

Written comments on the draft Metro Vision plan received during public comment period (9/22/2016 – 11/16/2016)

1. Adams County – Jeanne Shreve, Intergovernmental Relations Manager
2. Arapahoe County – Bryan Weimer, Transportation Division Manager
3. City of Arvada – Rita McConnell, Community Development Director
4. City of Aurora – Karen Hancock, Planning Supervisor
5. City and County of Broomfield – Kevin Kreeger, Council Member (Ward 4)
6. City and County of Broomfield – John Hilgers, Planning Director
7. City of Centennial – Andrew Firestine, Assistant City Manager
8. City of Commerce City – Steve Timms, Planning Manager
9. City and County of Denver – Brad Buchanan, Executive Director, Community Planning and Development
10. City and County of Denver – Gretchen Armijo, Built Environment Administrator
11. Jefferson County - Donald Rosier, District No. 3 Commissioner
12. City of Lone Tree – Kelly First, Community Development Director
13. Town of Parker – Bryce Matthews, Planning Manager
14. City of Thornton – Adam Matkowsky, City Councilmember
15. Colorado Department of Public Health and Environment - Cate Townley, Built Environment Specialist
16. Colorado Rail Passenger Association - James Souby, President
17. Metro Denver Public Health Partnership - Dr. John Douglas (Tri-County Health Department), et al.
18. Mile High Connects – Dace West, Executive Director
19. Regional Transportation District – Chris Quinn, Project Manager
20. Southwest Energy Efficiency Project – Mike Salisbury, Senior Associate
21. Robert Brewster - Citizen
22. Jon Etsy – Citizen
23. Jay Jones – Citizen
24. Pete Rickershauser - Citizen
25. Chris Waggett – Citizen (CEO, D4 Urban LLC)
26. Jack Wheeler - Citizen

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
Multi-Departmental comments on Urban Centers and UGB/A	<p>The use of UGB and UGA should be reconsidered to address concerns regarding annexations, DRCOG should consider formulating policy and process where all localities have an allocation of urban growth area so they have the ability to plan for development with the assurance they will not lose urban growth allocation.</p>			
	<p>The urbanized areas in southwest Adams County have transit oriented development opportunities near stations that are not designated as urban centers. DRCOG should look at a more reasonable and meaningful set of criteria to evaluate urban centers in a fair and equitable way, prior to a call for projects for the TIP allocation process.</p>			
	<p>There should be consideration under UGB/A to incentivize municipalities to annex unincorporated enclave areas that are within a city's planning area.</p>			<p>Under voluntary regional/local strategies for UGB/A: include the following:</p> <p>Modify the UGB/A process to allow cities to annex developed areas without utilizing their UGB/A allocation for express purpose of reducing enclave neighborhoods that do not have contiguous services.</p>

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
Multi-Departmental	<p>Page 19 -- Outcome 3: <i>"Connected urban centers and multimodal corridors..."</i></p> <p>In blue box, between <i>"Urban centers: Anything but one-size-fits-all"</i> and <i>"Downtown Castle Rock"</i>, consider inserting an updated definition for 'urban centers', noted in the proposed rewrite to the right.</p> <p>The current urban center definition according to the 2014 'Infill & Redevelopment Issue Paper':</p> <p>"... areas that encompass a balanced mixture of housing, employment, and retail opportunities in areas accessible to a wide cross-section of transportation options. These areas include employment centers, transit station areas, traditional downtowns, and greenfield development areas (never developed before and surrounded by mostly undeveloped land) consistent with Metro Vision characteristics for urban centers."</p> <p>'Urban center' should be redefined to specifically identify suburban development. If 'greenfield development' was originally included as an appropriate definition for suburban development, it should be replaced with 'neighborhood oriented development' as a means to identify compact mixed use development in suburban areas.</p>	<p>"... areas that encompass a balanced mixture of housing, employment, and retail opportunities in areas accessible to and connected via a wide cross-section of transportation options. These areas include employment centers, transit station areas, traditional downtowns, greenfield development areas (never developed before and surrounded by mostly undeveloped land), and suburban centers and suburban neighborhood oriented development consistent with Metro Vision characteristics for urban centers."</p>		<p>Proposed working 'definition' of NOD:</p> <p>A compact mixed commercial center located at major arterial intersections scaled to serve the adjacent residential walking neighborhoods and other neighborhoods within 3-4 miles.</p> <p>-- adapted from, "Making Suburbs Sustainable" Siembab and Boarnet, 2012</p>
Planning	Youth			
	Page 11. Create lifelong communities leaves out youth as a primary focus. Lifelong communities should address those in the sunrise and sunsets of their lives.			
	Page 12. Helping older adults remain healthy and independent(healthy and provided opportunity) should be a theme for youth as well. The word independent may be replaced with popporuntiy.			

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Planning	Page 13. A strategic Initiative should include youth specifically. In addition, ethnicity should be included with meet the needs of people of all ages, incomes, ethnic backgrounds and abilities. (this is captured somewhat on page 51 but may warrant reiteration in this section.)			
	Page 51. Youth support should be added as an item to create healthy, inclusive, and livable communities.			
	Page 68. Youth and the elderly should be added to the list of improve access for traditionally underserved populations , youth and the elderly. Youth success pipelines should be added to the strategy component.			
	Environmental remediation			
	Page 17. Environmental/Brownfield remediation should be include to enhance health and provide economic development opportunities and transit access.			
	Environmental considerations in addition to air and water.			
	p. 39 should include language about recycling and reuse support.			
	Water			
	Page 44			
	Although water is addressed in others areas, it would be unfortunate to not include water efficiency and suitability practice for agriculture as that use consumes the majority of the states supply.			

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Planning	Page 45. Supporting objectives should be to keep water for agriculturally producing land in urban conservation areas attached to the land for viable production.			
	Health			
	Page 55. Heath outcome focus should be added to page 55. In addition, should we limit ourselves to only items listed in the regional equity atlas? (repeated on Page 58 as well)			
	TDR			
	Page 62. Transfer of Development Rights should be added toe encouraged tools.			
	Regionalism			
	Page 73. An option could include consolidation of regional data by county, inclusive of the cities, to encourage efficiency and collaboration.			
	Parks & Open Space	Outcome 8 under "Supporting Objectives", language should include protection and conservation of water as well as the land. Without water it would be extremely difficult to viably bring additional land or operations in production as Regional Objective 8 states.	"Conserve significant agricultural lands and associated water resources "	

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County Manager's Office	Pages 12 -14: Outcome 1: ...region is comprised of diverse, livable communities."	<p>Add below statement after, "...that meet the needs of people of all ages, incomes and abilities."</p> <p>"To accomplish this, the region will need to focus on balancing the unique opportunities and strategies needed for land uses, economic development, housing and transportation necessary to maintain its urban, suburban and rural diversity."</p>	Page 13 -- "Adopt policies, regulations and incentives to support the implementation of universal design strategies."	Pages 13-14 -- Achieve a concentrated mix of uses in suburban neighborhood oriented developments to attract residents, commuters and other users for a variety of purposes, that helps shape these nodes of mixed use development as focal points within the community.
	<p>Page 14 -- Investments -- Add Proposed strategy under '<i>Voluntary Options Available to Regional Organizations</i>',</p> <p>***contingent upon acceptance of new definition of 'urban center' that includes compact suburban development.</p>			***Consider multi-modal investments in public infrastructure, public/private partnerships and catalytic projects that connect urban centers.
	Page 18 under 'Investment outside UGB/A -- for " <i>Outcome 2: ...New urban development occurs within...</i> "		Ensure development outside the Urban Growth Boundary/Area pays its own way, to the extent practical.	
	<p>Pages 19-22 -- <i>Outcome 3: "Connected urban centers and multimodal corridors..."</i></p> <p>Suburban compact development (NODs) should be connected to other 'types of urban centers, such as large employment centers or transit oriented developments via multimodal corridors.</p>			<p>Include under investment strategies for both regional and local --</p> <p>Consider multi-modal investments in public infrastructure, public/private partnerships and catalytic projects that connect suburban compact development (NODs) to larger urban centers.</p>

Department	Comment	Proposed ReWrite	Proposed Strategy the county cannot support in its current form	Proposed Strategy that is missing
County Manager's Office	<p>Page 28 -- <i>Regional Objective 4: Improve and expand the region's multimodal transportation system, services and connections.</i></p> <p><i>It is concerning there are no references to completing FasTracks in Regional Objective 4.</i></p>	<p>Under 'Supporting Objectives;', include additional bullet:</p> <p>"Complete FasTracks."</p>		<p>Under Voluntary Options Available to Regional Organizations, include:</p> <p>Work with the Regional Transportation District, other transit providers, agencies and the private sector to develop a strategic plan to complete FasTracks.</p>
	<p>Page 32 -- <i>Regional Objective 5: Operate, manage and maintain a safe and reliable transportation system.</i></p>			<p>Under Voluntary Options Available to Local Organizations, include:</p> <p>Promote Crime Prevention through Environmental Design (CPTED) planning concepts in local planning efforts.</p>
	<p>Page 62 -- Regional Objective 12" Diversify the region's housing stock.</p> <p>The county's position is that access to good transportation is a key consideration for the location of affordable housing.</p> <p>The Adams County Housing Authority has provided a set of recommendations on how the county can maintain affordable housing near TODs.</p> <p>One area of emphasis centers around unfunded 'Residential Services Programs' as a two-generation approach to family self-sufficiency and future upward mobility for children.</p>			<p>Under Voluntary Options Available to Local Organizations, include:</p> <p>Consider supporting residential services programs in affordable housing communities.</p>

Annexations and UGB/A (Arapahoe County was previously designated as a UGB entity, but is now designated as a UGA entity at our request, which was approved by DRCOG staff):

In 2015 Arapahoe County presented a case for consideration of UGB/UGA relative to Counties being able to keep area that is annexed by Cities (current DRCOG documentation states that, if no agreement exists between an annexing City and the County, the UGB/A will go to the City – provides no incentives for the cities to have agreements with the counties).

The use of UGB and UGA should be reconsidered to address concerns regarding annexations. In addition, DRCOG should consider formulating policy and process where all localities have an allocation of urban growth area so they have the ability to plan for development with the assurance they will not lose urban growth allocation. This allocation needs to not only consider cities and counties, but also regional allocation of area and growth estimates.

Comments from Bryan Weimer:

- I find it interesting that Arapahoe County does not have any designation of an Urban Center, which puts the County in a disadvantage when competing for growth/transportation dollars (Current criteria for allocations)/etc.
- In addition to Urban Centers, stand-alone rural communities are not considered. Note from Jan Yeckes: Arapahoe County commented during the development of strategies that counties within the DRCOG region have important agricultural communities and industries that should be recognized and valued.
- In addition, once size does not fit all, and one could argue that the Prosper and Sky Ranch developments and their planned mixed uses are urban centers or “suburban centers”. There are many examples on the list of “greenfield” developments that are within cities that are urban centers and current definitions seem to exclude Counties under this consideration.
- Note from Jan Yeckes: Inverness/Vallagio includes the Dry Creek Light Rail RTD Station, along with a pedestrian walk-over to provide connectivity between the mixed-use residential/commercial developments and is a center for a number of other nearby higher-density residential uses and business uses. This would seem to be an appropriate candidate for consideration as an urban/suburban center shared by City of Centennial and unincorporated Arapahoe County.

I am concerned about how the goals of the plan will integrate into the TIP Criteria, and thus transportation funding allocations. One major concern would be the use of housing and transportation costs measure. Counties in particular are put at a disadvantage for this type of metric.

Also, the measure related to employment and housing located within urban center measure is a challenging for Arapahoe County as we do not have any urban center designation and such designation is narrowly defined.

There is focus in the plan related to transit, but the plan does not reference Fast Track as a regional effort. I would suspect that some type of reference is needed as that is the primary transit effort and for which the measure will tie to.



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November 15, 2016

Brad Calvert
Director, Regional Planning and Development
DRCOG
1290 Broadway, Suite 100
Denver, CO 80203

RE: Comments on the Draft Metro Vision Plan

Dear Brad,

Thank you for the opportunity to review the draft Metro Vision Plan. City of Arvada staff has reviewed the draft plan, and has the following comments. First of all, we'd like to say that we appreciate the direction of the draft plan and the effort that DRCOG staff has invested over the past couple of years to invite the many stakeholders to participate in developing the plan. We've grouped our comments into the following categories:

1. General comments on the format of the draft plan.
 - a. We found the plan somewhat confusing to follow and we attribute this primarily to the layout of the document rather than the organization of content. As a suggestion, if the major themes of the document were numbered and/or color coded, it would be easier for the reader to identify the sections and the structure of each section. We noted that there was some color coding introduced on pages 6, 7, 8 and 9, and if this had been carried throughout the document, it would have been helpful.
 - b. The maps are quite small and are difficult to read, especially Maps 2, 3 and 5.
 - c. Will there be a consolidation of all the regional initiatives that DRCOG could lead and an action plan to accomplish them? There are several collaborative initiatives that are of interest to the City, and we would welcome the opportunity to discuss these with you in more detail.

2. Performance measures.
 - a. It is not clear how the performance measures were derived. For the paragraphs preceding each theme's performance measure, it would be helpful if there was a more detailed explanation of how the numbers were obtained.
 - b. Page 24. How did DRCOG obtain the 2040 Target numbers for Housing (25 percent), Employment (50 percent) and housing density (25 percent increase from 2014)?

- c. What are the expectations for the individual jurisdictions to meet the performance measures?
 - d. How will these performance measures be monitored to track progress on meeting the 2040 targets?
3. Theme 1: An Efficient and Predictable Development Pattern.
- a. Page 19, 2nd paragraph. For the Urban Centers, please identify who DRCOG surveyed for information on the urban centers, and why many of the jobs are lower paying (i.e., are these jobs in the service sector?).
 - b. Page 22, 2nd bullet point that states “Coordinate with local governments, developers and other partners to establish an online clearinghouse of potential development sites in urban centers”. This may be a time consuming task to establish and keep current, as well as market the information to potential developers. Any thought about using a website such as OppSites (<https://oppsites.com/>) which identifies potential development sites in cities?
 - c. Page 22. There are several collaborative regional initiatives, particularly for connections between urban centers and different jurisdictions, that would require funding for implementation. Are there ways to provide funding through DRCOG for the implementation of these initiatives?
 - d. Page 24, Performance Measures. The performance measure of increasing share of region’s employment in urban centers from 36.3 percent to 50 percent by 2040 seems realistic as a variety of Arvada’s new jobs are already in these centers; however it’s not clear if our centers are defined the same way DRCOG’s may be in respect to TOD or multimodal transit corridors.
 - e. Page 24, Performance Measures. For the UGB/A 2040 Target, instead of stating a 25 percent increase from 2014, please revise to the target number of 1,500 units per square mile. Using a number rather than a percentage makes it easier to comprehend.
4. Theme 2: A Connected Multimodal Region.
- a. The draft Metro Vision plan speaks to aspirations that are appropriate for a regional level plan. At the same time, the plan should also address regional level barriers (e.g. Railroads, Ditch/Creeks, etc.) and encourage policy that enables easier and less costly transportation improvements to be able to achieve the vision.
 - b. The latest transportation theme within the plan is managed lanes (e.g., HOV, HOT, Transit Lanes) that require ITS infrastructure. In order to make the transportation system prepared for ITS improvements, it makes sense to include a vision for shared Fiber Optic or (at a minimum) Conduit system for the metro region.
 - c. Page 29, bullet point under “Voluntary Options Available to Local Organizations” that is “Fund roadway preservation, operational and expansion projects through local capital improvement programs”. Funding for capital projects is a continuous challenge as cities, such as Arvada, struggle to meet and balance the requirements for necessary road repair with new capital projects. A broader base of funding opportunities may be needed to accomplish this initiative.
 - d. Page 34, Performance Measures. For the 2040 Target, please revise the Daily VMT target to a numerical target of 22.95 VMT rather than 10 percent decrease from 2010.
5. Theme 3: A Safe and Resilient Natural and Built Environment.

- a. Page 35. "Resilience" depends on more than just the natural and built environment. Many, including the Governor's Resiliency and Recovery Office, would argue that resilience-building is a holistic effort rooted in community empowerment, adaptive learning, and partnership. We suggest changing the theme title to include the human element of disasters (i.e., "A Region of Safe and Resilient Communities and Environments"). We suggest revising or adding additional outcomes:
 - i. The region prioritizes hazard-focused community preparedness, risk management, and mitigation actions that reduce long-term vulnerabilities and promote a culture of resilience;
 - ii. The region strengthens intrinsic community functions that are critical for absorbing, rebounding from, and adapting to hazard risks; and
 - iii. The region prioritizes mitigation action in areas that have both high hazard risks AND high levels of social vulnerability.
- b. Page 39. Under "Investments" in "Voluntary Options available to Regional Organizations", there are several initiatives identified related to air quality. Aren't there any investment initiatives that can be included that relate to water quality and/or conservation?
- c. Page 50. The potential measures are incongruous with the theme of resilience. Again, the human element of disaster risk and recovery is not addressed.
- d. Page 50. Would it be possible to include a performance measure for agriculture and local food production? Also, there are no performance measures for water quality or water conservation, and we are curious as to why there are no performance measures for this topic area.

6. Theme 4: Healthy, Inclusive and Livable Communities.

- a. Page 56. For the voluntary local initiative "Provide incentives for grocers who locate in urban centers...", this could be expanded to include the thought that it may be more realistic to encourage existing stores (e.g., 7-Eleven) to carry more fresh produce and food items. From the City's point of view, it is challenging to attract small-format grocery stores in areas where they are needed, and it may be more effective to encourage existing stores to expand their inventory of fresh produce and grocery items.

7. Theme 5: A Vibrant Regional Economy.

- a. This theme ties directly into Arvada Economic Development Association's (AEDA) mission and Arvada City Council Strategic goals around employment and capital investment, however economic development is also connected to the other overarching themes and respective outcomes including:
 - i. "Efficient and Predictable Development Pattern (DP) - Connected urban centers and multimodal corridors accommodate a growing share of the region's employment";
 - ii. "A Connected Multimodal Region (CMR)";
 - iii. "Healthy, Inclusive, and Livable Communities (LC) - Diverse housing options meet the needs of residents". This is becoming a more prevalent aspect of business retention as proximity of talent to industry is a large driver of lowered hiring and turnover costs for businesses.
- b. Page 68. The regional initiative "Convene a technical committee to identify best practices in addressing first- and final-mile barriers" is very similar to a regional initiative on page 30. Could you please clarify the differences between these two initiatives?

- c. Page 74. For the second performance measure "Share of the region's housing and employment near high-frequency transit", could you please provide a definition of "near"? Is this only for a half-mile distance from a station (or bus stop), or does it include an entire corridor?

Again, thank you for the opportunity to comment, and please let us know if you have any questions on our comments.

Sincerely,

A handwritten signature in black ink that reads "Rita McConnell". The signature is fluid and cursive, with a small dot at the end.

Rita McConnell
Director ,
Community Development Department

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

Overall comment: In 2002, the Census Bureau officially designated our region as the Denver-Aurora Region. There is no longer a federal designation for the "Denver" region. Please revise text throughout the document to be consistent with the federal Denver-Aurora Region designation.

Page 1, para 2: Add "...or incorporated by reference in the jurisdiction's Comprehensive Plan" after the second sentence.

Page 3: List communities that have signed the Compact or map.

Page 4, 4th bullet: How does MV help reduce per capita water use and ensure a sustainable water supply? There is no conclusive data yet that density alone reduces water use significantly. Denver Water and Aurora Water are still evaluating meters in different zone district typologies.

Page 4: under "Why Do We Need Metro Vision." – "Major infill and redevelopment projects including Stapleton, Belmar, the Central Platte Valley, *and the Anschutz Medical Campus* [added]."

Pages 8-9: Performance Measures (Pages 8 & 9): Additional travel measures seem appropriate to monitor. Bicycle and pedestrian travel are discussed in the plan and reporting associated measures would be of value.

Page 12: Add Aurora's rankings:
Aurora is No. 13 in the Trust for Public Land's 2015 Best Park Systems in the U.S.
Aurora is Better Doctor's No. 1 Fittest City in the U.S. on its 2015 Fit Cities Index.
Aurora is NerdWallet Finance's No. 1 Best Large Cities for Women in the Workforce for 2014.

Page 14, top of page, left side: "Consider investments" is pretty generic for something tied to funding. Please change it to "Identify opportunities for investment..." or better yet, use the same positive language as bottom left, Page 29.

Overall, many of the Voluntary Options throughout the document are qualified by "consider" which is not an action in itself. Please revise language in all Voluntary Options to be active tense such as "Adopt policies," "Allow," and "Incentivize." Remove weak language such as "Consider" and "Examine."

Page 17: As regional organization, DRCOG should advocate for local governments to use jurisdiction-specific fiscal impact analysis to quantify the consequences of sprawling development patterns.

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

Page 19, Blue Box: Add “Aurora Light Rail Train TODs” There is room for another paragraph to fill out Page 20.

Population and employment estimates for urban centers may be appropriate to depict to assist in the assessment of travel demand and modal alternatives capable of serving forecast trip demands. Additionally, these population and employment estimates will logically inform the type and extent of needed transportation network improvements.

Page 25, Map 3. This map is way too small to be useful.

Page 26: This blue box could be expanded to fill the page. “The Sharing Economy” might be a subject by itself. The City of Aurora takes into consideration scooters and wheelchairs as other modes when planning connections to transit stations.

Page 31, Blue Box: Consider moving some of the RAQC overlap on Page 37 to Congestion management process.

Page 32, A supplement to Regional Objective 5 – Operate, Manage and Maintain a Safe and Reliable Transportation System is citing the need and role of high frequency and accessible transit service throughout the metro area.

Delivery of a comprehensive alternative fuels/energy dispensing/charging system seems to be an important element that needs to be mentioned in this section.

Page 39, Left side, 5th bullet: The state requires low-flow plumbing devices (Water Sense). Because hardscape heats up adjacent buildings which then cause the buildings to use more energy to cool, please add the word “natural” to “landscaping” as frequently as possible throughout this section and anywhere else it’s appropriate. Add another bullet that describes Low Impact Development and Green Infrastructure. One additional bullet might describe the benefit of xeric trees.

In Voluntary Options for local governments, please include bullets for adoption of alternative fuel/electric vehicles and fueling infrastructure outside of transportation projects, renewable energy, and smart grid infrastructure

Page 41: Map of Open Space is too small to be useful.

Page 42, bottom left: consider re-thinking promoting fee-in-lieu for open space which reduces the number of opportunities for LID and GI in urban areas.

Page 45, Food waste is not addressed.

Page 56: Add bullet: Identify and prioritize funding for increasing investment for multi-modal connections in underserved neighborhoods.

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

Page 57, Fitzsimons: Since this is 2040 plan, we might mention the VA hospital, its clients and its impact.

Page 59: There is a photo of the Anschutz Medical Campus. The caption should say "Anschutz Medical Campus in Aurora."

Page 65: This section could use a paragraph about the need for resiliency in the boom/bust economic cycles.

Page 68: In the first bullet in the left column, add employee access to showers and assessing multi-modal travel accommodations. Please include in the bullet list on the left equitable access to human services.

Page 69: Map 5 is too small to be useful.

General Comments on A Connected Multimodal Region Section

1. Performance Measures – The following additional elements should be included in the Plan in the appropriate Performance Measures sections:
 - A Specific Tracking and Measuring System – The current performance measures are set to be achieved by 2040, which is difficult to be monitored and evaluated. A specific tracking or measuring system should be developed to measure the progress of plan implementation on a much shorter term basis, such as every year if possible.
 - Analyses of Metro Vision 2035 Performance Measures – Various performance measures similar to the 2040 Metro Vision plan were identified in the Metro Vision 2035 Plan. A progress report and analysis of the performance measures of the 2035 Metro Vision should be included in the 2040 Metro Vision plan to document the achievements and deficiencies. For example, Metro Vision 2035 established a baseline of 1493 housing units per square mile in 2006 with a goal of increasing the density by 10% by 2035. However, the housing density dropped to 1200 units per square mile, three years after the plan adoption in 2014, as identified in the 2040 Metro Vision Plan.
 - Scenario Analyses – Many specific transportation and land use performance measures have been identified in the plan, such as the increase of non-SOV modal share for work trips from 25.1% in 2014 to 35% by 2040, which requires trade off and policy choices in land use and transportation planning and funding allocations. To better understand the policy and funding implication of various performance measures, additional transportation and land use modeling and forecasting efforts should be undertaken. Specifically, detailed data should be provided

**Comments from the City of Aurora
Metro Vision 2040
Public Comment Draft**

regarding ranges of land use and transportation polices and investment decisions, such as parking pricing, transportation funding allocation, etc., needed to achieve the performance measures.

2. New Technologies and Innovations – In addition to some general discussions of the importance of embracing new technologies and innovations, such as car-share, bike-share, connected and driverless cars, etc., specific analyses and recommendations should also be developed to address how exactly the region should be better prepared and take the best advantage of the new technologies and innovations.
3. An Interconnected Regional Bicycle Network - In addition to emphasize the importance of funding the first and last mile bike/pedestrian access to transit services, strategies should also be developed to implement an interconnected regional bicycle network which will facilitate an increase of bicycle mode share throughout the region. Specifically, a hierarchical regional bicycle network should be developed which may include bicycle highway, major regional bicycle facilities, etc.

Please note that the city of Aurora may elect to submit additional questions/comments in written format.

----- Forwarded message -----

From: **Kevin Kreeger** <kkreeger@broomfieldcitycouncil.org>

Date: Wednesday, September 28, 2016

Subject: Metro Vision plan available for comment

1. P. 8/9: Table says 29.7% of housing in DRCOG's region is near high frequency transit, and DRCOG's goal is to get it to 35.0% by 2040. A 5.3% increase in 24 years sounds pretty small for what must be a huge and costly lift. Also, by 2040 transit will change as we know it.
2. I'm not sure how many people are in DRCOG's area, but if it's 3,500,000, and 1,000,000 more people are forecast to move to the same area by 2040, then this is ~ 238,500 more people near high frequency transit after 24 years. And since a disproportionate number of people moving to CO will move to Denver, or other areas with high frequency transit, some of this will occur naturally.
3. RTD also has a giant budget shortfall for next year, and my guess is they will struggle every year to meet demand. My opinion would be to have a smaller timeline (maybe in addition) and do what's feasible in the near and foreseeable future. Personally, I'd start planning on how alternative forms of transit will impact the picture. I'd also push RTD to engage in PPP's to help solve the transit issues. P. 26 mentions some of this. I'd like to see this plan built more around implementing new solutions.
4. The same table says 48.4% of employment is near high frequency transit. Goal is 60% by 2040. If the homes aren't catching up, promoting more transit near employment will lead to first/last mile issues. These should potentially be more balanced.
5. I like the idea of connected urban centers and multi-modal corridors a lot.
6. P. 26 says 1,000,000 new residents by 2040 and P. 28 says 1,200,000. I know these are estimates, but it's a 20% difference. DRCOG may want to consider using one number throughout the document.
7. I think future transit will be impacted by ridesharing more than anything between now and 2040. There are some legal restrictions to PPPs with innovative ridesharing companies, like Bridj, that exist now. And RTD also doesn't seem inclined to work with these companies. Maybe there should be a goal of setting up a regulatory structure to accommodate new type of services, and a push to get underfunded RTD to engage outside their normal boundaries.
8. I like the water conservation goals. I think we could do more of this in Brmd. We require non-native plantings that need lots of water for instance (like grass in parkways).
9. P. 50: I like the goal of 60% decrease in greenhouse gas emissions from surface transportation per capita from 2010-2040. Any idea how that compares to the US's commitment for stemming from current policies and agreements like the Paris accord? Those goals would include heavy industrial areas, like Chicago, Pittsburgh, etc. We should exceed the national

standard in CO, since it's an average and there will be areas that fall below. I would also recommend shooting for total reduction, not only from surface transit.

10. Education got a short mention on P. 62. Maybe other places too, but not a lot. Since the doc wades into areas like healthy foods, cultural facilities, safety, healthy lifestyles, etc, I think education should get a big mention. It needs to evolve faster than it is. It's underfunded, one of the first places the state cuts when there is a shortfall, and its all we can do to fall behind other countries as slowly as possible. We need to re-think our approach. In addition, this is critical to healthy communities.

I know DRCOG doesn't generally influence education as much as other things, but the doc goes pretty far into many lifestyle and community issues. My opinion would be to add more around what's potentially the most important issue for our kids and their future.

I hope that's helpful. I would appreciate knowing what (if any) of these are proposed and/or accepted by the board.

Kevin

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Eudg#Fdoyhuw

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Hi Brad:

On behalf of the City and County of Broomfield, please find a comment below regarding the Metro Vision 2040 Draft Plan.

The recently adopted Broomfield Transportation Plan continues to support the full buildout of RTD's North Metro Rail / N Line to State Highway #7 and the buildout of RTD's Northwest Rail / B Line extending to Westminster-Broomfield-Louisville-Boulder-Longmont.

Based on Broomfield's Transportation Plan vision, we would encourage DRCOG to consider the following language, or something similar, to add to the Metro Vision 2040 Plan (within the Connected Multimodal Region section):

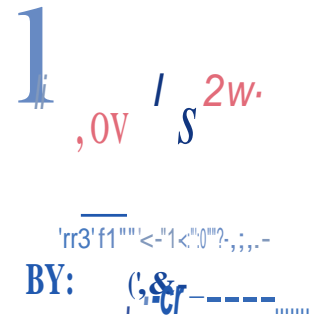
Work with RTD, other transit providers, agencies, and the private sector to develop a strategic plan to complete FasTracks.

Thank you for the opportunity to review and comment. Let us know if you have any questions

Sincerely,

John Hilgers
Planning Director
City and County of Broomfield

Centennial



November 10, 2016

Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, CO 80203

Re: Comments on Metro Vision Plan Public Review Draft, Released September 22, 2016

The City of Centennial has reviewed the Metro Vision Public Review Draft, released by DRCOG on September 22, 2016. Through this review, we have identified a concern about the timing of the adoption of the Metro Vision Plan and the separate and independent effort by DRCOG to make modifications to the UGB/A system. While we do not object to the core principles contained within the Metro Vision plan or the premise of the UGB/A, Centennial objects to the adoption of the Metro Vision plan until such time that the UGB/A system, including the classification of urban areas and the allocation of urban area throughout the metro area, has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG Board.

Our objection is specifically that the Metro Vision Public Review Draft increases linkages between the UGB/A and DRCOG funding while we have outstanding concerns about the extent of urban development that was established through the Metro Vision 2035 Plan, particularly its maintenance since 2011 and whether the previous allocations accurately reflect growth trends within the region. Increasing linkages between the UGB/A and DRCOG funding in the absence of a process by which the assumptions of the UGB/A can be reaffirmed, including its methodology and the growth allocations, may have the effect of penalizing member governments that have undergone significant growth or annexations since the Metro Vision 2035 Plan was adopted or have planned for growth through their comprehensive plans where this growth may not have been anticipated through the Metro Vision 2035 Plan. Centennial is one such example.

The DRCOG Metro Vision 2035 plan, through Appendix A, establishes an extent of urban development throughout the metro area. The 2006 base year urban area in Centennial was set at 23.3 square miles and our 2035 allocation was established at 23.6 square miles - a difference of 0.3 square miles. As a point of reference, the City's current (2016) incorporated area is 29.1 square miles and the State Demography Office estimates the City's July 1, 2015 population at 108,886, making it the 10th largest city in the State of Colorado and the 7th largest in the Denver metro area. Centennial is an inner-ring suburban community whose historic growth has maintained a compact and urban style development pattern. The community is in the process of updating its comprehensive plan that will continue to advocate for sound planning principles and logical and orderly growth. Despite this, the Centennial growth allocation in absolute area and as a percentage change, however, remains among the lowest of all communities identified in the DRCOG Metro Vision 2035 plan.

Centennial conducted nine (9) annexations between 2007 and 2011 and an additional nine (9) annexations from 2012 to present, all of which were consistent with the City's long range plans and future vision. We expect that Centennial will continue to grow and develop and that it may continue to annex where those annexations are logical extensions of the City. We understand both the DRCOG development classification system and the methodology by which urban area is reallocated or shared as a result of an annexation. Centennial, however, lacks confidence in the urban area allocations that were set in the DRCOG Metro Vision 2035 plan, particularly in the application of the development classification system to parcels within the City and how both the City's historic annexations and prospective annexation opportunities may change its urban area

allocation. Centennial staff have been working with DRCOG staff on these matters but to date have not reconciled either to the level that we can confidently endorse an increased linkage between the UGB/A and DRCOG funding.

The Metro Vision Public Review Draft contains the following references to the UGB/A:

- Page 6 (page 10 in the *.pdf). The Theme "An Efficient and Predictable Development Pattern (DP)" describes an outcome where "new urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A)." This is repeated on page 10 (page 14 of the *.pdf).
- Page 11 (page 15 *.pdf). The first paragraph in the table titled "Why is this Important?" describes linkages between land use, transportation planning and investments, and concentrating urban development within the UGB/A."
- Page 15 (page 19 of the *.pdf). "Outcome 2" describes a vision where new urban development occurs within the contiguous and designated areas identified **in** the UGB/A. This acknowledges that decisions made at a local level determine the location of urban development but that the UGB/A should be used to allocate regional resources for infrastructure.
- Page 17 (page 21 of the *.pdf). Under "Regional Objective 2," the draft plan both advocates for containing development within the UGB/A and increasing and prioritizing funding to serve areas within the UGB/A. This is repeated in the header "Investments" in the table titled "What might we do to make progress?" that suggests DRCOG "invest in infrastructure and transportation systems within the UGB/A."
- Page 18 (page 22 of the *.pdf). While clearly designated as a voluntary option for local governments to implement the Metro Vision Plan, this encourages local governments to adopt policies and regulations that limit development outside the UGB/A and that development outside the UGB/A pays its own way.

With the aforementioned reservations about the UGB/A in mind, Centennial cannot support increasing or prioritizing funding within the UGB/A or limiting development and funding outside the UGB/A through the Metro Vision plan, at least until Centennial has some greater assurance that the UGB/A system comports with growth that has occurred within Centennial to date and as may occur **in** the future.

In closing, Centennial has offered to collaborate with DRCOG staff on a review of the development classification system in 2015 and sought opportunities to work with DRCOG staff to evaluate both Centennial's current and future UGB/A allocation. We remain committed to this proposition and are committed concurrently to seeking a regional solution that enables the continued implementation and enforcement of the principles embedded in the Mile High Compact and the core principles of Metro Vision. In the meantime, we strongly encourage DRCOG to either remove the references to the UGB/A in the Metro Vision Public Review Draft or otherwise delay adoption of the plan until such time that the UGB/A system has been reviewed by staff from DRCOG and its member governments and any changes to the system are adopted by the DRCOG Board.

Should you have any questions on these comments, please contact me directly at 303-754-3336 or afirestine@centennialco.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Firestine". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

Andrew R. Firestine AIC P
Assistant City Manager

Cc: Elisha Thomas, Interim City Manager
Cathy Noon, Mayor
Doris Truhlar, Councilmember, DRCOG Board Director
Carrie Penalzoza, Councilmember, DRCOG Board Director Alternate
Steve Greer, Community Development Director
Derek Stertz, GIS and Data Analytics Supervisor

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Brad-

Thank you for allowing Commerce City to comment on the Metro Vision Public Review Draft document. The city has reviewed the document and has one comment, which echoes the comment from Adams County regarding UGB/A and annexation of enclaves. We recommend that DRCOG update the draft to modify the UGB/A process to allow cities to annex developed areas without utilizing their UGB/A allocation for express purposes of reducing enclave neighborhoods that do not have contiguous services.

Commerce City is supportive of the regional and supporting objectives and associated narratives found in the document, and appreciates the collaborative and flexible nature of the document and the importance of respecting local planning documents and studies at the municipal level. In addition, the baseline and 2040 targets seem to advance the region in a positive and strategic direction.

As one of the area's fastest growing communities, Commerce City recognizes the importance of regional collaboration and planning on a variety of topics, including air quality, aging, and transportation, all of which are important to Commerce City. The City also sees a benefit in urban centers and will be exploring this concept in the next update of the City's Comprehensive Plan.

Commerce City has worked well in the past with DRCOG and looks forward to many future years of an ongoing partnership to achieve common regional goals. The City is supportive of adoption of this 2040 Metro Vision Plan document.

Sincerely,

Steve Timms, AICP
Planning Manager
Commerce City, Colorado



November 15, 2016

Brad Calvert
Regional Planning and Development Director
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, CO 80203-5606

Re: Comments to the Proposed 2040 Metro Vision Plan

Dear Mr. calvert:

The City and County of Denver's Community Planning and Development Department is pleased to submit comments to the proposed draft: 2040 Metro Vision Plan. The plan builds upon the previous Metro Vision Plan and a robust stakeholder engagement process to lay out the shared aspirational vision for the Denver region through a set of overarching themes and outcomes. This regional vision **sets a** starting point for Denver citywide and small area plans, including our ongoing update to Blueprint Denver, the City's integrated land use and transportation plan. As we continue to plan for Denver's future, the Metro Vision Plan's strategic initiatives, especially the voluntary options available to local jurisdictions, will prove as a valuable tool to ensure Denver does its part to make progress towards our shared vision. Even of greater potential value, Metro Vision's performance metrics is a critical step in following through with implementation of the plan and will provide our Department an example of local performance standards to be integrated into our own plans.

Denver Community Planning and Development shares Metro Vision's aims to deliver an efficient, well-connected region that provides safe, healthy, and vibrant places for its citizens to live. Metro Vision provides the needed direction to support land use planning and transportation investments for the betterment of the region as a whole. We look forward to working with DRCOG staff on implementing the plan, including key elements such as the Urban Growth Boundary/Area and designated Urban Centers.

If you have any further questions or concerns, please feel free to contact David Gaspers at david.gaspers@denvergov.org or call me at 720.865.2936.

Sincerely,

Brad Buchanan, FAIA
Executive Director



November 16, 2016

DRCOG Chair
1290 Broadway, Suite 100
Denver, CO 80203-5606

RE: Comments on Metro Vision DRAFT plan

Dear DRCOG Chair:

Thank you for the opportunity to comment on the Metro Vision DRAFT Plan. As the City of Denver's health department, Denver Environmental Health has advised the Metro Vision Planning Advisory Committee (MVPAC) over the past 2 years on evidence-based strategies to improve health through regional transportation and land use planning.

Our comments correspond to the [DRAFT Metro Vision Plan](#) on DRCOG's website. The page numbers cited below refer to the page numbers of the plan (not pdf page numbers).

Overall comments

1. We commend the addition of two new overarching theme areas in this Metro Vision update:
 - A Safe and Resilient Natural and Built Environment
 - Healthy, Inclusive and Livable Communities

These sections connect transportation, land use and development strategies with human and environmental health outcomes, to ensure that residents of all ages, incomes and abilities live and work in environments that support health and social well-being.

2. We mention our senior population often and the need to provide communities for 'aging in place'. What about our children and youth? Perhaps we should reference them throughout the plan as appropriate.

Specific comments

1. Page 28 **add**:

Work with partners to expand the regional travel demand management program consisting of outreach, promotion, trip-planning and marketing activities to shift commute choices to non-single-occupant vehicle modes, including carpools, vanpools, transit, bicycling and walking, as well as telework and alternative work schedules. Continue and expand marketing consisting of advertising campaigns such as "Stop Being an SOV" and events such as Bike to Work Day **and Walk and Bike to School Day**

2. Page 30: **Change to**

~~Conduct educational and promotional events to encourage bicycling and walking~~
Change to:
Promote educational events and programs that encourage bicycling and walking, such as *Safe Routes to School*.

3. Page 32: **add**

Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users, **such as *Safe Routes to School* and *Vision Zero*.**

4. Page 40: **add/delete**

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

5. Page 47: **add**

Planning for resiliency is a collaborative approach between land-use planners, emergency planners, elected and appointed officials, **health departments**, public works staff, citizens, community advocates, business owners, developers and numerous other stakeholders.

6. Page 48-49:

The Strategic Initiatives for Outcome 9a and 9b all refer to one-time hazards, nothing about becoming more resilient to ongoing changing conditions (such as more hot days, more severe storms, more flooding, etc). These are at least as important to prepare for and may impact larger numbers of people than one-time events. Ongoing climate events should be referred to in these Initiatives.

7. Page 52:

“Address growing health disparities” talks only about the cost of health care. Did we mean “Addressing growing health **care cost** disparities”? Or did we mean differences in health outcomes among demographic groups that are avoidable (such as higher obesity in children living in communities with low access to parks and recreation, for example)? If the latter, we should add a few sentences about health disparities among demographic groups, and how land use and transportation planning can reduce these disparities.

8. Page 52: **add/delete**

Last sentence in “Make the healthy choice the easy choice”:

Improved access to these recreational opportunities, as well as a built environment that ~~supports~~ **provides** more physical activity opportunities, **can lead to reductions in chronic diseases such as hypertension, obesity and diabetes.** ~~can increase healthy choices for residents.~~

9. Page 53:

Health impact assessments: An emerging practice

Planners and health professionals are increasingly recognizing that health and wellness have social and environmental implications. Health impact assessments (HIAs) are an emerging practice in many communities. ~~The tools~~ **This tool helps** planners evaluate the health effects of

proposed projects, plans and policies; **highlights** health disparities; **provides evidence-based** recommendations **to improve health**; **makes** health effects more explicit; and **engages and empowers** communities to improve the health of their residents. HIAs are a tool to help achieve a “health in all policies” approach throughout communities.

10. Page 56: **add**

Investments

Support projects that consider all users of roadways (such as Complete Streets **and Safe Routes to School objectives**)

11. Page 57: **add**

Older adults often need transportation support in order to maintain their health and wellness—to **access health care providers and pharmacies**, maintain social interaction and reach community and social services.

Thank you,

Gretchen Armijo
Built Environment Administrator
Denver Environmental Health



November 3, 2016

Mr. Brad Calvert
Regional Planning and Development Director
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Ms. Elise Jones
Chairman of the Board
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Ms. Jennifer Schaufele
Executive Director
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Re: Comments to the Proposed Draft Metro Vision Plan

Dear Mr. Calvert:

Jefferson County is pleased to submit comments to the Proposed Draft Metro Vision Plan. Please note that the comments made are based on a detailed analysis of the proposed update from numerous departments within Jefferson County including but not limited to: Planning & Zoning, Transportation & Engineering, County Managers Office, Road & Bridge, and the Board of County Commissioners office.

The draft Metro Vision plan is based on a theme and outcome-based approach, rather than the three plan elements, including growth and development, transportation, and environment of previous versions. The outcomes are common and sound planning theory that all stem from an urban core, high density theoretical region approach to planning and development.

Although the draft Metro Vision Plan clearly labels the strategic local initiatives as "voluntary," the previous Metro Vision Plan elements have always been used in the scoring process for Federal funding. Thus, the initiatives are not voluntary if a participating governmental entity wishes to utilize Federal funding opportunities but are unable to "meet" the stated goals as outlined in the Metro Vision Plan. Combining the activities of a Metropolitan Planning Organization (MPO) into activities of a Council of Governments (COG) and stating that the COG has authority over MPO funding activities strips away local control and takes away elected governance. As stated in previous DRCOG meetings by numerous members, the link between Transportation Improvement Program (TIP) project scoring needs to be disconnected from the Metro Vision Plan. At a minimum, before approving the draft Metro Vision Plan,

it should be clear how a local entity's progress toward these measures of success relate to scoring in the TIP allocation formula.

Additionally, a potential challenge with the performance measures for regional goals, is that there is no real basis for why these levels of progress are deemed to be adequate. Certainly, these measurement levels are in a direction consistent with success as defined by the goals, but it is unclear if any one measure of success is in line with any other measures in terms of investment or effort.

Aside from the plan's application to funding, there are a number of poorly defined (or undefined) terms as well as other conflicts that should be addressed. Additional Jefferson County comments are as follows:

An Efficient and Predictable Development Pattern Theme

- There is a conflict between the desire to allow seniors to "age in place" and with having a diverse community. If the majority of the baby boomers stay in a community, the housing stock will not be available for young families or other ages.
- Outcome #2 is very poorly defined. What is the "contiguous and designated area identified in the Urban Growth Boundary/Area (UGB/A)"?
- Regional Objective #2 is to increase and prioritize funding to serve areas within the UGB/A. These are the types of objectives that can be used to score Jefferson County transportation projects low. Our transportation networks get people to the UGB/A. It also provides transportation options between Urban Centers. This penalizes counties.
- The term "Urban Reserve Area" should be defined.
- Several of the voluntary options encourage parking management by the local organizations. However, decisions by RTD on routes and frequency significantly impact riders and/or drivers decisions. Jeffco would be penalized for decisions made by another governmental agency.
- The "Share of the region's housing and employment located in urban centers" performance measure seems completely unrealistic. Currently there are 3,000,000 people in the region. With the assumption that there are three people per household, this equates to 1,000,000 units, today. Ten percent of this total equals 100,000 units in Urban Centers, today. The plan states the population in 2040 is estimated to total 4,300,000. Using the same three people per household assumption, this equates to 1,433,333 housing units in 2040. This is an increase of 433,333 units. Additionally, twenty-five percent of the total number of housing units in 2040 would total 358,000. This goal proposes that nearly 60% of all new housing units between 2014 & 2040 should be in urban centers. The only way this can happen is by creating "new" urban centers or totally displacing existing housing options for extremely high density housing stock. This contradicts the "age in place" discussion.

A Connected Multimodal Region Theme

- The term "major activity center" is used in the voluntary options for outcome #4. This term has not been defined.

- One voluntary option encourages local agencies to address the needs of mobility-limited populations. This usually falls under the statutory authority of regional governments, not local.
- The voluntary option to develop supporting infrastructure for alternative fuels, fleet conversions, environmental preservation, and related topics is not a way to obtain a well-connected regional transportation system. This should be moved to the environmental section.
- The investment strategy that states "fund roadway preservation, operational, and expansion projects through local capital improvement programs" is extremely alarming. Does this indicate that only local funding should be used? If that is the intention, where are the transportation dollars going if not to transportation needs?
- The voluntary option to conduct educational and promotional events to encourage bicycling and walking is not a local government function.
- A supporting Objective to Objective #5 should address public transportation system frequency and accessibility, not just system performance and reliability. Jefferson County has numerous areas within the RTD District that are not serviced by RTD.
- The performance measure of a "less than 10 minute" daily person delay per capita will not be attainable if federal funding is never awarded to transportation corridors that transport people to/from urban centers.

A Safe and Resilient Natural and Built Environment Theme

- Much of the background assumes that the damage caused in the 2013 floods was because of structures that were placed in the floodplain. This is not the case.
- The voluntary option to adopt parking management strategy that reduces idling for Outcome #6 is not a local function.
- The adoption of policies and regulations that prevent ground water contamination may be a regional government authority, not a local government's authority.
- Updating business fleets to alternative fuel vehicles is not a local government authority.
- Jefferson County Open Space has over 54,000 acres of land and more than 230 miles of trails. The majority of the growth in the region will be occurring in the northeast and east of the region, whereas the majority of the open space is contained within the west and south of the region. There should be specific goals for preserving open space in the area where new growth will occur.
- The voluntary option of "using open space as a tool to shape growth and development patterns" does not necessarily correlate to the strategies of conserving valuable natural resources and lands while going against Jefferson County core values of respecting individual property rights.
- Outcome #8 should evaluate water conservation and water quantity goals with the value of preserving agricultural lands.

- Outcome #9 should evaluate the improbability of reducing risks from hail, tornadoes, and wildfire. There is no amount of open space, limited development, or planning that would protect from these high risk threats.
- If wildfire is a concern, the investment strategy for regional organizations should be to fund local fire protection districts and forest management activities such as logging.
- The term "high risk area" is used again in Outcome #9. This has not been defined. It is also not possible to reduce "development" in high risk areas due to property entitlements and individual property rights. Is the Wildfire Urban Interface included in the "high risk area" definition and calculations of the performance measures?

Healthy, Inclusive, and Livable Communities Theme

- The caption of the photo on page 51 implies the nutrition value of a locally grown fruit is more nutritious than the same fruit grown in another state. That is definitely not the case and gives a false indication of nutritional value based on location.
- The term "active choices" is not defined.
- The voluntary options for regional organizations do not support Outcome #10. They only support the supporting objectives.

Please note that Jefferson County may elect to submit additional questions and or comments at a later date either at the DRCOG board meeting and or in written format.

Sincerely,



Donald Rosier
Jefferson County Commissioner

9220 Kimmer Drive
Suite 100
Lone Tree, Colorado 80124



Ph: 303-708- 181 8
Fax: 303-225 -4949
, ,vw w.ci tyoflonetree.com

CITY OF LONE TREE

Community Development Department

November 16, 2016

Brad Calvert
Regional Planning and Development Director
DRCOG
303-480-6839/ bcalvert@drcog.org

RE: Draft Metro Vision Plan

Dear Brad,

Thank you for the opportunity to review and offer public comment on the draft Metro Vision plan. On behalf of the City of Lone Tree Community Development staff we would like to commend the Board of Directors and the entire Metro Vision planning team on their efforts.

Staff supports the principles and overarching themes described in the draft, including the theme of an "efficient and predictable development pattern", that describes an outcome where urban growth occurs within the Urban Growth Boundary/Area (UGB/A). However, we have a number of concerns and questions about UGB/A allocations, methodologies, classification systems, and maintenance. For example, one concern is that Urban is defined as "Residential subdivisions or groupings of 10 or more residential parcels with an average residential lot size of less than 1 acre." We recommend using a density approach rather than lot size. That would afford greater flexibility for communities to practice smart growth in non-urban areas by allowing smaller lots, clustered together to preserve larger areas of open space.

In speaking with staff from some other jurisdictions, and even among our own staff, there seems to be considerable confusion about the basic mechanics of the UGB/A. Given the prominence of the UGB/A in the draft Metro Vision plan, it would be prudent to revisit and resolve the UGB/A prior to, or concurrent with, Metro Vision adoption rather than after. Alternatively, if Metro Vision will be adopted prior to resolution of the UGB/A, we recommend re-wording or eliminating references throughout the plan that link regional transportation funding and UGB/A until the UGB/A issue is addressed.

Thank you for your consideration. Should you have any questions, please contact me at 720-509-1274 or Kelly.first@cityoflonetree.com

tf:::e

t
Community Development Director



MEMORANDUM

TO: Brad Calvert, Director, Regional Planning and Development
Denver Regional Council of Governments (DRCOG)

FROM: Carolyn Washee-Freeland, Associate Planner
Bryce Matthews, Planning Manager

DATE: November 16, 2016

SUBJECT: Review Comments – DRCOG 2040 MetroVision Plan

The Town of Parker’s planning staff completed a review of the DRCOG 2040 MetroVision Public Review Draft Released 9/22/2016 (Plan). Overall, Town staff is supportive of continued collaboration among jurisdictions seeking to ensure our region is vibrant and connected with a broad spectrum of housing, transportation and employment. However, as we read through the MetroVision 2040 plan, we had specific comments to some themes and outcomes and how they relate to the Town of Parker and other member jurisdictions in the region if implemented. The comments are as follows:

DRCOG MetroVision Theme: An Efficient and Predictable Development Pattern (DP)

Outcome No. 1 - The region is comprised of diverse, livable communities. (Page 12)

Staff Comment No. 1: The Town is supportive of this outcome in concept, but is unclear if all members of DRCOG would agree on what it means to achieve this outcome.

The Town of Parker was one of three Colorado cities to make the top 20, ranking No. 17 on WalletHub.com’s list of the “Best Small Cities in America” for 2016. We would like to request that this be added to the list on page 12 under the “Home of the Best Places to Live” section. (Source: <https://wallethub.com/edu/best-worst-small-cities-to-live-in/16581/>)

Outcome No. 2 - New urban development occurs within the contiguous and designated areas identified in the UGB/A. (Page 17)

Staff Comment No. 2: The Town of Parker has attempted to work diligently with DRCOG to ensure that the DRCOG UGB/A aligns with the Town’s Master Plan and our UGA agreed upon with Douglas County through intergovernmental agreement. However, the Town is concerned that DRCOG has proposed a new UGB/A methodology, while the current boundary methodology has not been consistently managed or interpreted. With the current methodology and allocation, municipalities may be put in a position where they would exceed their allocation based on zoning that is approved today. It is important to ensure that jurisdictions have adequate UGB/A to allow for

growth while continuing to encourage a better regional land use. Also city and county “boundary swapping” associated with annexation has been inconsistent. The Town is supportive of improving the current system, but is concerned about the unknown impacts a new system may have. **DRCOG should determine how UGB/A will be addressed prior to the finalization of the MetroVision 2040 plan.**

Outcome No. 3 - Connected urban centers and multimodal corridors accommodate a growing share of the region’s housing and employment. (Page 17)

Staff Comment No. 3: Parker continues to be concerned about the impacts of TIP funding availability, which can be heavily weighted towards urban infill projects. The Town believes that without investment in new multimodal infrastructure we are setting ourselves up for more expensive reconstruction investment in the future. **DRCOG should expand the TIP funding criteria to include transportation options for new infrastructure investment in expanding communities for appropriate multimodal facilities supporting local development patterns.**

DRCOG MetroVision Theme: A Connected Multimodal Region (CMR)

Outcome No. 4 - The regional transportation system is well-connected and serves all modes of travel. (Page 28)

Staff Comment No. 4: The RTD Tax District does not cover all areas within UGB/A and RTD does not provide service to all areas within the UGB/A. This will continue to affect RTD transit service delivery to Parker and other jurisdictions in the future. **Suggest DRCOG adding a strategy to work with RTD and other transit and para-transit providers to provide improved transit service throughout the UGB/A boundaries.**

Outcome No. 5 - The transportation system is safe, reliable and well-maintained. (Page 29, 32)

Staff Comment No. 5: Parker’s current Call-N-Ride and para-transit services are limited in area and time availability, making it difficult for seniors and those with disabilities to access public transportation. Also, current transit service times align with traditional commuter hours, but do not align with retail and other service sector jobs which are common throughout the metro area. **The Town recommends DRCOG add a strategy that would address the challenges that communities face with limited services for its mobility-limited population and that address transportation options for employment sectors that have work schedules, outside of the traditional.**

End of Staff Comments. If you have any questions, please feel free to contact me at 303-805-3336.

-' City of l,-Thornton

City Hall
9500 Civic Center Drive
Thornton, CO 80229

Mayor and Council Office
303-538-7200
FAX 303-538-7562
www.cityofthornton.net

November 15, 2016

Board of Directors
Denver Regional Council of Governments
1290 Broadway, Suite 100
Denver, Colorado 80203-5606

Re: Comments to the Proposed Draft 2040 Metro Vision Plan

Dear DRCOG Board of Directors:

On behalf of the Mayor and City Council, please accept the City of Thornton's comments on the Draft 2040 Metro Vision Plan. This letter includes major policy level concerns that we have shared with City Council as well as more technical, detailed comments. The major policy concern the City has with the 2040 Metro Vision Plan is that it continues to focus on urban centers. The policies, plans, and most importantly, federal funding that comes out of the 2040 Metro Vision Plan, will continue to focus on urban centers to the detriment of suburban communities such as Thornton. While we appreciate the importance and usefulness of urban centers and promoting development patterns and multimodal corridors connecting urban centers, the Plan should be about targeting jobs, transportation and housing improvements where people live and not just urban centers. The document's focus on urban centers needs to be broadened to encompass housing and employment going to locations throughout the DRCOG area that are well situated and have the opportunity to provide well-planned mixed use communities in the suburbs and not just along major interstate corridors.

Below are the primary concerns and specific issues related to the Themes, Outcomes, and Objectives found in the Plan.

Theme 1 - An Efficient and Predictable Development Pattern

The Metro Vision Plan focuses on **Urban Centers** as the cornerstone of the Plan and as a way to help reduce per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption through transit-, pedestrian-, and bicycle-friendly places that contain a diverse mix of land uses and are denser than their surrounding areas. Metro Vision Plans of the past, including the 2035 Plan, have stated that the goal is to locate 50 percent of new housing and 75 percent of new employment within urban centers. The Metro Vision 2040 Plan identifies a target of having 25 percent of new housing and 50 percent of new employment by 2040. Although DRCOG states that Metro Vision accommodates a wide array of unique urban centers, referencing the 104 designed

Urban Centers that include traditional downtowns, transit station areas, existing and emerging employment centers, and greenfield areas with development plans, the criteria for obtaining an urban center designation tends to support larger, more substantial centers with a considerable mix of housing and jobs. As can be seen by the attached map of DRCOG 2014 Urban Centers, the majority are located in the Denver central corridor and along the 1-25 (mostly south), US36, and 1-70 corridors. Out of the 104 designated urban centers, Thornton has four: Eastlake, I-25/HY7 Activity Center, North End Station, and Thornton City Center. All four are centered on key transit/transportation hubs and have plans for employment as well as higher density housing.

This is an issue because the transportation resources are targeted to reward growth and development within the Urban Centers, not to connect suburban communities with jobs in other parts of the metro area. Thornton has very few opportunities to fit the urban center profile. In particular, the North Metro line is located on a rail line previously used for freight, which runs through the center of Thornton and in most cases, is located far away from major arterials where higher employment densities normally locate. Market studies done with recently completed Station Area Master Plans (STAMPs) for stations along the North Metro Line in Thornton do not show a great demand for jobs and commercial activity. This reduces the ability for urban center criteria to apply to these areas and in turn the viability to create urban centers at some of these stations. One of Metro Vision's overall goals is to create denser areas to attract transit to help relieve overall transportation pressures. In the suburbs, the opportunity to densify is at a much smaller scale than in more urban areas, and quite frankly, oftentimes meets with resistance from residents who moved to the suburbs because they want to live in less dense neighborhoods. The development of smaller centers within a suburban community is still important for a variety of reasons including helping the overall goal of Metro Vision. Unfortunately, this is not recognized and so the urban centers that are located in efficient (transportation wise) locations, are well served by transit, and have the opportunity for high density housing and jobs, receive the recognition, and therefore, the resources.

Where urban centers are mentioned in Metro Vision, even though DRCOG says urban centers come in many shapes and sizes, the term really means the high-density/transit focused urban centers and not the smaller urban centers. While we appreciate DRCOG's vision to promote development patterns that promote urban centers and multimodal corridors to accommodate a growing share of the region's housing and employment, it appears to be at the expense of promoting good development patterns and multimodal connections in the suburbs surrounding the core city. Not everyone wants to live in a high-density urban center and they should not be penalized if they chose to live in a less dense residential community. The Metro Vision needs to give recognition to this and should be focusing on the region's housing and employment being located in location

efficient places, including urban centers, high opportunity areas, and areas well served by transit as opposed to just "urban centers".

For example, in Regional Objective 3: Increase housing and employment in urban centers under this Theme, the Metro Vision 2040 documents lists "increase transit service and ridership within and to urban centers" as a supporting objective. It seems more appropriate to have a document that has an objective of increasing transit service and ridership not only within and to urban centers but to the entire community.

Outcome 2: New urban development occurs within the contiguous and designated areas identified in the Urban Growth Boundary/Area (UGB/A)

- Page 15, second paragraph, third sentence, after the word continued add the word to or change continued to continually.
- Page 16, Photo identified as Thornton is mainly Northglenn with a little part of Thornton shown at the very top.

Regional Objective 2: Contain urban development within the Urban Growth Boundary/Area (UGB/A)

- The City's current UGB/A allocation does not cover Thornton's growth area .

Outcome 3: Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

Regional Objective 3: Increase housing and employment in urban centers.

- Multimodal corridors need to be reflected in Regional Objective 3 (page 22), Strategic Initiatives (page 22-23) and the Performance Measures (page 24).
- Metro Vision's aspirational vision is for denser housing within the UGB/A. Density of housing does not necessarily embrace the individual visions of each local government.

Theme 2 - A Connected Multimodal Region

The overall vision for the region's transportation system is organized around two regional outcomes: (1) the regional transportation system is well-connected and serves all modes of travel; and (2) the transportation system is safe, reliable and well-maintained. While it touts the advances made in expanding regional mobility through FasTracks, the document fails to mention that FasTracks is not completed nor does it affirmatively state that FasTracks needs to be completed. FasTracks has expanded regional mobility to virtually every area of Denver metro except to the north and northwest yet was approved by the voters to be built. The document also seems to imply that every part of the DRCOG area has equal access to bus service. The majority of Thornton is not served by transit and there doesn't seem to be any recognition of this or suggestion that this needs to be addressed.

Theme 3 - A Safe and Resilient Natural and Built Environment

Outcome 8: The region's working agricultural lands and activities contribute to a strong regional food system.

Regional Objective 3: Support continued agricultural capacity in the region.

- One of the supporting objectives is to conserve significant agricultural lands. This coupled with the strategic initiative from the regional level to encourage land trusts could hamper developable areas in Thornton and its growth area. At this time the plan does not include a performance measure for this objective.

Theme 4 - Healthy, Inclusive, and Livable Communities

One of the regional objectives under this theme is regarding diversification of the region's housing stock and objectives to (a) increase the regional supply of housing attainable for a variety of households, and (b) increase opportunities for diverse housing accessible by multimodal transportation. Providing housing choices that allow individuals and families to find desirable housing that is affordable and accessible to them in communities throughout the region is certainly a laudable goal. The Metro Vision looks to collaboration with local partners, including housing authorities, to help address this but the measure used to determine progress toward meeting these goals looks at the share of the region's population living in areas with housing and transportation costs affordable to the typical household in the region. The stated target is that by 2040, 50 percent of the region's population will live in areas with housing and transportation costs that are affordable to the typical household. What this fails to recognize is that many job centers do not provide enough affordable housing close by for workers thus straining the transportation system and creating the need to develop affordable housing in other communities. The plan should not only encourage more affordable housing near the job but more jobs near places where affordable housing is available.

Outcome 12: Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Regional Objective 12: Diversify the region's housing stock

- On page 62, under Strategic Initiatives, Collaboration, on both regional and local, the first bullet should eliminate the words "workforce and senior". Limiting efforts to these types of housing is too specific to meet the supporting objectives listed above. Further the data indicates that poverty is on the rise (below 50% area median income) in working families. Also, data for Thornton indicates that the fastest growing segment of the disabled population is

children. Focusing efforts on workforce and senior housing will miss these needs.

Theme 5 - A Vibrant Regional Economy

Outcome 13: All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.

Regional Objective 13: Improve access to opportunity

- (Page 70) The concern is the last sentence in the first paragraph on page 68, that states "to leverage investments in transit by concentrating new housing and employment in centers accessible by transit". The majority of Thornton is not served by transit, thus, there is not a way to implement this regional objective in most of Thornton. This also seems to be contradictive of Outcome 13 which is a range of transportation.
- The performance measure regarding share of the region's housing and employment near high-frequency transit. Until RTD expands transit, BRT, express bus, and passenger rail, this may put Thornton at a disadvantage when competing for housing and employment. Note in Appendix B, Thornton has only one high frequency transit stop in a designated urban center.

Appendix B: Designated Urban Centers

Page 79, Eastlake is not shown as a high-frequency stop but will be end of line with 20 minute headways starting in 2018.

Thank you for the opportunity to provide feedback and for your consideration of the City of Thornton's recommendations.

Sincerely,



Adam Matkowsky
City Councilmember, City of Thornton

cc: Mayor and Council

From: Townley - CDPHE, Cate <cate.townley@state.co.us>
Sent: Wednesday, November 16, 2016 11:13 AM
To: Metro Vision
Subject: Written comment for the Metro Vision plan public Hearing

Hello DRCOG Board,

Please consider the following comments on the Metro Vision Plan:

A Connected Multimodal Region

Outcome 4: the regional transportation

Pg 29:

- Work with partners to expand the regional travel demand management program consisting of outreach, promotion, Continue and expand marketing consisting of advertising campaigns such as "Stop Being an SOV" and events such as Bike to Work Day **[ADD: and Walk and Bike to School Day]**

Pg30:

- "Conduct educational and promotional events to encourage bicycling and walking"

Change to:

- "Promote educational events and programs that encourage bicycling and walking, such as *Safe Routes to School.*"

Pg 32

- Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users, **[ADD: such as *Safe Routes to School and Vision Zero*]**

A Safe and Resilient Natural and Built Environment

Outcome 9: The risks and effects of natural and human-created hazards are reduced.

Page 47:

Characteristics of resilient communities

- "Planning for resiliency is a collaborative approach between land-use planners, emergency planners, elected and appointed officials, **[ADD: health departments,]** public works staff, citizens, community advocates, business owners, developers and numerous other stakeholders."

Healthy, Inclusive, and Livable Communities

Outcome 10: The built and natural environment supports healthy and active choices

Pg 53, Factors affecting individual health

- Consider adding language on health impacts of physical activity and active transportation.

[Suggestion to Add:

Regular physical activity is one of the most important things Coloradans can do to improve their health. An active lifestyle promotes healthy weight and reduces the risk of developing chronic diseases such as heart disease, diabetes, and some cancers.

A growing body of research links this inactivity to community design that limits walking and biking. The connection is simple: people are less inclined to walk and bike in places that feel unsafe or unpleasant, which limits physical activity and social interaction.

People who live in neighborhoods with sidewalks on most streets are 47 percent more likely to be active at least 30 minutes a day, which meets the Center for Disease Control's recommendation for physical activity.(1) They are also less likely to be overweight or obese than people that live in neighborhoods with low walkability. Our communities can promote active living by designing streets that are safe and attractive places to walk and bike.

- (1) Sallis J, Bowles H, Bauman A, et al. Neighborhood Environments and Physical Activity among Adults in 11 Countries. Am J Prev Med 2009;36(6): 484–490.]

Regional Objective 10: Increase access to amenities that support healthy, active choices.

Page 52:

Make the healthy choice the easy choice.

- is recognized as a key contributor to our residents' quality of life and ability to lead active lifestyles. Improved access to these recreational opportunities, as well as a built environment that ~~supports~~ provides more physical activity opportunities, can lead to reductions in chronic diseases such as hypertension, obesity and diabetes. ~~can increase healthy choices for residents.~~

Pg 55

- Policies and Regulations: "Promote the development of shade canopy and/or appropriate vegetative cover to create/maintain a safe, comfortable pedestrian environment"
- Skin cancer is the most commonly diagnosed cancer in Colorado. This local policy supports the goals and objectives of 2016- 2020 Colorado Cancer Plan to reduce the incidence of skin cancer.

Pg 55

- Collaboration
- Pursue agreements to share public properties or facilities that increase access to recreation areas or community gathering places.[ADD: known as "shared use agreements"].

Pg 54,56

- Add photos - This would be a great opportunity to highlight metro area multimodal trails, protected bike lanes, complete streets, farmers markets.

Outcome 11: The region's Residents have expanded connections to health services.

Page 57:

Older adults often need transportation support in order to maintain their health and wellness—to access health care [**ADD: providers and pharmacies,**] maintain social interaction and reach community and social services.

Regional Objective 12: Diversify the region's housing stock

Pg 63,

- Consider selecting different photos: These photos do not depict a “variety of housing types” and they do not illustrate a “mix of densities”.
- The bottom photo shows a development that appears to lack sidewalks which are an important component of promoting healthy active transportation for all ages.
- The top right is likely an office buildings off 225 in DTC. Is this photo is illustrating housing?

Thank you,

Cate

--

Cate Townley, MURP, MUD

Built Environment Specialist

Prevention Services Division

303-692-2074

4300 Cherry Creek Drive South, Denver, CO 80246

Cate.Townley@state.co.us | www.colorado.gov/cdphe



P.O. Box 9613
Denver, CO 80209
303-355-7985, President@ColoRail.org

November 16, 2016

Jennifer Schaufele, Executive Director
Denver Regional Council of Governments (DRCOG)
Attn: Metro Vision 2040 Planning Staff
1290 Broadway #100, Denver, CO 80203

Re: Metro Vision 2040 draft plan comments

Dear Ms. Schaufele:

Thank you for providing an opportunity to comment on the Metro Vision 2040 draft plan. This plan is an important update and step toward preparing the Denver metro region for the population growth and related demands our citizens will face over the next 25 and more years. These demands are laid out or implied in the plan including the rapid changes that technology development will bring to bear on the region. Naturally, ColoRail's primary interest falls within the Connected Multimodal Region (CMR) theme and outcomes but as indicated throughout the plan, this theme is deeply interrelated with the other themes in the plan.

In view of the huge issues facing the region, we find the draft plan misses an important transportation opportunity for the Denver Metro Region. This opportunity is a Front Range Passenger Rail system both serving and linking the Region with the other cities, Councils of Government, and Metropolitan Planning Organizations, from Fort Collins to the North and Pueblo to the south. Eventually this system could extend into our neighboring states of Wyoming and New Mexico, and later yet, connect with Texas.

Such a system will help the communities and civic organizations within the region achieve many of their goals. For example, such a system will stimulate strong economic development while also helping to generate more predictable, compact and higher density developments in communities with stations along the route. With the advent of driverless vehicles, which experts say will be maturing by 2040, and more robust bicycle and pedestrian access, these rail services will be well served with few first mile last mile connection issues. Such a system will serve as an efficient spine for residents traveling to and from destinations all along the Front Range including Denver International Airport. Furthermore, such a system would provide important mobility to the more elderly citizens we expect in Colorado by 2040.

Costs for passenger rail service are now comparable if not more economical than roadways and often provide much more capacity. This situation is being borne out by the large sums currently estimated for I-25 North and I-70 improvements in the Denver Metro region. With participation of neighboring communities north south of the Denver Metro region and federal support, a Front Range Rail system could be brought in even with the fiscal constraints that often prevent leaders from properly considering the best transportation alternatives.

In this regard, ColoRail would strongly recommend that either a new Regional Objective be added to the plan or Regional Objective 4 be modified to include recommending support for a Front Range Passenger Rail system to be developed and constructed as soon as practicable. This objective would support Front Range Rail Corridor planning in cooperation with communities, RTD, freight railroads (which own rights of way that could be improved to entertain passenger rail services), as well as other possible operators including Amtrak and private concerns, the Southwest Chief Rail Line Commission (which is working on passenger service from La Junta to Pueblo and beyond), as well as COG, MPO and related organizations.

ColoRail would be delighted to meet with the DRCOG planning staff on this matter. We recently conducted a passenger rail planning seminar at Denver University which may provide some valuable insights to the DRCOG staff.

Sincerely,

A handwritten signature in cursive script that reads "James M. Souby".

James M. Souby,
President

November 16, 2016

Board of Directors
Denver Regional Council of Governments
1290 Broadway
Denver, Colorado 80226

Dear DRCOG Board of Directors:

The Public Health Directors of the Metro Denver Public Health Partnership commend Denver Regional Council of Governments (DRCOG) for the thoughtful inclusion of policies to promote healthy, inclusive and livable communities in the Metro Vision Plan. Adoption of this plan continues the region's history of supporting policies, programs and partnerships that ensure residents of all ages and income levels live and work in environments that support health and social well-being. As the regional leadership for local public health, we are pleased by the themes, outcomes, objectives and policies that support population health in the final draft of the Metro Vision Plan.

The greatest public health threats in our communities are chronic, often preventable conditions such as obesity, heart disease, and diabetes. Research increasingly shows that the way we build our communities impacts the health of those who live and work there. Local governments are uniquely positioned to implement innovative and sustainable solutions to support civic, social and work environments that increase access to healthy and affordable food and opportunities for physical activity. We in public health are committed to supporting healthy communities with data and technical assistance.

The effectiveness of a metropolitan planning organization often depends upon leadership. DRCOG is recognized nationally as a strong leader in regional planning because of its success in working together across municipal and county boundaries to coordinate and align plans for transportation, public services and economic development. This kind of good governance supports population health by ensuring that all residents, including those most at-risk for poor health, have access to public services and opportunities for jobs, housing, health care, physical activity and healthy food.

DRCOG has historically been a champion for health. Metro Vision 2035 identified public health risks as a key challenge and promoted policies friendly to walking, bicycling and mass transit. The vision also supports housing and employment opportunities for all ages, abilities and income levels. DRCOG continued their efforts to support public health with the 2014 Community Health and Wellness Issues Paper.

The Metro Vision plan expands this important focus on health with a robust, multi-staged process that includes public health expertise. We are pleased to see the overarching theme of

Healthy, Inclusive and Livable Communities and the focus on health-related policies on multi-modal transportation, access to healthy foods, and connections to health services.

The Metro Denver Public Health Partnership is committed to supporting your efforts and working together to promote regional collaboration on issues that extend beyond jurisdictional boundaries. We can provide the health data and technical assistance you need to support your efforts on building healthy, safe, sustainable and thriving multi-generational communities.

We hope that our Public Health Partnership can grow in the future through our involvement in DRCOG's planning efforts, promotion of grant opportunities and sharing of lessons learned across the region. We thank DRCOG for serving as a state and national model on healthy community issues and support the adoption of a robust Metro Vision plan.

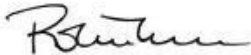
Sincerely,



John M. Douglas, Jr., MD
Executive Director
Tri-County Health Department



Mark B. Johnson, MD, MPH
Executive Director
Jefferson County Public Health



Robert McDonald
Executive Director, Public Health
Administrator
Denver Department of Environmental
Health



Judith C. Shlay, MD, MSPH
Director
Denver Public Health



Jason Vahling, MPH
Public Health Director
Broomfield Public Health and Environment



Jeffrey J. Zayach, MS
Executive Director
Boulder County Public Health



November 3, 2016

To the DRCOG Board of Directors:

On behalf of Mile High Connects, thank you for the opportunity to comment on the updated MetroVision 2040 draft. Mile High Connects (MHC) is a broad partnership of organizations from the private, public and nonprofit sectors committed to increasing access to housing choices, good jobs, quality schools and essential services through accessibility to and use of public transit. Our mission is to ensure the Metro Denver regional transit system fosters communities that offer all residents the opportunity for a high quality of life.

MHC staff and many of our member organizations have been deeply engaged with DRCOG and the MetroVision update process. We provided funding to support the successful Sustainable Communities Initiative Grant application and matching dollars for its implementation. Multiple MHC members served on both the Executive and Coordinating Committees for the SCI as well as the Metro Vision Planning and Advisory Committee. We also continue to partner with DRCOG on data efforts like the Regional Equity Atlas and the Denver Project Pipeline.

Because of our involvement in this process, MHC is well aware of the collective hours by DRCOG staff, board, and stakeholders that went into creating the updated MetroVision draft. Overall, MHC commends DRCOG for making great strides in improving the overall quality of the MetroVision plan by incorporating themes, outcomes, and objectives relating to community health, housing affordability, and diversity/inclusiveness. These are difficult challenges to address, particularly across a multitude of jurisdictions as diverse as those that comprise DRCOG. We maintain that DRCOG has a critical role to play in setting regional expectations and goals around equitable access to opportunity, and we will continue to push on regional planning efforts to ensure they continually make progress in this regard.

Our primary concerns do not relate to the content of the MetroVision plan, but in its implementation and influence in allocating resources. We continue to see a disconnect between the value and goals outlined in MetroVision, and the processes and procedures established by the DRCOG Board for evaluating applications for transportation and planning funds. As an example, in the 2016-2021 TIP Policy document, the scoring criteria under any given category of funding only allocates a maximum 25 out of 100 point for MetroVision alignment, and even those points are more specific to geography (Urban Centers, Urban Growth Boundary, etc) than to the fulfillment of the overall regional vision laid out in MetroVision. We strongly urge the DRCOG Board to honor the robust and detailed process undertaken to establish MetroVision 2040 by aligning funding and investment decisions directly with the goals of MetroVision. In evaluating and awarding funds, DRCOG should incentivize member jurisdictions to provide evidence of commitment to achieving the laudable outcomes and objectives of MetroVision 2040. This can be accomplished by directly aligning competitive funding criteria with those outcomes and objectives.



MileHighConnects

Opportunity for all through transit

DRCOG is in a unique position as the regional Metropolitan Planning Organization to move its member jurisdictions toward achievement of a regional vision, but that grand vision will only be realized if DRCOG chooses to use its most valuable resource – transportation funding – to incentivize member jurisdiction alignment with MetroVision 2040. Mile High Connects remains committed to supporting DRCOG and its member jurisdictions in this effort, and we look forward to working in partnership to ensure a vibrant, connected, equitable, and opportunity-rich region.

Thank you again for this opportunity to provide feedback and for your consideration of our recommendations.

Sincerely,

Dace West
Executive Director, Mile High Connects

Chris Quinn	Project Manager	RTD	How does RTD prioritize Metro Vision plans?
Chris Quinn	Project Manager	RTD	Pg 8. Number of traffic fatalities measure: How does this take into account municipalities with vision zero goals?
Chris Quinn	Project Manager	RTD	Pg. 8. Share of the region's housing and employment in high risk areas measure: what is a high risk area?
Chris Quinn	Project Manager	RTD	Pg. 8 Share of the region's population living in areas with housing and transportation (H+T)..... Measure: Would it make sense to further quantify a percent of the region's affordable housing that should be within these areas?
Chris Quinn	Project Manager	RTD	Pg. 9 Share of the region's housing and employment near high frequency measure: How is high frequency defined? And does it include span of service?
Chris Quinn	Project Manager	RTD	Pg. 16 blue box, "Testing alternative growth scenarios, 2013: Why only focus on work trips? Wouldn't the goal be to have an increase in multi-modal trips for all types?
Chris Quinn	Project Manager	RTD	Pg. 23 description under pictures: Again I would expand this beyond home and work - should have multi-modal access for shopping and recreation activities as well
Chris Quinn	Project Manager	RTD	Pg. 25 map 3: Where are transit projects not shown on the map? ~Agree. Why do you show a roadway capacity map as the first graphic in the multimodal section? Is there a map that shows roadway, transit and bike and ped on 1 map? Maybe show 3 different maps at once.
Chris Quinn	Project Manager	RTD	Regional Objective 4 Supporting Objectives, last bullet: How do we evaluate whether TDM services have been "expanded". What are the measures for all of these objectives?
Chris Quinn	Project Manager	RTD	Pg. 28. Voluntary Options Available to Regional Organizations, 4th bullet under Collaboration: Why only coordination with RTD on major projects? I guess this is ok for Regional Organizations but need to add a new bullet about coordination with RTD for smaller initiatives in the Local options. Added as a separate
Chris Quinn	Project Manager	RTD	Pg. 28. Voluntary Options Available to Local Organizations, 1st bullet under Collaboration: Coordination with RTD should focus on station elements providing a "level playing field" of access across all modes.
Chris Quinn	Project Manager	RTD	Pg. 28. Voluntary Options Available to Local Organizations, 3rd bullet under Collaboration: There should be another bullet for coordination with RTD to improve services with things like service buy-ups for increased frequency. Should also add coordination on small projects to improve transit service with transit priority elements (bus bulbs, TSP, queue jump lanes, etc)
Chris Quinn	Project Manager	RTD	Pg. 29 Voluntary Options Available to Local Organizations, 9th bullet under Policies and Regulations: Support innovation in First/Last Mile connections to major transit stations including but limited to ridesharing, bike/ped infrastructure, integrated fare payment systems and trip planning.
Chris Quinn	Project Manager	RTD	Outcome 5 narrative: sounds like this is directly from RTD's mission statement.
Chris Quinn	Project Manager	RTD	Pg. 69, Map 5: Central Park Station is existing, not new (even before A-Line)
Chris Quinn	Project Manager	RTD	Pg. 60, Map 5: Do we have definite plans for PnR's at: -E-470/Smoky Hill? I-76/E-470? I-25/SH-7?
Chris Quinn	Project Manager	RTD	pg. 76: Where is Ralston Fields, and what high-frequency transit serves it? Arvada? Gold Line?
Chris Quinn	Project Manager	RTD	Pg. 77: Where is Smoky Hill, and what high-frequency transit serves it?
Chris Quinn	Project Manager	RTD	Pg.78: Where is Denargo Market and what high-frequency transit serves it? Same question for Lowry Town Center, MLK Jr. Town Center, Golden Downtown, Fehringner Ranch & CO 470 Corridor?
Chris Quinn	Project Manager	RTD	Pg. 79: Shouldn't Ridge Gate West Village and City Center show high-frequency transit?
Chris Quinn	Project Manager	RTD	Pg.79: High-frequency transit at SH 66, Downtown Louisville, I-25 Corridor, Northglenn City Center, Thornton City Center, West 120th Ave?

**ONLINE COMMENTS SUBMITTED BY MIKE SALISBURY (SWEEP)
NOVEMBER 16, 2016 - 1:44PM**

I would like to thank the Board, the Metro Vision Issues Committee, DRCOG staff and the other stakeholders who worked so hard to put this document together.

I know it's been a long process but I believe it has produced a true vision for the region that gives DRCOG and its participating local governments a guide to creating a more sustainable region.

Metro Vision is a great example of the region being greater than the sum of its parts or all its individual jurisdictions. Working together through DRCOG, the region is able to achieve more than the individual communities separately. Traffic, pollution and new development impact all of the region's communities regardless which jurisdiction they originate from.

As the document I think very straightforwardly states the plan lays out how to 'make life better for the region's residents'. This is accomplished by cleaning up the air we breathe, giving people better transportation options, making places easier for pedestrians and cyclists to access among other outcomes discussed.

This Metro Vision recognizes the challenges that a region growing and changing as quickly as ours faces and provides the framework to make sure we grow sustainably. The performance measures included in Metro Vision provide quantifiable metrics that we all can use to see if we're on track to achieving the desired outcomes of Metro Vision.

As Metro Vision is formally adopted, I urge the Board to begin considering how the tenants of Metro Vision will be incorporated into the funding decisions that are made by DRCOG. The Transportation Improvement Program or TIP, is the main vehicle by which DRCOG provides funding for transportation projects around the region. The policies that guide the TIP project selection process are critical to ensuring that the region will be able to achieve the outcomes laid out in Metro Vision. Past TIPs have made an effort to incorporate the outcomes of Metro Vision into the selection criteria used to score the TIP projects that are submitted. So for example, a project that was shown to reduce vehicle travel or improve air quality could receive additional points. Over the last year there has been a process to review and recommend changes to the TIP program. While this process is still ongoing, it is possible it will result in significant changes to how funding is distributed in the region. The new TIP may look quite different from past TIPs. Regardless of the form the TIP takes, I urge the Board and all other involved stakeholders to ensure that all the hard work that has gone into this Metro Vision is incorporated into the transportation funding decisions that the region makes in the future.

**ONLINE COMMENTS SUBMITTED BY ROBERT BREWSTER
NOVEMBER 16, 2016 - 1:39PM**

My comments reflect on my over 44 years of commercial driving in the Denver, Boulder, Longmont triangle (passenger buses). I could write a book on the inadequacy of our highway system, CDOT's lack of proper maintenance, lack of any meaningful highway law enforcement, and our leaders not leading in securing funding to change this inexcusable dynamic. The worst oversight is the gross failure to focus on adapting existing freight rail corridors to gradual implementation of passenger rail, the one component mostly ignored. Instead, we get pie-in-the-sky high speed rail proposals costing tens of billions of dollars with absolutely no way to pay for them. The studies dutifully sit on shelves and the public suffers. Even if feasible, the time frame for buildout is unacceptable.

I tire of the endless parade of expensive studies, consultant largesse, and the highway lobby dominance in decision making. They steal valuable resources and eternities of time. Action needs to be taken NOW! The needs are decades old. Enough bureaucracy.

The most productive thing to do is form a partnership with BNSF and UP to incrementally expand their rail infrastructure and focus on peak hour passenger rail service along the I-25 corridor, with greatly expanded Bustang service in the off-peak hours. Bustang is woefully inadequate and a bit expensive to ride but long overdue. Credit CDOT for that program still in its infancy. It needs expansion immediately. With more destinations.

Improving the existing rail infrastructure also opens a pathway to aggressively solicit intermodal freight, shifting large trucks from the roads to the rails, creating multiple winners. Intermodal freight trains and passenger trains have compatible speeds. Improving existing rail infrastructure has the capability to be affordable and doable in reasonable time frames. Doing it incrementally allows the benefits to flow far more timely for the population, which is desperate for transportation alternatives.

Colorado's population is growing by leaps and bounds with no signs of slowing. Relying only on highways is a non-starter, though they, too, must be improved. Everyday, the highway system fails us due to crashes (real people die on our roads at unacceptable levels - often due to lack of law enforcement - pre-emptive action is needed), construction, weather, and sheer volume. It will only get worse. Drivers competing for limited space often act out in all-too-common road rage events. The urban and exurban sprawl further exaggerate this paradigm. The existence of rail corridors would help direct this growth in a more orderly fashion, as has been proven in the Denver metro area with the current blossoming of rail.

Developing a rail alternative along the I-25 corridor is essential for sane transportation policy, particularly to the south. Adapting the BNSF corridor to the north, likewise. We must stop wasting time and act. There are economic consequences to doing nothing. From a personal perspective, I avoid driving as much as possible. So I minimize spending money at state venues. Rather, I wait until I take more lengthy vacations and spend my money elsewhere. I refuse to risk my life and sanity on I-25, I-70, and other death-defying arterials. Driving for a living has taught these invaluable lessons. I've seen it all!

Our state needs more transportation options other than the private automobile. And we need them NOW!

Derrick Webb

From: Jon Esty <jonesty4@gmail.com>
Sent: Wednesday, November 16, 2016 11:24 AM
To: Metro Vision
Subject: Comment on Metro Vision Plan

Dear DRCOG Staff,

As a former Denver resident and current resident of Ridgway, I would like to see an expansion of the discussion Under Strategic Initiatives, page 30 of the draft: "Improve transportation linkages to major destinations and attractions beyond the region." There needs to be attention paid to the development of transportation linkages, other than highways, to the other major Front Range population centers where most of the state's population resides. Rail corridors do exist between Pueblo and Fort Collins that have the potential of providing speedy and efficient transportation as long as the necessary upgrades to the rail line infrastructure are made. Denver Union Station would serve as the centerpiece for such a Front Range passenger rail system. The draft should outline specific efforts to be made in cooperation with, RTD, C-DOT and other regional councils of governments to achieve the goal of passenger rail connectivity along the Front Range. This suggestion coincides nicely with numerous observations made in the draft plan about the growing pressures of regional population growth and the need to provide efficient transportation services to the Denver region and beyond.

Sincerely,
Jon Esty
1137 Pleasant Point Dr.
Ridgway, CO 81432
970-626-3466

Derrick Webb

From: Jay Jones <boyhowdyltd@gmail.com>
Sent: Tuesday, November 15, 2016 2:07 PM
To: Metro Vision
Subject: Norail

Gentlepeople,

From our Denver offices, we are noticing
No Rail in your Vision @ all.

We realize the highway lobby has a strong hand here.

Do yourselves, a favor and work. In rail
For some illusion of vision.

Work in a rail plan NOW.

All other municipalities are working in a Rail
Plan after the fact.
Costing 2X~3Xs the initial costs.

With the steady growth in Denvers population

We just see another LA.

Your consultants have no vision, they produce what you. All ask for.

Very disappointed

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Derrick Webb

From: pjrcolorado@aol.com
Sent: Tuesday, November 15, 2016 7:45 PM
To: Metro Vision
Subject: DRCOG METRO VISION 9/22/16 DRAFT PLAN - Comments

Good evening! Referencing prior emails and the Metro Vision Public Review Draft released 9/23/16, I have the following comments:

The Plan is clear that key components of the Metro Vision involve land use and transportation planning. It also clearly lays out why a Metro Vision document is necessary. I would suggest some statistics on goods/freight movements or expected freight volume growth paralleling population growth be placed in the "Why Do We Need Metro Vision" section (p. 4) to ground the readers in the expectation and impact of this type of growth, and the need to plan for it. "Themes" covering transportation and land use include the following transportation-specific or related Outcomes:

Theme: An Efficient and Predictable Development Pattern (DP)

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

Theme: A Connected Multimodal Region (CMR)

> The regional transportation system is well-connected and serves all modes of travel.
> The transportation system is safe, reliable and well-maintained.

Theme: A Safe and Resilient Natural and Built Environment (NBE)

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

Theme: Healthy, Inclusive, and Livable Communities (LC)

> The built and natural environment supports healthy and active choices.

Theme: A Vibrant Regional Economy (RE)

> All residents have access to a range of transportation, employment, commerce, housing, education, cultural and recreational opportunities.
> Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Likewise, a number of the Measures have either a transportation component or are specifically driven by transportation, including:

Increasing the share of the region's housing and employment located in urban centers

Reducing non-single-occupancy vehicle (Non-SOV) mode share to work

Reducing the daily vehicle miles traveled (VMT) per capita

Limiting the growth of average travel time variation (TTV) (peak vs. off-peak)

Limiting the growth of daily person delay per capita

Reducing the surface transportation-related greenhouse gas emissions per capita

Improving the share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region

Increasing the share of the region's housing and employment near high-frequency transit

While a number of the Measures could apply to goods movement, there are no specific measures concerning goods movement, which will be as important to reaching the goals in many respects as are those Measures involving people/individual citizens.

Given the Themes, proposed/desired Outcomes, and the Measures, all against the backdrop of population growth and necessity of planned versus random development/redevelopment, I find the Vision draft severely lacking in the areas of transit development using existing or proposed rail corridors, and in recognizing and planning for multimodal freight mobility to, from and within a region where goods movement will grow proportionately to population growth and, at the same time, develop beyond the transportation infrastructure capabilities which now exist. What the readers need to understand is that most goods consumed in the metro area come from long distances away, and that planning to increase the capacity of those supply chains to seamlessly deliver what the growing metro area needs within the framework of the Metro Vision is important and needs to be addressed.

Existing freight rail corridors are privately owned, and are frequently on a right-of-way footprint which is wider than the current usage. Any traffic moving in these corridors, either passenger or freight, by definition does not move on the public streets and highways. Maximizing the use of these corridors and facilities needs to be considered collaboratively with their owners so that the passenger and goods-movement needs of the region take advantage of this additional, high capacity non-publicly-owned resource is brought to bear to meet the goals and desired outcomes of the Metro Vision. Likewise, the owners of these corridors invest in them with their funds, not public funds, to maintain and expand their capabilities;partnering with them on long-range plans to meet the metro area's capacity demands can provide the metro area with growth capacity and capabilities not entirely bought with public funds, permitting public funds to be applied to other projects. In line with my comments, I recommend the following be considered:

Under Regional Objective 1, Improve the diversity and livability of communities on pp. 13-14 of the Draft, under "Strategic Initiatives - Ideas for Implementation", under "Voluntary Options Available to Local Organizations", I suggest the first bulletpoint be changed to read "Consider investments in public and private infrastructure, public/private partnerships and catalytic projects that encourage infill, redevelopment and reinvestment in existing communities." Development of transit corridors using existing rail corridors could help achieve this goal.

Under Regional Objective 2, Contain urban development within the Urban Growth Boundary/Area (UGB/A), under Strategic Initiatives - Ideas for Implementation, under Collaboration, I applaud "Coordinate with local communities and infrastructure service providers to identify urban reserve areas that should be conserved for future growth", with the expectation that "infrastructure service providers" includes the privately-owned freight railroads. These rail corridors need to be protected from encroachment to facilitate future passenger and freight capacity growth without adverse impact on the surrounding communities. One need only consider the eradication of any feasible passenger rail corridor from the south into Denver Union Station to understand the impact of not preserving rail corridors and rights-of-way within urban areas in relation to future population growth and mobility needs.

Outcome 3: Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment, along with "Supporting Objectives" including "Increase transit service and ridership within and to urban centers" and "Invest in multimodal enhancements along corridors", while seemingly directed at strategies including equal consideration of passenger rail/transit, is nearly entirely dedicated to non-rail transit options on public corridors (highways, streets). Under Strategic Initiatives - Ideas for Implementation, I applaud and support, under Investments, "Continue to allocate resources to support corridor planning efforts, infrastructure improvements and other efforts to spur further public/private investment." However, corridors need to include private rail as well as public non-rail corridors, and include freight (the employment side of Regional Objective 3) as part of the planning processes.

The first mention of "goods" (freight, packages, etc.) in the Metro Vision occurs on p. 25 of the draft. However, the balance of this section is all about people movement/travel. As far as leveraging "a range of funding solutions to build and maintain transportation infrastructure and services", private funding of capacity growth in rail corridors and multimodal facilities needs to be specifically highlighted as part of the passenger and freight mobility solutions to be considered. After all, shifting goods movement from highway to rail, at a minimum, opens up and preserves highway/street capacity for people movement/travel.

Outcome 4: The regional transportation system is well-connected and serves all modes of travel, beginning on p. 27, seems to be all about personal mobility, not goods movement/freight mobility, though it does include a few references to freight rail. Supporting Objectives to Regional Objective 4, while mentioning goods, is totally focused on the movement of people. Supporting Objectives on p. 28 should be expanded to include the following:

- > Improve, extend and diversify the region's comprehensive transit system.
- > Improve the capacity of the region's freight rail system.
- > Improve interconnections of the multimodal transportation system within and beyond the region for the movement of people and goods.

Under Strategic Initiatives - Ideas for Implementation, under Voluntary Options Available to both Regional and Local Organizations, the following thought needs to be included:

Coordinate planning efforts to ensure properties needs for expansion of both public and private passenger/transit and goods/freight corridors and facilities are identified and preserved for such usages.

Under Strategic Initiatives - Ideas for Implementation - Voluntary Options Available to Regional Organizations, recommend the following changes be considered (changes in *italics*):

Collaboration:

> Conduct a regionwide evaluation of potential bus rapid transit corridors *and rail transit, commuter and intercity corridors* via a joint effort of the Regional Transportation District, DRCOG, the Colorado Department of Transportation, and other stakeholders. (p. 29)

Investments:

> Invest in, *encourage and participate in public private partnerships to invest in*, and manage (delete in) the region's multimodal transportation systems to improve freight and goods movement within and beyond the region. (p. 29)

> Improve transportation linkages to major destinations, attractions *and markets* beyond the region. (p. 30)

Under Strategic Initiatives - Ideas for Implementation - Voluntary Options Available to Local Organizations, recommend the following changes be considered (changes in *italics*):

Policies and Regulations:

> Adopt land-use standards around airports *and railroad lines and facilities*, to guide compatible long-range development (*passenger and/or freight, as applicable*). (p. 29)

> Reserve adequate rights-of-way in developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit (*bus and/or rail*) and roadway facilities. (p. 29)

Investments:

> Reserve adequate rights-of-way in developing and redeveloping areas, as feasible, for pedestrian, bicycle, transit (*bus and/or rail*) and roadway facilities. (p. 30)

On p. 65, under "A Vibrant Regional Economy", I suggest a third bulletpoint be inserted between the first and second bullet to capture the following thought:

> Businesses and governments have access to national and international markets to competitively source and deliver goods and services in the most efficient and environmentally effective manner, to enhance the regional economy's performance for all residents.

This is important to permit the regional economy to attract and retain businesses and the region's workforce, as spelled out on p. 66. While this is touched on under Regional Objective 14: Improve the region's competitive position, I believe it needs to be highlighted earlier in this section.

This section has an appropriate balance included movement of people and the movement of goods.

In summary, I think the Metro Vision needs to more fully explore how freight railroad infrastructure and corridors can contribute to area people and goods mobility as growth occurs; I think a greater emphasis needs to be placed on ensuring, where the word "transit" is used, that the reader understands its use includes commuter and regional passenger rail; and I think planning on goods movement within, to and from the metro region is equally important to the mobility and movement of people, including maximizing the use of rail as part of a multimodal goods movement plan.

Appreciate the opportunity to offer these comments to the Metro Vision draft. These comments are my own, and while I have a long career as a freight railroader, these comments are not offered on behalf of any other individual or organization. If there are any questions, or additional information is needed, please let me know.

Pete Rickershauser
720-272-0896

From: Chris Waggett [<mailto:CWaggett@d4urban.com>]
Sent: Friday, October 07, 2016 1:45 PM
To: Brad Calvert <bcalvert@drcog.org>
Subject: RE: Metro Vision plan available for comment

Hi Brad,

As a guiding, Vision document, I think you have done a good job with this draft report.

A few comments:

- P.8/9 – *Measures*: some of these will be influenced by factors outside the influence of the Plan’s initiatives;
- P.11 – I’d suggest you replace the DIA construction- with a DIA completion photo;
- P.13/p.68 – the pagination is off with the heading “*investments*” appearing at the bottom of a page before the subsequent content;
- P.51 – *Livable communities* & affordability will be most effectively/positively impacted by increasing supply of all price-points and tenures of residential property. In that context, the lack of construction defect reform by the State is the biggest impact on new condo construction, and hence, affordability.

Otherwise, congrats to you and your team on a good job.

Regards
C



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**ONLINE COMMENTS SUBMITTED BY JACK WHEELER
NOVEMBER 16, 2016 - 10:19AM**

Thank for recognizing that our transportation system must be expanded to meet future demand of the metro area. Currently, 100,000 people are projected to move to Colorado each year for the next 34 years according to the department of local affairs.

Our transportation system needs to be robustly invested in in order to meet this population increase. However, investment in a transportation system does not mean simply adding new roadways or more buses (it is very important to note that after the current northern expansion of I25 is complete, I25 is at peak road, it can no longer be expanded). Good investments in transportation will be focused on creating vibrant, walkable, multi use neighborhoods. This type of economic development is achieved by investing and expanding RTD's fastracks program, Front Range Commuter Rail from Fort Collins to Pueblo, and investing in Street Car projects connecting downtown to the golden triangle and to cherry creek. For the suburbs, dedicated Bus Rapid Transit corridors will increase non car trips taken in areas that are not very dense.

I recommend that the DRCOG strongly define what kind of rail and bus improvements it sees important in this plan as it moves forward. This will help guide investment and strongly improve the economic viability of the metro area.