Tonight’s agenda

• Introductions
• Why a Civic Advisory Group?
• Transportation vision activity
• What is DRCOG?
• What is the Metro Vision Regional Transportation Plan?
• Transportation survey
• Transportation priorities activity
• Next steps
Introductions
Why a Civic Advisory Group?

• DRCOG is committed to meaningful public engagement of ALL the region’s residents

• New public engagement plan focus on engaging those not typically involved in transportation planning process

• We are planning for our regional transportation system all the way to 2050 – it will be our system

• Hear from a wide range of perspectives while developing the plan, provide ability to influence the process early and often

• Help us determine best approach for larger scale public involvement
What did I sign myself up for?

• 8 meetings bimonthly between today and spring 2021
• Minimal time commitment outside of meetings
• Dinner at each meeting
• Typically will be on Tuesday evenings
Civic Advisory Group

• Fairly informal, no voting or chair

• Focus on productive discussion to give direction on plan development, not necessarily consensus

• Reviewing information as the plan is developed, providing advice/input/feedback based on your perspective

• We want this to be a valuable experience for you – if something isn’t working or you have other ideas, please let us know

• Is there anyone missing who should be at this table?
What will DRCOG do with my input?

• Your input will inform the plan’s development!
  • Each meeting will specifically inform a next step in the plan development
  • We’ll explain how your input was used at next meeting
  • Balancing many different voices

• We will summarize what we hear at each of these meetings and share at regular updates with our:
  • Transportation Advisory Committee
  • Regional Transportation Committee
  • Board of Directors

• Youth Advisory Panel
Local youth boards/committees/commissions

Aurora  Youth Commission
Boulder  Youth Opportunities Board
Brighton Youth Commission
Broomfield Teen Council
Castle Rock Teen Advisory Group
Centennial Youth Commission
Commerce City Youth Commission
Denver  Mayor’s Youth Commission
Lafayette Youth Advisory Committee
Littleton Next Generation Advisory Committee
Lone Tree Youth Commission
Longmont Youth Council
Louisville Youth Advisory Board
Lyons  Student Advisory Commission
Northglenn Youth Commission
Superior Youth Leadership Council
Thornton Youth Council
Westminster Youth Advisory Panel
Transportation vision activity

How do you envision that people will get around our region in the year 2050?

Things to consider:
- How the region might grow and change
- Where people will live and work
- How can traveling in the region become safer?
- Role of technology in travel

In a small group, write the big ideas you discussed on 3 post it notes
What is the Denver Regional Council of Governments?
Denver Regional Council of Governments overview

Quasi-governmental public agency dedicated to serving local governments.

Local officials work together to address the Denver region's challenges.

Each community has a voice in regional decision-making.
Denver Regional Council of Governments overview (cont.)

Program areas:

- advocacy
- aging services
- environment
- regional growth and development
- shared services
- transportation and traffic operations
DRCOG’s planning area

**Nine-plus counties:**
Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson, Weld (partial)

**Area:**
5,288 square miles
5,288 square miles comparable to Connecticut

**809 square miles of urban area** (15 percent)

**Elevation:**
From Grays Peak (14,278 feet)
To South Platte River (4,432 feet)

**2016 Stats:**
3.1 million people
3.1 million people comparable to Nevada
2.0 million jobs
2.0 million jobs comparable to Alabama
DRCOG’s primary roles

**FEDERAL**
- United States

**STATE**
- Colorado

**LOCAL**
- Municipalities (city/town)
- Counties

**REGION**
- Regional Planning Commission
- Metropolitan Planning Organization
- Area Agency on Aging
DRCOG’s primary roles (cont.)

**Regional Planning Commission**

**Duty:** “[T]o make and adopt a regional plan for the physical development of the territory within the boundaries of the region”

*Colorado Revised Statutes § 30-28-106*

**Metropolitan Planning Organization**

**Purpose:** Facilitate allocation of federal transportation resources through collaborative planning

**Area Agency on Aging**

**Purpose:** Help older adults remain in their homes and communities
Local governments are DRCOG

Local  Municipalities (City / Town)  Counties  Region

58 Member Governments
The region is comprised of diverse, livable communities.
The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
Investments in infrastructure and amenities allow people and businesses to thrive and prosper.
The built and natural environment supports healthy and active choices.
Diverse housing options meet the needs of residents of all ages, incomes and abilities.
The risk and effects of natural and human-created hazards are reduced.
The Denver metro area economy saw the **fourth highest** rate of growth among the 20 largest U.S. metro areas between 2011 and 2016.

Only the **Dallas, San Francisco** and **Seattle** metropolitan area economies grew faster.
Five-year travel trends

- Population: +8%
- Denver International Airport passengers: +23%
- Working from home: +21%
- Vehicle miles traveled via ride-hailing services: +250%
- E-scooter share of vehicle miles traveled: +∞%
5-year travel trends

-3% transit boardings
+29% miles congested more than three hours
+507% registered electric vehicles
+6% vehicle miles traveled per capita
+50% package deliveries
+56% annual fatalities
More growth is on the way... but less than before

Population

2015: 3.1 million
2050: 4.4 million
approximately 40 percent increase

Employment

2015: 1.9 million
2050: 3.0 million
approximately 50 percent increase
DRCOG’s transportation solutions
Colorado BIKE TO WORK DAY
WEDNESDAY, JUNE 26, 2019

Bike today for a better tomorrow. Register now. | Adrcog | biketoworkday.us | waytogo

Presented by the Colorado Department of Transportation’s Bicycle and Pedestrian Program, the Federal Highway Administration and the Denver Regional Council of Governments.
2019 Bike to Work Day by the numbers

- **31,000** riders
- **39%** were first-timers
- **8.8-mile** average one-way commute
- **610,000 miles** traveled
- **237 tons** of carbon dioxide saved
- **34.1 million** calories burned
- **281** breakfast and bike home stations
- **777** businesses and organizations participated in the Business Challenge
Examples of other approaches

Convener
Imagine a Great Region
Micromobility Work Group

Partner
Metro Denver Nature Alliance
Regional Data Catalog

Building Capacity
Citizens’ Academy
What is the 2050 Metro Vision Regional Transportation Plan?
2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Introduction

Civic Advisory Group
December 10, 2019
DRCOG Planning Framework

DRCOG Metro Vision plan
Shared vision for the future

- 20-year “vision” transportation system
- 20-year affordable transportation system
- Four-year program of funded projects

Metro Vision Regional Transportation Plan (MVRTP)

Fiscally constrained regional transportation plan

Transportation Improvement Program

Air quality conformity regulation modeling

Project development
National Environmental Policy Act (1970) studies

Construct project
MVRTP Overview

- Presents region’s vision for multimodal transportation system
- Helps implement Metro Vision
- Addresses federal requirements – core MPO function
- Determines eligibility for major projects to compete for Transportation Improvement Program funding
- Is updated every four years and amended more frequently
MVRTP Planning Framework & Federal Requirements

- Fiscal Constraint
- Air Quality Conformity
- Public Engagement
- Environmental Justice
- Coordinated Transit Plan
- Freight & Goods Movement
- Planning Factors
- Performance Targets
2050 MVRTP major milestones & timeline

- **SUMMER/FALL 2019**: Phase 1: visioning and education
- **WINTER 2019/SPRING 2020**: Phase 2: investment priorities and scenario options
- **FALL/WINTER 2020**: Phase 3: plan development
- **SPRING 2021**: Phase 4: draft plan review
2050 MVRTP Strategic Issues

• How will our region grow & change by 2050?
• How do we make our streets safer for all travelers?
• What role will technology play in travel and mobility?
• How do we respond to the persistent lack of adequate transportation funding?
• What mix of investments in the 2050 MVRTP will best achieve the shared expectations outlined in Metro Vision?
• What choices and tradeoffs is the region willing to make around mobility, travel choices, congestion, and maintenance?
Purpose: assessing collective impact

Metro Vision measures:

1. help to verify whether the shared actions of planning partners, including local governments, are moving the region toward desired outcomes

2. are not intended to judge the performance of individual jurisdictions or projects
Metro Vision performance measure status

Ahead of schedule
- Residents living in locations affordable to the typical household
- Housing near high-frequency or rapid transit
- Employment near high-frequency or rapid transit
- Regional employment
- Urban center housing

On track
- Regional population-weighted density
- Travel time variation (TTV)
- Urban center employment
- Non-single-occupant vehicle (SOV) travel
- Vehicle miles traveled (VMT)

Behind schedule
- Person delay
- Traffic fatalities
- Surface transportation greenhouse gas (GHG) emissions
- Employment in high-risk hazard areas

No determination
- Protected open space
- Housing in high-risk hazard areas
## Measure status

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
<td>1</td>
</tr>
<tr>
<td>Year 2</td>
<td>2</td>
</tr>
<tr>
<td>Year 3</td>
<td>3</td>
</tr>
<tr>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>2040 Target</td>
<td>50</td>
</tr>
</tbody>
</table>

### Description of measurement units

Illustrative trendline (baseline to target) in teal

Observations in orange

![Graph showing trend from baseline to 2040 target]

- Observations in orange
- Illustrative trendline in teal
Non-single-occupant vehicle (SOV) travel

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014*</td>
<td>25.1%</td>
</tr>
<tr>
<td>2015*</td>
<td>24.8%</td>
</tr>
<tr>
<td>2016*</td>
<td>25.1%</td>
</tr>
<tr>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>2040 Target</td>
<td>35.0%</td>
</tr>
</tbody>
</table>

* - reflects five year window of survey data ending in year shown

Behind schedule

![Graph showing the share of non-single-occupant vehicle (SOV) travel over time, with 2040 Target at 35.0%]
### Travel time variation (TTV)

**On track**

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1.22</td>
</tr>
<tr>
<td>2015</td>
<td>1.24</td>
</tr>
<tr>
<td>2016</td>
<td>1.21</td>
</tr>
<tr>
<td>2017</td>
<td>1.22</td>
</tr>
<tr>
<td>2040 Target</td>
<td>Less than 1.30</td>
</tr>
</tbody>
</table>

**Back to “Metro Vision performance measure status”**
SCENARIO ANALYSIS INTRODUCTION
Regional scenario planning context

• Explores “what if” alternative futures

• Tests alternative transportation and urban form approaches through the lens of Metro Vision

• **Relative** comparisons between scenarios and baseline

• Provide **guidance and direction** for transportation investments in the 2050 MVRTP
Next steps

- October-December: input from: public, county forums, TAC, RTC, Board
- January-March: conduct scenario analysis
- March: initial scenario results at TAC
THANK YOU!
Transportation survey
Pop-up events

- 6 events
  - Colorado Black Arts Festival
  - Gilpin County Fair
  - Westminster Latino Festival
  - Boulder County Fair
  - Colorado Classic
  - Aurora Global Fest

- Talked to over 500 people
- 470 participants in activity
Online survey

• Sept. 4 – Oct. 6

• 594 responses

• Available in Spanish & English
During a typical week, which forms of transportation do you use to get around the region?
PUBLIC – Which forms of transportation do you use in a week?

- Drive alone: 75.7%
- Walk: 60.5%
- Bicycle: 45.7%
- Bus: 35.2%
- Rail: 32.2%
- Carpool or Vanpool: 20.7%
- Taxi or Ride Hailing Service (Uber, Lyft): 20.4%
- Scooter or e-Scooter: 6.9%
- Other (please specify): 3.4%
- Motorcycle: 1.9%
- Paratransit: 1.2%
In your daily life, what is your MOST critical transportation challenge?

- Lack of or quality of transit service: 33%
- Poorly maintained roads and bridges: 33%
- Lack of or quality of biking/walking options (bike lanes, sidewalks, crosswalks, etc.): 33%
- Traffic congestion and delays: 8%
- Connecting between different types of transportation: 17%
- Safety: 8%
- Transportation costs (fuel costs, transit fares, parking costs, etc.): 8%
PUBLIC - What is your most critical transportation challenge?

- Transportation costs: 28.6%
- Poorly maintained roads and bridges: 22.0%
- Other (please specify): 18.4%
- Safety: 9.1%
- Connecting between different types of transportation: 7.6%
- Lack of or quality of transit service: 7.3%
- Lack of or quality of biking/walking options: 4.4%
- Traffic congestion and delays: 2.7%
The success of a transportation system involves many different factors. In your opinion, which factor is MOST important to a successful regional transportation system?

- A: Cost. Housing and transportation costs are manageable for households of all incomes. 13%
- B: Safety. Fewer people are seriously injured or die from crashes. 20%
- C: Equity. It's easier for older people, people of color, people with low incomes, or people living with disabilities to access places they need to go. 27%
- D: People time. People spend less time in traffic. 7%
- E: Health. Community health is improved, because of less pollution from transportation and more people are able to walk and bike to get places. 13%
- F: Freight time. Delivery trucks spend less time in traffic. 29%
- G: Transit. Transit is more frequent, convenient, and goes to more places. 29%
PUBLIC – Which factor is most important to success?

- Freight time: Delivery trucks spend less time in traffic.
- Other (please specify)
- Cost: Housing and transportation costs are manageable for households of all incomes.
- Safety: Fewer people are seriously injured or die from crashes.
- Health: Community health is improved, because of less pollution from transportation and more people are able to walk and bike to get places.
- Equity: It’s easier for older people, people of color, people with low incomes, or people living with disabilities to access places they need to go.
- People time: People spend less time in traffic.
- Transit: Transit is more frequent, convenient, and goes to more places.
If you were in charge of fixing the region's transportation issues, where would you spend your money?

- Transit: 73%
- Safety: 7%
- Maintenance: 13%
- New roads or more lanes: 7%
- Sidewalks or bike paths: 7%
PUBLIC – Where would you spend transportation money?

- Expand or create new bus routes and rail lines: High Priority (3.32)
- Add more sidewalks and bicycle paths/lanes: High Priority (3.27)
- Increase frequency of existing transit service: High Priority (3.19)
- Maintenance of existing roads, highways, and bridges: High Priority (3.19)
- Use latest technology to manage existing system: High Priority (3.1)
- Remove roadway bottlenecks: High Priority (2.75)
- Add more carpool/HOV lanes: Medium Priority (2.3)
- Add more general use lanes (not HOV or toll lanes):Medium Priority (2.03)
- Build new roads: Low Priority (1.9)

Legend:
- Purple: No Funding
- Orange: Low Priority
- Teal: Medium Priority
- Yellow: High Priority
PUBLIC – Where would you spend transportation money?

- Transit: 615
- Sidewalks and bike paths: 542
- Safety: 442
- Maintenance: 381
- New roads or more lanes: 368
Which of these should be the most important factor when policymakers are developing transportation policies & plans for the Denver region?

- Provides convenient and useful travel choices besides driving alone: 40%
- Supports economy and freight movement
- Reduces negative impacts on natural or built environment: 33%
- Reduces traffic congestion: 7%
- Makes travel times more reliable
- Improves safety for all users of the transportation system: 20%
PUBLIC – Which should be most important to policymakers?

1. Improves safety for all users of the transportation system
2. Provides convenient & useful travel choices besides driving alone
3. Reduces negative impacts on natural or built environment
4. Makes travel times more reliable
5. Reduces traffic congestion
6. Supports economy and freight movement

1 Not at All Important  2  3  4  5 Very Important

- Improves safety for all users of the transportation system: 4.38
- Provides convenient & useful travel choices besides driving alone: 4.33
- Reduces negative impacts on natural or built environment: 4.02
- Makes travel times more reliable: 3.95
- Reduces traffic congestion: 3.72
- Supports economy and freight movement: 3.44
Priorities

What *should* transportation in our region look like in 2050?

What do we need to prioritize to get there?
Next steps
Next steps

• Next meeting – February
• Scenario options