annual average weekday VMT per capita⁶</p> <p>VMT percent of total PMT (person miles traveled)</p> <p>Increase to 35 percent by 2040</p> <p>Reduce 10 percent from the 2010 level by 2040</p>		<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Work with CDOT, RTD, and other regional stakeholders to expand effective TSM&O projects, incident management procedures and processes, transportation demand management initiatives, and other innovative tools and techniques to safely optimize performance.Consider supporting alternative pricing and revenue producing strategies that directly reflect the cost of vehicle travel to the user. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Develop and implement access management principles along major streets.Monitor and manage transportation systems (including traffic signal systems) in collaboration with neighboring jurisdictions.

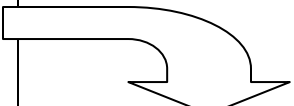


Outcome 7: A transportation system contributing to a better quality of life	Objective 6.3: Develop and Maintain a Safe and Secure Transportation System <ul style="list-style-type: none">6.3(a): Identify and implement safety enhancement projects6.3(b): Develop and implement strategies that enhance security	 <div>Foundational Measure 10: Number traffic fatalities⁷ Rate of fatal crashes per VMT Rate of traffic fatalities per 100,000 population Annual total of serious injury crashes and injuries Rate of serious injury crashes per VMT Rate of serious injuries per 100,000 population</div>	<div>Less than 100 per year by 2040</div>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Support cost-effective improvements to driver, passenger, pedestrian, and bicyclist safety.Collaborate with public safety stakeholders to assess threats to and vulnerabilities of the transportation system, including consideration of national and regional homeland security initiatives, and establish and implement resolution processes in response.Coordinate with federal, state, regional, and local agencies to implement applicable homeland security plans and initiatives.Facilitate interagency coordination on safety and homeland security initiatives. LOCAL ACTIONS <ul style="list-style-type: none">Accurately monitor and maintain crash and traffic safety data for all transportation modes.Implement projects that reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.Enforce traffic laws and ordinances as they apply to all users of the transportation system.Participate in federal, state, and regional initiatives related to safety and homeland security initiatives.
	Objective 7.1: Expand Transit-Supportive Land Use and Development Patterns <ul style="list-style-type: none">7.1(a): Maintain and improve efficient transportation access to regional employment hubs7.1(b): Expand mobility options within urban centers and other areas of concentrated major activity centers7.1(c): Focus roadway capacity increases within the urban growth boundary/area7.1(d): Promote multimodal connectivity	 <div>Average weekday vehicle trip length</div>		REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Encourage integrated land use and transportation planning among state and regional agencies, local governments, and the development community. LOCAL ACTIONS <ul style="list-style-type: none">Coordinate local comprehensive plan and transportation plan updates with neighboring and affected jurisdictions.Adopt land use policies and development regulations to support compact, mixed-use development patterns where appropriate.Reserve adequate rights-of-way in newly developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit, and roadway facilities.

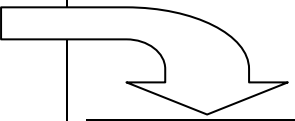
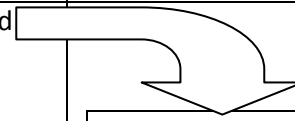
	<ul style="list-style-type: none">7.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities7.1(f): Consider issues of land use compatibility <p>Objective 7.2: Expand Transportation Services and Access That Address the Needs of Persons with Mobility Obstacles or Impairments</p> <ul style="list-style-type: none">7.2(a): Provide local and regional transportation services that improve personal mobility, employment access, independence and well-being, and access to health services for those with mobility obstacles or impairments7.2(b): Address the transportation needs mobility-limited populations in land use planning and development7.2(c): Address the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities <p>Objective 7.3: Develop and Maintain a Transportation System that Protects and Enhances Air Quality, Energy Efficiency, and the Overall Environment</p> <ul style="list-style-type: none">7.3(a): Expand Travel Demand Management (TDM) services and strategies7.3(b): Provide efficient, low-polluting alternatives to single-occupant vehicles	<div><div><p>Number of demand response trips provided by non-RTD public transportation service providers</p><p>Share of the population in low-income or minority areas with good transit-job accessibility (100,000 jobs within 45 mins)</p><p>Share of bicycle travel way facilities in low-income communities/neighborhoods</p></div></div> <div><div><p>Foundational Measure 6: Surface transportation related to greenhouse gas (GHG) emissions (total annual and per capita)⁸</p><p>Petroleum fuel burned (total annual and per capita)</p><p>Compressed natural gas (CNG) and electric vehicles</p></div><div><p>60 percent decrease between 2010 and 2040</p></div></div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Routinely evaluate and address the mobility needs of persons with mobility obstacles or impairments.Coordinate information and services among all transportation providers.Address the transportation needs of mobility-limited populations as feasible in local and regional transportation and land use planning and decision-making.Increase coordination of transportation services to reduce trip times and increase access to employment and vital human services for low-income and mobility-limited populations. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Connect populations in need of transportation with service.Develop transportation service options to address mobility needs within communities.Upgrade existing facilities (sidewalks, signal timing, bus stops/shelters) to improve transit access for older adults and mobility-limited populations.Use DRCOG’s Boomer Bond assessment tool to help address the needs of the region’s rapidly increasing aging population. <p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Work with partners to expand the regional TDM program consisting of outreach, promotion, trip-planning, and marketing activities to shift commute choices to non-single occupant vehicle modes, including carpools, vanpools, transit, bicycling, and walking, as well as telework and alternative work schedules. Continue and expand marketing consisting of advertising campaigns such as “Stop Being an SOV” and events such as Bike to Work Day.Provide funding, tools, informational forums, and resources to jurisdictions, TMA/Os, non-profits, and other TDM stakeholders to increase TDM awareness and use.Facilitate and provide services for ride-sharing (e.g. carpools, vanpools, and schoolpools).
--	---	--	---

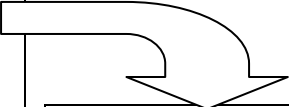

	<ul style="list-style-type: none">• 7.3(c): Ensure traditionally underserved populations receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts• 7.3(d): Reduce potential environmental impacts of roadway construction and maintenance• 7.3(e): Encourage the use of alternative fuel vehicles and infrastructure• 7.3(f): Support legislation that increases fuel economy standards and incentives			<ul style="list-style-type: none">• DRCOG Way to Go and TDM stakeholders continue to work with local jurisdictions and employers to distribute information about and encourage the use of technology, including multimodal real-time trip planning.• Fund transportation system improvements that minimize transportation-related fuel consumption, as well as air pollutant and greenhouse gas emissions.• Fund first and final mile bicycle and pedestrian facilities and connections to transit, such as sidewalks and bicycle facilities; and bikesharing, wayfinding, bicycle parking and shelters, and carsharing at transit stations.• Support actions that reduce engine idling.• Cooperatively develop mitigation strategies for transportation projects to address environmental impacts.• Develop and invest in regional alternative fueling station infrastructure plans and projects focused on fuels that lead to the greatest reductions in air pollution and greenhouse gas emissions.• Support large-scale fleet conversions by local governments and shared fleets around the region. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Conduct activities to inform and promote the use of TDM strategies and services by Transportation Management Associations/Organizations (TMA/O) and local TDM providers.• Implement parking supply and pricing mechanisms, such as shared, unbundled, managed, and priced parking in urban centers and other major activity centers to manage parking availability and incentivize walking, bicycling, carpooling, and transit use.• Include alternative fuel infrastructure within transportation projects as appropriate.• Develop supporting infrastructure and local regulations, policies, and ordinances regarding alternative fuels, fleet conversions, environmental preservation, and related topics.
--	---	--	--	---

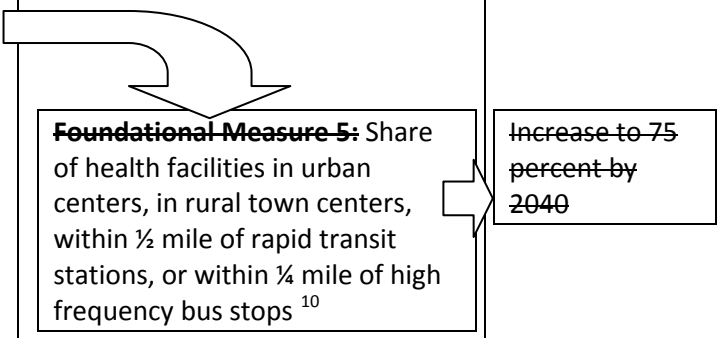
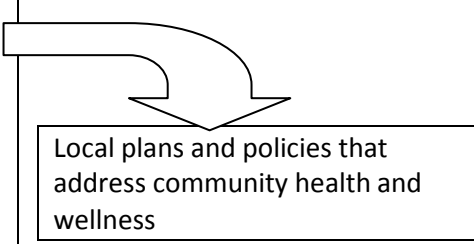
<p><u>A Safe and Resilient Natural and Build Environment</u></p> <p>Outcome 8: A region with clean water and air, and lower greenhouse gas emissions.</p>	<p>Objective 8.1: Improve Air Quality and Reduce Greenhouse Gas Emissions</p> <ul style="list-style-type: none">• 8.1(a): Promote efficient development patterns• 8.1(b): Incentivize alternative fuel vehicles and infrastructure• 8.1(c): Expand multimodal transportation options• 8.1(d): Improve the efficiency of transportation facilities• 8.1(e): Collaborate with local and regional partners on air quality initiatives• 8.1(f): Increase public awareness of air quality issues	<p>Number of air quality violation days</p> <p>Foundational Measure 6: Surface transportation related greenhouse gas (GHG) emissions per capita⁹</p> <p>Compressed natural gas (CNG) and electric vehicles</p> <p>60 percent decrease between 2010 and 2040</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Continue to support programs and public awareness campaigns, such as Way to Go and others that promote behavior shifts on an individual level.• Incentivize the use of cleaner technologies, such as alternative fuel vehicles.• Facilitate communication and project implementation between state, regional, and local agencies to maximize the efficiency of the transportation network. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Review and modify local comprehensive plans and development regulations to improve community accessibility and to enhance pedestrian, bicycle, and transit travel opportunities.• Develop regulations and infrastructure needed to support the use of alternative fuel vehicles and the use of alternative modes, such as charging stations, bicycle parking, and shower facilities for employees.• Update business and government fleets to alternative fuel vehicles.• Develop specific plans and strategies to operate roadways more efficiently (e.g., traffic signal coordination and better manage traffic incidents).
	<p>Objective 8.2: Restore and Maintain the Quality of the Region’s Waters</p> <ul style="list-style-type: none">• 8.2(a): Require adequate wastewater treatment systems to serve new development• 8.2(b): Promote best management practices• 8.2(c): Pursue water protection and management initiatives• 8.2(d): Limit groundwater contamination	<p>Miles of impaired water bodies</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Coordinate with the Colorado Water Quality Control Commission and other stakeholders monitor land use changes in basins with adopted water quality plans and programs.• Maintain data and mapping of aquifers, recharge areas, well heads, landfills, and other information, as available to help inform local land use decisions that may affect the region’s groundwater resources. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt and implement grading, erosion, and sediment control ordinances to minimize sediment and other pollutant runoff.• Adopt policies and regulations for industrial uses to limit opportunities for potential groundwater contamination.

Outcome 9: An interconnected network of widely accessible open space, parks, and trails.	Objective 8.3: Reduce Growth in Regional Per-Capita Water Consumption <ul style="list-style-type: none">8.3(a): Reduce overall water consumption8.3(b): Facilitate collaborative efforts to promote water conservation8.3(c): Require adequate long-term water services	 <div>Per capita water use</div>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Collaborate with local and regional partners to increase the awareness and implementation of best management practices (BMPs) and incentives available to support regional water conservation efforts among all users. LOCAL ACTIONS <ul style="list-style-type: none">Promote water conservation through ordinance revisions and public information activities that encourage the use of low -flow plumbing devices, drought-tolerant and native vegetation for landscaping, conservation-oriented irrigation techniques, and other low-impact site development techniques in new development and rehabilitation projects.Collaborate with adjoining communities, water districts, and other providers on efforts to promote the efficient delivery and use of water and infrastructure for commercial, residential, and agricultural purposes.
	Objective 9.1: Protect and Restore Open Space of Local and Regional Significance <ul style="list-style-type: none">9.1(a): Protect important natural resources and other preservation focus areas9.1(b): Preserve features of scenic, historic, and educational value9.1(c): Use open space as a tool to shape growth and development patterns	 <div>Amount of open space Amount of priority preservation areas protected</div>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Coordinate updates to the regional Preservation Focus Areas map as appropriate and leverage local, regional, and state funding available for parks, open space, and trails.Support the integration of parks, open space, and trails as part of the restoration of brownfields and other similar sites. LOCAL ACTIONS <ul style="list-style-type: none">Prioritize the protection or restoration of open space in preservation focus areas and other locations that help fill “missing links” in the regional open space and greenway system in local plans and funding programs.Adopt policies and establish guidelines or standards that promote the incorporation of natural features into new development and redevelopment.Adopt open space set-aside or fee-in-lieu requirements for future development or redevelopment.Coordinate with adjoining communities and municipalities and other organizations, such as Great Outdoors Colorado, to help leverage available funding.

Outcome 10: Working agricultural lands of significance are conserved for current and future generations.	Objective 9.2: Provide a Parks System that is Widely Accessible to the Region’s Residents <ul style="list-style-type: none">9.2(a): Support a diversity of parks to meet the region’s needs9.2(b): Increase park accessibility	 <div>Recreational opportunities in areas with concentrations of low income populations as compared to the region on a per capita basis</div>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Increase awareness of the need to plan for and accommodate smaller parks, greenspaces, and recreational amenities in and adjacent to urban centers. LOCAL ACTIONS <ul style="list-style-type: none">Adopt policies and regulations to enhance connections to parks and support the implementation of parks and recreational facilities in urban centers.
	Objective 9.3: Establish Multimodal Linkages to and Between the Region’s Parks, Open Spaces, and Developed Areas <ul style="list-style-type: none">9.3(a): Complete “missing links” in the regional trail and greenways network9.3(b): Increase transit access to major greenways and open space areas	 <div>Parks and open space areas in urban centers, within ½ mile of rapid transit stations, or within ¼ mile of high frequency bus stops Parks and open space areas within 1/2 mile of a bicycle travel way facility</div>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Collaborate with local governments and other regional partners on the identification and implementation of priority trails and greenway expansion projects. LOCAL ACTIONS <ul style="list-style-type: none">Complete local links in the regional greenway and trails network through strategic acquisition or other means, prioritizing linkages that will enhance connectivity to or within the regional network, or to nearby communities or urban centers.
	Objective 10.1: Maintain the Region’s Agricultural Capacity <ul style="list-style-type: none">10.1(a): Conserve significant agricultural lands10.1(b): Support diversity and continued innovation in the agricultural industry	 <div>Agricultural production employment Extent of cropland cover</div>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Monitor the quantity and distribution of the region’s agricultural lands over time using resources, such as those provided by the American Farmland Trust. Consider both lands that are being actively used for agricultural purposes, as well as those that are zoned for agriculture, but not currently in use.Coordinate with local communities and local, regional, and state conservation programs to identify and protect—through conservation easements, purchase, or other means— significant agricultural resources at risk of being lost. LOCAL ACTIONS <ul style="list-style-type: none">Establish clear policy support for agricultural lands and operations in local comprehensive plans.Establish definitions for agricultural lands and operations at all scales in development regulations to ensure agricultural uses are allowed in appropriate areas. Identify and remove potential barriers to agritourism and other non-traditional agricultural uses.Direct landowners or individuals interested in preserving working lands or starting a new farming operation to programs and incentives available through the American Farmland Trust, Colorado Open Lands, and other organizations.


<p>Outcome 11: Reduced risk and effects from natural hazards.</p>	<p>Objective 11.1: Enhance Community Resiliency</p> <ul style="list-style-type: none">• 11.1(a): Limit expansion of the wildland-urban interface• 11.1(b): Promote integrated planning and decision making• 11.1(c): Foster interagency coordination• 11.1(d): Prioritize open space protection in high-risk areas	 <div><p>Amount of high risk areas protected as open space or park</p></div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Seek support necessary to update the Denver Regional Hazard Mitigation Plan every five-years and make available to local communities all mapping and accompanying databases of county-level hazard profiles to support local planning efforts.• Coordinate with the Colorado Department of Local Affairs, the Federal Emergency Management Agency, emergency responders, and others local, state, and federal stakeholders to help advance planning efforts, assemble BMPs, and increase local and regional preparedness.• Assist local governments impacted by natural disasters with recovery planning efforts. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Integrate hazard mitigation considerations into local comprehensive plans and development regulations, either through an integrated plan update process, or by reviewing and updating existing policies and regulations on a more targeted basis.• Adopt a hazard mitigation plan or consider working with regional partners to develop a regional plan if creating a locally tailored plan is not feasible.• Collaborate with emergency responders in the identification of critical facilities, and the review of local plans, regulations, and development projects of significance.• Incorporate Colorado State Forest Service guidelines into the land development and building permit approval process.
<p>Healthy, Inclusive, and Livable communities</p> <p>Outcome 12: A built and natural environment that supports healthy and active lifestyle choices.</p>	<p>Objective 12.1: Increase convenient and safe mobility options for all ages and abilities</p> <ul style="list-style-type: none">• 12.1(a): Build active, connected places• 12.1(b): Improve first- and final-mile connections• 12.1(c): Build Complete Streets	 <div><p>Housing and employment within ½ mile of bicycle travel way facility</p><p>Housing and employment within ¼ mile of bus stop and ½ mile of rapid transit station</p><p>Traffic fatalities per 100,000 population</p><p>High-performing schools within ¼ mile of bus stop and ½ mile of rapid transit station</p></div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Prioritize funding for projects that meet Complete Streets objectives.• Focus resources on building safe pedestrian and bicycle connections from transit stops to neighborhoods and activity centers within communities.• Facilitate public/private partnerships to identify and address first- and final-mile connectivity issues associated with regional transit. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt policies and implement regulations that promote a mix of uses and active public spaces.• Adopt and implement street standards that are locally tailored to meet Complete Streets objectives in a variety of contexts—urban, suburban, and rural.• Prioritize funding for projects that meet Complete Streets objectives through non-MPO sources, including local capital improvement programs.• Promote the development of the natural and built environment shade canopy and/or appropriate vegetative cover to create/maintain a safe, comfortable pedestrian environment.

	<p>Objective 12.2: Increase Access to Healthy and Local Foods</p> <ul style="list-style-type: none">• 12.2(a): Expand opportunities for local food production and processing• 12.2(b): Increase the efficiency of food distribution	 <div>Population living in areas with low food access</div> <div>Full service grocery stores within ¼ mile of bus stop, ½ mile of rapid transit station, or in an urban center</div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Monitor the accessibility of healthy food options from transit through periodic updates to the Denver Regional Equity Atlas.• Support the integration of farmers’ markets and other green markets within urban centers and rural town centers.• Examine the production, processing, distribution and consumption of food in the Denver region and consider creation of a regional food system council as a potential outcome.• Encourage the creation of a network of regional food hubs to facilitate the processing and distribution of local food, particularly in support of farmers’ markets.• Promote regional coordination of institutional purchasing efforts to increase access to market for small producers.• Monitor the quantity and distribution of community gardens, small-urban farms, and land that is zoned and used for agriculture over time, using regional mapping and working with local communities and others. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Adopt and implement policies and regulations that increase opportunities for local food production and processing by allowing community gardens, keeping of fowl and small livestock, and small-scale agricultural operations.• Consider ordinances that allow residential sales of produce grown on premises.• Prioritize incentives for grocers who locate in urban centers and underserved areas of the community.
	<p>Objective 12.3: Maximize Opportunities for Recreation an Access to the Natural Environment</p> <ul style="list-style-type: none">• 12.3(a): Expand the regional trail network• 12.3(b): Improve transit connections to recreational opportunities	 <div>Housing located within ¼ mile of a park or trail</div>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">• Organize attention around the need for green space and recreational amenities in areas where a concentration of residents and/or employees exists or is planned, such as in urban centers.• Collaborate with local governments on the identification and implementation of projects in areas that have the greatest need for access to recreation and nature, as identified in the Regional Equity Atlas. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">• Focus on completing “missing links” in the regional trail network.• Adopt policies and regulations to support small-scale parks, plazas, and other indoor and outdoor recreational facilities. Consider providing incentives for projects that provide a range of recreational options.

Outcome 13: The region’s residents have expanded connections to health services	Objective 13.1: Improve Connections to Health Care Facilities and Service Providers <ul style="list-style-type: none">13.1(a): Locate health services in areas that are readily accessible13.1(b): Improve transit accessibility to health services	 <p>Foundational Measure 5: Share of health facilities in urban centers, in rural town centers, within ½ mile of rapid transit stations, or within ¼ mile of high frequency bus stops ¹⁰</p> <p>Increase to 75 percent by 2040</p>	<ul style="list-style-type: none">Pursue agreements to share public properties or facilities that can increase access to recreation and/or community gathering places. <p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Conduct periodic updates to the Regional Equity Atlas and collaborate with local and state public health departments to conduct additional research at a neighborhood level to help inform discussions surrounding areas of the greatest need. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Collaborate with public health professionals, area hospitals, health and social service providers, and other regional stakeholders to implement projects in areas with the greatest need for accessibility improvements.Adopt and implement policies and regulations that support the integration of health services as part of urban centers, employment campuses, retail centers, rural town centers, and other activity hubs.
	Objective 13.2: Increase Awareness and Knowledge of Community Health and Wellness Issues and Support Networks <ul style="list-style-type: none">13.2(a): Promote collaboration among stakeholders at the local, regional, and state level13.2(b): Leverage existing health and wellness programs and services13.2(c): Incorporate health considerations and strategies into local and regional plans13.2(d): Increase awareness of programs, services, and other assistance	 <p>Local plans and policies that address community health and wellness</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Convene regular meetings of regional stakeholders—health care providers, local governments, public health organizations, major hospitals, business leaders, the development community, foundations, and others as appropriate—to facilitate and support health and wellness projects and initiatives of regional significance.Establish a central clearinghouse of information to support health and wellness initiatives throughout the region (e.g., regional health indicators, access to services, programs, best practices). <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Work with local elected and appointed officials to integrate health and wellness priorities and goals into comprehensive plans. Incorporate supporting information into plan and policy development and decision-making.

Outcome 14: Diverse housing options meet the needs of residents of all ages, incomes, and abilities	Objective 14.1: Increase the Regional Supply of Ownership and Rental Housing that is Affordable to a Variety of Households at All income Levels <ul style="list-style-type: none">14.1(a): Remove barriers and reduce cost of developing housing14.1(b): Encourage creative approaches to foster the development of affordable, accessible workforce and senior housing14.1(c): Monitor changing demands for new and different types of housing14.1(d): Promote better jobs-housing balance in employment-rich areas	<p>Foundational Measure 4: Share of the region’s households that are housing cost burdened (spending 30% or more of income on housing)¹¹</p> <p>Housing affordability housing gap</p> <p>Reduce to 25 percent by 2040</p>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Share BMPs in land use regulations, zoning and housing policies with local governments and other stakeholders.Convene local government officials and housing experts to identify ways to expand affordable, accessible workforce and senior housing development opportunities in local communities. LOCAL ACTIONS <ul style="list-style-type: none">Review local plans and regulations to ensure they encourage a mix of housing types and densities.Consider incentives to support affordable, accessible, workforce and senior housing, particularly within centers and other areas that are or may be served by transit.Promote a variety of housing options to meet the needs of older adults, including independent and supportive options.
	Objective 14.2: Encourage Opportunities for Diverse Housing by Leveraging Transit Investments <ul style="list-style-type: none">14.2(a): Promote transit-oriented communities that ensure a mix of housing affordability in transit station areas, including preservation of existing affordable housing14.2(b): Encourage transit investments where housing densities support transit already, or are guided to support such densities through local community planning process14.2(c): Elevate awareness of the catalytic role housing can play in transit-oriented community strategies	<p>Share of population in low-income or minority areas with good transit-job accessibility (100,000 jobs within 45 mins.)</p> <p>Foundational Measure 3: Combined cost of housing and transportation as a percent of income for a median-income family¹²</p> <p>Combined cost of housing and transportation as a percent of income for a moderate-income family and working individual</p> <p>Subsidized, affordable housing units in urban centers, within ½ mile of rapid transit stations, or within ¼ mile of high frequency bus stops</p> <p>Share of population in low-income or minority ares with good transit-job accessibility (100,000 jobs within 45 minutes)</p> <p>Decrease to 45 percent by 2040</p>	REGIONAL ACTIONS (DRCOG and Other Regional Partners) <ul style="list-style-type: none">Continue to support local planning that furthers the implementation of the region’s transit system and urban centers.Develop and share guidance based on existing best practices, to aid local communities in the identification of high opportunity sites, districts, or areas. LOCAL ACTIONS <ul style="list-style-type: none">Assess current and future housing needs and programs in transit communities.Assess transit and mobility gaps near higher density, affordable, accessible-, workforce- and senior housing.Plan for increased residential density in strategic transit and transportation corridors.Develop a focused strategy for preservation and rehabilitation of existing housing located near current and future transit areas.Develop and maintain cooperative efforts with entities focused on developing accessible, affordable, workforce and senior housing

<div><div><div>A Vibrant Regional Economy</div><div>Outcome 15: Access to opportunity for all residents.</div></div></div>	<div><div><div>Objective 15.1: Ensure the Efficient Flow of People, Goods, Services, and Information in and Through the Region</div><div><div><div><div>15.1(a): Invest in the region’s infrastructure to ensure the region’ remains globally competitive</div><div>15.1(b): Connect residents and visitors to cultural, educational, and natural amenities in the Denver region and across the state</div><div>15.1(c): Preserve, protect and enable employment opportunities that are accessible to transit</div></div></div></div></div></div>	<div><div><div><div>Foundational Measure 9: Lane-miles of congested roadways on the Regional Roadway System (RRS)¹³</div><div>Average travel time variation (peak vs. off peak)</div></div><div>Not to increase above 2,000 lane miles through 2040</div></div></div>	<div><div><div>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</div><div><div>Identify current and future travel and mobility trends including: commuting patterns in employment and urban centers; freight and commercial vehicle travel; technological advances; and recreation and tourism.</div><div>Identify best practices to support manufacturing and production businesses in areas served by transit.</div><div>Identify best practices to support mixed use development, including a range of employment and housing options in areas served by transit.</div><div>Evaluate, promote, and encourage investment in first- and final-mile solutions.</div><div>Provide and analyze data on the region’s demographic and economic conditions.</div><div>Identify gaps and strategies in regional transportation infrastructure.</div></div><div><div>LOCAL ACTIONS</div><div><div>Develop plans to address potential conflicts between conservation of natural resources and public use and enjoyment.</div><div>Engage economic development and planning professionals in efforts to align community-wide goals.</div><div>Develop strategies that focus a range of employment opportunities directly adjacent to transit stops and stations.</div></div></div></div></div>
	<div><div><div>Objective 15.2: Improve Access to and From the Region’s Developed an Emerging Employment Centers</div><div><div><div>15.2(a): Track, assess, and respond to the mobility needs of major employment centers</div><div>15.2(b): Facilitate public/private partnerships to improve first- and final-mile connections to the region’s high-capacity transit services</div></div></div></div></div>	<div><div><div><div>Average urban center mode spilt</div><div>Travel time to employment centers</div><div>Share of region’s employees with access to EcoPass</div></div></div></div>	<div><div><div>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</div><div><div>Establish a technical committee to identify best practices in addressing first and final mile barriers.</div><div>Develop and track metrics that measure qualitative and quantitative urban design characteristics, and quantitative market and economic performance measures at transit stations.</div></div><div><div>LOCAL ACTIONS</div><div><div>Partner with transportation management organizations and/or improvement districts to determine travel needs of employees.</div><div>Work with property owners, developers, transportation service providers, and RTD to implement first- and final-mile strategies in employment centers.</div><div>Prioritize investments that will contribute to mobility enhancements in employment centers.</div></div></div></div></div>

Outcome 16: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.	<p>Objective 16.1: Improve Access to and From the Region’s Developed an Emerging Employment Centers</p> <ul style="list-style-type: none">16.1(a): Assess whether the infrastructure our communities and residents depend on now and in the future will support the region’s near- and long-term economic vitality.16.1(b): Develop monitoring and reporting programs to assess progress toward shared local and regional goals	 <p>Regional Gross Domestic Product (GDP)</p>	<p>REGIONAL ACTIONS (DRCOG and Other Regional Partners)</p> <ul style="list-style-type: none">Create annual progress report on regional land use and transportation measures and targets that influence the region’s economic vitality.Consolidate regional data, analysis, and information to a “one-stop shop” accessible to a wide variety of audiences.Develop informational products that highlight key trends that may impact the region’s ability to achieve desired outcomes. <p>LOCAL ACTIONS</p> <ul style="list-style-type: none">Collect and share local development data and trends that can inform regional analysis and modeling.Develop measures and indicators to assess progress toward local goals.Regularly assess the regional impact of local policies, programs and investments.
---	---	--	---

¹ Current status: measure and target will be presented to Board without MVIC recommendation / MVIC also considered an alternative, “Share of region’s population living in areas with housing and transportation costs affordable to the typical household in the region” –

² Current status: measure and target will be presented to Board with MVIC recommendation (June MVIC action)

³ Current status: measure and target will be presented to Board with MVIC recommendation (June MVIC action)

⁴ Instead of the original measure and target, MVIC voted to recommend two foundational measures related to congestion and delay (June MVIC action):

- 9a: Average travel time variation (TTV) on the Regional Roadway System (RRS) (peak vs. off-peak)
- 9b: Average person delay per trip

⁵ Current status: measure and target will be presented to Board with MVIC recommendation (June MVIC action)

⁶ Current status: measure and target will be presented to Board with MVIC recommendation (June MVIC action)

⁷ Current status: measure and target will be presented to Board with MVIC recommendation (June MVIC action)

⁸ Current status: measure and target will be presented to Board with MVIC recommendation (June MVIC action)

⁹ See note 7 above

¹⁰ MVIC voted in June to remove this proposed foundational measure from consideration as a foundational measure, but retain it in the plan without a target

¹¹ Current status: measure and target will be presented to Board without MVIC recommendation / MVIC also considered an alternative, “Share of the region’s households earning less than \$50,000 per year that are housing cost burdened”

¹² See note 1 above

¹³ See note 4 above

Attachment 5: MVIC – August 2015

Summary of written comments on draft Metro Vision 2040 Plan Draft's Themes and Outcomes as of July 27, 2015*

**This table shows the written comments received from Board members addressing Overarching Themes and Outcomes, the subject of the August 5, 2015 MVIC meeting.*

Theme or Outcome	Board member/alternate comment
Outcome 8: A region with clean water and air, and lower greenhouse gas emissions	Define "lower"
Outcome 8 (narrative): "...ensure that future growth complies with applicable standards and requirements at the federal, state, and local levels."	This appears to be a mandate that land use decisions must follow MV in order to receive TIP funding. Thus linking COG requirements and demands to MPO
Outcome 9: An interconnected network of widely accessible open space, parks and trails	Define "widely"
Outcome 9 (narrative): "...maintain separation between individual communities..."	Why is this important? This is a Boulder "thing". They want to be exclusive and not inclusive. They try to set themselves apart from everyone else and feel that mixing with other communities will degrade their elite status. This is another way of using Open Space programs to eliminate and prohibit development. I strongly oppose this language.
Outcome 9 (narrative): "...provide important wildlife habitat..."	What wildlife are they expecting to protect in an urban environment?
Outcome 9 (narrative): "...greenways that connect them, these areas will also provide the region's residents with the opportunity to participate in a variety of recreational pursuits that support community health and wellness."	More greenways require more irrigation that goes against water conservation programs. We live in a high desert
Outcome 10: Working agricultural lands of significance are conserved for current and future generations	I do not follow this statement of "lands of significance". Conservation may take the ability of the farmer to sell his or her property
Outcome 11: Reduced risk and effects from natural hazards	Reduce using what measurement? Is this a claim of man made climate change reduction or ?????
Outcome 11: Reduced risk and effects from natural hazards	This is already a requirement of the State. Why are we discussing this at DRCOG?

Attachment 4
MV2040 Plan Adoption Schedule

August <u>MVIC</u>	Review of each Plan Draft theme and its objectives (no discussion on measures/targets or strategies)
September <u>MVIC</u>	Conclude any remaining business from August; Review each Plan Draft theme's measures and targets (no discussion on strategies)
October <u>MVIC</u>	Conclude any remaining business from September; Review of each Plan Draft theme's strategies
November <u>MVIC</u>	Conclude any remaining business from October; Send redline version of Plan Draft to full Board for any final suggestions/comments
December <u>BOARD</u>	Review final suggestions/comments from members; Continue review of suggestions/ comments to January or set public hearing
January <u>BOARD</u>	Conclude any remaining business from December; Set public hearing
February <u>BOARD</u>	Hold public hearing
March <u>BOARD</u>	Take action on Plan