

Regional Transportation Plan to Transportation Improvement Program

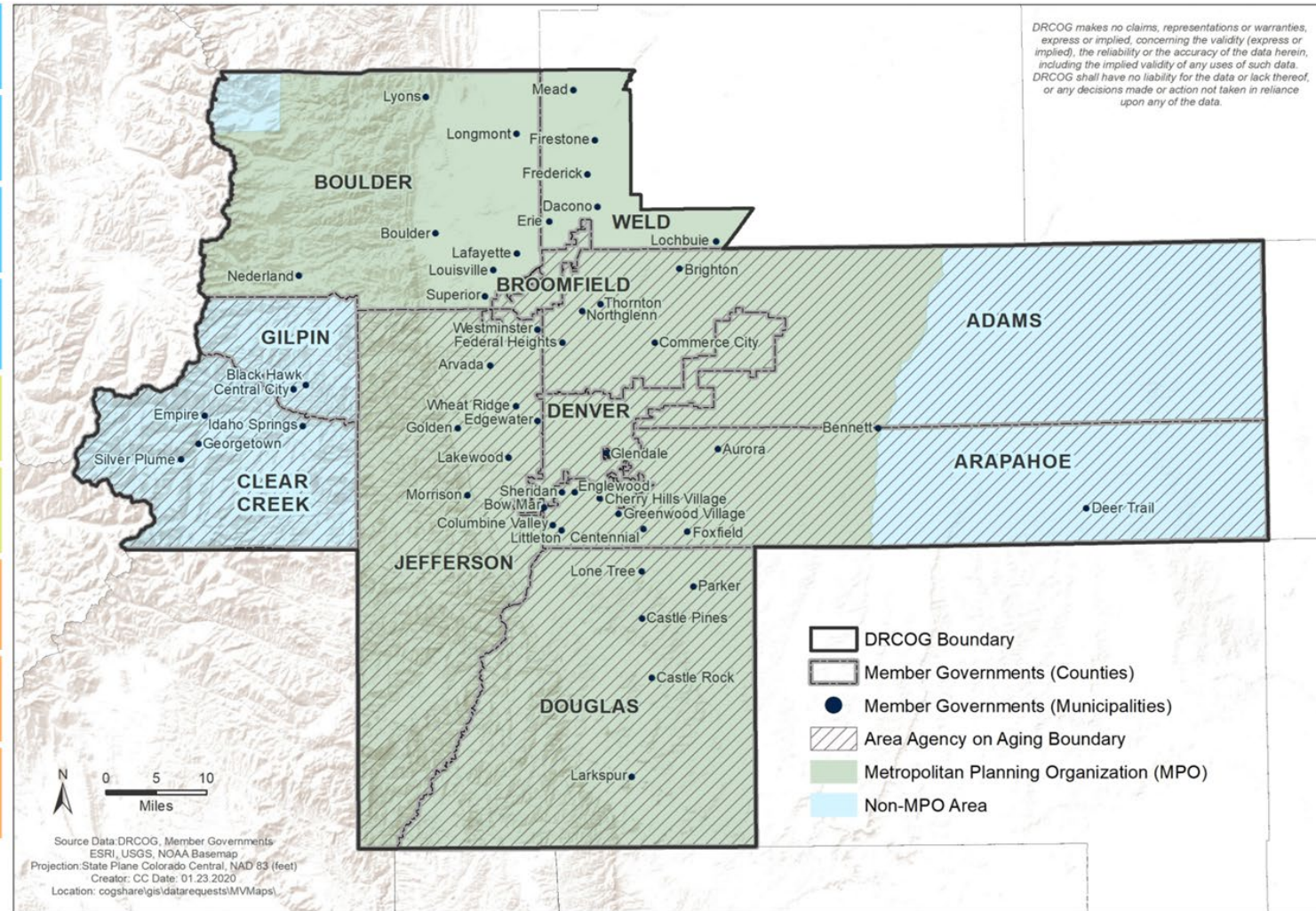
Denver Business, Arts, Workforce, & Aviation
Services (BIZ) Committee

April 26, 2023

Denver Regional Council of Governments



Area	~10 counties (58 member governments)
	5,288 square miles (comparable to Connecticut)
	3.4 million people (comparable to Utah)
	Ute, Cheyenne, and Arapaho peoples (traditional territory)
Elevation	From Grays Peak (14,278 feet)
	To South Platte River (4,432 feet)
Roles	Regional planning commission (state statute)
	Area Agency on Aging (federal)
	Metropolitan planning organization (federal)



From a Regional Vision to an Achievable Reality



Metro Vision



**Metro Vision Regional
Transportation Plan**

**fiscally constrained
regional transportation plan**



**Air quality conformity
regulation modeling**



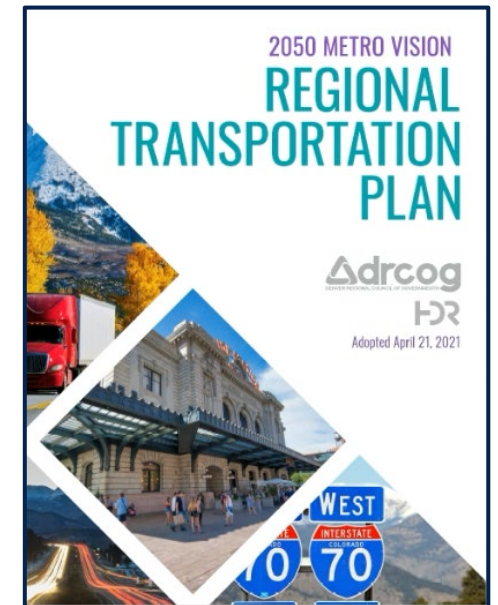
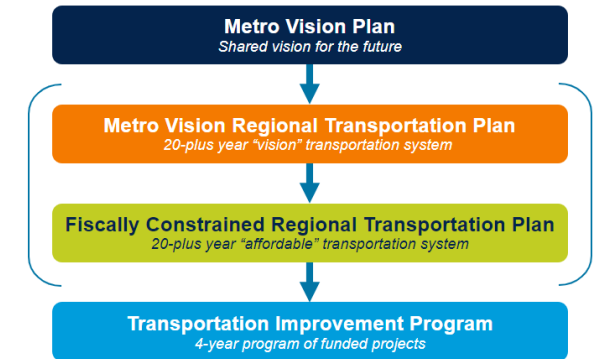
**Transportation
Improvement Program**



Context to Program the Transportation Improvement Program



- Metro Vision: Sets overall regional vision related to place, mobility, environment, livability, and vitality; themes, outcomes, objectives
- Regional Transportation Plan (RTP): federally required, guides regional transportation investments over the next 20+ years
 - Organized by "investment priorities" (see next slide)
 - Vision projects: what we "need" if funding was not an issue
 - Fiscally-constrained: what we anticipate we can afford
 - Federally required (Regionally Significant): Air quality conformity projects (change in capacity of 1+ mile, interchanges, new movements, BRT)...I25/Broadway, Peña, Colfax BRT.
 - Other non-federally required "regionally important" projects included...Chambers, Mississippi, US285, S. Platte River Trail
 - "Programmatic" investments (corridor transit, arterial safety/complete streets, active transportation, freight; not project-level specific)
- Transportation Improvement Program (TIP) implements the Regional Transportation Plan



RTP: Project and Program Investment Priorities



Multimodal mobility

Provide more ways to travel by car, bus, bicycle, and foot.

Freight

Maintain efficient movement of goods within & beyond the region.

Active transportation

Expand travel options for vulnerable and underserved transportation users.

Safety

Increase the safety for all users of the transportation system.

Air quality

Improve air quality and reduce greenhouse gas emissions.

Regional transit

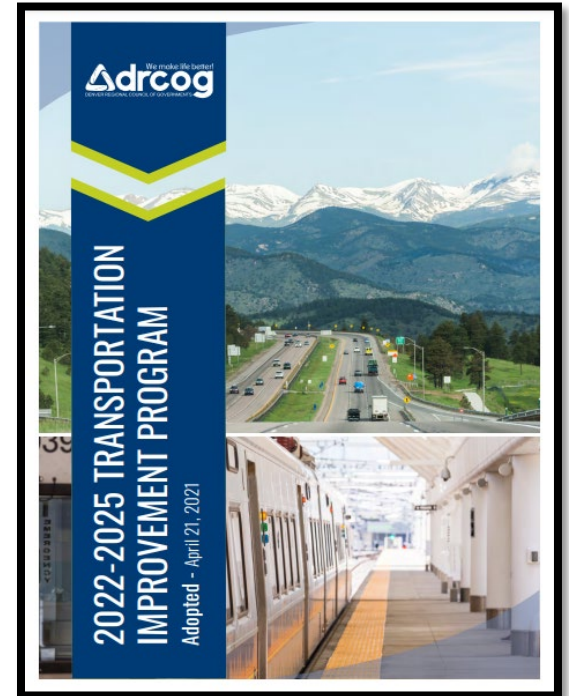
Expand the region's rapid transit network.



Transportation Improvement Program (TIP)



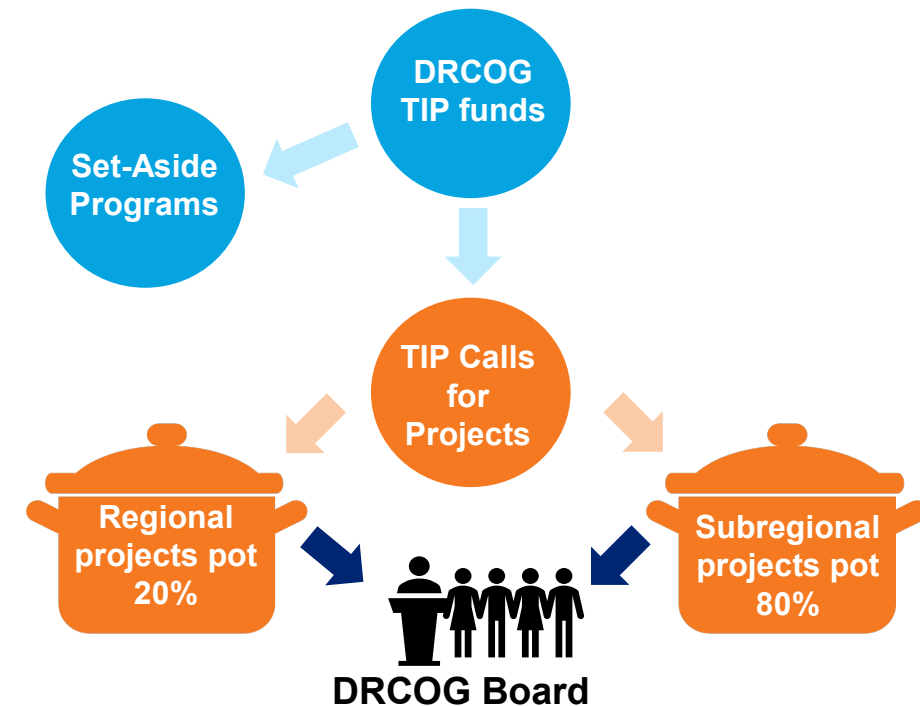
- Short-term 4-year planning program with specific and dedicated funding (like your Capital Improvement Program)
- New document every two years, major calls every four
- Contains all projects with federal and state transportation funding- not just those awarded by DRCOG
- DRCOG-directed funding (competitive grants) – every 4 years
 - Surface Transportation Block Grant (STBG)
 - Congestion Mitigation / Air Quality (CMAQ)
 - Multimodal Transportation & Mitigation Options Fund (MMOF)
 - Carbon Reduction Program (CRP)
 - Transportation Alternatives (TA)
- Adopted TIP is adjusted often through administrative modifications and amendments



Transportation Improvement Program: Major Elements



- Funding allocation process
 - Set-Aside programs - \$60+ million dedicated to specific detailed programs; have their own calls for projects
 - Regional and Subregional Share: see next slide
- Subregional Forums: county and all municipalities within
 - Way for all communities to be involved, while also inserting local values
 - Posted agenda, public comment, local/regional transportation updates, recommendations; “arm” of DRCOG
- Document itself
 - funding constraint, performance measures, equity, public engagement, etc.



TIP Funding Allocation: Dual Model Selection Process

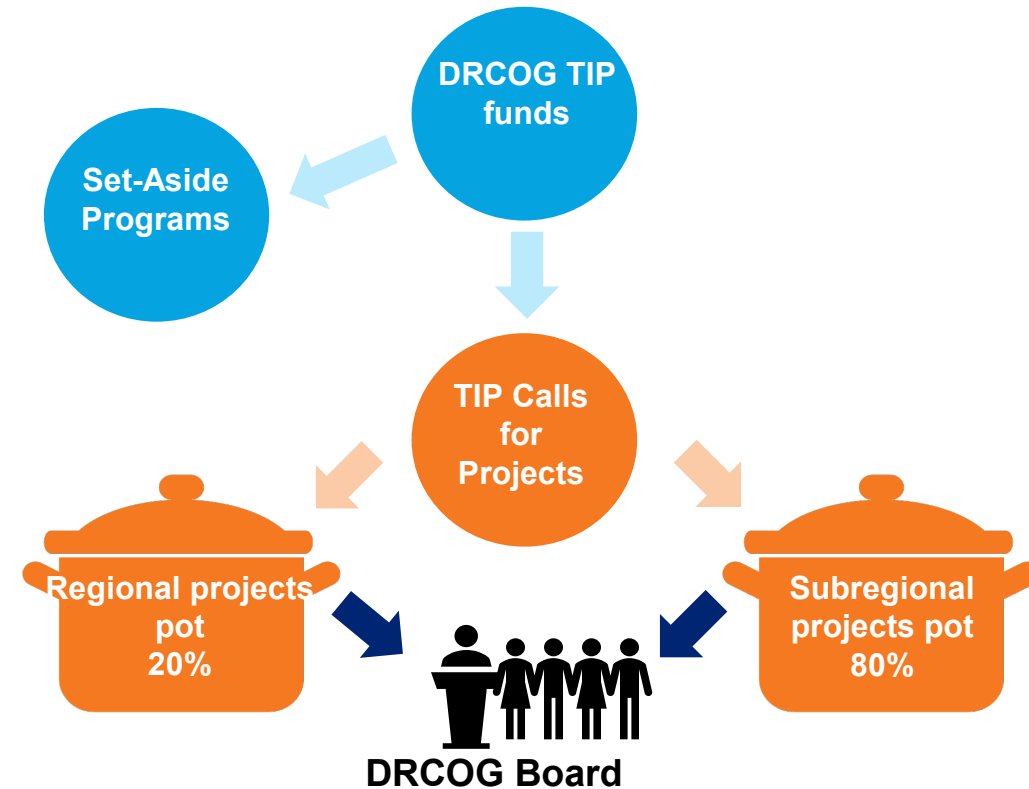


Regional Share (20%) – up to three applications from each subregion

- Compete regionally; applications scored by DRCOG, and a Review Panel recommends to the Board

Subregional Share (80%) – local applications within each subregion

- Funding targets by population, employment, vehicle miles traveled as compared to the region; Denver's target ~25%
- Compete at the subregion level within funding target
- Subregions review, discuss, prioritize, and recommend projects to the DRCOG Board



TIP Application Sections



Section A: Regional Impact of Project (30%)

- Project importance, solving a regional/subregional problem, connecting to Metro Vision

Section B: RTP Priorities (50%)

- Safety, Active Transportation, Air Quality, Multimodal Mobility, Freight, Regional Transit

Section C: Project Leveraging (10%)

- Level of match beyond the required minimum

Section D: Project Readiness (10%)

- Screens pitfalls, roadblocks; should already be doing...

TIP Notes and Newsworthy Items



- Two funding tracks: Air Quality/Multimodal and Surface Transportation Block Grant (STBG)
- Minimum match rates: 10-20%
- Projects from RTP must be in the current staging period to construct; next staging period for pre-construction activities
- Average allocations: \$98 million per year

Buchtel Complete Streets and Evans Ops	Platte: Mississippi to Florida	High Line Underpass at Yale	Alameda Underpass-Precon
Santa Fe/Jewell Bike/Ped Bridge	South Platte Trail: Bayaud to Milstein Park	North Central Multimodal Trails	South Platte Trail: West Virginia to Bayaud
South Platte Trail: Mississippi to City Limits-Precon	Colfax BRT	Pena Managed Lanes-Precon	



THANK YOU!
QUESTIONS?

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PEÑA BOULEVARD TRANSPORTATION AND MOBILITY MASTER PLAN STUDY

April 26, 2023

Denver Business, Arts, Workforce, & Aviation Services (BIZ) Committee

LISA NGUYEN, PRINCIPAL TRANSPORTATION PLANNER
PLANNING & DESIGN





PUBLIC OPEN HOUSE



PUBLIC OPEN HOUSE IN-PERSON



- DEN hosted two public open houses
 - **Thursday, February 23rd - Montbello Middle School STRIVE**
 - **Tuesday, February 28th – Evie Garrett Dennis Campus**
- Attendance ~24 in-person



PUBLIC OPEN HOUSE VIRTUAL

- Virtual open house hosted on Peña Plan website from 2/23 – 3/9
- Self-guided open house in both English and Spanish
- Over 80 individual responses to virtual engagement!

Self-Guided

JOIN US AT THE PEÑA BOULEVARD OPEN HOUSES

Three Chances to Learn about the Study and Share Your Feedback

JOIN IN-PERSON

Thursday, Feb. 23, 2023
5 - 7 p.m.
STRIVE - Prep Noel Cafeteria
5290 Kittredge St, Denver, CO 80239

Tuesday, Feb. 28, 2023
5 - 7 p.m.
Evie Garrett Dennis Campus Student Union, Bldg 1, Gymnasium
4800 Telluride St, Denver, CO 80249

JOIN VIRTUALLY
Feb. 23 - March 9, 2023

Self-guided presentation at your convenience

YouTube Presentation of Board

OVERVIEW

PROJECT OVERVIEW/PURPOSE & NEED

Project Purpose

- To understand existing and future traffic demand and land use patterns along the Peña Boulevard corridor.
- To develop a Master Plan that will provide a comprehensive blueprint for infrastructure improvements for the Peña Boulevard corridor.
- To identify Travel Demand Management (TDM) strategies aimed to incentivize sustainable transportation to the airport.
- To identify proposed improvements for Peña Boulevard to progress into detailed design and environmental studies.

Project Need

<p>SAFETY</p> <p>800 crashes on Peña Boulevard between 2016 through 2021.</p> <p>Periods of poor roadway performance on Peña Boulevard have multiplied.</p>	<p>REGIONAL GROWTH</p> <p>Passenger growth at DEN, developments along the corridor, and renewed freight have all added to the corridor and will grow even with time.</p>	<p>CONGESTION</p> <p>Average daily traffic (ADT) on Peña Boulevard has increased from 70,000 vehicles in 1995 to more than 150,000 ADT in 2019 (an increase of 80%).</p>	<p>TRAVEL TIME RELIABILITY</p> <p>Travel time has become increasingly unreliable on Peña Boulevard. If this congestion and demand are not managed, vehicles will continue to divert to local streets.</p>	<p>AGING INFRASTRUCTURE</p> <p>Peña Boulevard was originally constructed 30 years ago, as such, required maintenance work is extensive, and the cost to maintain the aging facility is substantial.</p>	<p>LACK OF MULTIMODAL CONNECTIONS</p> <p>Bicycle and pedestrian facilities remain unconnected with barriers to access transit and limited multimodal transportation options within the Peña Boulevard corridor.</p>
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2021. In recent years the increase in DEN passenger trips and development along the

Online Comment Form

Thank You for Participating in the Open House!

Please take a few minutes to share your thoughts about the project and how it impacts you. Your input is greatly appreciated and will be taken into account in the next steps of the plan. Complete this comment sheet and drop it in the comment box, mail it to the Peña Boulevard Project Team or access the online form at www.flydenver.com/peña_plan. Please provide your comments by March 9, 2023.

1. Name (optional)

Enter your answer

2. Zip code (optional)

Enter your answer

PUBLIC OPEN HOUSE VIRTUAL



Advertisement:

- CW Gilmore
- Flyer Distribution
- Denver Post YourHub
- Denver Gazette Event Page
- The Mayor's Week
- DOTI Next Door Account
- CCD Employee Bulletin
- Community Group Invite
- DEN Press Release
- DEN Non-Stop News
- DEN Employee News
- DEN Flight Lines
- DEN Employee Monitor

Media Coverage:

- [Denverite](#)
- [9News](#)
- [Denver 7](#)



Open houses kick off for feedback on how to improve Peña Boulevard



The Peña project: DIA studying how to alleviate traffic in the coming years on Peña Boulevard

Officials hope plan will be completed this year; construction could start by 2027



The Denver International Airport is conducting a study in the hopes of improving safety on Peña Boulevard.



Get to know the 17 people who are vying to be Denver's next mayor. [Click here](#)

PUBLIC OPEN HOUSE RESPONSES



Number of Responses Received:

11

Emails

81

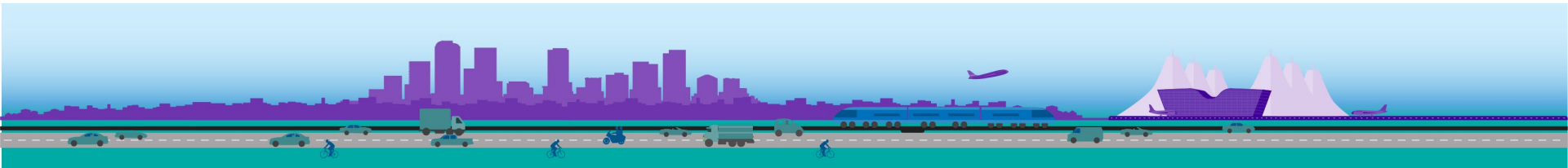
Virtual Comments

27

In-person
Comments

220

Social Media
Comments





TOP PUBLIC OPEN HOUSE RESPONSES

Desire for more investment in transit to increase the number of routes and/or increase the frequency/capacity of existing services

Environmental/pollution concerns with proposed solutions and/or concerns that adding lanes will increase GHG emissions

Desire for more multi-modal access to the airport

Concerned with delays and congestion on Peña

Does not support adding lanes to Peña

Desire to make transit free/cheaper for employees and/or passengers accessing the airport and/or within the airport pricing zone

The two lanes on Peña do not adequately serve the demand

Safety and congestion concerns on Peña ramps and/or merge/diverge locations

The title "STAKEHOLDER WORKING GROUP MEETING" is displayed in a large, blue, sans-serif font, centered in the upper right portion of the image. The background is a landscape with a tree in the foreground and a building in the distance.

STAKEHOLDER WORKING GROUP MEETING

SWG AGENCIES AND GROUPS



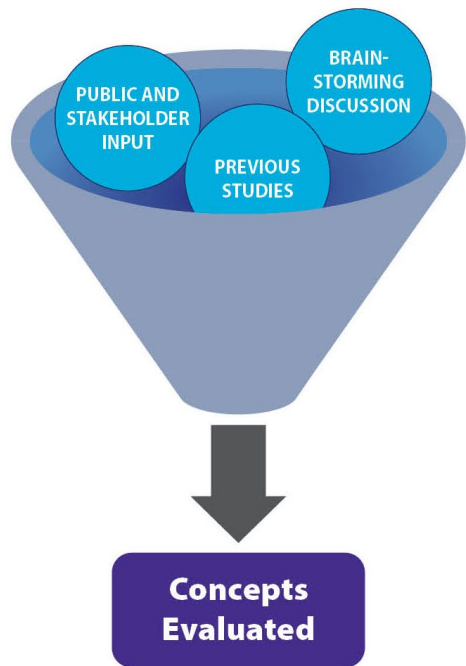
- Aerotropolis Coalition
- Freight Advisory Council
- Human Rights and Community Partnerships (HRCP)
- Mayors Bicycle Advisory Board
- Win-Win Coalition
- YIMBY



A landscape photograph showing a large tree with yellow and green autumn leaves in the foreground on the left. In the background, a large stadium with a blue and white facade is visible on a flat, grassy field under a blue sky with light clouds.

NEXT STEPS

ALTERNATIVES EVALUATION PROCESS



Does the concept meet the purpose & need?

- Improve Safety?
- Accommodate Regional Growth?
- Address Congestion?
- Improve Travel Time Reliability?
- Increase Infrastructure Resiliency?
- Improve Multimodal Connectivity?

YES
Carried Forward

NO

Not recommended for further evaluation

Does the concept address the needs, goals, and objectives?

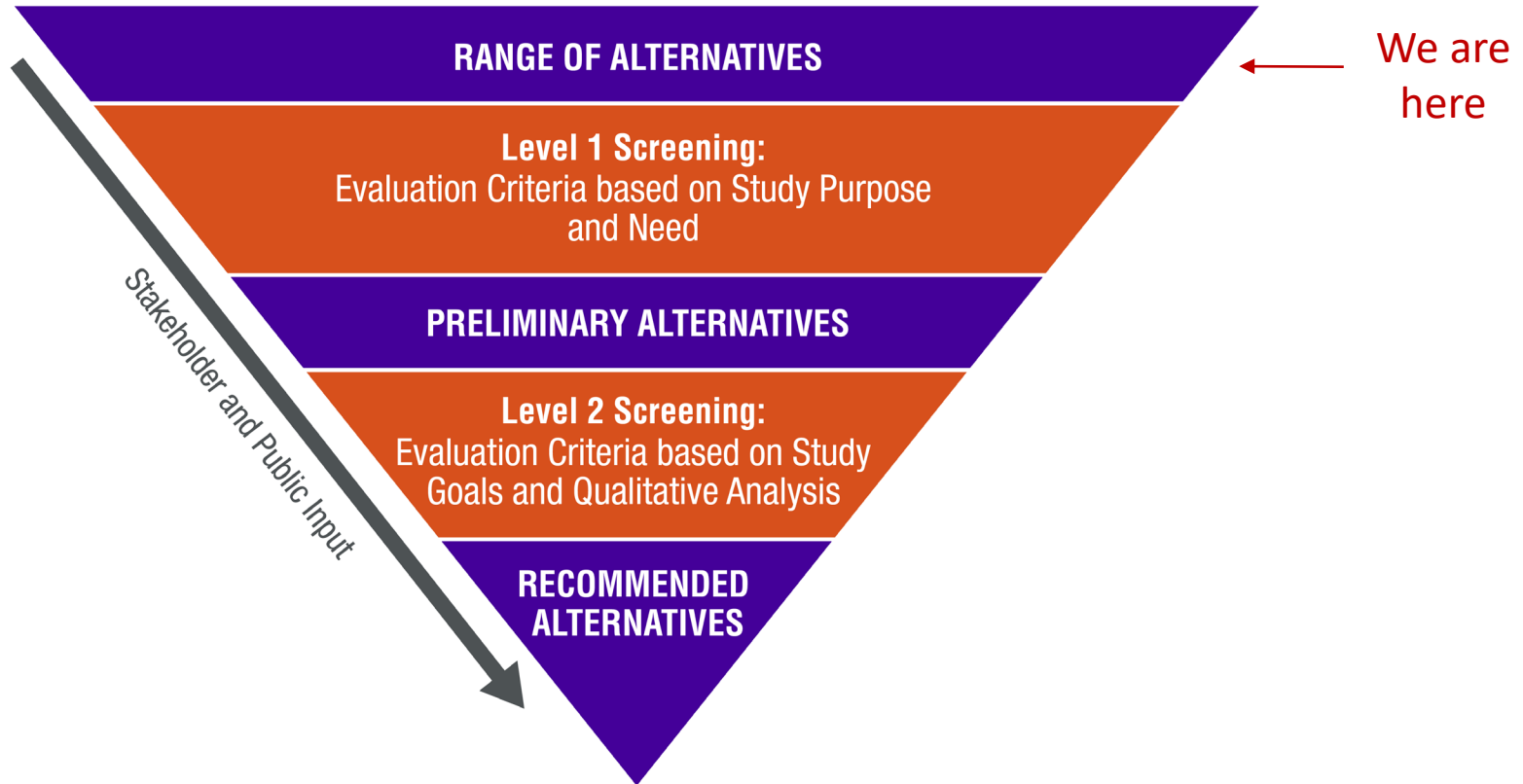


YES
Carried Forward

NO

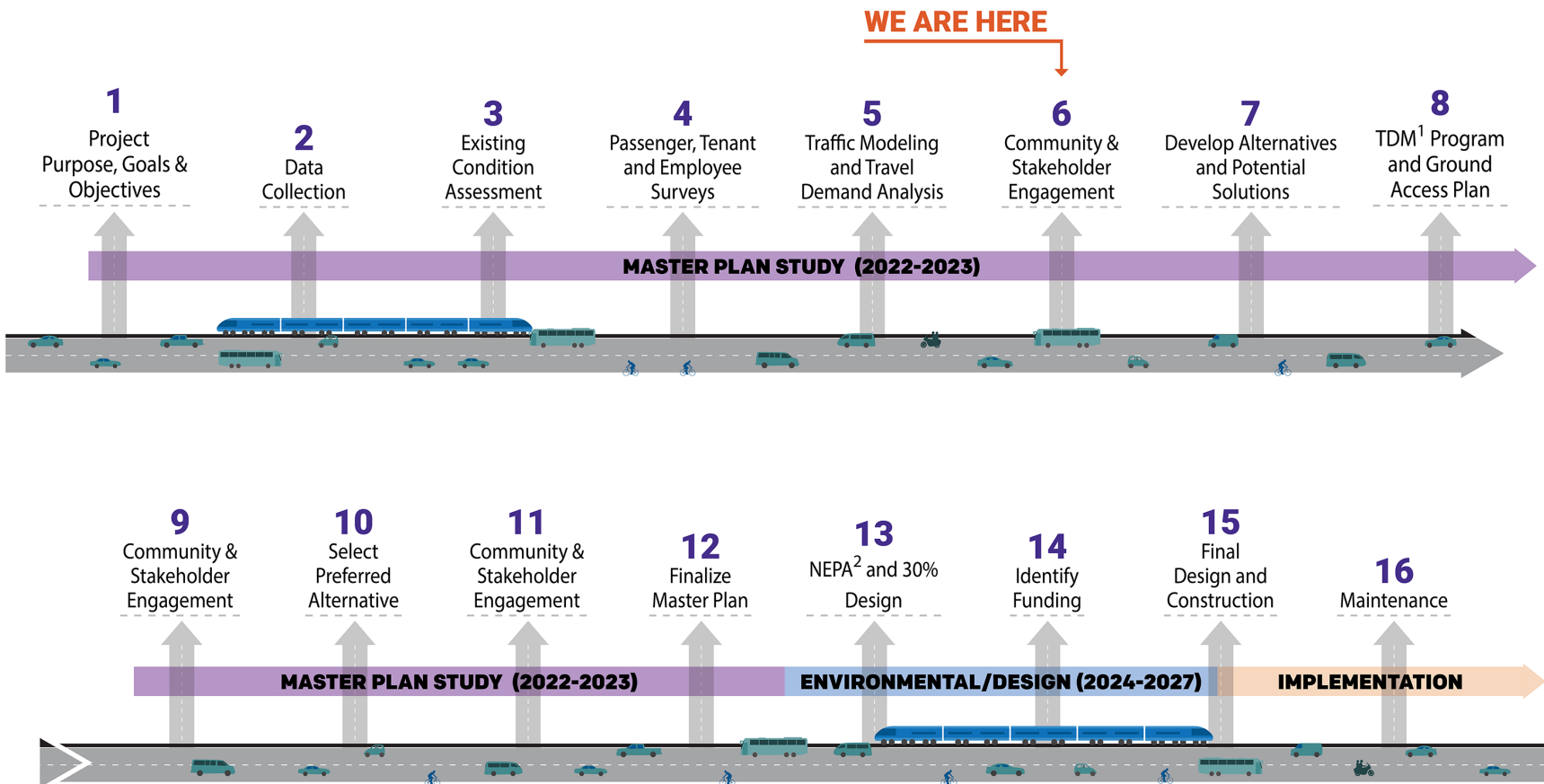
Not recommended for further evaluation

ALTERNATIVE SCREENING



NEXT STEPS

WE ARE HERE



¹ TDM - Transportation Demand Management ² NEPA - National Environmental Policy Act

The background of the slide is a landscape photograph. On the left, a large tree with dense foliage in shades of yellow and orange dominates the foreground. In the distance, a flat, golden-brown field stretches to the horizon. On the horizon line, there is a long, low building with a blue, wavy roof, followed by a series of white, conical structures that resemble water fountains or vents. The sky is a pale blue with soft, wispy clouds.

OPEN DISCUSSION AND CLOSING