Denver's Transportation Plan

Public Meeting #3

May 17, 2022
DENVER IS PLANNING OUR TRANSPORTATION FUTURE

Denver Moves Everyone 2050 is a citywide plan identifying transportation solutions that will make it easier to get where we want to go. Through this effort we will:

- Establish a vision and goals for a better transportation future
- Shape the investments that help Denver achieve transportation goals

JOIN THE MOVEMENT

We’re planning for Denver’s transportation future – and need your help.

Visit denvermoveseveryone.com to give your feedback.

Questions? Email info@denvermoveseveryone.com
1. For interpretation, please connect using a tablet or computer.
2. Go to the globe icon in the bottom right of your screen.
3. Select the language of your preference - English or Spanish

1. Para escuchar la interpretación haga el favor de conectarse usando una tableta o computadora.
2. Pulse el ícono del globo en la parte inferior derecha de su pantalla.
3. Seleccione el lenguaje de su preferencia.
Where Are We Now?
Plan Development Path

Setting the Foundation
Where are we **now** - and - what do we **value**?

Finding the Path Forward
Where are we **going** - and - what do we **want to be**?

Programming & Phasing
How are we **getting there**?

Tracking Our Progress
How are we **doing**?
CO-CREATING DME Vision and Goals

**ALL 78 DENVER NEIGHBORHOODS WERE ENGAGED IN DME OUTREACH**

**7,900+ DENVERITES PARTICIPATED IN DME OUTREACH**

**1,000+ DENVERITES ENGAGED FOR THE FIRST TIME IN DME OUTREACH**

**174 HOURS HAVE BEEN SPENT IN THE COMMUNITY**

**12 FOCUS GROUPS PARTICIPATED AND INCLUDED DIVERSE COMMUNITY MEMBERS**
DME Vision and Goals

Denver moves everyone and everything with respect and care. Denver is a city of safe streets connected by sustainable mobility options, providing equitable access and opportunity for the people who need it most.
Questions?
State of the System Report
Let's Get Moving.

Denver Moves Everyone 2050 | State of the System

Illuminates our city’s challenges and opportunities in creating a complete transportation system that moves everyone and everything.
A city that provides transportation choices that move all people, goods, and services reliably, easily, and affordably.

1: How do Denver’s transit fares compare to other large cities?

1) Most expensive
2) About the same
3) Least expensive
A city that provides transportation choices that move all people, goods, and services reliably, easily, and affordably.

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Source: American Public Transit Association, 2020
2: How long does taking transit compare to driving in Denver?

1) Taking transit is shorter than driving
2) Taking transit takes about the same amount of time as driving
3) Taking transit is more than 2.5 times as long as driving
2: How long does taking transit compare to driving in Denver?

1) Taking transit is shorter than driving
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3) Taking transit is more than 2.5 times as long as driving

FIGURE 3.1.12: Average Commute Time by Race and Mode

Residents who rely on transit to get to work face longer travel times than driving, even though those trips are likely covering less distance. Persons of color relying on public transit spend an average of 1.5 hours a day commuting.

BIPOC Residents
- 26 MINS
- 45 MINS
- 18 MINS

White Residents
- 24 MINS
- 39 MINS
- 21 MINS

Legend:
- DRIVING
- TRANSIT
- WALKING OR BIKING

SOURCE: U.S. Census, PUMS 2019 National Equity Atlas
2: How have the number of traffic-related deaths *per capita* in Denver changed between 2012 and 2021?

1) Slightly increased  
2) Slightly decreased  
3) Stayed roughly the same
A city with zero traffic deaths and serious injuries, where everyone feels safe and comfortable traveling throughout the city, regardless of their age, gender, race/ethnicity, or how and when they travel.

2: How have the number of traffic-related deaths per capita in Denver changed between 2012 and 2021?

1) Slightly increased
2) Slightly decreased
3) Stayed roughly the same

FIGURE 3.2.1: Denver Traffic Deaths and Rate Per 100,000 People

3: How do transportation emissions rank in terms of air pollution in Denver?

1) #1 Air pollution emission
2) #2 Air pollution emission
3) #3 Air pollution emission
A city with a transportation system that is pollution free and resilient in the face of climate change, making Denver healthier for all people with health inequities caused by the transportation system eliminated.

3: How do transportation emissions rank in terms of air pollution in Denver?

1) #1 Air pollution emission
2) #2 Air pollution emission
3) #3 Air pollution emission

FIGURE 3.3.6: Transportation Contributions to Air Pollutants in Denver

TOTAL AIR POLLUTANT EMISSIONS

- 77% Transportation Emissions
- 23% All Other Sources

TRANSPORTATION EMISSIONS

- 56% Highway Vehicle Emissions
- 44% All Other Sources

HIGHWAY VEHICLE EMISSIONS

- 61% Passenger Car
- 32% Passenger Truck
- 8% Commercial Heavy Trucks

SOURCE: EPA National Emissions Summary, 2017
4: What percentage of Denver's transportation system is dedicated to moving people?

1) 60%
2) 40%
3) 20%
A city where neighborhoods are connected to all the places people go, with streets designed for people and shaped by communities and cultures.

4: What percentage of Denver's transportation system is dedicated moving people?

1) 60%
2) 40%
3) 20%

**FIGURE 3.4.1: People Moving Capacity per Hour vs. Land Area in Denver**

<table>
<thead>
<tr>
<th>PEOPLE MOVING CAPACITY PER HOUR*</th>
<th>SYSTEM ELEMENT</th>
<th>LAND AREA IN DENVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,000 PEOPLE</td>
<td>RAIL TRANSIT LINES</td>
<td>2 SQ MI</td>
</tr>
<tr>
<td>9,000 PEOPLE</td>
<td>SIDEWALKS</td>
<td>5 SQ MI</td>
</tr>
<tr>
<td>7,500 PEOPLE</td>
<td>BIKE ONLY LANES</td>
<td>1 SQ MI</td>
</tr>
<tr>
<td>4,000 PEOPLE</td>
<td>BUS ONLY LANES</td>
<td>&lt;1 SQ MI</td>
</tr>
<tr>
<td>600 CARS</td>
<td>ROAD LANES</td>
<td>22 SQ MI</td>
</tr>
<tr>
<td>0 PEOPLE</td>
<td>PARKING</td>
<td>12 SQ MI</td>
</tr>
</tbody>
</table>

*How many people can be moved per lane per hour.

A city where the transportation system is maintained in a consistent state of good repair, using robust data to prioritize investments in neighborhoods that need it most and to minimize cost across the system.

5: Between 2017 – 2021, what percentage change has DOTI seen in funding for maintenance and operations?

1) 5% increase
2) Stayed the same
3) 8% decrease
A city where the transportation system is maintained in a consistent state of good repair, using robust data to prioritize investments in neighborhoods that need it most and to minimize cost across the system.

5: Between 2017 – 2021, what percentage change has DOTI seen in funding for maintenance and operations?

1) 5% increase
2) Stayed the same
3) 8% decrease

**FIGURE 3.5.5: Funding Trends for Transportation System Expansion and Maintenance**

- $550M INVESTED TO EXPAND DENVER’S TRANSPORTATION SYSTEM
- 8% Average Decline IN MAINTENANCE AND OPERATIONS FUNDING ALLOCATION FROM 2017-2021

SOURCE: 2017-2021 DOTI ($2021)
Challenges and Opportunities

People in Denver who identify as Black, Indigenous, or a Person of Color (BIPOC) and lower-income residents have longer commute times, drive less, and spend more on transportation.

- **75% of all vehicle trips** in Denver are people commuting to and from work.
- **50% of all traffic crashes** resulting in serious injury or death happen on just 5% of Denver’s streets.
- Transportation is the **#1 source** of air pollution and the **#2 largest generator of greenhouse gases** in Denver.
- Today, 80% of Denver’s transportation infrastructure is dedicated to moving vehicles. Just 20% of our system works to move pedestrians, bicyclists, buses and trains.
- **20% of pavement** on Denver’s streets is in poor condition today, but over 40% of sidewalks and trails are in poor condition.

Denver’s BIPOC and lower-income residents are more likely to rely on public transit to get around. Yet, today **riding a bus or train** is 2.5 times **slower** than driving in Denver.
Why the State of The System Matters

- **Identifies DOTI’s role in addressing our City’s transportation needs**
  and presents a shared vision and goals for transportation in 2050 based on extensive public outreach.

- **Defines Denver’s transportation vision and goals**
  that together provide the framework to prioritize projects, policies, and actions to achieve the vision and goals over the next 30 years.

- **Provides a highly visual, easy-to-understand overview**
  of Denver’s transportation system, educating Denverites about the challenges and needs facing our City.

- **Utilizes never-before-available cellphone data**
  to identify travel movements and destinations to determine how well our transportation system is working today.
Questions?
Phase 3.0: Priorities and Tradeoffs
Phase 3 – Purpose and Benefits

Purpose:

• Develop an understanding among residents of priorities and tradeoffs

• Inform project and program prioritization
Phase 3 – Grassroots Approach

8 LARGE
CITYWIDE EVENTS
TARGET ALL OF DENVER

5 CREATIVE
INPUT SESSIONS
TARGET DIVERSE COMMUNITIES

40+ HYPER-LOCAL
EVENTS
TARGET DIVERSE NEIGHBORHOODS
Community Based Outreach Partners (CBOP)

Approach

- Culturally relevant events and communication styles and an method for inclusivity
- Target hyperlocal events focused within target areas
- Door to door in business corridors, leaving behind DME info card
- Social media posts into neighborhood and relevant groups
- Texts, emails, and phone calls about DME
- Multilingual outreach and coordination
Balancing & Integrating Feedback

- All Feedback
- DIVO Feedback
- Elevate DIVO Feedback
- Technical Milestone
- Collect Feedback
Phase 3.0 Website Launched – Help Us Get the Word Out!

DenverMovesEveryone.com
How Does DOTI Invest?

- Maintaining Our System
- Improving Our System
- Expanding Our System
- Operating Our System
Where Does Transportation Funding Come From?

$16

Monthly contribution for transportation in Denver

**Voter Approved Bonds**
Denver voters periodically approve bonds that are repaid without raising taxes or fees

**Grants**
Denver competes for grants from other agencies which are often funded by the federal and state gas taxes paid at the pump

**Property Taxes**
Most funding for infrastructure improvements comes from property taxes paid by all residents and business owners in Denver

**Sales Taxes and Fees**
Some state gas taxes, sales taxes, parking fines, permits, and other fees support transportation in Denver
Transportation Funding in Denver

How is transportation funding spent?

Today, 75% of Denver's transportation funding is invested in operating or maintaining the function of existing infrastructure. Just 25% goes to expanding or improving the system to create new connections or travel choices.

$0.25 of every dollar
Invested to *expand* and *improve* mobility in Denver
How Would You Spend Denver’s Transportation Dollars? Select Your Highest Priority

Operating streets means having the people and tools needed to keep our streets going. This includes the equipment used to construct and maintain streets, as well as the staff who keep the system running.

Improving streets means making our existing network of streets, sidewalks, bikeways, and transit lines work better. Examples are making a slow bus faster, a narrow bike lane wider and more comfortable, and replacing a narrow sidewalk with a wide one with big trees for shade.

Expanding streets means providing new travel options that didn't exist before to connect more places. Examples include adding new bus routes, new bikeways, and new sidewalks to streets that didn't have these things.

Maintaining streets means fixing things like cracks, potholes, and broken signs to keep them in good shape. It also means clearing snow and sweeping streets and bikeways to keep them clean. It means big projects too, like fixing traffic lights and bridges.
Zoom Poll: How would you spend Denver’s transportation dollars – **highest priority**?

1) Operating Denver’s system
2) Improving Denver’s system
3) Expanding Denver’s system
4) Maintaining Denver’s system
Zoom Poll: How would you spend Denver’s transportation dollars – lowest priority?

1) Operating Denver’s system
2) Improving Denver’s system
3) Expanding Denver’s system
4) Maintaining Denver’s system
# How Should Denver Prioritize Transportation Improvements?

<table>
<thead>
<tr>
<th>Expanding Denver’s System</th>
<th>What Is most Important to you?</th>
<th>Improving Denver’s System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks along your <strong>neighborhood streets</strong> have fewer gaps.</td>
<td>![SIDEWALKS]</td>
<td>Sidewalks along major, <strong>busy streets</strong> are wider and more comfortable.</td>
</tr>
<tr>
<td>Bikeways, built with <strong>temporary materials</strong>, connecting more places.</td>
<td>![BIKEWAYS]</td>
<td>Bikeways, built with <strong>permanent materials</strong>, connecting fewer places.</td>
</tr>
<tr>
<td>More <strong>buses or neighborhood shuttles</strong> connecting more places.</td>
<td>![BUS ROUTES]</td>
<td><strong>Frequent and reliable buses</strong>, which match the experience of RTD trains, connecting major destinations.</td>
</tr>
<tr>
<td>Traveling on <strong>neighborhood streets</strong> feels safer and more comfortable for everyone.</td>
<td>![STREETS]</td>
<td>Traveling along <strong>major, busy streets</strong> feels safer and more comfortable for everyone.</td>
</tr>
<tr>
<td>Crossings are more comfortable along <strong>many streets</strong> throughout Denver.</td>
<td>![CROSSINGS]</td>
<td>Sidewalks <strong>along major, busy streets</strong> are wider and more comfortable.</td>
</tr>
<tr>
<td>Streets with <strong>some shade, grass, and trees</strong> exist along many streets in Denver.</td>
<td>![GREEN SPACES]</td>
<td>Select streets with <strong>large trees, generous landscaping, and green spaces</strong> exist in Denver.</td>
</tr>
</tbody>
</table>
How Should Denver Prioritize Transportation Improvements?

Expanding Denver’s System

Sidewalks along your **neighborhood streets** have fewer gaps.

What Is most Important to you?
SELECT ONE OPTION PER TOPIC

Improving Denver’s System

Sidewalks along major, **busy streets** are wider and more comfortable.
How Should Denver Prioritize Transportation Improvements?

Expanding Denver’s System:
- Bikeways, built with temporary materials, connecting more places.

What Is most important to you?
SELECT ONE OPTION PER TOPIC

BIKEWAYS

Improving Denver’s System:
- Bikeways, built with permanent materials, connecting fewer places.
How Should Denver Prioritize Transportation Improvements?

What is most important to you?
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Expanding Denver’s System

- More **buses or neighborhood shuttles** connecting more places.

Improving Denver’s System

- Frequent and reliable **buses**, which match the experience of RTD trains, connecting major destinations.
How Should Denver Prioritize Transportation Improvements?

Expanding Denver’s System

What is most important to you?
SELECT ONE OPTION PER TOPIC

Improving Denver’s System

Streets with some shade, grass, and trees exist along many streets in Denver.

Select streets with large trees, generous landscaping, and green spaces exist in Denver.

GREEN SPACES
How Your Input Impacts Future Transportation

**Neighborhood A**

**What is most important to you?**
- Bike paths (Bikeways | Ciclovías)
- Transit (Transit | Tránsito)

**Expansion of Denver's System**
- Expansion of the system in Denver by +85 votes

**Improving Denver's System**
- Improvement in Denver by +30 votes

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**Neighborhood B**

**What is most important to you?**
- Bike paths (Bikeways | Ciclovías)
- Transit (Transit | Tránsito)

**Expansion of Denver's System**
- Expansion of the system in Denver by +85 votes

**Improving Denver's System**
- Improvement in Denver by +30 votes
Next Steps
Plan Development Path

Setting the Foundation
Where are we **now** - and - what do we **value**?

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Thank You

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