2050 Metro Vision Regional
Transportation Plan Overview

Adams County Transportation Forum
July 31, 2019
Joint Outreach this Summer
INTRODUCTION
DRCOG Overview

- Local governments collaborate to establish guidelines, set policy and allocate funding for:
  - Transportation and Mobility
  - Growth and Development
  - Aging and Disability Resources

- DRCOG is:
  - Council of Governments (9+ counties)
  - Regional Planning Commission
  - Metropolitan Planning Organization (transportation)
  - Area Agency on Aging
Metro Vision Plan and MVRTP Overview

**DRCOG Metro Vision Plan**
Shared vision for the future

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

**Metro Vision Regional Transportation Plan (MVRTP)**

**Fiscally Constrained Regional Transportation Plan**

**Transportation Improvement Program**

Air Quality Conformity Reg. Modeling

Project Development NEPA Studies
NEPA – National Environmental Policy Act (1970)

Construct Project
Metro Vision Regional Transportation Plan (MVRTP) Overview

- Presents region’s vision for multimodal transportation system
- 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
- Addresses federal requirements – core MPO function
- Helps implement Metro Vision
- Is updated every four years and amended more frequently
MVRTP Planning Framework

Fiscal Constraint

Air Quality Conformity

Public Engagement

Environmental Justice

Planning Factors

Performance Targets

Freight & Goods Movement

Coordinated Transit Plan
DRCOG – a wealth of data and information

- Community profiles
- Census data
- Traffic counts
- Crash data
- Planimetric data
- Project tracking (TRIPS)
- Regional data catalog
- Denver Regional Visual Resources
- Metro Vision Regional Transportation Plan
- Active Transportation Plan
- Mobility Choice Blueprint
- Coordinated Transit Plan
- Multimodal Freight Plan
- Regional Vision Zero Plan
DRCOG Community Profile – Adams County

Demographics

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOLA Population</td>
<td>497,673</td>
</tr>
<tr>
<td>Households</td>
<td>158,748</td>
</tr>
<tr>
<td>Average Household Size</td>
<td>3</td>
</tr>
<tr>
<td>Median Age</td>
<td>33</td>
</tr>
<tr>
<td>Median Household Income ($)</td>
<td>61,444</td>
</tr>
<tr>
<td>High School Diploma or More (%)</td>
<td>82</td>
</tr>
<tr>
<td>Bachelor's Degree or More (%)</td>
<td>54</td>
</tr>
<tr>
<td>Single Occupancy Commuters (%)</td>
<td>78</td>
</tr>
<tr>
<td>Unemployment Rate (%)</td>
<td>6</td>
</tr>
</tbody>
</table>

Housing

<table>
<thead>
<tr>
<th>Category</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>166,058</td>
</tr>
<tr>
<td>Occupied Housing</td>
<td>158,748</td>
</tr>
<tr>
<td>Owner Occupied Housing</td>
<td>102,279</td>
</tr>
<tr>
<td>Median Home Value ($)</td>
<td>216,700</td>
</tr>
<tr>
<td>Median Monthly Owner Costs ($)</td>
<td>1,325</td>
</tr>
<tr>
<td>Renter Occupied Housing</td>
<td>56,469</td>
</tr>
<tr>
<td>Median Monthly Renter Costs ($)</td>
<td>1,098</td>
</tr>
<tr>
<td>Multifamily Housing</td>
<td>39,464</td>
</tr>
<tr>
<td>Vacant Housing</td>
<td>7,310</td>
</tr>
</tbody>
</table>

Income (Percent of total; income is in 2016 dollars)

- Household Income $0 to $14,999: 4.33%
- Household Income $15,000 to $24,999: 3.68%
- Household Income $25,000 to $34,999: 7.80%
- Household Income $35,000 to $49,999: 9.47%
- Household Income $50,000 to $74,999: 14.70%
- Household Income $75,000 to $99,999: 20.67%
- Household Income $100,000 to $159,999: 15.17%
- Household Income $160,000 or more: 15.34%
- Household Income $160,000 or more: 15.34%
DRCOG Community Profile – Adams County

Population Pyramid (Count by age group)

Race/Ethnicity (Percent of total)

The Denver region’s 75-plus population (2014-2024)

<table>
<thead>
<tr>
<th>County</th>
<th>Population (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRCOG Region</td>
<td>250</td>
</tr>
<tr>
<td>Adams</td>
<td>100</td>
</tr>
<tr>
<td>Arapahoe</td>
<td>150</td>
</tr>
<tr>
<td>Boulder</td>
<td>200</td>
</tr>
<tr>
<td>Broomfield</td>
<td>250</td>
</tr>
<tr>
<td>Clear Creek</td>
<td>300</td>
</tr>
<tr>
<td>Denver</td>
<td>350</td>
</tr>
<tr>
<td>Douglas</td>
<td>400</td>
</tr>
<tr>
<td>Gilpin</td>
<td>450</td>
</tr>
<tr>
<td>Jefferson</td>
<td>500</td>
</tr>
</tbody>
</table>

Population (Thousands) 2014:
- Adams: 150
- Arapahoe: 200
- Boulder: 250
- Broomfield: 300
- Clear Creek: 350
- Denver: 400
- Douglas: 450
- Gilpin: 500

Population (Thousands) 2024:
- Adams: 200
- Arapahoe: 250
- Boulder: 300
- Broomfield: 350
- Clear Creek: 400
- Denver: 450
- Douglas: 500
- Gilpin: 550

64.5%
Crash Density – Fatality or Serious Injury

Source: DRCOG, ESRI, CDOT 2017 Crash Data, Mapbox
Adams County mode share to work

- Drove alone: 77.7%
- Carpool: 11.2%
- Public transportation: 3.8%
- Bicycled: 0.2%
- Walked: 1.2%
- Other (incl. taxi, motorcycle, other): 0.9%
- Worked at home: 5.0%
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

**On track**
- Urban center housing
- Regional population-weighted density
- Travel time variation (TTV)
- 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**
- Vehicle miles traveled (VMT)
- Person delay
- Traffic fatalities
- Surface transportation greenhouse gas (GHG) emissions

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

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

Description of measurement units in orange.

Illustrative trendline (baseline to target) in teal.
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

Back to “Metro Vision performance measure status”
### 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>

**Graph:**
- X-axis: Year (2000 to 2040)
- Y-axis: VMT per capita per day (0 to 30)
- Line showing observed VMT per capita from 2010 to 2017, with a trend indicating a slight decrease in VMT per capita from 2010 to 2017.

**2040 Target:** 10% decrease
# 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>
Traffic fatalities

Behind schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Observation</th>
</tr>
</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>

fatalities
2050 MVRTP STRATEGIC ISSUES
2050 MVRTP Strategic Issues

• How will the Denver 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 projects and investment decisions in the 2050 MVRTP will best achieve Metro Vision’s performance targets?
• What choices and tradeoffs are we willing to make around mobility, travel choices, congestion, and maintenance?
2050 MVRTP SCHEDULE & NEXT STEPS
Summary Schedule (2019 and 2020)

- Prepare Engagement Plan
- Conduct Engagement
- Hold Public Hearing for Plan Adoption

Public & Stakeholder Engagement (continuous)

- Functional Classification
- Environmental Justice
- Vision Projects

“Definitions” Tasks (2019)

- 2050 Revenues & Program Distribution
- Define Expenditures
- Allocate Revenues & Expenditures to Projects & Categories

Financial Planning (2019)

- Complete 2050 Base Land Use Forecast
- Define & test scenarios
- “Select” Scenario or Hybrid

Scenario Planning (Late 2019, Early 2020)

- Identify Capacity Projects
- Conduct Air Quality Conformity Model Runs
- Prepare Plan Document

Prepare & Adopt 2050 MVRTP (2020 – adopt by early 2021)
Public & Stakeholder Outreach

2050 Metro Vision Regional Transportation Plan Survey
www.surveymonkey.com/r/metrovisionsurvey

The Metro Vision Regional Transportation Plan is the region’s long-range plan for transportation through 2050.

The plan identifies major roadway and transit capacity projects.

The plan is updated every four years.

A DRCOG will be working on this plan over the next two years. It is the time to share your input. Visit bit.ly/2050MVRTPDraft for more details about how you can get involved.

2050 MVRTP Public Engagement Strategy

<table>
<thead>
<tr>
<th>Engagement Phases</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Visioning and education</strong></td>
<td><img src="image1" alt="2019" /></td>
<td><img src="image2" alt="2020" /></td>
<td><img src="image3" alt="2021" /></td>
</tr>
<tr>
<td><strong>Investment priorities and scenario options</strong></td>
<td><img src="image4" alt="2019" /></td>
<td><img src="image5" alt="2020" /></td>
<td><img src="image6" alt="2021" /></td>
</tr>
<tr>
<td><strong>Plan development</strong></td>
<td><img src="image7" alt="2019" /></td>
<td><img src="image8" alt="2020" /></td>
<td><img src="image9" alt="2021" /></td>
</tr>
<tr>
<td><strong>Draft plan review</strong></td>
<td><img src="image10" alt="2019" /></td>
<td><img src="image11" alt="2020" /></td>
<td><img src="image12" alt="2021" /></td>
</tr>
</tbody>
</table>

**SUMMER/FALL 2019**
Visioning and education
- Public activities:
  - Video
  - Online survey
  - Pop-up events
  - Telephone town halls
  - Youth outreach
  - Community-based organization outreach
  - Sub-regional forums
  - DRCOG committees

**WINTER 2019/SPRING 2020**
Investment priorities and scenario options
- Public activities:
  - Online survey (map-based and visualization)
  - Youth outreach
  - Stakeholder workshops
  - Community-based organization outreach
  - Sub-regional forums
  - Bike to Work Day 2020

**FALL/WINTER 2020**
Plan development
- Public activities:
  - Sub-regional forums
  - DRCOG committees
  - Public meetings
  - Public photo contest

**SPRING 2021**
Draft plan review
- Public activities:
  - Public open houses
  - Online survey
  - Web comments

**PLAN ADOPTION JUNE 2021**
THANK YOU!

Jacob Riger, AICP
Manager, Long Range Transportation Planning
DRCOG
(303) 480-6751
jriger@drcog.org