

Board Officers

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AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, June 4, 2014
4:00 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.
3. Summary of May 7, 2014 Meeting
(Attachment A)

INFORMATIONAL ITEM

4. Metro Vision 2040 Update – Parks and Open Space/Community Health and Wellness
(Attachment B) Brad Calvert, Senior Planner, Regional Planning & Operations

ACTION ITEM

5. *Move to recommend to the Regional Transportation Committee and the DRCOG Board the Draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP
(Attachment C) Douglas W. Rex, Director, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

6. Other Matters
7. Next Meeting – July 2, 2014
8. 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

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METRO VISION ISSUES COMMITTEE MEETING SUMMARY
May 7, 2014

MVIC Members Present: Elise Jones – Boulder County; Nancy Sharpe – Arapahoe County; Bob Roth – Aurora; Sue Horn – Bennett; Suzanne Jones – Boulder; Cathy Noon – Centennial; Doug Tisdale – Cherry Hills Village; Robin Kniech – Denver; Jack Hilbert – Douglas County; Todd Riddle – Edgewater; Don Rosier – Jefferson County; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Val Vigil – Thornton.

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Travis Greiman – Centennial; Anthony Graves – Denver; Joe Fowler – Douglas County; Kent Moorman, Shakti – Lakewood; Gene Putman – Thornton; Jeff Sudmeier, Danny Herrmann – CDOT; Ted Heyd – Bicycle Colorado; Will Toor – SWEEP; Jin Tsuchiya – CRL Associates; and DRCOG staff.

Call to Order

The meeting was called to order at 4:07 p.m.; a quorum was present.

Public Comment

Ted Heyd, Bicycle Colorado, thanked the members and staff for their efforts on the TIP criteria update. He noted it's important to think about how the proposed criteria will affect the provision of a true multimodal transportation system.

Will Toor, Southwest Energy Efficiency Project (SWEEP) spoke about the proposed TIP criteria. He noted overall the criteria will move the TIP forward toward the policy goals expressed in Metro Vision. He noted the multimodal connectivity points related to transit lanes should be the same as the protected bike lane (8 points each). In roadway operations (capacity and reconstruction) the benefit should focus on reduction of person hours of delay rather than vehicle hours of delay.

Summary of April 2, 2014 Meeting

The summary was accepted as submitted.

Move to recommend to the Board of Directors *Project Location-related Metro Vision Implementation* evaluation criteria (Appendix F) for the 2016-2021 Transportation Improvement Program (TIP) as proposed by staff

Brad Calvert briefly described the proposed project location-related evaluation criteria. He directed member's attention to a set of maps provided related to environmental justice areas.

Members expressed concern with the size of the environmental justice area shown on the map. Questions were asked about what criteria are used to determine the environmental justice areas. Staff explained that the designations are federally mandated, and are based on low income or minority demographics. Some concern was expressed that the time period of employment growth data used is from 2005 through 2013. What about growth that will occur this year, or during the first four years of the TIP? Staff reported that the 2005-2013 time span was selected for a couple of reasons: availability of data and many of the goals in Metro Vision are benchmarked in 2005.

Robin Kniech **moved** to adopt the staff recommendation. The motion was seconded. There was discussion. After discussion, the motion was **withdrawn**.

Val Vigil **moved** to table discussion on this issue. The motion was **seconded**. The motion was **withdrawn**.

Val Vigil **moved** to send the evaluation criteria back to the Transportation Advisory Committee for input as noted during subsequent discussion.

Issues for input from the Transportation Advisory Committee:

- Employment growth expressed in numbers rather than percentages.
- Concern was expressed that there is no requirement to actually serve the EJ area with projects. A benefit to the EJ community should be required.
- Should the measurement be the same for job growth of 250 jobs and 12,000 jobs? Perhaps some gradation of points should be considered.
- Promoting access to existing and emerging employment centers – how to balance existing and emerging.
- How will the potential of an area be defined, not just what's happened in the past.
- Should focus on getting people to jobs. Bus transit connectivity is an issue in areas with rail transit.

The motion **passed** with 1 opposed.

Move to recommend to the Board of Directors improvements to the Transportation Improvement Program (TIP) as agreed to during the meeting.

Doug Rex reviewed the materials provided and the process to date. He noted that several comments have been received by staff.

Bob Roth **moved** to send the criteria to the Transportation Advisory Committee (TAC) for technical comment. It was noted that the TAC has not had an opportunity to provide input. The motion was **seconded**. There was discussion.

Members provided the following input for Transportation Advisory Committee discussion:

- Capacity projects should focus on person miles of travel, not vehicle miles of travel.
- The points for adding a protected bike lane and for other bike facilities should be the same.
- HOV lanes should receive the same points as a bike lane (8).
- Currently, 2 points are proposed for a new bicycle or pedestrian facility that directly accesses a school and 2 points for new bicycle or pedestrian facility that directly touches a passenger rail station. The language could be clarified to read "provides a path to passenger rail/BRT station or school property and is within 1/8 of a mile."
- Why was the distance requirement removed for the protected bike lane? Staff noted that the requirement for the facility to run the full length of the project would be restored. A comment was made that the safety of separated bike lanes should be addressed.

Metro Vision Issues Committee Meeting Summary

May 7, 2014

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- A comment was made that communities who have already invested in these types of projects (bike facilities, etc.) should be allowed to score the points for new projects adjacent to previously built facilities.
- Metrics using number of routes served should use number of persons served. TAC should be polled for their technical opinion on this topic.
- A comment was made to not give points for bike counters. Perhaps bike counters should be a required project element rather than a separate category.
- Grade separations were removed. Staff noted that they are still eligible; they just aren't called out separately.
- A question was asked about changing the length from 1800 feet to one mile for roadway operational improvements. Denver noted support for the change, as a recent Denver project was too short to qualify as capacity and too long for operational improvement.
- The time for getting transit agency support seems prohibitive. Sponsors used to be able to get a letter of support from the transit agency to submit with project applications.
- An issue was expressed with using federal money on new bus service, as federal dollars are not reliable.
- Look at allowing bicycle facility reconstruction based on criteria other than pavement condition (i.e., congestion, etc.). A comment was made that there should be some clarification of whether a facility is recreational.
- Restore the 1 point for a bicycle facility under 25 mph.
- On pedestrian only projects, include designated transit corridors.
- Urban centers and urban corridors should be used throughout the document.

After discussion, the motion **passed** unanimously.

Presentation on Regional Economic Strategy

Brad Calvert provided a brief overview of the report. It was noted this item will be covered more fully at the May Board meeting.

Presentation on Urban Sim

This presentation was postponed due to time constraints.

Next Meeting

The next meeting is scheduled for **June 4, 2014**.

Adjournment

The meeting adjourned at 6:05p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
June 4, 2014	Informational	4

SUBJECT

This item updates members on two potential elements of the Metro Vision 2040 plan – Community Health and Wellness and Parks and Open Space.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG staff will provide an update on the development of Metro Vision 2040. The project update will focus on two key topics: Community Health and Wellness and Parks and Open Space. Issue updates are attached.

A brief summary of the anticipated Metro Vision 2040 update process will also be presented.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Attachments:

- Metro Vision 2040 Issue Update – Community Health and Wellness
- Metro Vision 2040 Issue Update – Parks and Open Space

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; Brad Calvert, Senior Planner, Regional Planning and Operations at 303-480-6839 or bcalvert@drcog.org



Community Health and Wellness Metro Vision 2040 Issue Update – May 27, 2014

In addition to refining the existing Metro Vision 2035 topics, the Metro Vision 2040 update will address emerging regional trends and topics, such as community health and wellness, which is the focus of this issue update. Many local jurisdictions and partner organizations are already working to improve community health and wellness, and stakeholders around the region recognize this topic is of growing interest and concern for the region.

A comprehensive issue paper on Community Health and Wellness was distributed to the Board of Directors in April 2014 – and can be found at the link below.

<http://www.drcog.org/documents/Health%20Issues%20Paper.pdf>.

This Issue Update provides a high-level overview of plan development activities and preliminary issues, opportunities and challenges related to community health and wellness. For more information on this topic please see the issue paper linked above.

Stakeholder Engagement

Metro Vision 2040 will be informed by numerous community outreach and stakeholder efforts. Key stakeholder input on the issue of community health and wellness is summarized below.

Metro Vision 2040 Listening Tour

Twenty-one in-depth interviews, 11 listening groups with more than 190 participants and an online survey completed by 1,177 stakeholders comprised the data collection methods for the Listening Tour. Listening Tour participants described the qualities that would make the Denver region the best place in the country for people of all ages, abilities, and incomes to live.

- Participants described a region that will become denser, but a region that also includes suburban and rural housing choices – with healthy designs incorporated in future developments.
- More than half of survey respondents (61%) selected “quality healthcare options” as important to a high quality of life, and 58 percent selected “easy access to healthy food options.”

Metro Vision Planning Advisory Committee (MVPAC)

MVPAC is a temporary DRCOG committee charged with advising the DRCOG Board of Directors and Metro Vision Issues Committee (MVIC) on the development and implementation of Metro Vision 2040. MVPAC will work with DRCOG staff to develop policy options and make recommendations to the Board and MVIC. In June 2013 DRCOG staff worked with MVPAC to refine an initial list of key issues to consider in Metro Vision 2040, including community health and wellness. The committee further discussed community health and wellness in March 2014.



- MVPAC noted there are health implications to consider throughout Metro Vision—it would be appropriate to explore health connections in each section of the plan.
- MVPAC identified health as an overarching theme in Metro Vision 2040.
- There are active efforts at the local and state level to comprehensively address health and wellness, but there is significant gap at the regional level that this work may be able to address.
- Health is a resource, not just an outcome. It's also important to set objective measures to track progress.

Community Health and Wellness Focus Groups

DRCOG hosted a series of focus groups on community health and wellness to inform the Community Health and Wellness Issue Paper and ultimately Metro Vision 2040. Focus group participants included local government staff, public health professionals, and public health and active transportation non-profits. Several key themes emerged during these focus groups including:

- Metro Vision 2040 should match the significant level of emphasis placed on this topic regionally and locally.
- The regional plan should build on local plans and metrics.
- DRCOG can showcase key successes and educate at all levels (e.g. public, local staff, elected officials, etc.)

Metro Vision Idea Exchange – February 11, 2014

DRCOG hosted a Metro Vision Idea Exchange in February 2014 (*Prescription for a Healthy Community*). Idea Exchanges are an opportunity for member government land use and transportation planners, local elected officials, other local government staff and stakeholders from the private sector to share information and ideas, as well as learn about best practices that support Metro Vision goals. For details on February 2014 Idea Exchange, including presentations please see the link below.

<https://drcog.org/planning-great-region/implementing-metro-vision/metro-vision-idea-exchange>

Community Health and Wellness in Metro Vision 2040

The Community Health and Wellness Issue Paper details key successes and ongoing challenges on the topic of health and wellness. This paper incorporates information from a series of stakeholder engagement efforts, including the Metro Vision Idea Exchange. The paper details the unique position DRCOG and our member governments have in shaping communities that include numerous healthy choices. It further details the current health-related policy framework in Metro Vision 2035 and suggests potential programmatic initiatives DRCOG could pursue to build on the many successful local efforts spearheaded by local governments, health departments, foundations and other partners.



Key Challenges to Consider in Metro Vision 2040

Growing Health Divide

Across the Denver region, there are tremendous variations in the health of different population groups. Some populations are improving in health and living longer, while others are experiencing increasing rates of illness and disease, difficulties in accessing medical care, and shorter life expectancies. Addressing this growing divide between healthy and unhealthy populations in the Denver region is a significant challenge, as is addressing the growing gap of knowledge and awareness of the relationship of health to local and regional planning.

Land Use and Transportation Patterns

Many factors and challenges influence community health and wellness in the region: transportation options; location and intensity of development; variety of land uses; accessibility of parks, trails and open space; and food options. The region features a diverse mix of established neighborhoods and communities, and newly emerging places. While there are some common themes for all areas in terms of land use and transportation patterns there are some very distinct opportunities and challenges associated with retrofitting existing neighborhoods and communities to improve health and wellness.

Retrofitting Existing Communities and Building Healthier New Communities

Across the Denver region, many different eras of design contribute to the existing patterns of development. The health- and wellness-related challenges facing existing communities, neighborhoods, and corridors differ, but some issues are fairly common and recurring. Small incremental changes, rather than costly, large-scale projects may be most realistic or effective in retrofitting existing areas to support community health and wellness. Areas that are already well set up from a land use or transportation perspective, such as traditional neighborhoods, might provide inspiration or metrics to inform adaptations and healthy improvements in existing neighborhoods.

Environmental Quality

The quality of the region's air directly relates to many community health outcomes. DRCOG and other partners across the region are already working to address air pollution from a variety of sources, including motor vehicles, and commercial and industrial sources, but poor air quality remains a threat to the health of the region's residents. Other environmental quality issues potentially present in the region that could present challenges to community health and wellness include, but are not limited to, water quality, exposure to hazardous chemicals, loss of biodiversity, natural disasters, and significant weather events.



Changing Health Care Delivery System

The national and regional health care delivery system is rapidly changing due to rising health care costs, health insurance reforms, and competition for quality and convenience. The long-term effects of the changing health care delivery system are not clear, but most share common objectives in increasing quality of and access to care and options for patients. However, as this landscape shifts, other potential long-term impacts may include changes in facility and land use needs, different travel patterns, new infrastructure requirements, and evolving economic impacts.



Parks and Open Space Metro Vision 2040 Issue Update – May 27, 2014

The Denver region's environmental setting is one of our greatest assets. Metro Vision 2035 seeks to establish an integrated, linked, permanent parks and open space system. Metro Vision 2035 further establishes a goal of a protected system of parks and open space that encompasses 880 square miles by 2035.

For more than two decades since the adoption of the Metro Vision Guiding Vision, Metro Vision has served as the foundation for an ongoing conversation about how to protect the quality of life that makes our region such an attractive place to live, work, play and raise families. Metro Vision 2040 intends to carry forward an integrated, regional framework that builds on the existing plan while also addressing ongoing and emerging issues of importance to the broader region.

This Issue Update provides a high-level overview of plan development activities and preliminary issues, opportunities and challenges related to regional parks and open space.

Stakeholder Engagement

Metro Vision 2040 will be informed by numerous community outreach and stakeholder efforts. Key stakeholder input on the issue of parks and open space is summarized below.

Metro Vision 2040 Listening Tour

Twenty-one in-depth interviews, 11 listening groups with more than 190 participants and an online survey completed by 1,177 stakeholders comprised the data collection methods for the Listening Tour. Listening Tour participants described the qualities that would make the Denver region the best place in the country for people of all ages, abilities, and incomes to live.

- The region's – and Colorado's – outdoor amenities were often the first strength mentioned by Listening Tour participants. Participants also noted the region's natural environment, access to the mountains, parks and open space.
- 75 percent of Listening Tour survey respondents identified easy access to parks, trails and open space as important to a high quality of life

Metro Vision Planning Advisory Committee (MVPAC)

MVPAC is a temporary DRCOG committee charged with advising the DRCOG Board of Directors and Metro Vision Issues Committee (MVIC) on the development and implementation of Metro Vision 2040. MVPAC will work with DRCOG staff to develop policy options and make recommendations to the Board and MVIC. In June 2013 DRCOG staff worked with MVPAC to refine an initial list of key issues to consider in Metro Vision 2040, including parks and open space. The committee further discussed parks and open space in April 2014.



- MVPAC suggested that this issue should be integrated with elements of the plan that focus on growth (e.g. Extent of Urban Development and Urban Centers) versus appearing only in the Environment element of the plan.
- Parks and open space are important throughout the region – at the edges and in urban environments, and everywhere in between
- Access to parks and trails should be emphasized as well as the importance of open space in mitigating natural hazards

Metro Vision Citizens Advisory Committee (CAC) – Community Conversations

The CAC is comprised of resident and business leaders representing a cross section of community interests throughout the region. The committee advises DRCOG staff on effective and efficient ways to involve residents and businesses to ensure diversity of perspectives region wide are heard. CAC members hosted meetings and distributed surveys to gather feedback from the public on parks and open space.

- The public is impressed by the diversity of parks and unique features that accommodate a variety of users throughout the DRCOG region.
- Parks across the region were generally perceived as being well maintained and managed.
- Challenges identified: access via travel modes other than automobile, overcrowding and need for additional facilities as the region grows, equity of park access across the region, need for additional connectivity via trails and greenways.

Other (Regional Economic Strategy, Urban Centers Survey)*

In addition to the targeted outreach activities summarized above, the importance of parks and open space in the Denver region has been noted in numerous other efforts to gather input on Metro Vision 2040.

- The region's network of regional trails, parks, open space, generally favorable weather, and proximity to recreation areas including the Rocky Mountains, were noted as favorable positives for recruiting companies and skilled employees.
- Numerous jurisdictions with designated urban centers noted the need for additional parks, civic facilities and cultural/entertainment venues.

*Community Health and Wellness Issue Paper includes numerous connections to the issue of parks and open space.

https://drcog.org/sites/drcog/files/resources/DRCOG-Health_Wellness_Issues_Paper.pdf

Parks and Open Space in Metro Vision 2040

Stakeholders around the region universally see the importance of an interconnected network of parks, open space and trails. DRCOG staff recommends the current plan element be carried forward with updates and edits.



Items for Further Consideration in Metro Vision Plan Development

- The ongoing expansion of the region’s parks and open space network should remain a desired strategic result, but separate objectives, measures and targets for parks and open space may be warranted.
 - Parks: Objectives, measures and targets that focus on access (e.g. residents located within a to-be-determined distance from a park)
 - Open Space: Measures and targets connected to population growth and/or growth in urban land
- Existing focus areas (river, reservoir, mountain and plains preservation) may need to be expanded to include key trails and greenways that contribute to an interconnected network.
- Metro Vision 2040 should consider how protected open space creates buffers between areas susceptible to natural hazards and can assist communities to increase regional resilience.
- Integration of parks and open space across plan elements and vice versa will need to be explored further – examples below:
 - Community Health and Wellness: access to healthy food and preservation of agricultural land; and
 - Urban Centers: role of parks/open space in the design of urban places (e.g. plazas, well-done streets, and other public spaces).

ATTACH C

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 #
June 4, 2014	Action	5

SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Recommend for the Board's consideration a revised TIP policy document for use in the selection of projects for the upcoming 2016-2021 TIP.

ACTION BY OTHERS

On November 20, 2013, the DRCOG Board established MVIC as the lead for the new 2016-2021 TIP.

SUMMARY

Since November 2013, MVIC has been actively engaged in a comprehensive reevaluation of the *Policy on Transportation Improvement Program Preparation* (aka: TIP Policy) which will be used to select projects for the 2016-2021 TIP. The next step in the process is to finalize the TIP Policy for the Board's consideration.

The *Policy on Transportation Improvement Program Preparation* serves as the "rules" for all items relating to the TIP, including how the TIP will be developed, how DRCOG will select projects, how amendments will be processed, etc. The process of soliciting funding requests for the TIP will not begin until the TIP Policy document is adopted.

Staff has provided two versions of the draft TIP Policy; a track change and clean version. The track change version contains comment boxes in the right margin describing the staff proposed changes. Comment boxes with yellow highlighted text in Tables 4 through 11 and Appendix E reflect TAC recommendations from its May 19 meeting at the request of MVIC.¹

TAC is scheduled to meet again on June 2. If any additional comments/recommendations are proposed for Tables 4 -11 or elsewhere in the TIP Policy document, it will be shared with MVIC at its June 4 meeting.

Please note, Section III.G of the TIP Policy outlines the second phase selection process (highlighted within the document). Due to timing, this section has not been discussed by MVIC and staff is requesting that your recommendation not include this section of text. The adoption of the second phase selection process is not needed to release the TIP Call for Projects and will be brought as an amendment to the document later this summer. Additionally, regionally-funded roadway projects for the 2040 Regional Transportation Plan (2040 RTP) will be added to *Appendix C: Eligible Roadway Capacity Projects* once approved by the Board and prior to the 2016-2021 TIP Call for Projects.

¹ At its May 7 meeting, MVIC reviewed staff's proposed revisions to the eligibility and/or evaluation criteria to be used to select "first phase" projects for the new 2016-2021 TIP. Significant discussion was held and many ideas were shared. MVIC decided to refer the item to TAC for recommendations.

PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

[October 2, 2013 MVIC Meeting Summary](#)

[November 6, 2013 MVIC Meeting Summary](#)

[January 8, 2014 MVIC Meeting Summary](#)

[January 15, 2014 MVIC Meeting Summary](#)

[February 5, 2014 MVIC Meeting Summary](#)

[March 5, 2014 MVIC Meeting Summary](#)

[April 2, 2014 MVIC Meeting Summary](#)

[DRAFT May 7, 2014 MVIC Meeting Summary](#)

PROPOSED MOTION

Motion to recommend to the Regional Transportation Committee and the DRCOG Board the Draft *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP*.

ATTACHMENT

[Draft Policy on Transportation Improvement Program \(TIP\) Preparation, Procedures for Preparing the 2016-2021 TIP TRACK CHANGES](#)

[Draft Policy on Transportation Improvement Program \(TIP\) Preparation, Procedures for Preparing the 2016-2021 TIP CLEAN VERSION](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org; or Douglas W. Rex, Director, Transportation Planning and Operations, at 303-480-6747 or drex@drcog.org.