



**Board Officers**

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**AGENDA**  
**METRO VISION ISSUES COMMITTEE**  
**Wednesday, October 7, 2015**  
**4 p.m.**  
**1290 Broadway**  
**First Floor Boardroom**

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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 September 2, 2015 Meeting  
(Attachment A)

**ACTION ITEMS**

4. \*Discussion of a recommendation to the Regional Transportation Committee and the DRCOG Board on the waiting list and selection protocol for projects not funded in the 2016-2021 Transportation Improvement Program (TIP)  
(Attachment B) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
5. \*Discussion of 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year  
(Attachment C) 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.***

**\*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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**ADMINISTRATIVE ITEMS**

6. Other Matters
7. **Next Meeting – November 4, 2015**
8. Adjournment



METRO VISION ISSUES COMMITTEE MEETING SUMMARY  
September 2, 2015

MVIC Members Present: Bob Roth – Aurora; Eva Henry – Adams County; Nancy Sharpe – Arapahoe County; Tim Plass – Boulder; Elise Jones – Boulder County; George Teal – Castle Rock; Cathy Noon – Centennial; Rick Teter – Commerce City; Robin Kniech, Anthony Graves – Denver; Roger Partridge – Douglas County; Saoirse Charis-Graves – Golden; Ron Rakowsky – Greenwood Village; 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; Mac Callison –Aurora; Heather Lamboy – Castle Rock; Joe Fowler – Douglas County; Glenda Lainis –Thornton; Cate Townley – Colorado Department of Public Health & Environment; Sheila Lynch – Tri-County Health Dept.; Tim Kirby – Colorado Department of Transportation; Mara MacKillop – Colorado Water Conservation Board; Gretchen Armijo – Denver Environmental Health; Jennifer Schaufele, Executive Director, and DRCOG staff.

Call to Order

The meeting was called to order at 4:00 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of August 5, 2015 Meeting

The summary was accepted as submitted.

Discussion of 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" for recommendation to the Board later this year

Jerry Stigall, DRCOG Director of Organizational Development, briefed members on the concept of using DRCOG's Strategic Planning Model as a template for Metro Vision. Brad Calvert provided information on the draft document. Members were asked to use tokens to prioritize the outcomes for today's discussion. All outcomes will be discussed by the group.

Outcome 5 – there was discussion of combining outcomes 5, 6 and 7, as they are somewhat similar. Some members felt each of them should be discussed individually first. Members discussed rewording the outcome, however it was left as is until the group discusses Outcome 6. A definition was requested for "transportation system," and it was suggested that Multimodal be left in as it is included in the Overarching Theme.

Outcome 7 – consensus of the group was to put Outcome 7 on the shelf for now, to perhaps modify or add to another objective later, and to ensure the associated outcome objectives and performance measures are addressed in the document.

Outcome 13 – Some concern was expressed with the narrative of this Outcome. The definition of "access" should be clarified. Staff noted that this Outcome was a result of the 2013 Board Workshop as well as throughout the stakeholder engagement process. Some members noted they thought other sectors should be included in the Outcome, such as education. There was a comment that this should be an objective under Outcome 5.

## Metro Vision Issues Committee Summary

September 2, 2015

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Members agreed with leaving it as a standalone Outcome, and retain the March draft language.

Outcome 3 – This Outcome was moved forward as is.

Outcome 15 – A suggestion was made to include the definition in the Outcome, and include health care. A suggestion was made to include choice along with opportunity. It was noted that the tie between education and employment should be retained.

Outcome 4 – George Teal **moved** to eliminate Outcome 4. The motion was **seconded** and **passed** unanimously.

A request was made for staff to not renumber the Outcomes, but to show Outcome 4 as struck out.

### Other Matters

No other matters were discussed.

### Next Meeting

The next meeting is scheduled for **October 7, 2015**.

### Adjournment

The meeting adjourned at 5:46 p.m.

# ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director  
303-480-6701 or [jschaufele@drcoq.org](mailto:jschaufele@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
October 7, 2015	Action	4

#### SUBJECT

Development of protocol and rank-order waiting list of projects not selected for the *2016-2021 Transportation Improvement Program (TIP)*.

#### PROPOSED ACTION/RECOMMENDATIONS

Recommendation on protocol and a project waiting list for selecting future projects, should funding become available for the *2016-2021 Transportation Improvement Program (TIP)*.

#### ACTION BY OTHERS

[August 24, 2015 TAC](#)

Draft TIP Protocol recommended.

[July 27, 2015 TAC](#)

Draft TIP Waiting List recommended.

#### SUMMARY

Appendix E of the adopted [2016-2021 Transportation Improvement Program \(TIP\)](#) contains a placeholder for the project waiting list protocol and a listing of the projects eligible to be funded if additional funds become available. There are nearly \$300 million worth of TIP project requests currently eligible for the waiting list. These projects had all applied for the TIP, but were not selected for funding. During the 4-year TIP cycle, it's impossible to know if additional funding may become available, and from what specific federal funding program. The protocol and ranked waiting list of projects provide official guidance for programming additional funds to projects, if funds become available.

Over the last few months, TAC has developed a recommendation to MVIC for both the project waiting list protocol and ranked listing of projects.

#### Protocol

The adopted 2016-2021 TIP Policy states very broadly what will happen if additional funds become available. Appendix E of the adopted 2016-2021 TIP (when amended) will include those additional details. TAC's recommended draft of the waiting list protocol is contained in Attachment 1.

#### Ranked Order List of Projects

The TAC recommended project waiting list, as shown in Attachment 2, assigns the three federal funding program categories (STP-Metro, CMAQ-Congestion Mitigation/Air Quality, and TAP-Transportation Alternatives Program) to specific project types. The projects, excluding studies, are then ranked based on the TIP score. Studies were assigned a ranking based on how they help implement 2040 RTP projects. This option is the most similar to how past TIP waiting lists were prepared. The recommended funding programs assigned to each project type are as follows:

1. Bike/Ped: CMAQ and TAP
2. Roadway Operational: STP-Metro
3. Roadway Capacity: STP-Metro
4. Studies: STP-Metro

#### PREVIOUS DISCUSSIONS/ACTIONS

[June 22, 2015 TAC](#)

[July 27, 2015 TAC](#)

[August 24, 2015 TAC](#)

#### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee and the DRCOG Board the waiting list and selection protocol for projects not funded in the *2016-2021 Transportation Improvement Program (TIP)*.

#### ATTACHMENTS

1. TAC Recommended Draft of the 2016-2021 TIP Waiting List Protocol
2. TAC Recommended Draft of the 2016-2021 TIP Project Waiting List
3. [2016-2021 Transportation Improvement Program \(TIP\)](#)
4. [Policy on Transportation Improvement Program \(TIP\) Preparation: Procedures for preparing the 2016-2021 TIP](#)

#### ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org); or Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).



## ATTACHMENT 1

### **2016-2021 TIP Waiting List Protocol**

(August 24, 2015 TAC Recommended Draft Language)

If additional funds become available in the first three years of the TIP (FY 2016-2018), DRCOG staff will initiate the process to allocate funds to waiting list projects as described below. Additional funding that becomes available in FY2019 (October 1, 2018) will be rolled over and included with the Call for Projects in the next TIP. This protocol does not apply to any TIP set-asides, pool programs, or projects not on the waiting list.

When DRCOG staff is informed of additional funds, the following steps will be followed:


1. Obtain official verification from CDOT of availability of funds.
2. When either a) \$2 million is accrued within one of the two specific funding program categories (STP-Metro or CMAQ/TAP) or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued, staff will first contact sponsors of projects to try to advance project phases already identified in the TIP. Staff will then select projects in order from the waiting list(s) included in Appendix E of the 2016-2021 TIP to the limit of applicable funds available.
  - a. Contact the sponsor of the top ranked project on the waiting list, by funding category to determine the sponsor's interest in being selected. If the amount of funds available is less than the requested cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the list. If the response is no, or if all the available funds have not been fully allocated, DRCOG staff will proceed to the next project on the waiting list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list.
  - b. At the end of FY 2018 (September 30, 2018), even if less than \$2 million has accrued within a funding category, staff will go down the wait list in accordance with section 2.a. above to allocate available funds.
3. Recommend projects to be programmed and take them through the committee process to the Board as TIP Amendments.

ATTACHMENT 2

2016-2021 TIP Project Waiting List  
(July 27, 2015 TAC-recommended)

Rank Ordered by Fund Category							
STP-M	CMAQ and/or TAP	Sponsor	Project Name	TIP Project ID	TIP Score	Project Type	Federal Funding Request
1		Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	N/A	Studies	\$150
2		Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	TIP 2016-024	83.8	Operations	\$3,892
3		Longmont	SW Longmont Subarea Operations Study	Long-2014-001	N/A	Studies	\$300
4		Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd *	DgCo-2014-005	76.4	Operations	\$15,000
	1	Boulder	N- 30th St/Colorado Ave Bike/Ped Underpass (Remaining Amount)	TIP 2016-035	73.7	B/P	\$1,250
5		Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
6		Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	TIP 2016-022	71.5	Capacity	\$1,328
	2	Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	70.5	B/P	\$4,798
	3	Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	68.3	B/P	\$3,200
	4	Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	68	B/P	\$1,704
	5	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	68	B/P	\$7,980
	6	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails **	UoCB-2014-003	67.6	B/P	\$7,305
	7	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	67.2	B/P	\$628
	8	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	66.9	B/P	\$1,950
	9	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
	10	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	66.3	B/P	\$5,254
	11	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave ***	Lakw-2014-006	66.1	B/P	\$1,920
	12	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	65.6	B/P	\$2,131
	13	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	65.4	B/P	\$2,640
	14	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th ***	Denv-2014-027	64.7	B/P	\$1,172
	15	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
7		R T D	Regional BRT Feasibility Study (Remaining Amount)	TIP 2016-051	N/A	Studies	\$200
8		Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	63.8	Operations	\$12,004
	16	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	63.1	B/P	\$1,665
	17	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
	18	Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass (Remaining Amount)	TIP 2016-034	62.4	B/P	\$103
	19	Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	62	B/P	\$8,280
	20	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	61.2	B/P	\$3,440
	21	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
	22	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	58.7	B/P	\$1,442
9		Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
10		Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	58.3	Capacity	\$9,800
	23	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	57.9	B/P	\$312
	24	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	57.9	B/P	\$3,479
	25	Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	57.8	B/P	\$632
11		R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
12		Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
13		Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600
14		Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
	26	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	55.2	B/P	\$4,880
15		Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
16		Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
17		Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
	27	Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	54	B/P	\$3,840
18		Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
19		Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
20		Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
	28	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	52.8	B/P	\$1,378
	29	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	52.2	B/P	\$687
	30	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
21		Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
22		Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
	31	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
23		Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	49	Operations	\$5,406
	32	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	48.7	B/P	\$2,873
	33	Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	48.6	B/P	\$3,201
	34	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
	35	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	47.5	B/P	\$4,480
24		Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
	36	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	46.4	B/P	\$5,298
25		Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
26		Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
27		Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	44.4	Operations	\$4,290
28		Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
29		Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
	37	Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	42.8	B/P	\$2,039
	38	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
	39	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
	40	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
	41	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
30		Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
	42	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
	43	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
	44	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
31		Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
32		Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
33		Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
	45	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	26.4	B/P	\$1,418
	46	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
34		Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
	47	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
	48	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824

\* Lower scoring duplicitive capacity project was removed  
\*\* Project contains complete scope of other UC-Boulder project  
\*\*\* Requested funding reflects adjustment after receiving CDOT Region 1 controlled federal TAP funding



## Previous 16-21 TIP Action

- TIP was adopted with a placeholder in Appendix E for a waiting list of projects
- \$300 million worth of unfunded requests eligible
- Impossible to predict if additional funding will become available
- Protocol and list of projects provides future guidance

## Draft Waiting List Protocol

- See Attachment 1
- In FY2016-2018, if additional funds become available...
  - Any funds derived during FY19 rolled over to the next TIP
- Projects selected in order depending on funding type available
  - Ask sponsor if they would like the available funding (even if what's available is less than their project request)
    - Sponsor must complete project as submitted
    - If partial funding is accepted, the project is removed from the list
  - If yes, then fund (and possibly fund more projects)
  - If no, move to the next project (project remains on the list)

## Draft Ranked Order List of Projects

- See Attachment 2
- Similar to previous TIP waiting lists
- Assigns the three DRCOG funding types to specific project types
- Projects ranked by funding type in score order, except Studies
  - Studies: ranked by how they help implement 2040 RTP projects

**ATTACH C**

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director  
303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
October 7, 2015	Action	5

#### SUBJECT

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

#### PROPOSED ACTION/RECOMMENDATIONS

Review, discuss, and recommend modifications to the 2040 Metro Vision Plan Draft's "Overarching Themes and Outcomes" to be advanced to the Board for action later this year.

#### ACTION BY OTHERS

N/A

#### SUMMARY

In August MVIC began its full review and markup of the 2040 Metro Vision Draft Plan. MVIC continued its discussion on the draft plan's "Overarching Themes and Outcomes" in September.

In September the committee identified outcomes that needed further discussion before recommending them to the full Board. MVIC discussed the outcomes in rank order (determined at September meeting) – from outcomes that were identified most frequently by MVIC members as warranting additional discussion to those that were not identified as needing further discussion. In September MVIC made recommendations on 6 draft outcomes. MVIC recommendations below are presented in numeric order. Attachment 2 includes the current status of all 16 draft outcomes.

#### MVIC September Recommendations

- **Outcome 3 – Recommended to DRCOG Board:** *Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.*
- **Outcome 4 - MVIC recommended removing Outcome 4 from the Metro Vision draft**
- **Outcome 5 – Recommended to DRCOG Board:** *The regional transportation system is well-connected and serves all modes of travel.*
- **Outcome 7 – Placed on hold, committee will revisit during the review of objectives currently "under" Outcome 7**
- **Outcome 13 – Recommended to DRCOG Board:** *The region's residents have expanded connections to health services.*
- **Outcome 15 - MVIC noted support for Outcome 15 and requested that staff craft a modified version that more clearly defines "opportunity" – see Attachment 2 for staff suggestion.**

In October the committee will continue discussion that began in August on the Plan Draft's "Overarching Themes and Outcomes". The committee will continue to address the committee's priority items in the order identified in September. Three outcomes (Outcomes 6, 10, and 11) were identified as needing further discussion by two or less committee members. The committee will have the opportunity to discuss and recommend all outcomes.

***Attachment 2 is the discussion document for the October meeting and includes:***

- Outcome statements from the 2040 Metro Vision Plan Draft (March 2015)
- Outcome statements as modified by MVIC in August and September
- Staff-suggested revisions to outcome statements based on MVIC direction in August
- Suggested staff revisions to outcome narratives
- Definitions for key terms

Next Steps

Once MVIC completes its review of the Draft Metro Vision 2040 Plan's Themes and Outcomes, the committee will begin review and markup of the Draft Plan's objectives and objective's narrative.

Throughout MVIC's review and markup, staff will be redlining the Draft Plan and Attachment 3 as recommended by MVIC. Staff will post new redline versions to the DRCOG website and DRCOG Board Web Portal once MVIC has reviewed and approved entire strategic items, e.g. outcomes and narratives, objectives and narratives, performance measures, etc.

<b>PREVIOUS DISCUSSIONS/ACTIONS</b>
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Previous MVIC Metro Vision Discussions/Actions:

May 7, 2014 – MVIC Meeting Summary  
June 4, 2014 – MVIC Meeting Summary  
July 2, 2014 – MVIC Meeting Summary  
August 6, 2014 – MVIC Meeting Summary  
October 1, 2014 – MVIC Meeting Summary  
February 4, 2015 – MVIC Meeting Summary  
March 4, 2015 – MVIC Meeting Summary  
April 1, 2015 – MVIC Meeting Summary  
May 6, 2015 – MVIC Meeting Summary  
June 3, 2015 – MVIC Meeting Summary  
July 1, 2015 – MVIC Meeting Summary  
August 5, 2015 – MVIC Meeting Summary  
September 2, 2015 – MVIC Meeting Summary

<b>PROPOSED MOTION</b>
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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 and Outcome definitions)

Attachment 3 – Metro Vision Plan draft (Themes, Outcomes and Objectives, including narratives)

Attachment 4 – Summary of written comments on draft Metro Vision 2040 Plan Draft's Themes and Outcomes as of September 22, 2015

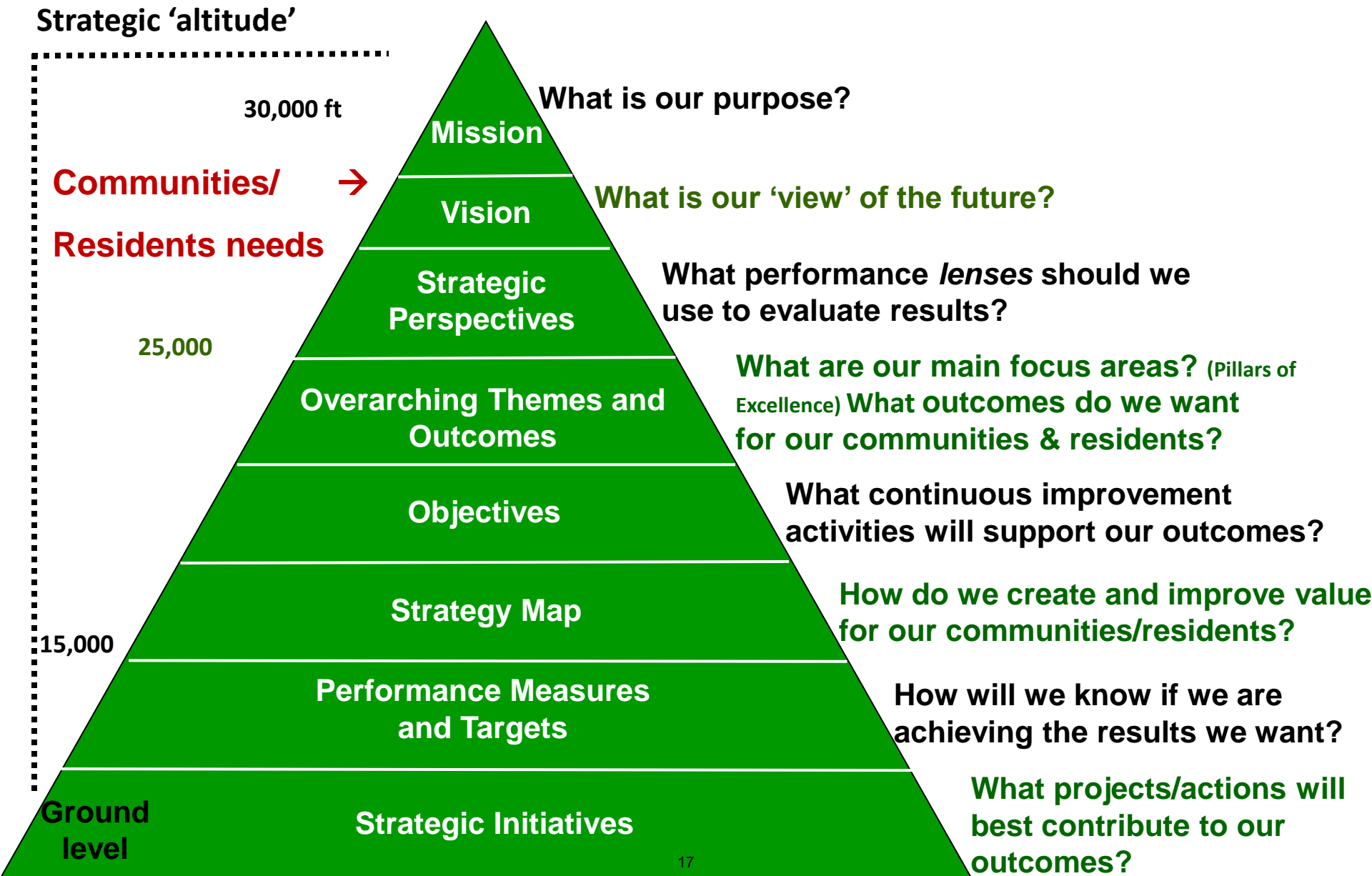
Link: [2040 Metro Vision Plan Draft](#)

#### ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org); or Brad Calvert, Metro Vision Manager at 303-480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org). For information on DRCOG's strategic planning model please contact Jerry Stigall, Director of Organizational Development at 303-480-6780 or [jstigall@drcog.org](mailto:jstigall@drcog.org)



# Attachment 1 - DRCOG Strategic Planning Model



## **Overarching Theme: An Efficient and Predictable Development Pattern**

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### **March DRAFT Outcome 1:**

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Diverse, livable communities offer a continuum of lifestyle options.

### **Aug. MVIC Outcome 1:**

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Diverse, livable communities

### **Staff Suggestion Outcome 1 (to be consistent with other outcomes):**

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The region is comprised of diverse, livable communities.

## Overarching Theme: An Efficient and Predictable Development Pattern

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### March DRAFT Outcome 1:

---

Diverse, livable communities offer a continuum of lifestyle options.

### Aug. MVIC Outcome 1:

---

Diverse, livable communities

### Staff Suggestion Outcome 1 (to be consistent with other outcomes):

---

The region is comprised of diverse, livable communities.

### Outcome 1 Narrative – Approved by MVIC in August:

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The Denver metro region will continue to embrace its diverse urban, suburban and rural communities. Varied housing and transportation options, access to employment and a range of services and recreational opportunities will promote livable communities that meet the needs of people of all ages, incomes, and abilities.

#### Definitions

*Diverse communities*<sup>1</sup>: ranging from urban downtown areas to suburban communities as well as freestanding cities and towns

*Livable communities*<sup>2</sup>: varied housing options, access to employment and a range of services and recreational opportunities, and the successful integration of multimodal transportation choices meet the needs of people of all ages, incomes, and abilities.

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<sup>1</sup> As defined in MVIC reviewed narrative

<sup>2</sup> As defined in MVIC reviewed narrative

## **Overarching Theme: An Efficient and Predictable Development Pattern**

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### **March DRAFT Outcome 2:**

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Urban development is focused within the region's defined urban growth boundary/area.

### **Staff Suggestion Outcome 2:**

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Urban development occurs within the urban growth boundary/area.

## Overarching Theme: An Efficient and Predictable Development Pattern

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### March DRAFT Outcome 2:

---

Urban development is focused within the region's defined urban growth boundary/area.

### Staff Suggestion Outcome 2:

---

Urban development occurs within the urban growth boundary/area.

### Staff Suggestion Outcome 2 Narrative (informed by August MVIC):

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A defined UGB/A leads to an orderly and more compact pattern of future development. Locally adopted policies and market demand determine the location of urban development. Commitment to the UGB/A leads to better use of regional resources for infrastructure, reduced regional vehicle travel and conservation of open land outside the boundary/area.

#### Definitions

*urban development*<sup>3</sup>: Residential subdivisions or other groupings of 10 or more residential parcels with an average residential lot size of less than 1 acre; commercial and industrial subdivisions; commercial activity on isolated parcels, not within platted subdivisions, with more than 50 employees; enclaves of other development within the urban area.

*Urban growth boundary/area (UGB/A)*<sup>4</sup>: the urban growth boundary/area defines where urban development will take place in the region over the next 25 years

*orderly and more compact pattern of future development*: New urban development contiguous to the larger urban area, urban areas associated with freestanding communities or rural town centers, or undeveloped land that is both planned for and with infrastructure capacity for urban development contiguous to these urban areas.

*urban area*: Land that is currently classified as urban development.

*larger urban area*: The contiguous urban area associated with Denver and its neighboring communities.

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<sup>3</sup> As defined in the Board adopted Metro Vision Growth and Development Supplement

<sup>4</sup> As defined in Metro Vision 2035

## **Overarching Theme: An Efficient and Predictable Development Pattern**

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### **MVIC Recommended Outcome 3 (September 2015):**

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Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

### **March DRAFT Outcome 3:**

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Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment needs

## Overarching Theme: An Efficient and Predictable Development Pattern

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### MVIC Recommended Outcome 3 (September 2015):

---

Connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment.

### March DRAFT Outcome 3:

---

Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment needs

### Staff Suggestion Outcome 3 Narrative:

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The location and context of each center define its unique character. 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 services without sole reliance on having to drive. Urban centers provide public 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.

#### Definitions

*Urban centers*<sup>5</sup>: Urban centers will:

- be active, pedestrian-, bicycle-, and transit-friendly places that are more dense and mixed in use than surrounding areas;
- 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;
- promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
- respect and support existing neighborhoods.

*multimodal*: more than one travel mode

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<sup>5</sup> As defined in Metro Vision 2035

## **Overarching Theme: An Efficient and Predictable Development Pattern**

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### **~~March DRAFT Outcome 4: MVIC recommended removing outcome from draft Metro Vision plan~~**

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~~Freestanding communities and rural town centers remain distinct from the larger urban area.~~

### **~~Staff Suggestion Outcome 4~~**

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~~Freestanding communities and rural town centers remain geographically separated from the larger urban area.~~



## Overarching Theme: An Efficient and Predictable Development Pattern

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### ~~March DRAFT Outcome 4:~~

---

~~Freestanding communities and rural town centers remain distinct from the larger urban area.~~

### ~~Staff Suggestion Outcome 4~~

---

~~Freestanding communities and rural town centers remain geographically separated from the larger urban area.~~

### ~~Staff Suggestion Outcome 4 Narrative:~~

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~~Freestanding communities are separate from the larger urban area, surrounded by an open space or rural buffer, with an adequate mix of jobs and housing, an internal transportation system with regional transportation connections, and a town center at its core. Rural town centers remain unique places that provide services, employment, and entertainment for the surrounding community, as well as for tourists and travelers.~~

#### **Definitions**

*freestanding communities*<sup>6</sup>: the outlying communities of Boulder, Brighton, Castle Rock and Longmont are recognized as freestanding. They will continue to be distinguished by their historic town centers, their separation from the larger urban area, and their capacity to absorb future population and employment growth.

*rural town centers*<sup>7</sup>: Small, established towns and villages found in rural places beyond the region's urban area will provide services, employment and entertainment for residents of the surrounding trade area, and tourists and travelers.

*larger urban area*: The contiguous urban area associated with Denver and its neighboring communities.

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<sup>6</sup> As defined in Metro Vision 2035

<sup>7</sup> As defined in Metro Vision 2035

## **Overarching Theme: A Connected Multimodal Region**

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### **MVIC Recommended Outcome 5 (September 2015):**

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

### **March DRAFT Outcome 5:**

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A well-connected, regional multimodal transportation system

## Overarching Theme: A Connected Multimodal Region

---

### MVIC Recommended Outcome 5 (September 2015):

---

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

### March DRAFT Outcome 5:

---

A well-connected, regional multimodal transportation system

### Outcome 5 Narrative:

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The transportation system integrates regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The transportation system connects the region to the rest of the state and beyond, and will evolve to include future technology and mobility innovations as appropriate.

#### Definitions

*transportation system*<sup>8</sup>: a system of rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, railroads, and associated system and travel demand management services.

*freight rail linkages*: e.g. railroad yards, auto/rail transfer centers, similar facilities

*mobility innovations*: e.g. connected vehicles autonomous/driverless vehicles, other technologies

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<sup>8</sup> As defined in Metro Vision 2035

## **Overarching Theme: A Connected Multimodal Region**

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### **March DRAFT Outcome 6:**

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A safe, dependable, and efficiently-operated transportation system

### **Staff Suggestion Outcome 6:**

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

## Overarching Theme: A Connected Multimodal Region

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### March DRAFT Outcome 6:

---

A safe, dependable, and efficiently-operated transportation system

### Staff Suggestion Outcome 6:

---

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

### Staff Suggestion Outcome 6 Narrative:

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Educational, enforcement, and engineering approaches enhance safety to reduce crashes, serious injuries, and fatalities. Coordinated operations and management of the system maximizes capacity and reliability for all users. Transportation system physical components are well-maintained to extend their useful life and provide a quality travel experience.

#### Definitions

*transportation system*<sup>9</sup>: a system of rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, railroads, and associated system and travel demand management services.

*reliable*: consistent and dependable travel time

*well-maintained*: maintained to meet federal and state condition requirements. Minimize potholes, transit vehicle problems and other deterioration impacts on the traveling public.

*enforcement*: legislative laws, regulations and police, etc. enforcement level and priority

*operations and management*: signal timing, ramp-metering, Intelligent Transportation Systems, and similar strategies related to day-to-day operation of all components of the transportation system

*physical components*: infrastructure – pavement, striping, bus stops and vehicles, sidewalks, etc.

*useful life*: how long a physical component can be used and maintained before it must be replaced or rebuilt

*quality travel experience*: minimize potholes, bumps, gaps, and poor condition of infrastructure

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<sup>9</sup> As defined in Metro Vision 2035

## **Overarching Theme: A Connected Multimodal Region**

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**MVIC Recommended Outcome 7 (September 2015): ON HOLD – MVIC will consider placement of related objectives in future discussions**

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### **March DRAFT Outcome 7:**

---

A transportation system contributing to a better quality of life

### **Staff Suggestion Outcome 7:**

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Coordinated transportation and land use improves personal mobility and air quality.

## Overarching Theme: A Connected Multimodal Region

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**MVIC Recommended Outcome 7 (September 2015): ON HOLD – MVIC will consider placement of related objectives in future discussions**

### **March DRAFT Outcome 7:**

---

A transportation system contributing to a better quality of life

### **Staff Suggestion Outcome 7:**

---

Coordinated transportation and land use improves personal mobility and air quality.

### **Staff Suggestion Outcome 7 Narrative:**

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Transportation planning and investments should be integrated with land use and environmental planning. Integrated transportation planning can support a broad range of travel options for persons of all ages, incomes, and abilities; and minimize VMT growth, a key component to reducing ground level ozone, greenhouse gas emissions, and other pollutants.

#### **Definitions**

*personal mobility*: viable travel options to enable people to meet essential needs – drive, transit services, walk, wheelchair, bicycle, taxis, volunteer driver programs, home delivery services, etc.

## **Overarching Theme: A Safe and Resilient Built and Natural Environment**

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### **March DRAFT Outcome 8:**

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A region with clean water and air, and lower greenhouse gas emissions.

### **Staff Suggestion Outcome 8:**

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The region has clean water and air, and lower greenhouse gas emissions.



## Overarching Theme: A Safe and Resilient Built and Natural Environment

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### March DRAFT Outcome 8:

---

A region with clean water and air, and lower greenhouse gas emissions.

### Staff Suggestion Outcome 8:

---

The region has clean water and air, and lower greenhouse gas emissions.

### Staff Suggestion Outcome 8 Narrative:

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The region meets or exceeds applicable federal, state, and local requirements and regional targets for air and water quality.

#### Definitions

*greenhouse gas (GHG)*: a gas that contributes to the earth's greenhouse effect by absorbing infrared radiation. In the transportation sector these gases are typically carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O)

## **Overarching Theme: A Safe and Resilient Built and Natural Environment**

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### **March DRAFT Outcome 9:**

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An interconnected network of widely accessible open space, parks, and trails.

### **Staff Suggestion Outcome 9:**

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The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails.

# Overarching Theme: A Safe and Resilient Built and Natural Environment

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## March DRAFT Outcome 9:

---

An interconnected network of widely accessible open space, parks, and trails.

## Staff Suggestion Outcome 9:

---

The region values, protects, and connects people to its diverse natural resource areas, open space, parks and trails.

## Staff Suggestion Outcome 9 Narrative:

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The region's protection and restoration of its diverse natural resource areas—its mountain backdrop, unique prairie landscapes, extensive riparian corridors, and other open space areas is essential as the region continues to grow. Connecting residents to these areas provides the opportunity to participate in a variety of recreational pursuits that support community health and wellness.

### Definitions

*natural resource areas*<sup>10</sup>— resource areas include the region's mountain backdrop, riparian corridors, and other key open space and wildlife habitat. Natural resources include surface waters, riparian areas, wetlands, forests and woodlands, prairie grasslands, wildlife and wildlife habitat, other environmentally sensitive lands and commercial mineral deposits.

*riparian corridors*: Plant and wildlife areas near a river, stream, lake, or other natural body of water, delineated by the existence of plant species normally found near freshwater.

*brownfield*: an area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.

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<sup>10</sup> As defined in Metro Vision 2035

## **Overarching Theme: A Safe and Resilient Built and Natural Environment**

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### **March DRAFT Outcome 10:**

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Working agricultural lands of significance are conserved for current and future generations.

### **Staff Suggestion Outcome 10:**

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Working agricultural lands are conserved for current and future generations.

## Overarching Theme: A Safe and Resilient Built and Natural Environment

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### March DRAFT Outcome 10:

---

Working agricultural lands of significance are conserved for current and future generations.

### Staff Suggestion Outcome 10:

---

Working agricultural lands are conserved for current and future generations.

### Staff Suggestion Outcome 10 Narrative:

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Working agricultural lands are essential to the region's heritage, health, and economic and cultural diversity. 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.

#### Definitions

*working agricultural lands*<sup>11</sup>: lands used for livestock production, growing feed and forage crops for livestock, food production, or greenhouse and nursery crops.

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<sup>11</sup> As defined in the narrative of the draft Metro Vision plan (March 2015 version)

## **Overarching Theme: A Safe and Resilient Built and Natural Environment**

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### **March DRAFT Outcome 11:**

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Reduced risk and effects from natural hazards.

### **Staff Suggestion Outcome 11:**

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The risk and effects of natural and human-created hazards is reduced.

# Overarching Theme: A Safe and Resilient Built and Natural Environment

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## March DRAFT Outcome 11:

---

Reduced risk and effects from natural hazards.

## Staff Suggestion Outcome 11:

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The risk and effects of natural and human-created hazards is reduced.

## Staff Suggestion Outcome 11 Narrative:

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Hazard mitigation planning reduces injuries and loss of life; trauma; and damage to property, equipment, and infrastructure. Communities are more resilient when planning also accounts for disaster response and recovery.

### Definitions

*hazard*: a situation that poses threat to life, health, property, or environment

*natural hazards*<sup>12</sup>: avalanches, drought, earthquakes, floods, hail, heat wave, landslides, land subsidence, thunderstorms and lightning, tornados, severe storms and winds, winter storms and freezing, wildfire and public health hazards

*human-created hazards*: hazardous materials, power service disruption, terrorism, war, structural collapse, fire, transportation incidents (air, rail, road)

*resilient*: possessing the attributes and ability to minimize community disruptions, respond to, and recover from events.

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<sup>12</sup> Hazard types as identified in 2010 Denver Regional Natural Hazard Mitigation Plan (prepared by DRCOG)

## **Overarching Theme: Healthy, Inclusive, and Livable Communities**

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### **March DRAFT Outcome 12:**

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A built and natural environment that supports healthy and active choices.

### **Staff Suggestion Outcome 12:**

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The built and natural environment supports healthy and active choices.



## Overarching Theme: Healthy, Inclusive, and Livable Communities

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### March DRAFT Outcome 12:

---

A built and natural environment that supports healthy and active choices.

### Staff Suggestion Outcome 12:

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The built and natural environment supports healthy and active choices.

### Staff Suggestion Outcome 12 Narrative:

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Expanding opportunities for the region's residents to lead healthy and active lifestyles requires a deliberate focus on where growth occurs, mobility choices, the quality of the built environment, access to the natural environment, and the individual needs of the region's diverse populations.

#### **Definitions**

*built environment:* features that have been constructed and modified by people that form the physical character of a community

*natural environment:* conditions and settings occurring naturally, including all living and non-living things present in or produced by nature

## **Overarching Theme: Healthy, Inclusive, and Livable Communities**

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### **MVIC Recommended Outcome 13 (September 2015):**

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The region's residents have expanded connections to health services.

### **March DRAFT Outcome 13:**

---

The region's residents have expanded connections to health services

## Overarching Theme: Healthy, Inclusive, and Livable Communities

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### MVIC Recommended Outcome 13 (September 2015):

---

The region's residents have expanded connections to health services

### March DRAFT Outcome 13:

---

The region's residents have expanded connections to health services

### Staff Suggestion Outcome 13 Narrative:

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A range of factors impact access to health services, including the location and convenience of health care facilities and service providers, the types of health services available, and the ability of the region's residents to pay for the health services offered.

#### Definitions

*health services*<sup>13</sup>: the full spectrum of health care facilities and service providers, including, but not limited to, hospitals, clinics, pharmacies, emergency rooms, urgent cares, community clinics, doctors' offices, and social service providers

*health care facilities*: places for the treatment and prevention of disease and infirmity, as well as promoting physical, mental, and social wellness.

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<sup>13</sup> As defined in the draft Metro Vision plan (March 2015 version)

## **Overarching Theme: Healthy, Inclusive, and Livable Communities**

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### **March DRAFT Outcome 14:**

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Diverse housing options meet the needs of residents of all ages, incomes, and abilities

### **Staff Suggestion Outcome 14:**

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Diverse housing options meet the needs of residents of all ages, incomes, and abilities.

## Overarching Theme: Healthy, Inclusive, and Livable Communities

---

### March DRAFT Outcome 14:

---

Diverse housing options meet the needs of residents of all ages, incomes, and abilities

### Staff Suggestion Outcome 14:

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Diverse housing options meet the needs of residents of all ages, incomes, and abilities.

### Staff Suggestion Outcome 14 Narrative:

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A range of housing options across the region benefits both individuals and families, and can improve the economic vitality and diversity of local communities. 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.

#### Definitions

*housing options*<sup>14</sup>: 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

*abilities*: the physical and cognitive functions of a person

*economic or life circumstances*: financial, ableness, or other conditions that affect personal or household choices

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<sup>14</sup> As defined in the narrative of the draft Metro Vision plan (March 2015 version)

## **Overarching Theme: A Vibrant Regional Economy**

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### **MVIC Supported Outcome 15 (September 2015):**

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All residents have access to opportunity.

### **MVIC Supported Outcome 15 (September 2015) – Requested staff modification:**

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All residents have access to a range of transportation, employment, housing, and education choices and opportunities.

### **March DRAFT Outcome 15:**

---

Access to opportunity for all residents.

## Overarching Theme: A Vibrant Regional Economy

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### MVIC Supported Outcome 15 (September 2015):

---

All residents have access to opportunity.

### MVIC Supported Outcome 15 (September 2015) – Requested staff modification:

---

All residents have access to a range of transportation, employment, housing, and education choices and opportunities.

### March DRAFT Outcome 15:

---

Access to opportunity for all residents.

### Staff Suggestion Outcome 15 Narrative:

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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.

#### Definitions

*access to opportunity*<sup>15</sup>: residents have access to a range of transportation, employment, housing, education, cultural, and recreational opportunities

*basic needs*: physical requirements for human survival, such as air, water, food, clothing, and shelter, as well as public safety, health services and economic opportunity

*amenities*: civic elements of a community with which residents and visitors engage (e.g. arts, entertainment, cultural attractions, recreation areas, educational institutions, etc.)

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<sup>15</sup> As defined in the narrative of the draft Metro Vision plan (March 2015 version)

## **Overarching Theme: A Vibrant Regional Economy**

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### **March DRAFT Outcome 16:**

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



## Overarching Theme: A Vibrant Regional Economy

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### March DRAFT Outcome 16:

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

### March DRAFT Outcome 16 Narrative:

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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.

#### **Definitions**

*amenities*: civic elements of a community with which residents and visitors engage (e.g. arts, entertainment, cultural attractions, recreation areas, educational institutions, etc.)

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b><u>An Efficient and Predictable Development Pattern</u></b></p> <p><b>Outcome 1: Diverse, livable communities offer a continuum of lifestyle options.</b></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>	<b>Objective 1.1:</b> 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"> <li>1.1(a): Embrace the unique characteristics of the region's communities</li> </ul>	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.
	<ul style="list-style-type: none"> <li>1.1(b): Promote investment/reinvestment in existing communities</li> </ul>	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.
	<ul style="list-style-type: none"> <li>1.1(c): Promote compact, mixed-use development patterns</li> </ul>	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.
	<ul style="list-style-type: none"> <li>1.1(d): Create pedestrian- and bicycle-friendly environments</li> </ul>	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.
	<ul style="list-style-type: none"> <li>1.1(e): Encourage a diversity of housing types</li> </ul>	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.
	<ul style="list-style-type: none"> <li>1.1(f): Integrate universal design strategies</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b>Outcome 2: Urban development is focused within the region’s defined urban growth boundary/area.</b></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>	<b>Objective 2.1: Contain Urban Development Within the Urban Growth Boundary/Area</b>	
	<ul style="list-style-type: none"> <li>2.1(a): Maintain and monitor the Urban Growth Boundary/Area</li> </ul>	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"> <li>2.1(b): Direct growth to areas with infrastructure and services</li> </ul>	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"> <li>2.1(c): Encourage and plan for infill and redevelopment</li> </ul>	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"> <li>2.1(d): Coordinate on municipal annexations of unincorporated areas within the Urban Growth Boundary/Area</li> </ul>	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"> <li>2.1(e): Protect the long-term viability of significant regional facilities</li> </ul>	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"> <li>2.1(f): Minimize conflicts with extractive resources</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 2 continued</b>	<b>Objective 2.2: Manage the Extent of Development Occurring Beyond the Urban Growth Boundary/Area</b>	
	<ul style="list-style-type: none"> <li>2.2(a): Prioritize funding to serve urbanized areas</li> </ul>	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"> <li>2.2(b): Limit development in Priority Preservation Areas</li> </ul>	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"> <li>2.2(c): Conserve opportunities for future urban development</li> </ul>	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"> <li>2.2(d): Require adequate facilities and services</li> </ul>	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"> <li>2.2(e): Discouraging development on non-conforming parcels</li> </ul>	Discourage development on mining claim parcels that do not meet the development standards of the jurisdiction, especially access and setback requirements.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 3: Vibrant and connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment needs</b>  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.	<b>Objective 3.1: Accommodate a Growing Share of the Region's Housing and Employment in Urban Centers</b>	
	<ul style="list-style-type: none"> <li>3.1(a): Direct new housing and employment growth to urban centers</li> </ul>	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.
	<ul style="list-style-type: none"> <li>3.1(b): Promote public/private investment and partnerships in urban centers</li> </ul>	Provide resources and direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers.
	<ul style="list-style-type: none"> <li>3.1(c): Prioritize investment in urban centers served by transit</li> </ul>	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.
	<ul style="list-style-type: none"> <li>3.1(d): Promote diverse housing options</li> </ul>	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.
	<ul style="list-style-type: none"> <li>3.1(e): Foster the use of innovative tools and strategies</li> </ul>	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.
	<ul style="list-style-type: none"> <li>3.1(f): Plan for a balanced growth</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 3 continued</b>	<ul style="list-style-type: none"> <li>3.1(g): Enhanced internal and regional connectivity</li> </ul>	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.
	<b>Objective 3.2:</b> 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"> <li>3.2(a) Invest in multimodal enhancements along corridors</li> </ul>	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"> <li>3.2(b): Transition existing corridors through infill, redevelopment, and adaptive reuse</li> </ul>	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"> <li>3.2(c): Provide direct connections between urban centers and surrounding neighborhoods</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b>Outcome 4: Freestanding communities and rural town centers remain distinct from the larger urban area.</b></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>	<b>Objective 4.1: Strengthen the Vitality of Freestanding Communities</b>	
	<ul style="list-style-type: none"> <li>4.1(a): Encourage self-sufficiency</li> </ul>	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"> <li>4.1(b): Maintain physical separation from the large urban area</li> </ul>	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"> <li>4.1(c): Develop internal and regional transportation options</li> </ul>	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.
	<b>Objective 4.2: Strengthen the Vitality and Self-Sufficiency of Rural Town Centers</b>	
	<ul style="list-style-type: none"> <li>4.2(a): Maintain the unique characteristics of rural town centers</li> </ul>	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"> <li>4.2(b): Support growth within rural town centers</li> </ul>	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"> <li><b>4.2(c): Foster economic development</b></li> </ul>	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.



Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b><u>A Connected Multimodal Region</u></b></p> <p><b>Outcome 5: A well-connected, regional multimodal transportation system</b></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 <b>will evolve to address future technology and mobility innovations as appropriate.</b></p>	<b>Objective 5.1: Provide a Multimodal Roadway System that enables People, Goods, and Services to Travel Safely and Reliably</b>	
	<ul style="list-style-type: none"> <li>5.1(a): Maintain and enhance a regional roadway system</li> </ul>	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"> <li>5.1(b): Incorporate multimodal facilities or treatments into all roadways and streets</li> </ul>	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"> <li>5.1(c): Expand the carrying capacity of existing regional roadways in the most critically congested corridors</li> </ul>	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"> <li><b>5.1(d): Consider the use of managed lanes in new capacity projects where feasible</b></li> </ul>	<b>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.</b>
	<b>Objective 5.2: Expand Transit Facilities and Services to All People</b>	
	<ul style="list-style-type: none"> <li><b>5.2(a): Complete FasTracks</b></li> </ul>	<b>Complete FasTracks’ remaining corridors, including extensions to existing corridors.</b>
	<ul style="list-style-type: none"> <li>5.2(b): Develop and maintain an expanded metropolitan rapid transit system</li> </ul>	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.



Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 5 continued</b>	<ul style="list-style-type: none"> <li>5.2(c): Provide a comprehensive bus system</li> </ul>	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"> <li>5.2(d): Provide demand-response service for targeted needs</li> </ul>	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"> <li>5.2(e): Integrate bicycle and pedestrian elements with transit</li> </ul>	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"> <li>5.2(f): Add transit service where needed</li> </ul>	Support the establishment of new or increased transit service where needed.
	<b>Objective 5.3: Provide Robust Bicycle and Pedestrian Accessibility Throughout the Region</b>	
	<ul style="list-style-type: none"> <li>5.3(a): Encourage pedestrian and bicycle accommodations along all roadways</li> </ul>	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"> <li>5.3(b): Develop local and regional bicycle facilities</li> </ul>	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"> <li>5.3(c): Provide bicycle and pedestrian support facilities and services</li> </ul>	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"> <li>5.3(d): Provide first- and final-mile bicycle and pedestrian connections to transit</li> </ul>	Provide specific bicycle and pedestrian facilities that connect transit services and stations to nearby neighborhoods, employment, schools, shopping areas, parks, and other major destinations.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 5 continued</b>	<b>Objective 5.4: Provide Efficient Interconnections of the Transportation System Within and Beyond the Region</b>	
	<ul style="list-style-type: none"> <li>5.4(a): Facilitate the movement of goods and services throughout the region</li> </ul>	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"> <li>5.4(b): Balance primary park-and-ride functions with opportunities for transit-oriented development</li> </ul>	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"> <li>5.4(c): Provide safe and convenient access for pedestrians and cyclists</li> </ul>	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"> <li>5.4(d): Maintain Denver Union Station as the region's primary multimodal hub and further develop other transit mobility hubs</li> </ul>	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"> <li>5.4(e): Improve transportation linkages to major destinations and attractions beyond the region</li> </ul>	Support existing linkages and plan for future intercity bus and rail linkages to destinations beyond the region.
	<ul style="list-style-type: none"> <li>5.4(f): Maintain multimodal access to Denver International Airport and the region's other airports</li> </ul>	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.

<b>Overarching Theme (Plan Elements) &amp; Outcomes</b>	<b>Objectives (continuous improvement)</b>	<b>Objective Narrative</b>
<b>Outcome 5 continued</b>	<ul style="list-style-type: none"> <li>5.4(g): Maintain and enhance airport capacity throughout the region</li> </ul>	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.
<b>Outcome 6: A safe, dependable, and efficiently-operated transportation system</b>  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. <b>As technology and mobility innovations occur, the multimodal system will evolve accordingly.</b>	<b>Objective 6.1: Assure Existing and Future Transportation Facilities Are Well-Maintained</b>	
	<ul style="list-style-type: none"> <li>6.1(a): Maintain the transportation system infrastructure in good condition</li> </ul>	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"> <li>6.1(b): Develop and apply asset management principles and techniques</li> </ul>	Develop and apply asset management principles and techniques for operating, maintaining, and improving existing transportation infrastructure.
	<b>Objective 6.2: Actively Operate, Manage, and Integrate Systems to Optimize Performance</b>	
	<ul style="list-style-type: none"> <li>6.2(a): Monitor and manage transportation systems</li> </ul>	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"> <li>6.2(b): Implement Transportation Systems Management and Operations (TSM&amp;O) projects</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 6 continued</b>	<ul style="list-style-type: none"> <li>6.2(c): Implement access management projects to optimize the efficiency to roadways, reduce conflict points, and improve safety</li> </ul>	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"> <li>6.2(d): Develop and deploy incident management procedures and processes</li> </ul>	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"> <li>6.2(e): Implement and operate coordinated traffic signal systems</li> </ul>	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"> <li>6.2(f): Support the use of congestions pricing and other tolling techniques</li> </ul>	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"> <li>6.2(g): Implement other active demand management strategies</li> </ul>	Implement other active demand management strategies, including parking supply and pricing mechanisms, such as shared, unbundled, and priced parking, where appropriate.
	<b>Objective 6.3: Develop and Maintain a Safe and Secure Transportation System</b>	
	<ul style="list-style-type: none"> <li>6.3(a): Identify and implement safety enhancement projects</li> </ul>	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"> <li>6.3(b): Develop and implement strategies that enhance security</li> </ul>	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.

<b>Overarching Theme (Plan Elements) &amp; Outcomes</b>	<b>Objectives (continuous improvement)</b>	<b>Objective Narrative</b>
<b>Outcome 7: A transportation system contributing to a better quality of life</b>  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.	<b>Objective 7.1: Expand Transit-Supportive Land Use and Development Patterns</b>	
	<ul style="list-style-type: none"> <li>7.1(a): Maintain and improve efficient transportation access to regional employment hubs</li> </ul>	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"> <li>7.1(b): Expand mobility options within urban centers and other areas of concentrated major activity centers</li> </ul>	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"> <li>7.1(c): Focus roadway capacity increases within the urban growth boundary/area</li> </ul>	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"> <li>7.1(d): Promote multimodal connectivity</li> </ul>	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"> <li>7.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities</li> </ul>	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"> <li>7.1(f): Consider issues of land use compatibility</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 7 continued</b>	<b>Objective 7.2:</b> Expand Transportation Services and Access That Address the Needs of Persons with Mobility Obstacles or Impairments	
	<ul style="list-style-type: none"> <li>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</li> </ul>	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"> <li>7.2(b): Address the transportation needs mobility-limited populations in land use planning and development</li> </ul>	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"> <li>7.2(c): Address the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities</li> </ul>	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.
	<b>Objective 7.3:</b> Develop and Maintain a Transportation System that Protects and Enhances Air Quality, Energy Efficiency, and the Overall Environment	
	<ul style="list-style-type: none"> <li>7.3(a): Expand Travel Demand Management (TDM) services and strategies</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 7 continued</b>	<ul style="list-style-type: none"> <li>7.3(b): Provide efficient, low-polluting alternatives to single-occupant vehicles</li> </ul>	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"> <li>7.3(c): Ensure traditionally underserved populations receive a proportionate share of transportation improvements and are not disproportionately affected by negative impacts</li> </ul>	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"> <li>7.3(d): Reduce potential environmental impacts of roadway construction and maintenance</li> </ul>	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"> <li>7.3(e): Encourage the use of alternative fuel vehicles and infrastructure</li> </ul>	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"> <li>7.3(f): Support legislation that increases fuel economy standards and incentives</li> </ul>	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.



Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b><u>A Safe and Resilient Built and Natural Environment</u></b></p> <p><b>Outcome 8: A region with clean water and air, and lower greenhouse gas emissions.</b></p> <p>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.</p>	<b>Objective 8.1: Improve Air Quality and Reduce Greenhouse Gas Emissions</b>	
	<ul style="list-style-type: none"> <li>8.1(a): Promote efficient development patterns</li> </ul>	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"> <li>8.1(b): Incentivize alternative fuel vehicles and infrastructure</li> </ul>	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"> <li>8.1(c): Expand multimodal transportation options</li> </ul>	Increase multimodal transportation options such as ridesharing, transit, bicycling, or walking, as a means to reduce VMT.
	<ul style="list-style-type: none"> <li>8.1(d): Improve the efficiency of transportation facilities</li> </ul>	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"> <li>8.1(e): Collaborate with local and regional partners on air quality initiatives</li> </ul>	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"> <li>8.1(f): Increase public awareness of air quality issues</li> </ul>	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.
	<b>Objective 8.2: Restore and Maintain the Quality of the Region's Waters</b>	
	<ul style="list-style-type: none"> <li>8.2(a): Require adequate wastewater treatment systems to serve new development</li> </ul>	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.



Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 8 continued</b>	<ul style="list-style-type: none"> <li>8.2(b): Promote best management practices</li> </ul>	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"> <li>8.2(c): Pursue water protection and management initiatives</li> </ul>	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"> <li>8.2(d): Limit groundwater contamination</li> </ul>	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.
	<b>Objective 8.3: Reduce Growth in Regional Per-Capita Water Consumption</b>	
	<ul style="list-style-type: none"> <li>8.3(a): Reduce overall water consumption</li> </ul>	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"> <li>8.3(b): Facilitate collaborative efforts to promote water conservation</li> </ul>	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"> <li>8.3(c): Require adequate long-term water services</li> </ul>	Require adequate long-term water service in areas where urban development is occurring or is planned, either from existing or newly established service providers.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b>Outcome 9: An interconnected network of widely accessible open space, parks, and trails.</b></p> <p>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.</p>	<b>Objective 9.1: Protect and Restore Open Space of Local and Regional Significance</b>	
	<ul style="list-style-type: none"> <li>9.1(a): Protect important natural resources and other preservation focus areas</li> </ul>	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"> <li>9.1(b): Preserve features of scenic, historic, and educational value</li> </ul>	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"> <li>9.1(c): Use open space as a tool to shape growth and development patterns</li> </ul>	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.
	<b>Objective 9.2: Provide a Parks System that is Widely Accessible to the Region’s Residents</b>	
	<ul style="list-style-type: none"> <li>9.2(a): Support a diversity of parks to meet the region’s needs</li> </ul>	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"> <li>9.2(b): Increase park accessibility</li> </ul>	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.
	<b>Objective 9.3: Establish Multimodal Linkages to and Between the Region’s Parks, Open Spaces, &amp; Developed Areas</b>	
	<ul style="list-style-type: none"> <li>9.3(a): Complete “missing links” in the regional trail and greenways network</li> </ul>	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"> <li>9.3(b): Increase transit access to major greenways and open space areas</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b>Outcome 10: Working agricultural lands of significance are conserved for current and future generations.</b></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>	<b>Objective 10.1: Maintain the Region’s Agricultural Capacity</b>	
	<ul style="list-style-type: none"> <li>10.1(a): Conserve significant agricultural lands</li> </ul>	<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"> <li>10.1(b): Support diversity and continued innovation in the agricultural industry</li> </ul>	<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
<p><b>Outcome 11: Reduced risk and effects from natural hazards.</b></p> <p>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.</p>	<b>Objective 11.1: Enhance Community Resiliency</b>	
	<ul style="list-style-type: none"> <li>11.1(a): Limit expansion of the wildland-urban interface</li> </ul>	<p>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.</p>
	<ul style="list-style-type: none"> <li>11.1(b): Promote integrated planning and decision making</li> </ul>	<p>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.</p>
	<ul style="list-style-type: none"> <li>11.1(c): Foster interagency coordination</li> </ul>	<p>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.</p>
	<ul style="list-style-type: none"> <li>11.1(d): Prioritize open space protection in high-risk areas</li> </ul>	<p>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.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b><u>Healthy, Inclusive, and Livable Communities</u></b></p> <p><b>Outcome 12: A built and natural environment that supports healthy and active choices.</b></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>	<b>Objective 12.1: Increase Convenient and Safe Mobility Options for All Ages and Abilities</b>	
	<ul style="list-style-type: none"> <li>12.1(a): Build active, connected places</li> </ul>	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"> <li>12.1(b): Improve first-and final-mile connections</li> </ul>	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"> <li>12.1(c): Build Complete Streets</li> </ul>	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.
	<b>Objective 12.2: Increase Access to Healthy and Local Foods</b>	
	<ul style="list-style-type: none"> <li>12.2(a): Expand opportunities for local food production and processing</li> </ul>	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"> <li>12.2(b): Increase the efficiency of food distribution</li> </ul>	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.

<b>Overarching Theme (Plan Elements) &amp; Outcomes</b>	<b>Objectives (continuous improvement)</b>	<b>Objective Narrative</b>
<b>Outcome 12 continued</b>	<b>Objective 12.3: Maximize Opportunities for Recreation and Access to the Natural Environment</b>	
	<ul style="list-style-type: none"> <li>12.3(a): Expand the regional trail network</li> </ul>	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"> <li>12.3(b): Improve transit connections to recreational opportunities</li> </ul>	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.
<b>Outcome 13: The region’s residents have expanded connections to health services</b>  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.	<b>Objective 13.1: Improve Connections to Health Care Facilities and Service Providers</b>	
	<ul style="list-style-type: none"> <li>13.1(a): Locate health services in areas that are readily accessible</li> </ul>	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"> <li>13.1(b): Improve transit accessibility to health services</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 13 continued</b>	<b>Objective 13.2:</b> Increase Awareness and Knowledge of Community Health and Wellness Issues and Support Networks	
	<ul style="list-style-type: none"> <li>13.2(a): Promote collaboration among stakeholders at the local, regional, and state level</li> </ul>	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"> <li>13.2(b): Leverage existing health and wellness programs and services</li> </ul>	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"> <li>13.2(c): Incorporate health considerations and strategies into local and regional plans</li> </ul>	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"> <li>13.2(d): Increase awareness of programs, services, and other assistance</li> </ul>	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.



Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b>Outcome 14: Diverse housing options meet the needs of residents of all ages, incomes, and abilities</b></p> <p>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.</p>	<p><b>Objective 14.1:</b> Increase the Regional Supply of Ownership and Rental Housing that is Affordable to a Variety of Households at All income Levels</p>	
	<ul style="list-style-type: none"> <li>14.1(a): Remove barriers and reduce cost of developing housing</li> </ul>	<p>Proactively pursue strategies that reduce barriers and expedite the development of housing in desired locations.</p>
	<ul style="list-style-type: none"> <li>14.1(b): Encourage creative approaches to foster the development of affordable, accessible workforce and senior housing</li> </ul>	<p>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.</p>
	<ul style="list-style-type: none"> <li>14.1(c): Monitor changing demands for new and different types of housing</li> </ul>	<p>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.</p>
	<ul style="list-style-type: none"> <li>14.1(d): Promote better jobs-housing balance in employment rich areas</li> </ul>	<p>Expand the supply and range of housing, including affordable and accessible units, in and near to major employment centers around the region.</p>



Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<b>Outcome 14 continued</b>	<b>Objective 14.2: Encourage Opportunities for Diverse Housing by Leveraging Transit Investments</b>	
	<ul style="list-style-type: none"> <li>14.2(a): Promote transit-oriented communities that ensure a mix of housing affordability in transit station areas, including preservation of existing affordable housing</li> </ul>	<p>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.</p>
	<ul style="list-style-type: none"> <li>14.2(b): Encourage transit investments where housing densities support transit already, or are guided to support such densities through local community planning process</li> </ul>	<p>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.</p>
	<ul style="list-style-type: none"> <li>14.2(c): Elevate awareness of the catalytic role housing can play in transit-oriented community strategies</li> </ul>	<p>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.</p>

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b><u>A Vibrant Regional Economy</u></b></p> <p><b>Outcome 15: Access to opportunity for all residents.</b></p> <p>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.</p>	<b>Objective 15.1: Ensure the Efficient Flow of People, Goods, Services, and Information in and Through the Region</b>	
	<ul style="list-style-type: none"> <li>15.1(a): Invest in the region's infrastructure to ensure the region' remains globally competitive</li> </ul>	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"> <li>15.1(b): Connect residents and visitors to cultural, educational, and natural amenities in the Denver region and across the state</li> </ul>	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"> <li>15.1(c): Preserve, protect and enable employment opportunities that are accessible to transit</li> </ul>	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.
	<b>Objective 15.2: Improve Access to and From the Region's Developed and Emerging Employment Centers</b>	
	<ul style="list-style-type: none"> <li>15.2(a): Track, assess, and respond to the mobility needs of major employment centers</li> </ul>	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"> <li>15.2(b): Facilitate public/private partnerships to improve first- and final-mile connections to the region's high-capacity transit services</li> </ul>	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.

Overarching Theme (Plan Elements) & Outcomes	Objectives (continuous improvement)	Objective Narrative
<p><b>Outcome 16: Investments in infrastructure and amenities allow people and businesses to thrive and prosper.</b></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>	<b>Objective 16.1:</b> Increase awareness of key regional growth, transportation, and economic trends	
	<ul style="list-style-type: none"> <li>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</li> </ul>	<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"> <li>16.1(b): Develop monitoring and reporting programs to assess progress toward shared local and regional goals</li> </ul>	<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>

## Summary of written comments on draft Metro Vision plan Themes and Outcomes (only) from Board members and alternates – as of July 27, 2015\*

*\*This table includes only comments received that specifically address the current wording of draft Themes and Outcomes. Over the past few months MVIC has discussed each of the 5 themes in the draft plan. Staff collected committee comments and will share when those items are discussed (e.g. all committee comments have been directed at plan objectives, measures and strategic initiatives vs. themes and outcomes that will be discussed at the meeting in August).*

Theme or Outcome	Board member/alternate comment
<b>Outcome 8: A region with clean water and air, and lower greenhouse gas emissions</b>	Define "lower"
<b>Outcome 8 (narrative): <i>"...ensure that future growth complies with applicable standards and requirements at the federal, state, and local levels."</i></b>	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
<b>Outcome 9: An interconnected network of widely accessible open space, parks and trails</b>	Define "widely"
<b>Outcome 9 (narrative): <i>"...maintain separation between individual communities..."</i></b>	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.
<b>Outcome 9 (narrative): <i>"...provide important wildlife habitat..."</i></b>	What wildlife are they expecting to protect in an urban environment?
<b>Outcome 9 (narrative): <i>"...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."</i></b>	More greenways require more irrigation that goes against water conservation programs. We live in a high desert
<b>Outcome 10: Working agricultural lands of significance are conserved for current and future generations</b>	I do not follow this statement of "lands of significance". Conservation may take the ability of the farmer to sell his or her property
<b>Outcome 11: Reduced risk and effects from natural hazards</b>	Reduce using what measurement? Is this a claim of man made climate change reduction or ?????
<b>Outcome 11: Reduced risk and effects from natural hazards</b>	This is already a requirement of the State. Why are we discussing this at DRCOG?