

## Part 1

## Base Information

1. Project Title	City and County of Denver -- Strategic Transportation Plan: Moving People and Goods (STP)
2. Project Start/End points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	The project includes the entire City and County of Denver Boundary
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Denver Public Works
4. Project Contact Person, Title, Phone Number, and Email	David Pulsipher, Planning Supervisor, 720.913.5745, david.pulsipher@denvergov.org
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access CCD property, or request CCD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>

6. What planning document(s) identifies this project?	<input checked="" type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>	
	<input checked="" type="checkbox"/> Local plan:	<input checked="" type="checkbox"/> Blueprint Denver (2019) <input checked="" type="checkbox"/> Denver Mobility Action Plan <input checked="" type="checkbox"/> Denver Strategic Transportation Plan (2008) <ul style="list-style-type: none"> <li>a. Denver Moves Bikes (2015)</li> <li>b. Denver Vision Zero Action Plan (2017)</li> <li>c. Denver Moves: Pedestrians &amp; Trails (2019)</li> <li>d. Denver Moves: Transit (2019)</li> </ul>
	<input checked="" type="checkbox"/> Other(s):	<input checked="" type="checkbox"/> RTD Plans in Progress: <i>First and Last Mile Strategic Plan and Regional Bus Rapid Transit Feasibility Study</i>  <input checked="" type="checkbox"/> <a href="#">DRCOG – Denver Regional Active Transportation Plan (Jan. 2019)</a>  <input checked="" type="checkbox"/> CDOT – <i>Colorado State Highway Freight Plan -Updated October 2018</i>  <input checked="" type="checkbox"/> CDOT – <i>Colorado State Freight and Passenger Rail Plan (2012)</i>
<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>		

7. Identify the project's **key elements**.

- Rapid Transit Capacity (2040 FC RTP)
- Transit Other: all modes
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2040 FC RTP)
- X Roadway Operational

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian
- Roadway Pavement Reconstruction/Rehab
- X Bridge Replace/Reconstruct/Rehab
- Study
- X Design
- Transportation Technology Components
- Other:

8. **Problem Statement**

Denver's 10-year old Strategic Transportation Plan (STP) -- which was a groundbreaking initiative to establish travelsheds and an emphasis on person-trip capacity rather than vehicular capacity – is now outdated given the significant changes in Denver's development patterns and transportation needs.

Denver's population grew by 100,000 people in seven years. Infrastructure is deteriorating, vehicle -related deaths are not decreasing, transportation options are limited, and increasing automobile use is negatively impacting our climate/environment. Seventy-three percent (73%) of Denver commuters drive alone. Transportation represents nearly 30% of carbon emissions in Denver, and nearly one-quarter of Denver residents live near or below the poverty rate. Denver has hundreds of projects competing for limited resources to help solve these problems. Without cross-modal prioritization the City will lack the understanding needed to deliver the most high-value, impactful work programs. The new **Denver Strategic Transportation Plan (STP)** will be a bold, comprehensive plan and policy action list that will enable Denver to achieve its bold vision for the future.

In addition, over the last 5 to 10 years, the Regional Transportation District's (RTD's) FasTracks rail system within Denver is almost complete, and Denver Union Station has opened. The Denver International Airport (DEN) passenger traffic has grown exponentially and DEN is now ranked as the fifth-busiest airport in the United States, with more than 64 million passengers traveling through the airport each year.

From a goods movement perspective, DEN is also a leader when it in moving and handling large volumes of air cargo, hosting a joint-use cargo facility, and operations and support facilities for World Port Cargo Support, DHL, UPS, FedEx and United Airlines cargo and the US Postal Service. Major freight rail lines for UPRR and BNSF, and the major interstate, state, and regional highway freight corridors such as I-25, I-70, I-270, US 6, US 85, and Pena Boulevard, crisscross Denver as well.

Also, in this period, a number of state and regional plans have been updated. Since many of the multimodal state and regional transportation facilities serve, pass through, and impact Denver, the following regional transportation plans will need to be considered in the future design and investment in Denver's multimodal transportation network:

- RTD Plans in Progress: *First and Last Mile Strategic Plan* and *Regional Bus Rapid Transit Feasibility Study*
- [DRCOG – Denver Regional Active Transportation Plan \(Jan. 2019\)](#)

☒ CDOT – *Colorado State Highway Freight Plan* -Updated October 2018

☒ CDOT – *Colorado State Freight and Passenger Rail Plan* (2012)

Denver has hundreds of projects competing for limited resources to help solve these problems. Without cross-modal prioritization the City will lack the understanding needed to deliver the most high-value, impactful work programs. The new **Denver Strategic Transportation Plan (STP)** will be a progressive, comprehensive plan, investment strategy, and policy action initiative that will enable Denver to achieve its bold vision for the future.

9. Define the **scope** and **specific elements** of the project.

Denver’s -- **Strategic Transportation Plan: Moving People and Goods (STP)** will update and modernize the recommendations completed in the 2008 effort. It will guide Denver’s policies, programs, projects and investments for the next 20+ years.

## Denver Transportation Planning Hierarchy



The scope of the STP is to **maximize Denver Capital Improvement Program (CIP) and Bond investments and leverage outside funding sources, identify necessary policy and provide a roadmap for a comprehensive transportation system that prioritizes the movement of people via alternative modes, not just single-occupant vehicles. It will also analyze data and develop infrastructure networks which recognize the importance of integrating freight and goods movement needs through plans, policies, programs, and projects.** It will examine multi-modal first/last mile connections, bus/rail optimization, modal conflict and impact reduction, Infrastructure deficiencies, staffing-related challenges, and re-imagining the best use of the public’s right of way. The study is an essential component of Mayor Hancock’s Mobility Action Plan – defining the necessary steps to enact massive-scale behavior change at the personal transportation level.

The STP will **emphasize efficiency and cost-effectiveness**. Recently completed modal plans will be brought together into an integrated, nearer-term strategy. By doing this, we can define neighborhood transportation projects that address several needs and thereby multiply the benefits of every dollar invested. The methodology will account for current demographic/work force trends, infrastructure finance options, new modes of transportation and public/private mobility options with a short-, mid-, and long-range range focus rather than just the typical 30-year planning horizon. **Metrics** to monitor plan effectiveness will include service reliability, standardized methods to develop O&M data for better accuracy, customer “accessibility” evaluation looking at trip patterns (first/final mile). It will bring together the previously completed planning efforts and corresponding project prioritization under one plan so that infrastructure investment and policy can be streamlined for more effective and impactful projects.

**Coordination and outreach** with the CCD Executive leadership, Public Works Executive Management, DRCOG, RTD, CDOT, local governments, and stakeholders/citizens for input will be a critical component.

The plan is anticipated to answer the question “how do we move more people and goods safely?” charting a course that optimizes existing and future funded infrastructure first before determining what other future investments are needed.

Specific elements of the project include:

1. **Framing the Effort**: describing what CCD is seeking in the broadest context. How do we maximize the benefits from our current investment and simultaneously plan for a sustainable, fiscally sound future? How do we plan to accommodate Denver’s growth in population and demand on its infrastructure? Prepare (1) a financially-constrained plan and; (2) a needs-based unconstrained plan.
2. **Stakeholder Engagement, Communications, and Outreach** -- needs and assessments of CCD; demographic areas of emphasis for CCD; equity engagement, working and travel patterns and implications for transportation; changing marketplace of mobility services and implications for infrastructure and mobility relate. Stakeholders Outside CCD (Collect survey information; establish Stakeholder Working Group; pop up events at key milestones;; public open house meetings.
3. **CCD Executive Engagement**
4. **PW Executive Management Engagement**
5. **Incorporation of Previous Studies/Efforts** (Blueprint Denver, Denver Moves: Transit, Denver Moves: Downtown, Denver Vision Zero Action Plan, Denver Moves: Pedestrians & Trails, Denver Moves: Bikes
6. **Existing Conditions Assessment** -- Review of current CCD policies, standards, guidelines and practices -Develop comprehensive citywide recommendations for changes to CCD policy.
7. **Data Collection and Existing Conditions**
8. **Study Time Horizons** (2030, 2040, 2050)
9. **Develop Evaluative Criteria for Scenario Planning (Modeling)** – Conduct scenario-based modeling runs measuring the impact of different levels of investment by type, geography and timescale. Criteria will both inform and be used to evaluate the outcomes of each scenario. Based on timing, this effort may benefit from the 2040 DRCOG RTP update which will produce an update to the regional transportation model.

10. **Fiscal and Financial Analysis and Planning** -- Prepare a fiscal and financial analysis, based on CCD's long-range financial models -- Plan should guide development of a fiscally-constrained mobility plan -- Plan should also include a financially un-constrained scenario ("visionary" or "needs-based"). Identify how to address shortfall between the constrained and unconstrained plans. -- Recommend a standardized methodology for O&M forecasting to insure adherence to commitments -- Document strategies to strengthen fiscal resiliency and explore financial innovation to keep the system in a state of good repair and provide better service -- Identify additional funding opportunities and make assumptions regarding state and federal funding availability

11. **Prepare STP to outline achieving the Mayor's Mobility Plan mode share goals** -- Identify stakeholder initiatives that could impact CCD operations, and determine the role CCD should play -- Identify and determine how to integrate service with new technologies, modes of transportation and public/private mobility options

12. **Workforce Challenges**

10. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?

Yes  No

*If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.*

## A. Project Financial Information and Funding Request

<b>1. Total Project Cost</b>	<b>\$5,000,000</b>	
<b>2. Total amount of DRCOG Subregional Share Funding Request</b>	<b>\$4,000,000</b>	<b>80%</b> of total project cost
<b>3. Outside Funding Partners (other than DRCOG Subregional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution</b> <b>to Overall Total</b> <b>Project Cost</b>
Denver CIP Funding	\$1,000,000	20%
	\$	
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, Regional, or federal)</i>	<b>\$1,000,000</b>	<b>20%</b>

<b>Funding Breakdown (year by year)*</b>	<p><i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.</i></p>				
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds</b>	\$2,000,000	\$2,000,000	1.6M	\$	<b>\$4,000,000</b>
<b>State Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>Local Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>Total Funding</b>	\$500,000	\$500,000	\$0	\$0	<b>\$1,000,000</b>
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Study	Study		Choose an item	

5. **By checking this box**, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



## Part 2 Evaluation Criteria, Questions, and Scoring

### A. Subregional significance of proposed project

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.

1. Why is this project important to the Denver subregion?

Denver is the heart of the region's transportation system. As a major source of employment, entertainment, and commerce – it drives a significant portion of the region's trips every day. Each day, Denver receives 300,000 people as they travel into Denver to work and recreate. On top of this, another 150,000 people leave the city each day. This massive flow of people entering and exiting the city makes Denver highly responsible for managing this demand in a manner that mitigates congestion, traffic, delay and maximizes convenience, safety, and efficiency. The Strategic Plan will focus on this delicate balance and set up Denver and the region for future success as we prepare for innovations and improvements in personal mobility and goods movement. Additionally, Denver currently does not have a definitive plan to document and analyze current freight and goods movement by rail and trucking within and through Denver. The plan will enable Denver to focus on safe and efficient goods movement which is so critical to the economic vitality of the Denver region, and to integrate the needs of freight in the public rights-of-way with the continuing Denver emphasis on alternative travel modes for people movement.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

This project will benefit the Denver Metropolitan Area (Denver-Aurora-Lakewood, CO Metropolitan Statistical Area) – a population of 2.9M people. While its focus will be infrastructure, policy, and programmatic recommendations for the City and County of Denver, its impact will benefit the entire metro region as it travels in and through Denver.

All major Regional Trail facilities intersect Denver including; Platte River (Littleton to Northglenn), Sand Creek (Aurora/Commerce City), Cherry Creek (Centennial) and the High Line Canal Trail (Aurora). The busiest and most significant Regional transit corridors and transfer stations are located in Denver connecting trips from municipalities throughout the Denver metro and the most effective programming of future projects will benefit those travelers.

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

It will benefit all individuals living outside of the Denver Metro region who commute to or regularly visit the City and County of Denver. More than 500,000 jobs are located in the City and County and an optimized transportation network will ease travel into, within and out to neighboring subregions. This plan update will identify inter-subregional priority projects which should be developed with neighboring subregions that represent the highest value to all parties involved.

An example is for the DRCOG funded NMIACS study which involved Adams County. A number of high priority projects were identified that involved both subregions, yet for Denver these projects need to be put in context of other competing City priorities. Absent a way to integrate NMIACS priority projects into development with standardized data and modeling, it will continue to be a challenge to advance key initiatives between the two subregions.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)? As identified in the problem statement, the pressures and challenges facing Denver are real and mounting. A comprehensive, visionary approach to transportation and mobility must commence

urgently. Denver has paved the way for this effort by completing or initiating milestone planning efforts all within the last four years, including:

- e. Denver Moves Bikes (2015)
- f. Denver Vision Zero Action Plan (2017)
- g. Denver Moves: Pedestrians & Trails (2019)
- h. Denver Moves: Transit (2019)
- i. Denver Moves: Downtown (2021)

A cumulative and comprehensive effort is needed to bring all these excellent plans under one umbrella so that each plan's priorities and visions can be layered together to create a unified approach for rapidly implementing policy and infrastructure. Each plan provides the vision for improved bicycle, pedestrian, transit, and safety networks and policy. The unification of these plans will Denver to capitalize on projects that have the greatest potential for achieving its goals in the Mobility Action Plan. Realization of these goals results in greater mobility choices, decline in congestion, a reduction in carbon emissions, declining SOV trips, improved safety, and improved community health. We need better data to inform a clear picture of the highest priority projects that require funding to be built while considering the relationship of goods movement in and through the city.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

The City & County of Denver currently spends about \$75 million each year on transportation and mobility. Denver's Strategic Transportation Plan will identify and recommend a comprehensive set of policies, future projects/investments, and strategies to fulfill Denver's transportation needs through the year 2040.

6. How will connectivity to different travel modes be improved by the proposed project?

Denver needs to explore visionary approaches to linking the City's light rail, commuter rail, bus rapid transit, fixed-route bus service with

- 1. A complete pedestrian network of sidewalks and safe crossings
- 2. A citywide bicycle network that allows all of Denver to be within ¼ of a mile of a high ease of use, low stress bicycle facility (protected bike lane or neighborhood bikeway)
- 3. emerging mobility options (micromobility, ride-hailing companies, and microtransit)

By examining all of these modes in one plan, Denver can prioritize projects that emphasize connectivity between multiple modes, thus alleviating the roadway network of SOV trips and prioritizing investments that promote transportation mode choice.

This plan will organize plans into a nearer-term strategy for improving our streets and sidewalks for all modes.

7. Describe funding and/or project partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

CCD will closely collaborate with RTD, DRCOG, and CDOT to at major project milestones to ensure that Denver's vision for mobility is translating to its regional partners. CCD has a long history of collaboration with its regional partners, most recently working with CDOT on Federal Blvd and Hampden Avenue resurfacing efforts. The STP will also address policy to enhance coordination of work with neighboring jurisdictions, CDOT and RTD so joint priorities are advanced, work on shared corridors is coordinated and efficiencies are captured with the local residents and businesses during construction disruption.



## B. DRCOG Board-approved Metro Vision TIP Focus Areas and Specific Denver Goals

WEIGHT

**30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

### VULNERABLE POPULATIONS AND EQUITY

1.A. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)** as defined in the [Adopted 2020-2023 TIP Policy](#):

Denver is home to the highest concentration of vulnerable populations in the state by total. This includes more than 72,000 persons over age 65 and more than 300,000 minority persons, or 42% of the entire City population. There are more than 41,000 Low-Income households, 39,000 linguistically-challenged persons, 33,000 disabled and nearly 30,000 zero vehicle households. All stand to see benefits from optimizing transportation investments through a lense of equity which is a priority area for the City.

Denver's STP will include a comprehensive analysis of the balance between personal mobility, regional investment, and underserved populations. The plan will make recommendations, based on best practices, of how to optimally provide multimodal transportation infrastructure to those not currently being given true multimodal choice options. This may include new public/private partnerships, infrastructure investment, new mobility and innovation strategies, and other efforts. CCD will examine how to achieve the best balance between multimodal infrastructure and private mobility providers to address the mobility needs of vulnerable populations.

High-quality and low-cost transportation will allow people to spend their money on things other than transportation. Demographic changes and technological innovation are radically reshaping transportation. A goal is to understand and plan for the changes of tomorrow, while delivering great service today. This includes newer, more nimble approaches to delivering projects and programs to our people that must be informed by improved project prioritization.

1.B. Describe how your project is consistent with **Denver's commitments to Equity principles** as defined below, and discussed in more detail in Chapter 4, Access to Opportunity, in the [Blueprint Denver \(Public Review Draft August 6, 2018\)](#).

**Equity is providing everyone with access to opportunity regardless of income level, race, ethnicity, gender, ability, or age.**

Denver acknowledges that some parts of the city provide better support of multimodal transportation. This gives an unbalanced access to transportation choice. The previous planning efforts conducted by the city have addressed issues of equity and project prioritization in its "communities of concern." The STP will combine infrastructure investment with policy recommendations to ensure that all of Denver has the same access to transportation choice. It will achieve this goal by prioritizing investment in underserved areas.

### RELIABILITY OF THE MULTIMODAL TRANSPORTATION NETWORK

2.A. Describe how the project will **increase reliability of existing multimodal transportation network** as defined in the [Adopted 2020-2023 TIP Policy](#):

By combining the efforts of the Denver Moves suite of plans (Transit, Peds & Trails, Bikes, and Downtown), the STP fully embraces the importance of multimodal mobility as the future of transportation in Denver. The Mayor's Mobility Action Plan calls for a dramatic shift in mode choice within the next ten years. In order to achieve these goals, the STP combines all of Denver's multimodal transportation plans and will prioritize projects that will have

the greatest impact of changing behavior. These projects will have elements that address bicycle, pedestrian, and transit user safety, comfort, and convenience.

Reliability along with availability would make ideal criteria by which to measure what the various scenarios for investment would yield for the various multimodal transportation network improvements proposed. By creating a measure of reliability, or, a more consistent understanding of travel time that reduces congestion not only on streets but on trails and transit, the STP Update will be able to manage reliability more effectively.

2.B. Describe how the project will meet the goals of the [Denver Mobility Action Plan](#).

Today, 73 percent of Denver commuters drive alone. In order to reduce single-occupant vehicle (SOV) commuters to 50 percent and increase the percentage of bike and pedestrian commuters to 15 percent and transit commuters to 15 percent, investments in the right projects and programs must be informed by the best possible understanding of the impacts of those improvements. Both transportation and financial modeling will be required to understand the outcomes and approach of a work program as substantial as the City's. The Mobility Action Plan provides a high level vision for Denver's mobility goals. It does not provide a roadmap for how to achieve these goals. The STP combines each of the mode-specific plans in Denver's catalog, and combines strategic visioning, scenario modeling, project prioritization, and policy recommendations to provide a step by step action plan for Denver to achieve the goals identified in the MAP.

2.C. If applicable, describe how the project will **increase multimodal person-trip capacity and access** as described in the [Denver Strategic Transportation Plan \(2008\)](#).

The STP will increase multimodal person-trip capacity by directly outlining projects that serve multimodal trips. The STP layers bicycle infrastructure, pedestrian infrastructure, transit infrastructure, and new-mobility/microtransit together. These layered projects will serve significant populations of Denver which will alleviate the need or desire to rely solely on SOV travel, but alternatively make bicycle, pedestrian, and transit trips more convenient and safe because of enhanced infrastructure. If you build it, they will come.

## TRANSPORTATION SAFETY AND SECURITY

3A. Describe how the project will **improve transportation safety and security as defined in the *Adopted 2020-2023 TIP Policy***:

Our goal is to eliminate serious and fatal crashes in Denver. In 2016, 61 people died on Denver roadways, including 22 people walking and four people riding bicycles. In 2017 Denver completed its Vision Zero Action Plan. The plan outlined policy and action items to reduce traffic fatalities to zero by 2030. The STP will incorporate these visionary elements into its recommendations layered with additional infrastructure prioritization. The infrastructure and policy recommendations contained in STP will be designed to improve multimodal safety, enhance the comfort and infrastructure used by vulnerable users of the road, and promote projects that prioritize pedestrian and bicyclist safety above vehicular convenience.

3B. Describe how the project will meet the goals of [Denver's Vision Zero Action Plan](#).

One of the key components of the STP will be a thorough analysis of the Denver Vision Zero Action plan and its prioritizes. It will take this analysis and ensure that it is a part of policy direction and infrastructure investment and prioritization. The STP is being set up as the catalyst and overseeing project/policy prioritization tool to influence all transportation and infrastructure investment in the City. By bringing all planning efforts and vision into one document, Denver will be able to formalize a safety first component to all of its future efforts.

## C. Consistency & Contributions to Transportation-focused Metro Vision and Denver Plans, Goals, and Objectives

WEIGHT

**30%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links. In addition, provide information related to the consistency with Denver goals, objectives, plans, and priorities.

### [MV objective 2](#)

#### **Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

Yes  No

Describe, including supporting quantitative analysis

Denver has the highest number of Urban Centers in the DRCOG planning area. The STP will emphasize the purposeful integration multimodal transportation and the built environment. In coordination with the City's Blueprint Denver plan, a dense network of multimodal investments will focus on land use conducive to multimodal mobility and demand.

### [MV objective 3](#)

#### **Increase housing and employment in urban centers.**

- 2.A. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

Yes – the STP will combine the networks identified in Denver Moves: Transit, Denver Moves: Pedestrians & Trails, Denver Moves: Bikes, Denver Moves: Downtown and other planning efforts to construct multimodal connections in high demand locations and populations, as well as analyze project capacity to serve under-utilized or under-served populations/destinations.

Yes  No

- 2.B. How does this project focus or serve desired growth in areas identified on the Places map (Chapter 5, p. 126) in the [Blueprint Denver \(Public Review Draft August 6, 2018\)](#)?

This STP Update will incorporate the methodology of Blueprint Denver and its Areas of Stability, Change, etc. Public Works staff worked at the Project Management level on Blueprint Denver (BD) in collaboration with the Department of Community Planning & Development. The recommendations found in BD have been thoroughly vetted and approved within Public Works and the rest of the City. Because of this collaborative effort (the Denveright Planning Initiative), the Denver Moves suite of plans speak to BD and its goals for a better connected transportation and land use dynamic in Denver. CCD has a solid understanding of the connection between transportation and infrastructure investment

### [MV objective 4](#)

#### **Improve or expand the region's multimodal transportation system, services, and connections.**

- 3.A. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?

Yes  No

The STP will define and prioritize projects that increase mobility choices within Denver up to its regional boundaries. It will work with its regional partners to identify impactful projects that connect jurisdictions to each other and provide valuable multimodal mobility options. These collaborative projects will relieve stress placed on existing infrastructure and build support for continued investment in multimodal infrastructure throughout the region. By focusing investment informed by data and a comprehensive set of measures to value outcomes, multimodal system expansion will be targeted to only the most impactful areas.

**3.B.** If applicable, describe how this project is consistent with Denver’s specific alternative mode and/or project priorities contained in one or more of **Denver’s modal plans linked below or small area plans** (Neighborhood Planning Initiative, corridor plans, station area plans, Next Steps Studies, etc.). See Denvergov website: denvergov.org search bar and specific plan links below:

**NOTE: The application does not need to address numerous plans. Provide documentation for the most applicable or relevant document(s) or plan(s).**

Examples are listed below:

- Denver Moves: Transit  
<https://www.denvergov.org/content/denvergov/en/denveright/transit.html>
- Denver Moves: Pedestrian and Trails  
<https://www.denvergov.org/content/denvergov/en/denveright/pedestrians-trails.html>
- Denver Moves: Bicycles  
[https://www.denvergov.org/content/dam/denvergov/Portals/708/documents/FINAL\\_Denver\\_Moves.pdf](https://www.denvergov.org/content/dam/denvergov/Portals/708/documents/FINAL_Denver_Moves.pdf)
- Transit Oriented Development (TOD) Strategic Plan  
[https://www.denvergov.org/content/dam/denvergov/Portals/193/documents/TOD\\_Plan/TOD\\_Strategic\\_Plan\\_FINAL.pdf](https://www.denvergov.org/content/dam/denvergov/Portals/193/documents/TOD_Plan/TOD_Strategic_Plan_FINAL.pdf)
- Small area plans (Neighborhood Planning Initiative, corridor plans, station area plans, Next Steps studies, etc.)

The STP is a literal combination of the aforementioned plans. The STP combines these plans, action items, network recommendations, policy development, and prioritized projects into one unified effort.

MV objective 6a

**Improve air quality and reduce greenhouse gas emissions.**

**4.A.** Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

Yes  No

Describe, *including supporting quantitative analysis*

The Mayor’s Mobility Action Plan commits Denver to “reduce greenhouse gas emissions 80 percent by 2050.” The STP will identify infrastructure and policy to alleviate Denver’s roadways of SOV trips, thus reducing carbon emissions and achieving the Mayor’s goals.

There is an opportunity to reduce an unprecedented amount of GhGs by implementing a network-based, holistic approach to investment that will measure a net benefit to the environment in each modeled scenario.

**4.B.** If applicable, describe how this project is consistent with, or helps implement, Denver’s **80x50 Climate Action Plan**, which set the City’s target to **reduce greenhouse gas emissions to 80% below 2005 levels by 2050**, and/or Denver’s **2020 Sustainability Goals**.

By combining the efforts of the Denver Moves suite of plans (Transit, Peds & Trails, Bikes, and Downtown), the STP fully embraces the importance of multimodal mobility as the future of transportation in Denver. The Mayor’s Mobility Action Plan calls for a dramatic shift in mode choice within the next ten years. In order to achieve these goals, the STP combines all of Denver’s multimodal transportation plans and will prioritize projects that will have the greatest impact of changing behavior. These projects will have elements that address bicycle, pedestrian, and transit user safety, comfort, and convenience. As a result of this change in behavior, Denver will meet its sustainability and emissions goals.

**4.C.** If applicable, describe if this project contains **water quality and green infrastructure** consistent with project types and focus areas identified in **Denver’s [Green Infrastructure Implementation Strategy](#)**:

The STP will work in concert with the GIS. Green infrastructure is an ideal partner to multimodal infrastructure investments. Water quality infrastructure improves the pedestrian environment, transit user’s station/stop experience, and can provide effective protection to enhance a bicycle facility. The STP will identify opportunities to utilize green infrastructure with investments in the multimodal transportation system.

[MV objective 7b](#)

**Connect people to natural resource or recreational areas.**

**5.A.** Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets?

Yes  No

Describe, *including supporting quantitative analysis*

The STP will complete this by bringing in the work completed with Denver Moves: Pedestrians and Trails into its comprehensive planning effort. DMPT identifies opportunities for new and enhanced trails that will compliment the regional trail network.

**5.B.** If applicable, describe how your project meets the goals, objectives and priorities of the Denver Department of Parks and Recreation’s **[Game Plan for a Healthy City \(Public review draft 2018\)](#)**.

Through its adoption and inclusion of DMPT, Denver meets the goals of Gameplan. One of DMPT’s major outputs was a comprehensive sidewalk gap prioritization methodology. This methodology prioritizes the construction of new sidewalks where they connect to parks. By promoting active transportation and connectivity to parks, the STP will strongly support Game Plan.

[MV objective 10](#)

**Increase access to amenities that support healthy, active choices.**

**6.** Will this project expand opportunities for residents to lead healthy and active lifestyles?  
Describe, *including supporting quantitative analysis*

Yes  No

The STP will prioritize multimodal mobility, comfort, and convenience. Through these efforts, Denver residents will be more capable of walking and bicycling to transit or their destination in lieu of a vehicle trip. People want to live where they can easily walk and use transit. For young people in particular, the trend towards new travel behavior is strong. Recent studies show that people under 34 are not buying cars or getting driver’s licenses at the rates of previous generations.

[MV objective 13](#)

**Improve access to opportunity.**

**7.A.** Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?

Yes  No

Describe, *including supporting quantitative analysis*

The STP will utilize the Denver Neighborhood Equity Index to prioritize its policy/action items and its infrastructure prioritization.

Denver’s STP will include a comprehensive analysis of the balance between personal mobility, regional investment, and underserved populations. The plan will make recommendations, based on best practices, of how to optimally provide multimodal transportation infrastructure to those not currently being given true multimodal

choice options. This may include new public/private partnerships, infrastructure investment, new mobility and innovation strategies, and other efforts. CCD will examine how to achieve the best balance between multimodal infrastructure and private mobility providers to address the mobility needs of vulnerable populations.

**7.B.** Describe how your project addresses the neighborhood inequities related to transportation as depicted and mapped in the **Denver Neighborhood Equity Index** which was produced by the Denver Department of Public Health and Environment, which helps to inform decision makers about where city investment and resources are needed most for those living in Denver’s underserved neighborhoods?

Denver acknowledges that some parts of the city provide better support of multimodal transportation. This gives an unbalanced access to transportation choice. The previous planning efforts conducted by the city have addressed issues of equity and project prioritization in its “communities of concern.” The STP will combine infrastructure investment with policy recommendations to ensure that all of Denver has the same access to transportation choice. It will achieve this goal by prioritizing investment in underserved areas as identified in the DNEI.

MV objective 14 **Improve the Denver Subregion’s competitive position.**

**8.** Will this project help support and contribute to the growth of the subregion’s economic health and vitality?  Yes  No

Describe, *including supporting quantitative analysis*

**D. Project Leveraging**

**WEIGHT 10%**

<p><b>9.</b> What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?</p>	<p>20%</p>	<p>60%+ outside funding sources ..... High          30-59% .....Medium          29% and below .....Low</p>
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### Part 3

## Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

### A. Transit Use

1. Current ridership weekday boardings	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	727008	532847	<b>1259855</b>
2040	850573	644348	<b>1494921</b>

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	<b>0</b>	<b>0</b>
7. Enter the value of <b>{#6 x 9 miles}</b> . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	<b>0</b>	<b>0</b>
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

### B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	727008	532847	<b>1259855</b>
2040	850573	644348	<b>1494921</b>



Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: <b>{#3 X 50%}</b> or other percent, if justified)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

### C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	727008	532847	1259855
2040	850573	644348	1494921

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: <b>{#3 X 50%}</b> or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0



12. Enter the value of <b>{#7 x .4 miles}</b> . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor)</i>	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

## D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	
2. Minority persons		308238
3. Low-Income households		41288
4. Linguistically-challenged persons		39470
5. Individuals with disabilities		33652
6. Households without a motor vehicle		29360
7. Children ages 6-17		92621
8. Health service facilities served by project		359

## E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of <b>{#3 - #4}</b> = Reduced VHD	0
6. Enter value of <b>{#5 X 1.4}</b> = <b>Reduced person hours of delay</b> <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	

9. If different values other than the suggested are used, please explain here:

## F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians ( <i>most recent 5-year period of data</i> )		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices ( <i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i> ).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> ( <i>per the five-year period used above</i> )		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

## G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.  
Applicants will rate as: Excellent, Good, Fair, or Poor

### Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

### Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

## H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.

3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge 0

**I. Other Beneficial Variables** *(identified and calculated by the sponsor)*

1.

2.

3.

**J. Disbenefits or Negative Impacts** *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*  Yes  No

2. Negative impact on vulnerable populations

3. Other: