Regional Multimodal Freight Plan Update

Advisory Committee
August 12, 2019
1. Welcome and Introductions
2. Plan Development Update
3. Survey Results and Public Input
4. Identifying Potential Regional Investment Areas
5. Regional Focus Area Strategies and Actions
6. Next Steps
Regional Multimodal Freight Plan

PLAN DEVELOPMENT
• **Purposefully designed as a strategic regional plan**
  • Document major **regional trends and conditions**
  • Provide baseline information, best practices and data to **encourage local planning efforts**
  • Identify **regional freight priority network**
  • Develop list of **current and future needs** and potential investment areas
  • Craft **strategies and actions** for freight focus areas
### Anticipated Plan Timeline

<table>
<thead>
<tr>
<th>Advisory Committee Meetings</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Advisory Committee (TAC), Regional Transportation Committee (RTC) and DRCOG Board Meetings</td>
<td></td>
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<td>☑</td>
<td>☑</td>
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<tr>
<td>Board Briefing</td>
<td></td>
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<tr>
<td>TAC Recommendation</td>
<td></td>
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<td>☑</td>
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<tr>
<td>RTC &amp; BOARD Approval</td>
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</tr>
</tbody>
</table>

- **Data collection and analysis**
- **Strategies and recommendations**
- **Plan development and drafting**
- **Plan review and approvals**
Regional Multimodal Freight Plan

ENGAGEMENT RECAP
Q1 How frequently do you order packages online or receive goods from online retailers?

Answered: 104   Skipped: 4

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 or more times per month</td>
<td>45.05%</td>
</tr>
<tr>
<td>Once per week</td>
<td>28.57%</td>
</tr>
<tr>
<td>2 or more times per year</td>
<td>23.08%</td>
</tr>
<tr>
<td>Never, I don’t shop online</td>
<td>3.30%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q2 When you shop online, what factors are important to you for receiving packages and products? Please rank the three factors below. Give the most important factor a ranking of 1, and the least important a ranking of 3.

Answered: 93  Skipped: 15

<table>
<thead>
<tr>
<th>Factor</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost of delivery - Having inexpensive or free delivery options</td>
<td>54.35%</td>
<td>25.00%</td>
<td>20.65%</td>
<td>92</td>
<td>2.34</td>
</tr>
<tr>
<td>Reliability - Knowing that my delivery will arrive when promised</td>
<td>35.16%</td>
<td>38.46%</td>
<td>26.37%</td>
<td>91</td>
<td>2.09</td>
</tr>
<tr>
<td>Speed - Having delivery speed options</td>
<td>12.36%</td>
<td>37.08%</td>
<td>50.56%</td>
<td>88</td>
<td>1.62</td>
</tr>
</tbody>
</table>
### Survey Results

Q3 Please tell us how strongly you agree or disagree with each of the statements below.

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Don't Know/Can't Say</th>
<th>Total</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise from truck traffic is an issue in my community</td>
<td>15.0%</td>
<td>20.9%</td>
<td>31.7%</td>
<td>40.3%</td>
<td>2.3%</td>
<td>185</td>
<td>1.09</td>
</tr>
<tr>
<td>Trucks cause crashes and delays at intersections</td>
<td>13.5%</td>
<td>45.6%</td>
<td>22.3%</td>
<td>6.5%</td>
<td>10.4%</td>
<td>96</td>
<td>2.04</td>
</tr>
<tr>
<td>Trucks cause crashes and delays on our roads</td>
<td>10.9%</td>
<td>42.1%</td>
<td>22.3%</td>
<td>6.4%</td>
<td>10.3%</td>
<td>96</td>
<td>2.24</td>
</tr>
<tr>
<td>The amount of trash traffic in the neighborhood is a serious problem</td>
<td>14.4%</td>
<td>22.7%</td>
<td>31.6%</td>
<td>3.8%</td>
<td>15.4%</td>
<td>96</td>
<td>2.75</td>
</tr>
<tr>
<td>Skids thieves cannot be filled without training</td>
<td>14.5%</td>
<td>43.8%</td>
<td>12.8%</td>
<td>1.9%</td>
<td>10.1%</td>
<td>96</td>
<td>3.93</td>
</tr>
<tr>
<td>Packages cannot be delivered without UPS or FedEx out of state</td>
<td>14.3%</td>
<td>39.8%</td>
<td>6.4%</td>
<td>1.8%</td>
<td>7.8%</td>
<td>96</td>
<td>3.43</td>
</tr>
<tr>
<td>Skids thieves cannot be filled without training</td>
<td>14.3%</td>
<td>39.8%</td>
<td>6.4%</td>
<td>1.8%</td>
<td>7.8%</td>
<td>96</td>
<td>3.43</td>
</tr>
<tr>
<td>I know that most of the products I buy are shipped to me by a delivery</td>
<td>68.4%</td>
<td>30.5%</td>
<td>6.3%</td>
<td>0.7%</td>
<td>1.2%</td>
<td>50</td>
<td>0.69</td>
</tr>
</tbody>
</table>
Q4 Where should the Denver region prioritize investments to make it easier for products and packages to be delivered? Please rank the four investment areas below. Give the most important item a ranking of 1, and the least important a ranking of 4.

Answered: 87  Skipped: 21

<table>
<thead>
<tr>
<th>Investment Area</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety - making roads safer for trucks and travelers</td>
<td>35.71%</td>
<td>35.71%</td>
<td>25.00%</td>
<td>3.57%</td>
<td>84</td>
<td>3.04</td>
</tr>
<tr>
<td>Sustainability - reducing truck traffic emissions, advancing new technologies, or reducing truck traffic impacts in our communities</td>
<td>31.40%</td>
<td>24.42%</td>
<td>13.95%</td>
<td>30.23%</td>
<td>86</td>
<td>2.57</td>
</tr>
<tr>
<td>Maintenance - repairing roads and bridges</td>
<td>24.10%</td>
<td>21.69%</td>
<td>38.55%</td>
<td>15.66%</td>
<td>83</td>
<td>2.54</td>
</tr>
<tr>
<td>Expansion - expanding roads and making it easier to move goods around</td>
<td>11.53%</td>
<td>18.60%</td>
<td>20.93%</td>
<td>43.84%</td>
<td>86</td>
<td>1.93</td>
</tr>
</tbody>
</table>
Q5 By 2040, the Denver region is expected to have an additional 1.1 million residents and almost 700,000 more jobs. In the future, do you think the region's residents and businesses will require more, less, or about the same amount of the following types of freight?

Answered: 86  Skipped: 22

<table>
<thead>
<tr>
<th>Service Description</th>
<th>More</th>
<th>Same</th>
<th>Less</th>
<th>Don't Know/Not Sure</th>
<th>Total</th>
<th>Weighted Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel delivery such as FedEx, UPS, or Amazon door-to-door service</td>
<td>91.89%</td>
<td>3.49%</td>
<td>3.49%</td>
<td>1.16%</td>
<td>86</td>
<td>2.89</td>
</tr>
<tr>
<td>Moving goods by plane (airport and air cargo connections)</td>
<td>82.55%</td>
<td>11.63%</td>
<td>3.49%</td>
<td>1.16%</td>
<td>86</td>
<td>2.85</td>
</tr>
<tr>
<td>Self-driving trucks or drone deliveries</td>
<td>87.44%</td>
<td>8.14%</td>
<td>4.65%</td>
<td>4.65%</td>
<td>88</td>
<td>2.78</td>
</tr>
<tr>
<td>Moving goods by semi-truck (long haul trucking)</td>
<td>77.91%</td>
<td>12.99%</td>
<td>6.98%</td>
<td>2.33%</td>
<td>88</td>
<td>2.73</td>
</tr>
<tr>
<td>Moving goods by train (long-distance freight rail service)</td>
<td>69.41%</td>
<td>16.47%</td>
<td>7.06%</td>
<td>7.06%</td>
<td>85</td>
<td>2.67</td>
</tr>
</tbody>
</table>
Regional Multimodal Freight Plan

IDENTIFYING INVESTMENT AREAS
Identifying Current Needs

SAFETY
- Highway safety hotspots
- Rail crossing safety incidents
- Truck parking utilization

EFFICIENCY
- Highway truck delay
- Highway truck reliability *

CONNECTIVITY
- Roadway truck volumes/percent
- Low-clearance bridges
- Inadequate rail crossings *

ECONOMY
- Proximity to freight and economic assets
- Location on regional freight priority network

* Data not yet available
Identifying Current Needs

- Review web map of identified needs with AC

- Provide printed copies of needs lists and associated data/attributes
Identifying Current Needs

• Do these needs make sense? Are they regionally significant?

• What other data would you consider when identifying potential future needs and investments?
Regional Multimodal Freight Plan

REGIONAL FREIGHT FOCUS AREAS
Identifying Regional Freight Improvements

1. Develop Freight Focus Areas
2. Identify Needs and Issues
3. Prioritize Strategies, Actions, and Improvements
Northwest Metro

**Context**
Mixed communities with major industrial, commercial, and agricultural freight generators and existing freight infrastructure

**Assets**
- Regional and local highway connectivity
- Freight rail lines and facilities
- Manufacturing clusters and agriculture facilities

**Needs and Issues**
- Local truck movements
- Highway and multimodal safety
- Rail grade crossing safety
- Freight asset and access preservation
- Growing consumer base and land use changes

**Potential Strategies and Solutions?**
I-25 North Corridor

Context
Major interstate and intraregional highway corridor with emerging new distribution facilities and existing freight-reliant businesses

Assets
- North-south interstate connectivity
- Freight rail lines and yards
- Major existing industrial and manufacturing clusters
- Emerging distribution and commercial centers

Needs and Issues
- Truck parking and safety
- Truck reliability and delay
- Rail grade crossings
- Hazardous material routing
- Growing consumer base and land use changes

Potential Strategies and Solutions?
DEN Cargo and Aerotropolis

Context
Focus on DEN cargo movements and future aerotropolis related development

Assets
- DEN cargo facilities
- Colorado Air and Space Port
- Freight rail access
- Aerotropolis development potential

Needs and Issues
- Future land use and development
- Air-to-truck mobility and connectivity
- Growing delay and congestion; potential truck bottlenecks
- Air cargo capacity and facilities

Potential Strategies and Solutions?
RiNo District

Context
Traditional industrial and logistics cluster with growing mixed use activity centers

Assets
- Freight rail terminals and yards
- Existing distribution centers and intermodal terminals
- Interstate accessibility and local freight corridors

Needs and Issues
- Future land use and development coordination
- Preservation of freight assets and access
- Local truck movements
- Truck and multimodal safety
- Emissions

Potential Strategies and Solutions?
I-76 Intermodal Corridor

Context
Significant interstate freight corridor with existing industrial and manufacturing clusters

Assets
- Interstate access
- Freight rail lines and yards
- Manufacturing and industrial generators

Needs and Issues
- Future land use and development coordination
- Preservation of freight assets and access
- Truck access and connectivity
- Truck parking and safety

Potential Strategies and Solutions?
I-70 East Distribution Corridor

Context
Significant interstate freight corridor with existing distribution and industrial clusters and key regional access points

Assets
- Distribution, logistics, industrial and commercial cluster
- Interstate access and interregional connectivity
- Freight rail lines and connections

Needs and Issues
- Truck mobility, access, and connectivity
- Truck parking and safety
- Future land use and development coordination
- Rail grade crossing safety

Potential Strategies and Solutions?
Denver Downtown

Context
Central business district with significant commercial, retail, and residential delivery and multimodal access

Assets
- Significant economic center and growing mixed use activity centers
- Interstate connectivity

Needs and Issues
- Urban delivery challenges
- Curb management and roadway design
- Truck and multimodal safety

Potential Strategies and Solutions?
## I-70/US 6 West

### Context
Suburban communities with significant E-W highway connectivity and N-S local access routes

### Assets
- Interstate connectivity and local freight access
- Commercial, retail, and industrial clusters

### Needs and Issues
- Truck mobility, reliability, and delay
- Truck safety
- Local freight access and connectivity

### Potential Strategies and Solutions?
I-25 South Corridor

Context
Major interstate and intraregional corridor with existing industrial and commercial clusters

Assets
- Interstate connectivity and local freight access
- Commercial, retail, and industrial clusters

Needs and Issues
- Truck mobility, reliability, and delay
- Truck safety
- Local freight access and connectivity
- Bridge clearances

Potential Strategies and Solutions?
DTC and Centennial Airport

Context
Major interstate and intraregional corridor with growing commercial clusters

Assets
• Commercial and retail clusters
• Interstate connectivity to I-25, E-470, C-470
• Centennial Airport

Needs and Issues
• Truck mobility, reliability, and delay
• Truck safety
• Local freight access and connectivity
• Future economic development and land use coordination
• Growing population and consumer base

Potential Strategies and Solutions?
Context
Major intraregional and interregional corridor with existing industrial and manufacturing clusters

Assets
- Commercial and retail clusters
- Connectivity to 85, 285, I-25, 470

Needs and Issues
- Truck safety
- Local freight access and connectivity
- Truck mobility, reliability, and delay
- Future economic development and land use coordination
- Growing population and consumer base

Potential Strategies and Solutions?
Regional Multimodal Freight Plan

NEXT STEPS
Advisory Committee

- **Next meeting scheduled mid-September**
  - Confirmation of needs and investment areas
  - Identification of regional freight priority network
  - Draft freight focus area action plans

- **Ongoing activities**
  - Data collection and analysis
  - Plan development and drafting
  - Synthesis of comments and input
QUESTIONS/COMMENTS
• https://camsys.maps.arcgis.com/apps/webappviewer/index.html?id=4c18772fb5464f5f84bda433cbbd1fb8
IDENTIFYING REGIONAL FREIGHT PRACTICES