

Denver Regional Council of Governments

2035 Metro Vision Regional Transportation Plan

Updated and adopted February 16, 2011



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Preparation of this report has been financed in part through grants from the U.S. Department of Transportation, Federal Transit Administration, and Federal Highway Administration

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1. INTRODUCTION

The Denver region’s vitality and the quality of life of its residents depend greatly on mobility. Mobility refers to the ease of moving people and goods from place to place, the accessibility of destinations, and the provision of a variety of travel options. Rapid growth in the region poses a challenge to providing adequate mobility. By 2035 an additional 1.4 million residents and more than a million jobs will place much greater demands on the transportation system. The *2035 Metro Vision Regional Transportation Plan (2035 MVRTP)* addresses the challenges and guides the development of a multimodal transportation system over the next 25 years. It is an element of the overall *Metro Vision 2035 Plan (Metro Vision)* adopted by the Denver Regional Council of Governments (DRCOG). The 2035 MVRTP reflects a transportation system that closely interacts with the growth, development, and environmental elements of Metro Vision.

A. Purpose of the Plan

DRCOG is the designated metropolitan planning organization (MPO) for the Denver area. As such, it is federally charged with developing a long-range regional transportation plan that defines the integrated, multimodal, metropolitan transportation system. The 2035 MVRTP presents the vision for a multimodal transportation system that is needed to respond to future growth, as well as influence how the growth occurs, for the entire DRCOG region. This vision is unconstrained by financial limitations. A federally required component of the plan, the *Fiscally Constrained 2035 Regional Transportation Plan*, is described in Chapter 5. This component defines the specific transportation elements and services that can be provided over the next 25 years based on reasonably expected revenues. Reasonably expected revenues fall far short of allowing the *Fiscally Constrained 2035 RTP* to meet future transportation needs.

Limited federal funds are available to help maintain, manage, and expand the existing multimodal transportation system and improve air quality. Their use must be based on a regional plan that reflects expected revenues. Federal funds are allocated to individual projects through short-range Transportation Improvement Programs (TIPs). Regionally significant projects must be identified in a fiscally constrained long-range plan before they can be funded and constructed through a TIP. Further, the federal Clean Air Act Amendments of 1990 require transportation plans, programs, and projects in non-attainment/maintenance areas for air quality to conform to the State Implementation Plan (SIP) for air quality. The 2035 MVRTP includes the fiscally constrained

regional transportation plan (*Fiscally Constrained 2035 RTP*) for federal funding purposes, and has been prepared to assure conformity with Colorado's SIP.

The 2035 MVRTP defines transportation facilities, improvements, and services for the entire DRCOG region. It includes the MPO Transportation Management Area (TMA) and the mountainous and plains areas of the transportation planning region, as shown in Figure 1.

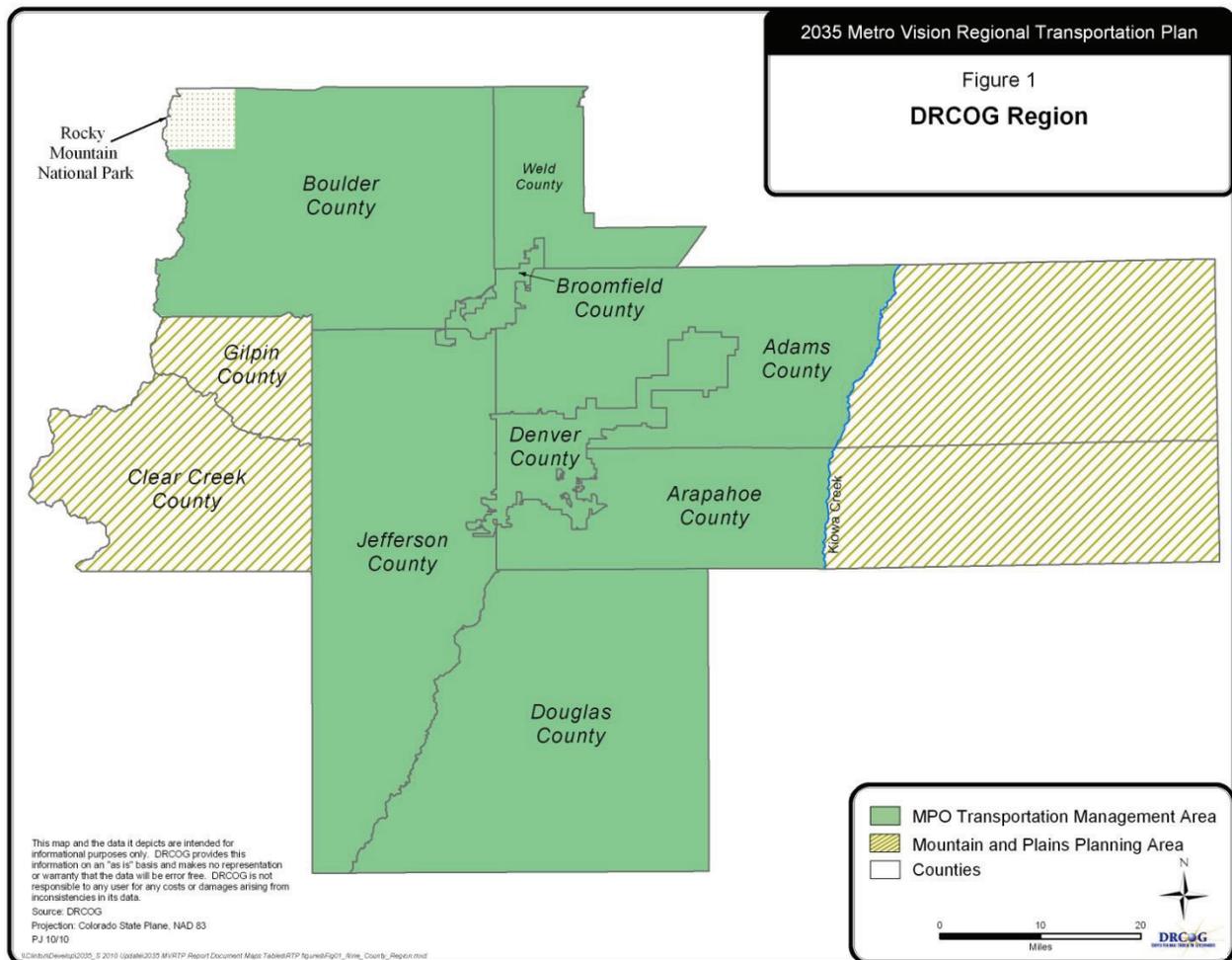
To plan for meeting current and future challenges, the 2035 MVRTP:

- Enhances the relationship between transportation and land use development;
- Provides for maintenance of the existing system;
- Incorporates transportation management actions to increase the existing system's efficiency;
- Includes travel demand management efforts to slow the growth of single-occupant vehicle trips;
- Identifies transit and roadway improvements to increase the system's people-carrying and freight movement capacity;
- Adds bicycle and pedestrian facilities;
- Prioritizes improvements considering limited resources;
- Integrates plan components to yield a connected and complete system;
- Encourages coordination between neighboring communities and between agencies; and
- Supports the Metro Vision urban center, extent of development, environmental quality, and freestanding community elements.

DRCOG developed the 2035 MVRTP in cooperation with local governments, the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), the Regional Air Quality Council (RAQC), and the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment (CDPHE). Decisions were made through the transportation committee structure and the DRCOG Board of Directors with consideration of public input.

The 2035 MVRTP was first adopted in December 2007. It was developed jointly along with the *2035 Metro Vision Plan* including extensive efforts on reviews of proposed projects, a thorough revision to financial resource estimates, and analyses of alternative future planning scenarios. The current plan is an update focused on the incorporation of sustainability principles into the plan documents. Planning assumptions have been updated, as have vision projects, project

costs and estimates of available revenues. Because likely revenues are generally sufficient to accommodate the updated costs of the remaining projects in the *Fiscally Constrained 2035 RTP*, extensive re-evaluation of projects comprising the *Fiscally Constrained 2035 RTP* was not undertaken. Overall, the financial plan and specific projects comprising the *Fiscally Constrained 2035 RTP* are not substantially changed from the latest amended version of the 2035 MVRTP.



B. Relationship to the *Metro Vision 2035 Plan*

The *Metro Vision 2035 Plan* is the region’s long-range plan for growth and development. Its goal is to protect the quality of life that makes the region such an attractive place to live, work, play, and raise a family. The DRCOG Board of Directors first adopted the *Metro Vision 2020 Plan* in 1997. The plan underwent a major update in 2004 to produce the *Metro Vision 2030*

Plan. The *Metro Vision 2035 Plan* was first adopted in December 2007 and is being updated concurrently with the *2035 Metro Vision Regional Transportation Plan*.

Metro Vision includes several elements, oriented around planning for a sustainable future, that interact closely with one another (see Chapters 3 and 4):

- Extent of urban development;
- Large-lot development;
- Urban centers;
- Freestanding communities;
- Rural town centers;
- Community design;
- Transportation system;
- Parks and open space;
- Water quality;
- Air quality; and
- Noise.

The 2035 MVRTP is consistent with the goals and policies set out for each of the elements in Metro Vision. It is based on the foundation that transportation interacts closely with the growth, development, and environmental elements. This interaction is referenced throughout much of the document. The 2035 MVRTP represents the “next step” for implementing Metro Vision’s transportation element, as well as the other elements. Further details on specific transportation components are provided in the following documents:

- *Pedestrian and Bicycle Element of the 2035 Metro Vision Regional Transportation Plan* (2010);
- *Regional Intelligent Transportation Systems Strategic Plan* (2010);
- *Regional Travel Demand Management Strategic Plan* (2005); and
- *Transit Element of the 2035 Metro Vision Regional Transportation Plan* (2010).

As appropriate, these documents will be updated subsequent to the adoption of the 2035 MVRTP.

C. Transportation Vision, Goals, and Policies

The *Metro Vision 2035 Plan* establishes a vision of how the future multimodal transportation system will serve the people and businesses of the Denver region. An overall goal statement of Metro Vision integrates mobility, land use and development and is supported by 14 policies to

guide the implementation of the transportation system. Extensive updates have been made to incorporate sustainability principals into the vision, goals, and policies.

Metro Vision Transportation Vision: A balanced sustainable multimodal transportation system will include rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, and associated system and travel demand management services. The integrated components of this system will provide reliable mobility choices to all of its users—residents and visitors of all ages, incomes and physical abilities, as well as businesses that provide services and produce or sell goods. Users will find the transportation system easy to access, safe and secure, and it will permit efficient state and nationwide connections for people and freight.

Metro Vision Transportation Goals: Provide safe, environmentally sensitive, efficient, and sustainable mobility choices for people and goods; and integrate with and support the social, economic, and physical land use development of the region and state while supporting the following Metro Vision goals:

- Urban centers will accommodate 50 percent of new housing and 75 percent of new employment between 2005 and 2035;
- Increase the rate of construction of alternative transportation facilities;
- Reduce the percent of trips to work by single occupancy vehicles (SOV) to 65 percent by 2035 (per U.S. Census);
- Reduce the regional per capita VMT by 10 percent by 2035; and
- Reduce the annual per capita greenhouse gas emissions from the transportation sector by 60 percent by 2035.

To achieve these goals, the transportation system must be well maintained and the region's agencies and governmental bodies must work cooperatively to develop strategies for obtaining sufficient funding. As such, the following 14 transportation policies are also supported by several action strategies that are described in association with specific transportation components in Chapter 4:

Metro Vision Transportation Policies

Policy #1. System Preservation. Assure existing and future transportation facilities are maintained and preserved.

Policy #2. Transit. Provide increased transit service and facilities that can accommodate an increasing share of daily travel, encourage transit-oriented development, and provide mobility options.

Policy #3. Roadways. Provide a sustainable roadway system that enables safe and efficient travel by automobiles, trucks, buses, and bicycles.

Policy #4. Management and Operations. Make the best use of existing and future transportation facilities by implementing measures that actively manage and integrate systems to optimize system performance and safety, provide accurate real-time information, reduce the demand for single-occupant motor vehicle travel, and reduce per capita Vehicle Miles Traveled (VMT).

Policy #5. Rights-of-way Preservation. Reserve adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

Policy #6 Denver Central Business District. Improve and maintain efficient transportation access by all modes to downtown Denver.

Policy #7. Safety. Develop and maintain a safe transportation system for all users.

Policy #8. Security. Develop and maintain a transportation system that provides increased security for all users.

Policy #9. Bicycle and Pedestrian. Provide robust bicycle and pedestrian accessibility throughout the region.

Policy #10. Interconnections. Provide efficient interconnections of the transportation system within modes, among different modes, and between the metropolitan area and the rest of the state and nation.

Policy #11. Transportation-efficient Housing and Business Developments. Design new developments within communities to allow the efficient movement of pedestrians, bicyclists, buses, and motor vehicles within, to, and through the area.

Policy #12. Land Use Integration. Implement transportation system components that support Metro Vision's urban growth boundary/area, urban centers, open space, and associated concepts.

Policy #13. Transportation for the Disadvantaged. Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly, and disabled persons.

Policy #14. Environmental Quality. Develop and maintain a sustainable transportation system that protects and enhances air quality, energy efficiency, and the overall environment.

D. Public Involvement and Decision-making Process

The framework for involving the public in the 2035 MVRTP process is defined by *Public Involvement in Regional Transportation Planning*, originally adopted by the DRCOG Board in 2005 and revised in 2010. Many 2035 MVRTP development activities were conducted in concert with the development of the *Metro Vision 2035 Plan* in 2006 and 2007. Additional activities were conducted in 2009 and 2010 as part of the plan update process. The public was notified about the 2035 MVRTP and involved in its development through the following activities:

- Notification of events and review documents via DRCOG *Regional Report* newsletter (6,000 recipients);
- Two scenario planning workshops (September 27, 2006 and February 15, 2007);
- Three public meetings (October 4, 2007, October 9, 2007, and October 11, 2007);
- Two “sustainability café” workshops (July and August 2009);
- More than 30 DRCOG Board and committee meetings covered 2035 MVRTP topics; and
- Public hearings in December 2007, July 2008, December 2008, July 2009, December 2009, and December 2010.

Events were advertised through the DRCOG newsletter and other publications, news releases to the local media, including minority publications and radio stations, the DRCOG website, postcards, and public hearings. Summaries of testimony received at the public hearings are available at DRCOG.

Decision-making Process

The decision-making process recognizes that transportation issues cross the boundaries and responsibilities of individual jurisdictions and organizations. The DRCOG Board of Directors considers public input and acts on the advice of numerous committees, including the Regional Transportation Committee (RTC), the Transportation Advisory Committee (TAC), and other specialized committees. The interrelationship between the various committees is illustrated in Figure 2. The RTC, which includes elected public officials, Colorado Transportation Commissioners, RTD Board members, and the public, reviews regional transportation issues and DRCOG transportation program issues and provides policy recommendations to the DRCOG Board.

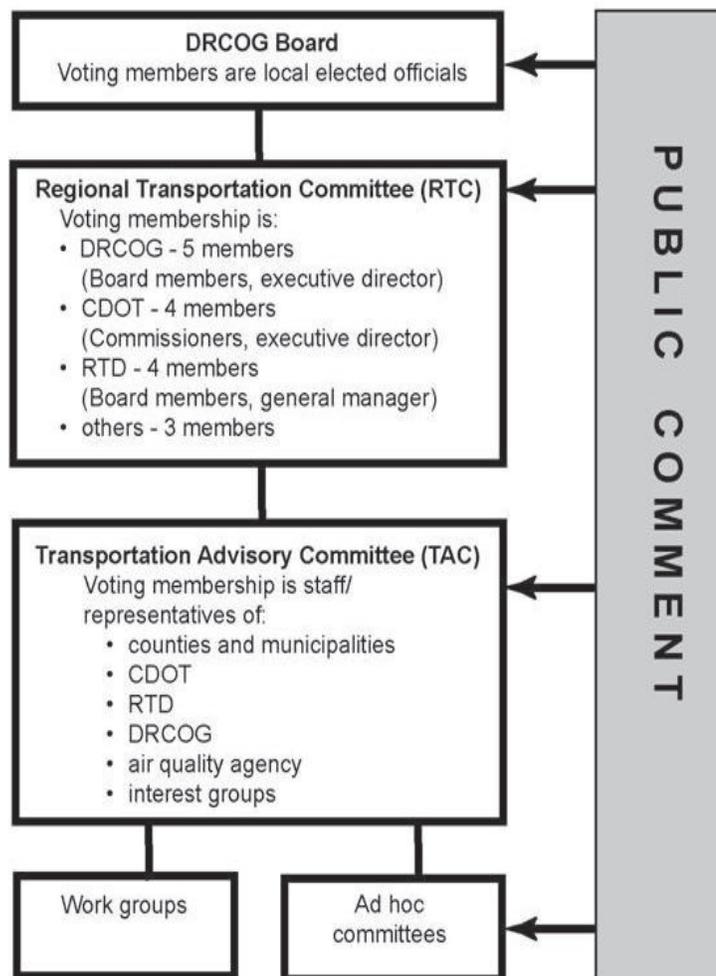
Each of the partners in the transportation planning process brings a unique perspective. CDOT is responsible for the management, construction and maintenance of state highways, as well as statewide transportation planning efforts. RTD is responsible for the development, maintenance and operation of a public transportation system within its geographic area. RTD also provides service meeting Americans with Disabilities Act (ADA) requirements. Member jurisdictions bring particular knowledge of their local areas. The APCD and RAQC reflect the air quality interests of the state and the region. DRCOG is responsible for regional development and transportation planning, coordination of the planning efforts of RTD and CDOT, and representation of the various perspectives of more than 50 local government members.

Air Quality Conformity Determination Process

The Clean Air Act (CAA) of 1990 requires that federally funded transportation plans, programs, and projects in non-attainment or maintenance areas conform to the SIP for air quality. An air quality analysis of the *Fiscally Constrained 2035 RTP* was prepared. It is consistent with the 2004 U.S. Environmental Protection Agency guidance.

Coordination of transportation planning with the SIP for air quality is accomplished through the participation of the responsible air quality agencies at policy and technical committee levels in the decision-making process detailed above. The mountain area (Clear Creek and Gilpin counties) of the region as shown in Figure 1 is outside the air quality non-attainment/maintenance areas of the Denver region. It is not subject to the conformity requirements.

Figure 2 DRCOG Committee Structure for Transportation Decision-making



2. TRANSPORTATION CHALLENGES

This chapter discusses the challenges addressed by the *2035 Metro Vision Regional Transportation Plan* (2035 MVRTP). Challenges to transportation planning at the regional level go beyond simple cause-and-effect factors in individual corridors. Regional transportation planning is integrated closely with the overall *Metro Vision 2035 Plan* and must consider population and employment growth, development patterns, demands for different types of travel, the environment, availability of funds, and overall sustainability of the region.

How will the transportation system respond to, influence, and be impacted by the following challenges:

A. Growth Challenges

- ***Economic and population growth.*** The population of the Denver region is expected to increase from about 2.9 million in 2010 to more than 4.3 million in 2035, an increase of about 50 percent. More than half the growth will be due to the natural increase of births over deaths. Employment (number of jobs) is forecast to increase from about 1.6 million in 2010 to about 2.6 million in 2035, an increase of more than 60 percent. People living in, working in, and visiting the region in 2035 will make over 20 million total trips (14 million vehicle trips) and drive more than 119 million miles each and every weekday. Table 1 displays past, current, and projected population and employment for the Denver region. Past trends and forecasts of regional population, households, and employment are depicted in Figure 3.

Population and employment growth outside the current DRCOG planning area in Elbert County, El Paso County, Larimer County, and Weld County will also affect the Denver region. Congestion on major interregional highways such as I-25, US-85, and US-287 will be impacted by the increase in commuter and visitor trips to and from the region. The estimated daily work commuters between the neighboring counties and the Denver region in 2000 are shown in Figure 4. Over 45,000 workers traveled into the region and about 13,000 residents traveled out of the region each day to work.

Table 1
DRCOG Region Population and Employment

	Population			Employment		
	1990	2010	2035	1990	2010	2035
Denver TMA*	1,859,200	2,859,600	4,296,400	1,046,900	1,551,000	2,560,500
Mountain Counties	10,700	15,700	22,400	3,500	8,900	11,900
Plains Area	4,100	9,800	29,950	700	1,500	3,600
DRCOG Region Total	1,874,000	2,885,100	4,348,700	1,051,100	1,561,400	2,576,000

Source: U.S. Census and DRCOG estimates and projections
*Current boundary

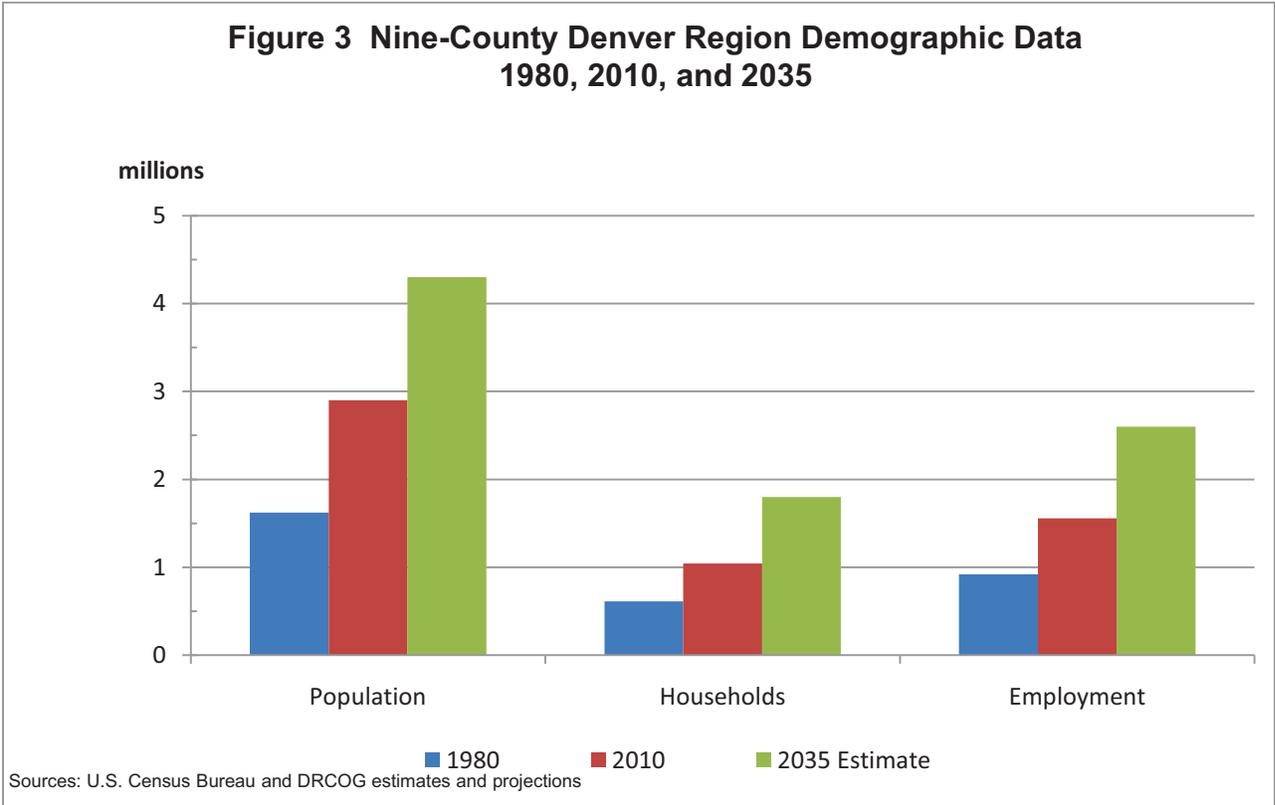
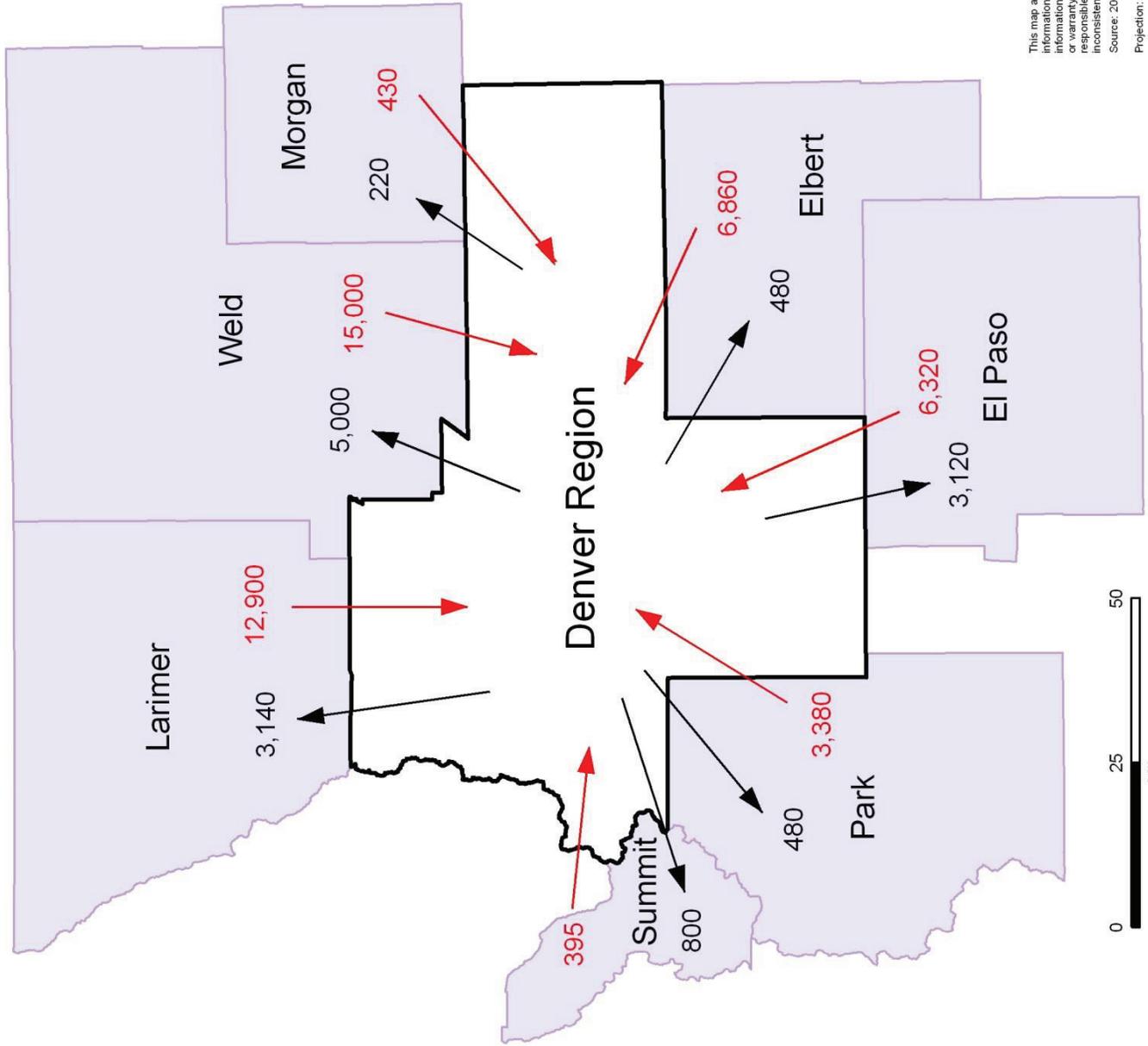


Figure 4
Work Trips Between
Denver Region and
Neighboring Counties
(2000 US Census)



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Source: 2000 Census
Projection: Colorado State Plane, NAD 83
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B. Land Development Challenges

- **Location of growth.** Most of the expected increase in the region's population and employment will occur within the urban growth boundary/area. In addition, much of it will be concentrated in urban centers. However, the majority of this growth will occur in locations far from the Denver Central Business District (CBD). As the region expands its urban development, some people and business will inevitably have to make longer trips. The average length of trips that are made in the future will likely increase, placing greater demands on the transportation system. In selected areas, urban centers will absorb a significant amount of growth and offer more convenient accessibility via bus or rail transit and opportunities for shorter nonmotorized trips.
- **Less efficient development patterns.** Developments with circuitous streets and poor pedestrian connections, and those with separated residential and commercial areas can result in an increased reliance on the automobile. The lack of direct pedestrian or bicycle access between subdivisions and arterial streets, commercial centers, and other community resources (e.g., bus stops) discourages walking and bicycling.
- **Lower development densities.** Many residential areas are developed at lower housing unit densities and cannot be served cost-effectively with conventional public transit. Lower density suburban office parks are also more difficult to serve efficiently with conventional public transit.
- **Development near airports.** Several residential subdivisions have developed within the influence area of the region's airports. This may give rise to future noise impact issues that could hinder the regional airport system's ability to grow or respond to changes in the service market.

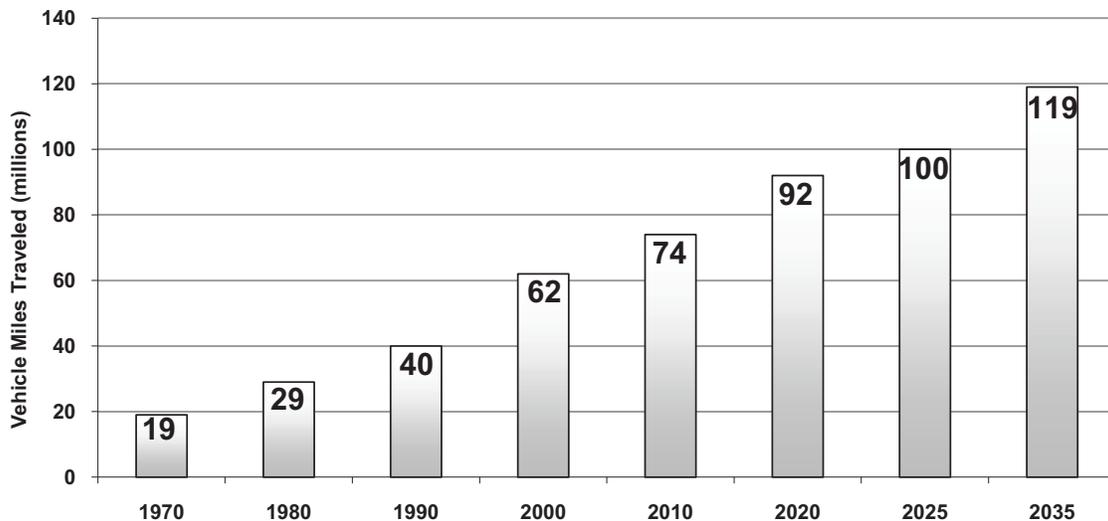
C. Social Challenges

- **Automobile dominance.** The automobile (including cars, vans, pick-ups, and sport utility vehicles) is the region's dominant form of household transportation. And for most trips, the automobile contains only a single occupant, the driver. The 2000 U.S. Census showed that 75 percent of workers traveled alone in their automobiles to work. About 5 percent worked at home, and the remaining 20 percent carpooled, walked, bicycled, or took transit. Higher incomes have also permitted a greater share of households to have an automobile available. The median household income for the region was estimated to be \$51,266 in 2000, as

compared to \$47,861 in 1990 (in constant 2000 dollars), a change of 7.1 percent with inflation taken into account.

- **Increased travel.** Vehicle miles traveled (VMT) increased 4.7 percent annually between 1990 and 2000, a greater rate of increase than the preceding two decades, and greater than the rate of increase in population or employment. The rate of annual VMT growth was not as high between 2000 and 2010 but is currently forecast to steadily increase through 2035. Past VMT trends and future forecasts are displayed in Figure 5.
- **Jobs/housing balance.** In areas that lack a good balance of jobs and housing, there are fewer opportunities to live close to work. It is also less likely that nonmotorized modes can be used to travel to work. A good balance of jobs and housing does not assure working close to home. Most of the region's households contain two or more wage-earners, increasing the difficulty in finding work close to home for all wage-earners. People also change jobs frequently and housing costs impact where workers can live.
- **Difficult to institute change.** Changing personal travel habits is difficult, particularly when people are not aware of options, viable options do not exist, and benefits are not clearly understood. For example, though going to work by transit may take longer and have a higher out-of-pocket cost, the full monetary benefit of leaving one's car at home may not be recognized.
- **Growth of elderly and disabled population.** Both the elderly and disabled populations are growing at rates faster than the general population. Between 2005 and 2035, the number of area residents aged 60 and older is expected to nearly triple from approximately 336,000 to 970,000. In contrast, the overall population is expected to increase by 59 percent in that time period. It is expected that a large percentage of older adults will choose to live in suburban locations, which are difficult to serve with traditional fixed-route transit services. There may also be fewer opportunities for family members to provide transportation since grown children often live far apart from their elderly parents. This may mean increased reliance on public and specialized transit service systems.

**Figure 5 Weekday Vehicles Miles Traveled in Denver Area
Trend and Forecast (millions)**

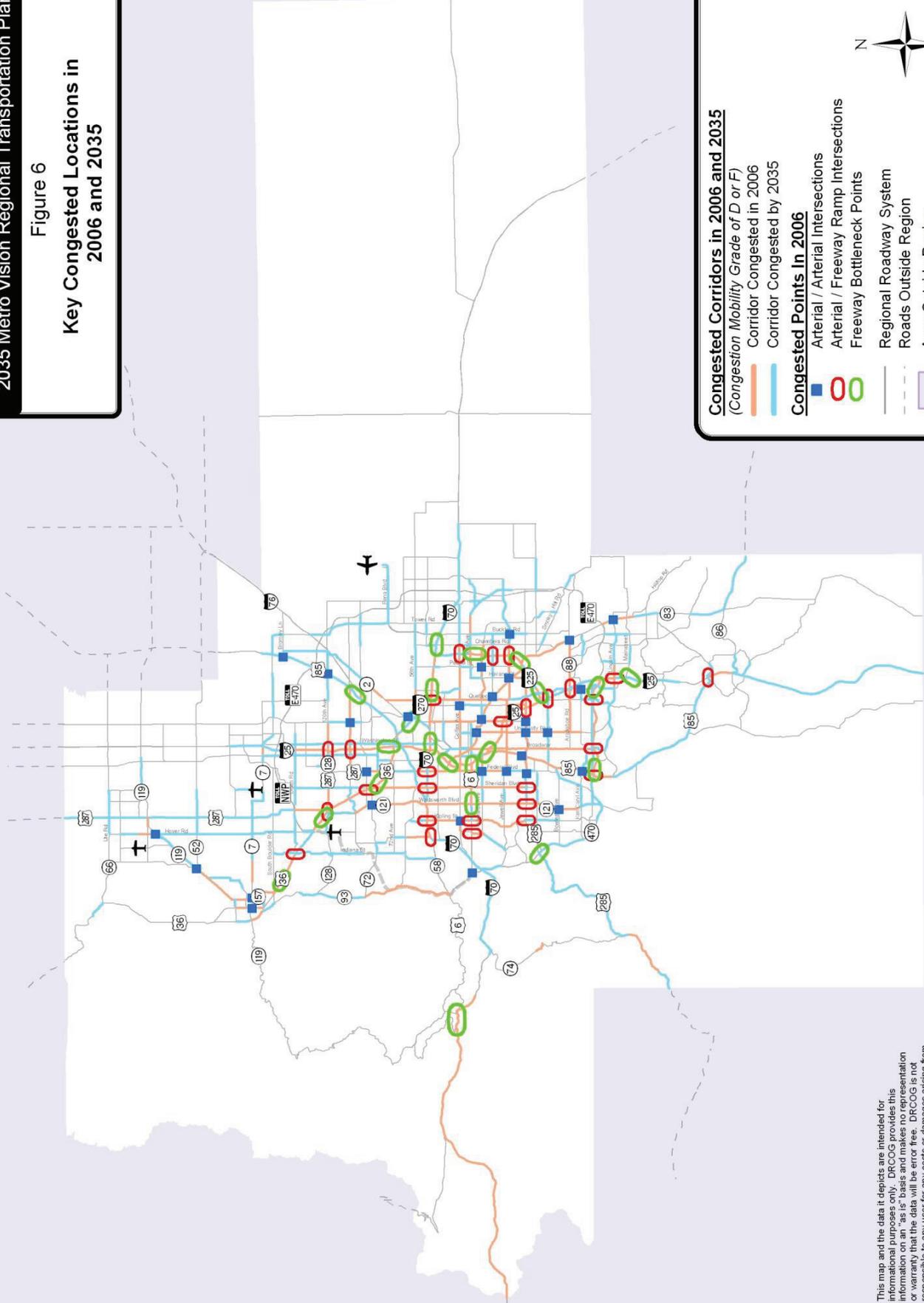


D. Transportation Challenges

- **Limited existing transportation system capacity.** Without improvements and expansion, the region's existing transportation system cannot provide a desirable level of mobility to meet expected demand. It also will not provide reasonable travel alternatives for many of the region's residents. Most major travel corridors already have severe road congestion. Some peak-hour bus and light-rail service runs operate at standing-room only capacities; riders wanting a seat must wait for the next bus or train.
- **Increased congestion.** Recent growth in VMT combined with little increase in highway capacity has resulted in about 340 miles of freeways and arterials identified with severe congestion in 2006 (corridors with a DRCOG congestion mobility grade of D or F as shown in Figure 6) and defined in Appendix 3. The number of congested miles is expected to more than double between 2006 and 2035. Figure 6 also identifies key congested locations on the regional roadway system in 2006.
- **Impacts of expansion and construction.** Many travel corridors in the region are densely developed with little available room for expansion. Roadways and railroad lines in these areas are fronted with residences or businesses, often in close proximity to the travelway. The ability to widen a roadway or provide a rapid transit corridor is more costly and politically difficult when additional right-of-way is needed. Often this requires residential and business acquisitions that may cause community and economic impacts.

- ***Increase in traffic crashes.*** The number of crashes on the roadway system increased by about 3 percent annually between 1990 and 2005. The increase was due primarily to the growth in VMT and also in part to increased congestion. The 73,600 reported crashes in the Denver region in 2005 resulted in 23,100 injuries and 247 fatalities.
- ***Mobility options for persons without a car.*** According to the 2000 Census, about 67,000 households in the Denver region did not have an automobile available. People living in such households may not drive because of health or income reasons or as a matter of choice. Such persons still have a need to travel to work, health facilities, schools, stores, and other destinations. Friends or family members may provide rides, but it is important to also offer public transit services, carpool assistance, and facilities for convenient bicycle and pedestrian trips.
- ***Recreational traffic.*** The Denver region's quality of life depends upon the abundant recreational opportunities nearby. Thousands of people travel to and from recreational activities in the mountainous areas of Colorado, both within the region and adjacent to it. Traditionally, they travel around the same general time. Roadways such as I-70 and US-285 experience extreme congestion during weekend peak periods, such as Sunday afternoons. Local communities are greatly affected by this congestion, which impacts the ease of making local trips, emergency response to traffic crashes, and noise, air, and water quality. Regional and local roads accessing recreational destinations within the region are challenged to safely accommodate competing uses (e.g., destination travel and scenic byway, recreational vehicles and bicyclists). Federal and state land management agency budgets strain to maintain and rebuild existing transportation infrastructure, let alone provide new or improved facilities to accommodate the growing demand generated by 1.46 million new residents of the region.

Figure 6
Key Congested Locations in
2006 and 2035

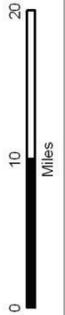


Congested Corridors in 2006 and 2035
(Congestion Mobility Grade of D or F)

- Corridor Congested in 2006
- Corridor Congested by 2035

Congested Points In 2006

- Arterial / Arterial Intersections
- Arterial / Freeway Ramp Intersections
- Freeway Bottleneck Points
- Regional Roadway System
- Roads Outside Region
- Area Outside Region



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Source: DRCOG
Projection: Colorado State Plane, NAD 83
10/03

E. Environmental Challenges

- **Air quality.** Pollutant emissions from mobile sources, (e.g., automobiles and trucks), are a major contributor of air pollutants, as shown in Table 2. The past trends in emissions violations for the Denver region are illustrated in Figure 7. The Denver area did not violate the federal standard for carbon monoxide or particulate matter (PM₁₀) in 2009, the most recent year measured. For these pollutants, the number of violations recorded in the region has decreased from the 1980s primarily due to automobile pollution control equipment, the state's inspection and maintenance program, the oxygenated fuels program, and changes in street sanding and sweeping practices.

The pollutant currently of greatest concern is ground-level ozone. In 1997, the U.S. Environmental Protection Agency (EPA) introduced a new standard for ozone (referred to as the 8-hour standard) that became effective in 2003. Ground-level ozone is a summertime pollutant formed when volatile organic compounds and nitrogen oxides mix and react in the presence of sunlight. Results for the three-year period 2005-2007 showed that the region did not achieve this standard. The EPA officially designated the Denver-North Front Range Area to be in non-attainment of the 8-hour ozone standard in November 2007. The lead air quality agencies in the ozone non-attainment area prepared an attainment SIP that contain the necessary control measures and the motor vehicle emissions budgets that the region is using for air quality conformity in order to attain the 8-hour standard. EPA has recently adopted an even stricter 8-hour standard for ozone (from the current 0.08 parts per million to 0.075) and has announced that it will lower that standard in 2010. This new standard will pose even greater challenges for this region, and many others across the nation, to meet the standard.

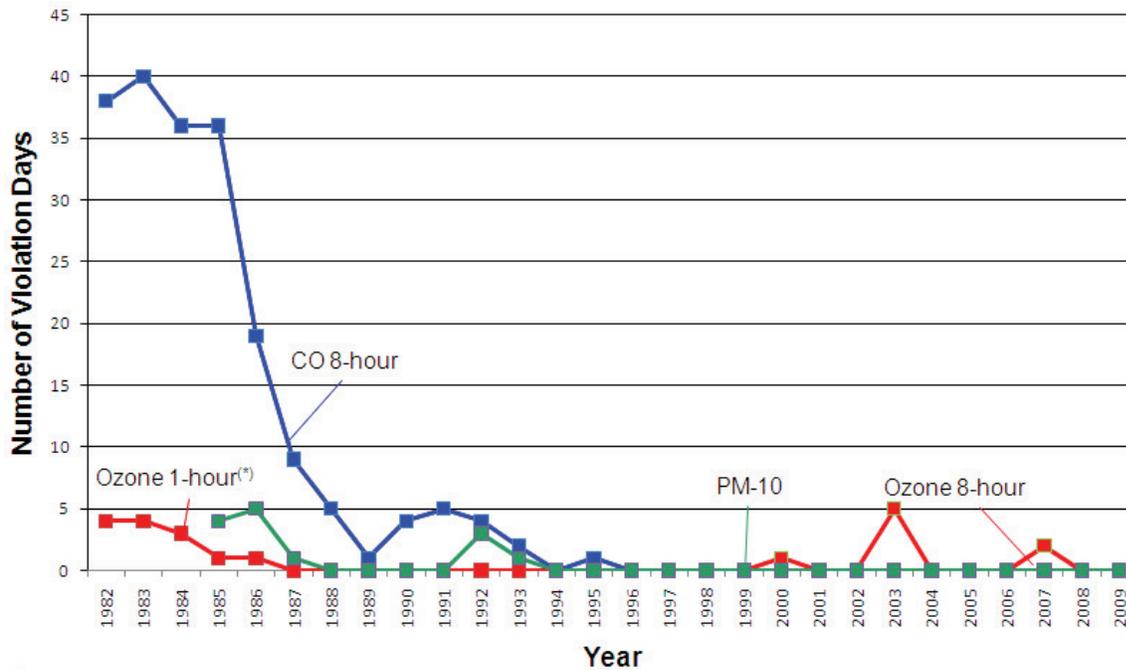
Even with continued technological improvements to automobile pollution control equipment, expected VMT growth may jeopardize air quality. Consequently, continued efforts to slow the growth in travel demand, promote alternative modes of travel, and pursue technological improvements and cleaner fuels need to be made.

- **Water quality.** Water pollution is caused by many factors related to regional development, including the construction and operation of the transportation infrastructure. Growth in traffic can cause increased runoff of pollutants created by brakes and tires. As the physical transportation network expands, the amount of impervious surface increases, resulting in greater runoff.

Table 2 Percent of Pollutants Attributable to Mobile Sources (2007)	
Pollutant	Percent of Total Pollutants Attributable to Mobile Sources
Carbon Monoxide	82.4%
Coarse Particulates (PM ₁₀)	59.8%
Nitrogen Oxide—Winter	42.0%
Volatile Organic Compounds ^{1,2}	25.1%
Nitrogen Oxide ^{1,2}	34.5%

1) Assumes 8-hour non-attainment area
 2) Includes only anthropogenic (man-made) emissions
 Source: Regional Air Quality Council

Figure 7 DRCOG Region Air Quality Violation Days



* Ozone 1-hour standard replaced with Ozone 8-hour standard in 1997.

Source: Air Pollution Control Division of the Colorado Division of Public Health and Environment.

F. Funding Challenges

- **Limited funds.** Financial resources for transportation over the next 24 years of the plan are currently expected to be far less than needed to maintain the current transportation system to high standards, let alone expand it. Transportation funding has simply not kept pace with the continued growth in travel demand or the recent dramatic increase in transportation construction cost. Fewer than half of the capacity improvements identified for the Metro Vision transportation system can be funded. Additional revenue sources must be found. Local government and private revenues will need to make up a greater share of transportation funding to accommodate the expected growth.

