Welcome!

2050 Metro Vision Regional Transportation Plan
Youth Advisory Panel
Tonight’s agenda

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

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

• Recent past plans haven’t had much if any youth input

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

• Great opportunity with network of existing youth commissions in region
What did I sign myself up for?

- 4 or 5 meetings between today and spring 2021
- Dinner at each meeting
- Typically will be on a 2nd or 4th Wednesday
Youth Advisory Panel

• We’d like each city represented at each meeting

• Please send alternates if you can’t make it

• Video conference option

• We want this to be a valuable experience for you – if something isn’t working or you have other ideas, please let us know
<table>
<thead>
<tr>
<th>City</th>
<th>Board/Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aurora</td>
<td>Youth Commission</td>
</tr>
<tr>
<td>Boulder</td>
<td>Youth Opportunities Board</td>
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<tr>
<td>Brighton</td>
<td>Youth Commission</td>
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<tr>
<td>Broomfield</td>
<td>Teen Council</td>
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<tr>
<td>Castle Rock</td>
<td>Teen Advisory Group</td>
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<tr>
<td>Centennial</td>
<td>Youth Commission</td>
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<tr>
<td>Commerce City</td>
<td>Youth Commission</td>
</tr>
<tr>
<td>Denver</td>
<td>Mayor’s Youth Commission</td>
</tr>
<tr>
<td>Lafayette</td>
<td>Youth Advisory Committee</td>
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<tr>
<td>Littleton</td>
<td>Next Generation Advisory Committee</td>
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<tr>
<td>Lone Tree</td>
<td>Youth Commission</td>
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<tr>
<td>Longmont</td>
<td>Youth Council</td>
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<tr>
<td>Louisville</td>
<td>Youth Advisory Board</td>
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<tr>
<td>Lyons</td>
<td>Student Advisory Commission</td>
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<tr>
<td>Northglenn</td>
<td>Youth Commission</td>
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<tr>
<td>Superior</td>
<td>Youth Leadership Council</td>
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<td>Thornton</td>
<td>Youth Council</td>
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<tr>
<td>Westminster</td>
<td>Youth Advisory Panel</td>
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</tbody>
</table>
What will DRCOG do with my input?

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

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

• Civic Advisory Group
Transportation vision activity

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

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

In a small group, write 2 or 3 big ideas you discussed on 3 post it notes
What is the Denver Regional Council of Governments?
Denver Regional Council of Governments overview

Quasi-governmental public agency dedicated to serving local governments.

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

Each community has a voice in regional decision-making.
Program areas:

- advocacy
- aging services
- environment

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

**Area**

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

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

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

**Elevation**

**From Grays Peak**
(14,278 feet)

**To South Platte River**
(4,432 feet)

**2016 Stats**

**3.1 million people**
comparable to Nevada

**2.0 million jobs**
comparable to Alabama
DRCOG’s primary roles

**FEDERAL**
- United States

**STATE**
- Colorado

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

**REGION**
- Regional Planning Commission
- Metropolitan Planning Organization
- Area Agency on Aging

**Municipalities**

**Counties**

**REGION**
**DRCOG’s primary roles (cont.)**

**Regional Planning Commission**

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

*Colorado Revised Statutes § 30-28-106*

**Metropolitan Planning Organization**

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

**Area Agency on Aging**

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

Local
Municipalities (City / Town)
Counties
Region

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

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

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

-3% transit boardings

+29% miles congested more than three hours

+507% registered electric vehicles

+6% vehicle miles traveled per capita

+50% package deliveries

+56% annual fatalities
More growth is on the way... but less than before

**Population**
- **2015:** 3.1 million
- **2050:** 4.4 million
- Approximately 40 percent increase

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

Bike today for a better tomorrow. Register now. | Adtcoo | biketoworkday.us | Waytogo

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

- **31,000** riders
- **39%** were first-timers
- **8.8-mile** average one-way commute
- **610,000 miles** traveled
- **237 tons** of carbon dioxide saved
- **34.1 million** calories burned
- **281** breakfast and bike home stations
- **777** businesses and organizations participated in the Business Challenge
Examples of other approaches
What is the 2050 Metro Vision Regional Transportation Plan?
DRCOG Planning Framework

DRCOG Metro Vision plan
Shared vision for the future

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

- Metro Vision Regional Transportation Plan (MVRTP)
- Fiscally constrained regional transportation plan
- Transportation Improvement Program

Air quality conformity regulation modeling

Project development
National Environmental Policy Act (1970) studies

Construct project
Metro Vision Regional Transportation Plan (MVRTP) Overview

- Presents region’s vision for multimodal transportation system
- Addresses federal requirements – core MPO function
- Identifies “fiscally constrained” (cost feasible) system & project investments
- Identifies major roadway capacity & rapid transit projects
- Determines eligibility for major projects to compete for Transportation Improvement Program funding
- Helps implement DRCOG’s Metro Vision Plan
- Is updated every four years and amended more frequently
MVRTP Planning Framework & Federal Requirements

- Public Engagement
- Coordinated Transit Plan
- Freight & Goods Movement
- Performance Targets
- Planning Factors
- Environmental Justice

Fiscal Constraint
Air Quality Conformity
2050 MVRTP major milestones & timeline

**SUMMER/FALL 2019**
Phase 1: visioning and education

**WINTER 2019/SPRING 2020**
Phase 2: investment priorities and scenario options

**FALL/WINTER 2020**
Phase 3: plan development

**SPRING 2021**
Phase 4: draft plan review
2050 MVRTP Strategic Issues

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

Metro Vision measures:

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

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

Ahead of schedule
- Residents living in locations affordable to the typical household
- Housing near high-frequency or rapid transit
- Employment near high-frequency or rapid transit
- Regional employment
- Urban center housing
- Regional population-weighted density
- Travel time variation (TTV)

On track
- Urban center employment
- Non-single-occupant vehicle (SOV) travel
- Vehicle miles traveled (VMT)
- Person delay
- Traffic fatalities
- Surface transportation greenhouse gas (GHG) emissions
- Employment in high-risk hazard areas

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

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

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

Illustrative trendline (baseline to target) in teal

Description of measurement units

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

Behind schedule

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

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

Non-single-occupant vehicle (SOV) mode share (%)
# Vehicle miles traveled (VMT) per capita

## Behind schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>25.2</td>
</tr>
<tr>
<td>2011</td>
<td>24.4</td>
</tr>
<tr>
<td>2012</td>
<td>24.2</td>
</tr>
<tr>
<td>2013</td>
<td>24.3</td>
</tr>
<tr>
<td>2014</td>
<td>24.4</td>
</tr>
<tr>
<td>2015</td>
<td>24.9</td>
</tr>
<tr>
<td>2016</td>
<td>25.4</td>
</tr>
<tr>
<td>2017</td>
<td>25.6</td>
</tr>
<tr>
<td>2040 Target</td>
<td>10% decrease</td>
</tr>
</tbody>
</table>

VMT per capita per day

![Graph showing the trend of VMT per capita from 2010 to 2040](chart.png)

- **2010**: 25.2
- **2011**: 24.4
- **2012**: 24.2
- **2013**: 24.3
- **2014**: 24.4
- **2015**: 24.9
- **2016**: 25.4
- **2017**: 25.6
- **2040 Target**: 10% decrease
Click to edit Master title style
Click to edit Master title style
Travel time variation (TTV)

On track

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

Average ratio of peak period to off-peak travel time

Back to “Metro Vision performance measure status”
Traffic fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
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</thead>
<tbody>
<tr>
<td>2014</td>
<td>185</td>
</tr>
<tr>
<td>2015</td>
<td>238</td>
</tr>
<tr>
<td>2016</td>
<td>278</td>
</tr>
<tr>
<td>2017</td>
<td>266</td>
</tr>
<tr>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>2040 Target</td>
<td>Less than 100</td>
</tr>
</tbody>
</table>

Behind schedule
THANK YOU!
Transportation survey
Pop-up events

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

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

- Sept. 4 – Oct. 6
- 594 responses
- Available in Spanish & English
Online participants

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18 Years</td>
<td>0.7%</td>
</tr>
<tr>
<td>18-30 Years</td>
<td>14.9%</td>
</tr>
<tr>
<td>31-50 Years</td>
<td>46.9%</td>
</tr>
<tr>
<td>51-70 Years</td>
<td>29.4%</td>
</tr>
<tr>
<td>71-90 Years</td>
<td>4.8%</td>
</tr>
<tr>
<td>More than 90 Years</td>
<td>0.2%</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

Overall: 90%
Respond at PollEv.com/lisahoude372
Text LISAHOUDE372 to 22333 once to join, then text your message
During a typical week, which forms of transportation do you use to get around the region?

- car
- bus
- carpool
- bike
- train
- walking
- school
- family's
- light rail
- friends
- hybrid
- chicken
PUBLIC – Which forms of transportation do you use in a week?

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

- Lack of or quality of transit service: 15%
- Poorly maintained roads and bridges: 5%
- Lack of or quality of biking/walking options (bike lanes, sidewalks, crosswalks, etc.): 10%
- Traffic congestion and delays: 45%
- Connecting between different types of transportation: 5%
- Safety: 5%
- Transportation costs (fuel costs, transit fares, parking costs, etc.): 20%
What is your most critical transportation challenge?

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

- **Cost**: Housing and transportation costs are manageable for households of all incomes. 11%
- **Safety**: Fewer people are seriously injured or die from crashes. 5%
- **Equity**: It’s easier for older people, people of color, people with low incomes, or people living with disabilities to access places they need to go. 16%
- **People time**: People spend less time in traffic. 26%
- **Health**: Community health is improved, because of less pollution from transportation and more people are able to walk and bike to get places. 11%
- **Freight time**: Delivery trucks spend less time in traffic. 5%
- **Transit**: Transit is more frequent, convenient, and goes to more places. 26%
PUBLIC – Which factor is most important to success?

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

- **Transit**: 53%
- **Safety**: 5%
- **Maintenance**: 5%
- **New roads or more lanes**: 26%
- **Sidewalks or bike paths**: 11%

When poll is active, respond at PollEv.com/lisahoude372
Text LISAHOUDE372 to 22333 once to join
PUBLIC – Where would you spend transportation money?

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

- No Funding
- Low Priority
- Medium Priority
- High Priority
PUBLIC – Where would you spend transportation money?

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

- Provides convenient and useful travel choices besides driving alone: 32%
- Supports economy and freight movement
- Reduces negative impacts on natural or built environment: 47%
- Reduces traffic congestion: 16%
- Makes travel times more reliable
- Improves safety for all users of the transportation system: 5%

When poll is active, respond at PollEv.com/lisahoude372
Text LISAHOUDE372 to 22333 once to join
PUBLIC – Which should be most important to policymakers?

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

1 Not at All Important  2  3  4  5 Very Important
Priorities

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

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

- Next meeting – February/March
- Scenario options