

North Metro Area Transportation Corridor Profile and Preliminary Framework Plan:

**A Guide to Implementing Sustainable Communities
Along the North Metro Area Transportation Corridor**

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About this Report

This report documents existing conditions along the North Metro Rail Line and I-25 North (herein identified as the North Area Transportation Corridor) as of June 2015. The baseline data and maps are intended to serve as a foundation for planning how communities can leverage the introduction of commuter rail and bus rapid transit to enhance opportunities in the corridor including transportation, housing, employment, education, public health, environmental quality and recreation. This information represents a “snapshot” in time of conditions when the report was created in June 2015. It will require updates over time to accurately reflect changing conditions and circumstances.

The report also identifies a potential vision for the corridor, a draft set of goals for realizing that vision, specific preliminary recommendations that support the goals, and opportunities and challenges to implementing these goals and achieving the vision. They were developed by a working group comprised of staff from jurisdictions in the North Area Transportation Corridor and are intended to serve as an initial step in planning sustainable, transit-oriented communities in the corridor. Furthermore, developing a common vision and goals, and taking the next steps to implement the work necessary to achieve them will require the active participation of key stakeholders including elected officials, residents and the business community.

This report was created as part of the corridor implementation activities of the Denver Regional Council of Governments (DRCOG) Sustainable Communities Initiative (SCI). In 2011, the Denver region was awarded \$4.5 million from the U.S. Department of Housing and Urban Development (HUD) to support regional, corridor, and site-level planning and implementation activities. The SCI supported a consortium of municipalities, counties, state agencies, housing authorities, nonprofits, corporate interests, philanthropic and academic organizations working together to further enhance and implement Metro Vision, the region’s long-range plan for growth and development, while addressing one of its most pressing and exciting challenges: leveraging the multi-billion dollar expansion of the FasTracks transit system.

Goals of the SCI

The consortium’s overarching goal is to align investments, programs, and policies to maximize the benefits that result from the region’s investment in transit. SCI anticipates a region with:

- Greater access to job opportunities across the entire income spectrum
- Lower combined transportation and housing costs
- Reduced consumption of fossil fuels and strain on natural resources
- Development of mixed-use, pedestrian- and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car

North Area Transportation Corridor Working Group Members (in alphabetical order)

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- Matt LaCerf, Town of Frederick
- Rob Larsen, City of Thornton
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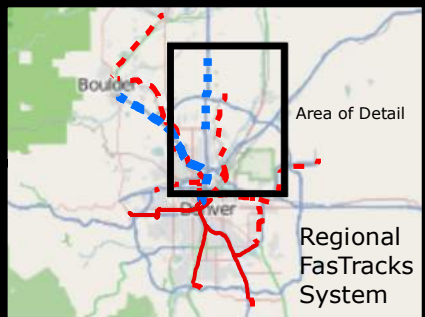
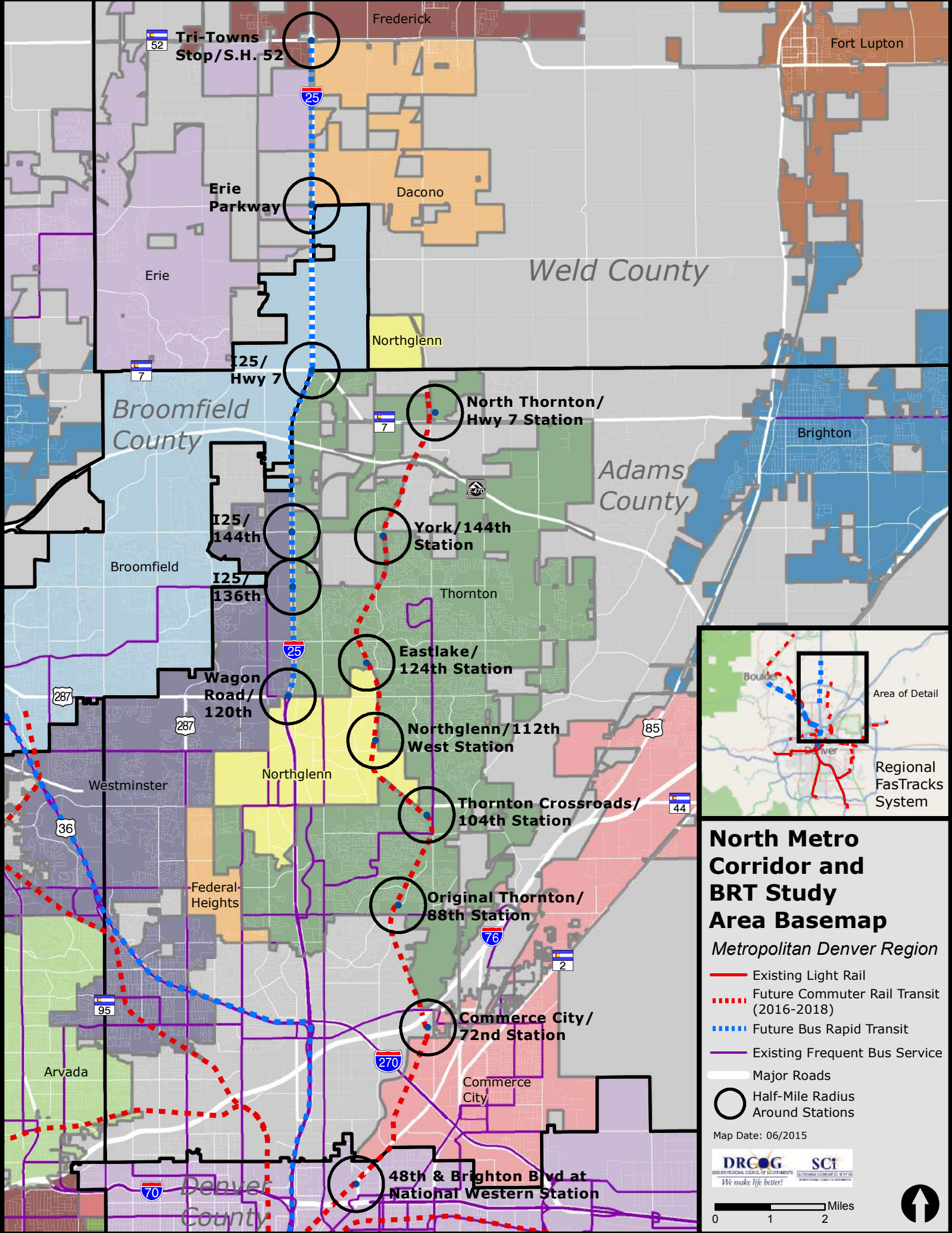
Introduction

The Corridor Profile provides a comprehensive summary of relevant information and strategies for leveraging the introduction of commuter rail and bus rapid transit (BRT) to implement sustainable transit-oriented communities throughout the North Area Transportation Corridor. The North Area Transportation Corridor includes the North Metro Rail transportation shed with the 48th & Brighton at National Western Station in the south to the North Thornton/Hwy 7 Station in the north, and the I-25 BRT transportation shed with Wagon Road in the south to Tri-Towns Stop in the north. (Please see baseline map on the following page.)

This Corridor Profile was drafted by the North Area Transportation Corridor Working Group (CWG) with the assistance of DRCOG staff. The CWG met a total of four times through an expedited six-week corridor planning process. During the same time period, DRCOG staff examined demographic, economic, and real estate conditions at each station and throughout both the North Metro Rail Line and I-25 transportation sheds.

The Corridor Profile also is intended to be a resource for:

- Staff and elected officials in jurisdictions throughout the corridor
- The development and investment community, both private and non-profit, looking to invest in station areas throughout the North Area Transportation Corridor
- RTD and its Board of Directors
- DRCOG and its Board of Directors
- Local and regional economic development agencies
- Potential government and foundation grantors
- Residents throughout the corridor
- Other cities, housing authorities, transit agencies, economic development, and regional governing bodies around the U.S.

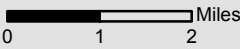


North Metro Corridor and BRT Study Area Basemap

Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Map Date: 06/2015



Vision and Goals

North Area Transportation Corridor Vision

Working collaboratively through a sense of shared purpose, the jurisdictions and partners in the North Area Transportation Corridor seek to enhance multimodal access to housing, jobs, services and amenities by efficiently connecting communities from North Denver to Frederick and from Broomfield to Brighton, through Bus Rapid Transit on I-25 and the North Metro Rail Line. The corridor's diverse transportation connections provide many benefits including access to the key destinations in the Denver metro area, DIA, the mountains and northern Colorado. The integration of all facets of the North Area transportation system including transit, roads and trails encourages smart growth throughout the corridor. Celebrating the corridor's quality schools and abundant open space ensures a family-friendly environment that supports and strengthens the North Area Transportation Corridor communities.

North Area Transportation Corridor Goals

The following goals are not listed by relative importance or priority. They are intended to support the vision through corridor-wide collaboration. Their appropriate application to specific areas and communities will be determined collaboratively and by individual jurisdictions and will change in response to dynamic needs and conditions.

- Cooperation among communities in the corridor related to transportation planning, coordinated growth, and recognition of the unique needs of all communities.
- Develop financial planning mechanisms that support future infrastructure improvements and create alternative financing strategies.
- Provide transportation planning that goes beyond FasTracks, develops multimodal options, and connects transit to suburban communities.
- Provide information to the public about the real cost of transportation and the importance of funding transportation investments.
- Advocate for public-private partnerships.
- Create and preserve parks and open space to provide recreation opportunities.
- Provide and enhance quality housing choices throughout the corridor for new and existing residents.
- Encourage economic development throughout the corridor that provides hubs of activity that are well connected to one another.

The corridor's vision and goals were developed by the CWG using the software tool WIQ; a platform for stakeholder input and collaboration. WIQ provided exercises for CWG members to identify positive and negative elements of the quality of life in the corridor and future opportunities and challenges in the corridor. Please see Appendix B for the responses from WIQ exercises.

Demographic and Economic Characteristics

This summary provides detailed information on the demographic and economic characteristics of those living and working in the North Metro Area Transportation Corridor. The data comes from the American Community Survey (2009-2013). A “station area” is defined as the half-mile radius surrounding the transit station: the distance that can be walked in approximately 20 minutes.

At the time of the American Community Survey (2009-2013), 26,348 people live within the North Metro Area Transportation Corridor. The most dense stations are in the South Thornton area (the Original Thornton/88th Station with 3,799 persons and the Thornton Crossroads/104th Station with 3,149 persons) and in the Northglenn area (with 4,618 persons at the Northglenn/112th West Station and 3,629 persons at the Wagon Road Station). Northern stations are less populated with only a few hundred persons living around the Erie Parkway Station and the Tri-Town Stop and the I25/Hwy 7 Station. Most of the population (60 percent) is white and under 40. The median household income is close to the 2010 regional median income of \$61,225. Those averages, however, hide a lot of differences among the communities in the North Metro Area Transportation Corridor.

The corridor has a clear south-north distribution of income. Median household income increases when moving from south to north with residents in the Commerce City/72nd Station area earning a median annual income of \$33,260 while residents around the I25/Hwy7 Station earn a median annual income of \$117,000. Only a small percent of the households live on less than \$25,000 per year in the communities in the northern part of the corridor, while a third of households at that level of income live around the 48th & Brighton Blvd at National Western Station. These income differences correlate with education attainment; communities in the northern part of the corridor are twice as likely to have attended college and to have obtained a bachelor’s degree as communities in the southern part of the corridor. The demographic characteristics of the population are as stratified as the income distribution. Communities in the northern part of the corridor are mostly white (70-80 percent); communities in the southern part of the corridor have a large Hispanic population (30-60 percent). The age distribution does not appear to follow the south-north pattern; although the northern communities (the Erie Parkway Station and the I25/Hwy 7 Station) have a higher portion (26 percent) of residents over 60.

Most of the jobs are concentrated around the stations in the southern part of the corridor with the Commerce City/72nd Station, the 48th & Brighton Blvd at National Western Station, the Wagon Road Station, and the Eastlake/124th Station, each with 1,000-3,000 jobs. Other station neighborhoods have much lower jobs density with only a few hundred jobs within a half-mile radius of the station. Dominant sectors of employment are manufacturing around the Commerce City/72nd Station and the 48th & Brighton Blvd at National Western Station, and medical and education sectors around the Wagon Road Station. In the North Metro Area Transportation Corridor, 22 percent of the jobs pay less than \$1,250 per month.

Despite having higher median incomes, populations in the northern part of the corridor spend a larger portion of their income on combined housing and transportation costs. On average, in the vicinity of the Erie Parkway Station, the I25/Hwy 7 Station, the North Thornton/Highway 7 Station, and the York/144th

Station at least 60 percent of household income is spent on housing and transportation. In the southern part of the corridor, less than 50 percent of household income is spent on housing and transportation costs. One explanation is that a vast majority of residents in the communities in the northern part of the corridor are homeowners, while 56 percent of residents are renters in the 48th & Brighton Blvd at National Western Station. A second explanation is that households in the northern part of the corridor own more cars, with a least two cars per household.

In summary, stations in the southern part of the North Metro Area Transportation Corridor predominantly have a mix of production and manufacturing jobs while communities further north become increasingly residential with more educated, wealthier residents who spend more on housing and transportation costs.

Table 1: Demographic Table for the North Metro Rail Transportation Shed. Source: ACS (2009-2013)

Station	North Metro Total	48th & Brighton Blvd	Commerce City	Thornton /88th	Thornton Crossroads	Northglenn /112th	Eastlake	York	Thornton/Hwy 7
Population	19,157	1,958	595	3,799	3,149	4,618	2,552	2,253	233
Race/Ethnicity									
% African American	1.8%	5.0%	1.8%	1.1%	0.5%	1.7%	3.1%	0.6%	0.4%
% Asian	3.2%	0.5%	0.2%	0.9%	4.5%	1.4%	6.7%	8.6%	1.7%
% Other	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.3%	0.4%
% White	54.9%	12.1%	30.4%	41.0%	53.7%	64.9%	73.7%	79.0%	85.4%
% Hispanic	37.9%	80.9%	65.9%	53.8%	37.9%	29.8%	15.9%	10.7%	10.3%
Age Characteristics									
% Under 18	28.6%	34.4%	34.1%	30.7%	27.4%	24.6%	23.5%	33.5%	34.8%
% 18-24	9.7%	11.1%	10.9%	10.7%	8.3%	10.7%	12.5%	3.4%	6.9%
% 25-39	25.7%	24.4%	20.5%	21.8%	27.4%	26.1%	30.1%	27.4%	21.0%
% 40-59	24.5%	20.9%	22.4%	25.9%	24.2%	24.5%	22.2%	28.2%	31.8%
% over 60	11.5%	9.3%	11.9%	10.8%	12.8%	14.1%	11.5%	7.6%	5.6%
Education Attainment									
High School or less	35.6%	74.6%	69.6%	60.7%	45.5%	47.0%	38.5%	19.5%	22.8%
Some college	32.2%	14.1%	27.3%	30.9%	32.9%	35.6%	34.8%	28.9%	30.1%
Bachelor's or more	21.2%	11.2%	3.1%	8.4%	21.6%	17.3%	26.6%	51.6%	47.1%
Household Income									
Med HH Income	\$ 62,163	\$33,260	\$ 39,733	\$46,194	\$ 66,713	\$ 63,387	\$56,057	\$ 108,058	\$110,000
Less than \$25,000	15.1%	34.9%	22.3%	17.2%	13.4%	15.7%	11.9%	3.0%	1.4%
\$25,000-\$50,000	26.2%	32.4%	46.4%	37.2%	21.3%	20.4%	33.2%	11.5%	10.8%
\$50,000 - \$75,000	19.6%	16.0%	13.9%	21.5%	22.8%	23.8%	14.7%	12.9%	21.6%
Over \$75,000	39.0%	16.2%	18.1%	24.1%	42.3%	40.1%	40.1%	72.3%	66.2%
Housing Tenure									
% Renter	32.1%	55.9%	38.1%	30.4%	28.7%	27.5%	50.2%	8.6%	13.3%
% Homeowner	67.9%	44.1%	61.9%	69.6%	71.3%	72.5%	49.8%	91.3%	86.7%
Commuting									
SOV	79.1%	66.3%	73.7%	83.5%	84.0%	79.2%	75.4%	78.5%	82.9%
Carpool	10.8%	18.7%	21.5%	8.9%	9.9%	9.8%	12.9%	7.2%	10.9%
Transit	3.7%	7.1%	1.0%	3.6%	3.2%	4.3%	2.1%	4.0%	1.6%
Walking	0.7%	2.6%	3.3%	0.6%	0.1%	1.0%	0.0%	0.4%	0.0%
Biking	0.6%	1.4%	0.0%	0.9%	0.0%	0.6%	1.1%	0.0%	0.0%
Vehicle Ownership									
% 0-1 car HH	32.5%	45.9%	31.9%	35.3%	34.6%	28.6%	40.9%	14.1%	16.2%
Avg # of vehicle/HH	2.0	1.7	2.0	2.1	1.9	2.1	1.8	2.3	2.1
Avg Housing & Trans Cost	47.6%	36.5%	42.6%	45.0%	45.9%	47.5%	45.8%	60.5%	66.0%

Table 2: Demographic Table for the I-25 BRT Transportation Shed. Source: ACS (2009-2013)

Station	I-25 Total	Wagon Road	I25/136th	I25/144th	I25/Hw7	Erie Parkway	Tri-Towns Stop
Population	3,652	3,629	1,886	1,190	237	109	230
Race/Ethnicity							
% African American	2.0%	3.0%	1.6%	1.2%	0.4%	0.0%	0.4%
% Asian	5.4%	3.8%	8.5%	7.8%	3.0%	3.7%	0.0%
% Other	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%
% White	70.6%	63.7%	74.6%	75.7%	86.1%	87.2%	73.0%
% Hispanic	20.0%	28.3%	13.6%	12.4%	6.3%	5.5%	25.7%
Age Characteristics							
% Under 18	26.5%	23.9%	28.7%	29.7%	28.7%	22.0%	23.9%
% 18-24	8.9%	12.5%	5.9%	5.8%	3.4%	6.4%	5.7%
% 25-39	23.1%	28.1%	19.2%	18.5%	17.3%	16.5%	20.9%
% 40-59	28.3%	22.7%	33.9%	34.3%	24.1%	28.4%	32.6%
% over 60	13.2%	12.8%	12.2%	11.6%	26.2%	26.6%	17.4%
Education Attainment							
High School or less	35.6%	45.9%	27.6%	25.9%	16.9%	25.0%	49.4%
Some college	32.2%	34.6%	31.1%	30.9%	25.6%	25.0%	26.8%
Bachelor's or more	32.3%	19.5%	41.2%	43.2%	57.5%	50.0%	25.0%
Household Income							
Med HH Income	\$ 66,041	\$ 41,167	\$ 88,870	\$ 92,605	\$ 117,471	\$ 109,966	\$ 68,455
Less than \$25,000	17.0%	24.8%	9.8%	8.5%	3.4%	4.9%	12.2%
\$25,000-\$50,000	26.8%	38.1%	15.4%	13.5%	9.1%	12.2%	27.8%
\$50,000 - \$75,000	17.8%	18.0%	17.6%	17.5%	20.5%	17.1%	16.7%
Over \$75,000	38.4%	19.2%	57.0%	60.8%	64.8%	61.0%	43.3%
Housing Tenure							
% Renter	38.9%	67.7%	16.2%	12.9%	8.9%	11.0%	20.0%
% Homeowner	61.1%	32.3%	83.7%	87.1%	91.1%	89.0%	80.9%
Commuting							
SOV	76.4%	75.3%	76.2%	77.0%	76.5%	77.1%	83.2%
Carpool	10.5%	10.1%	12.6%	11.1%	7.1%	8.3%	11.2%
Transit	4.0%	5.1%	3.3%	3.3%	3.1%	2.1%	0.8%
Walking	2.2%	4.2%	0.3%	0.7%	0.0%	0.0%	0.0%
Biking	0.5%	0.8%	0.3%	0.2%	0.0%	0.0%	0.0%
Vehicle Ownership							
% 0-1 car HH	40%	55%	27%	22%	25%	22%	27%
Avg # of vehicle/HH	1.8	1.5	2.1	2.2	1.9	2.2	2.2
Avg Housing & Transportation Costs	44.4%	38.0%	55.5%	58.2%	59.1%	63.0%	67.0%

Race/Ethnicity: North Metro Rail

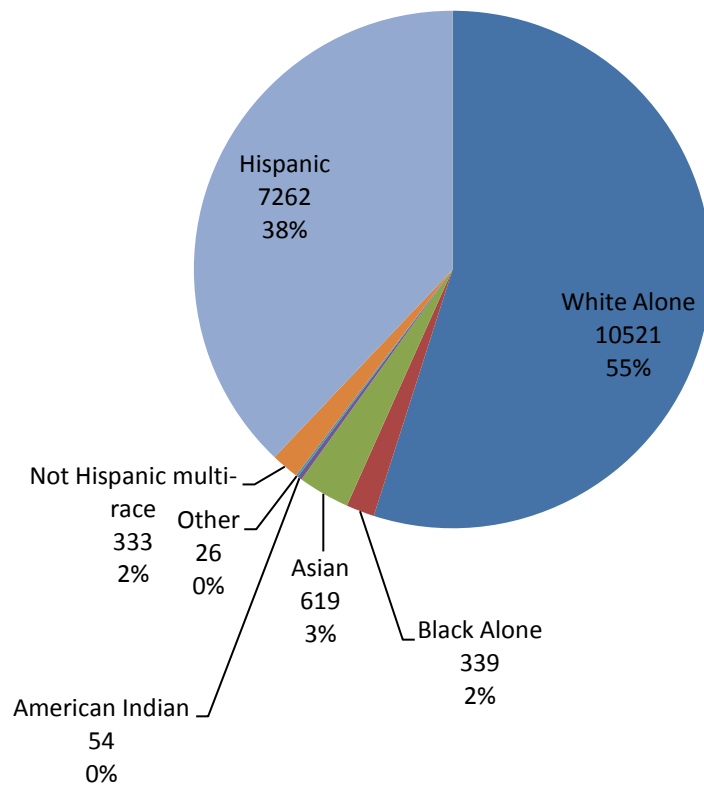


Figure 1: Race/Ethnicity Distribution in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

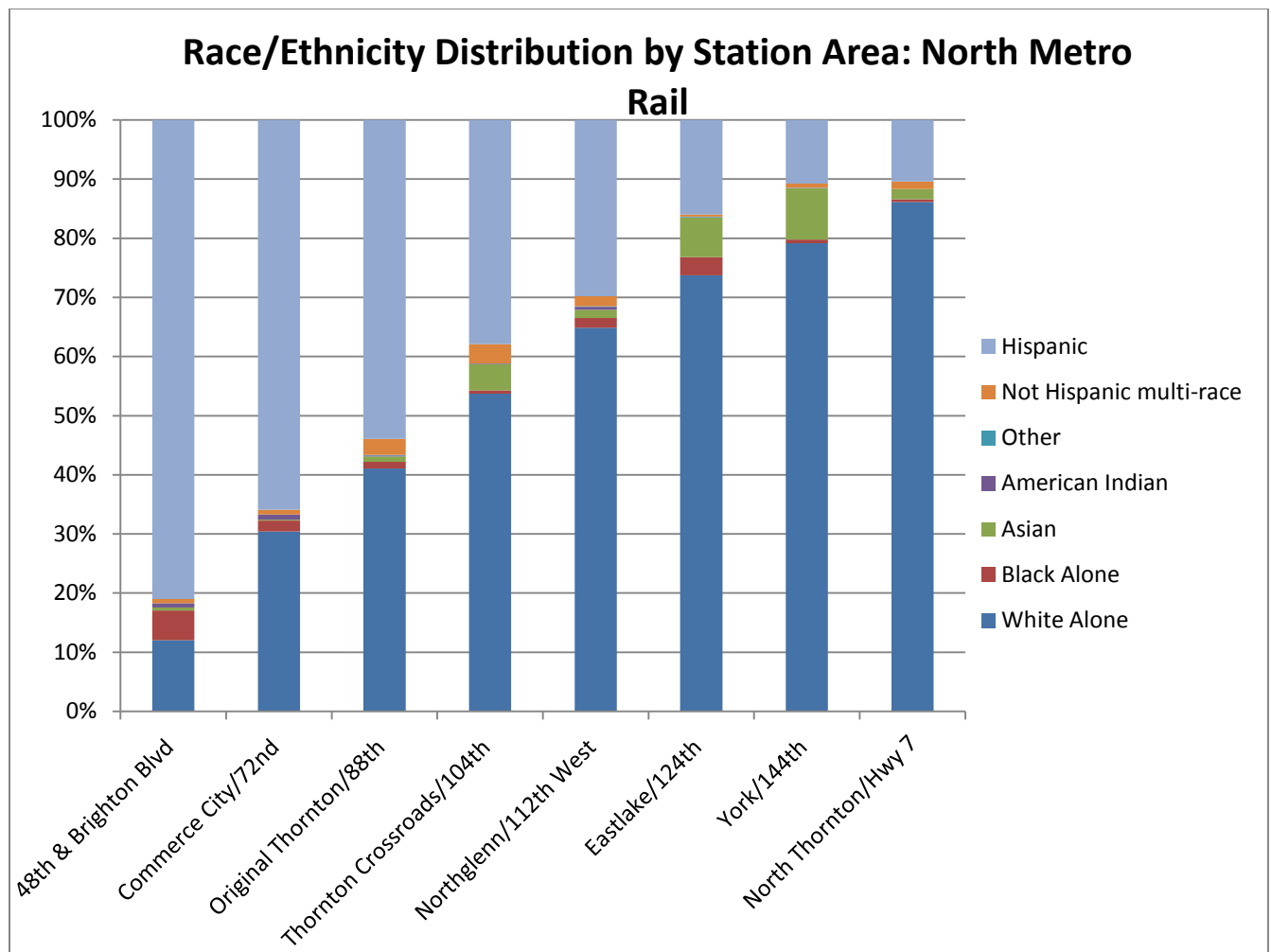


Figure 2: Race/Ethnicity by Station in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

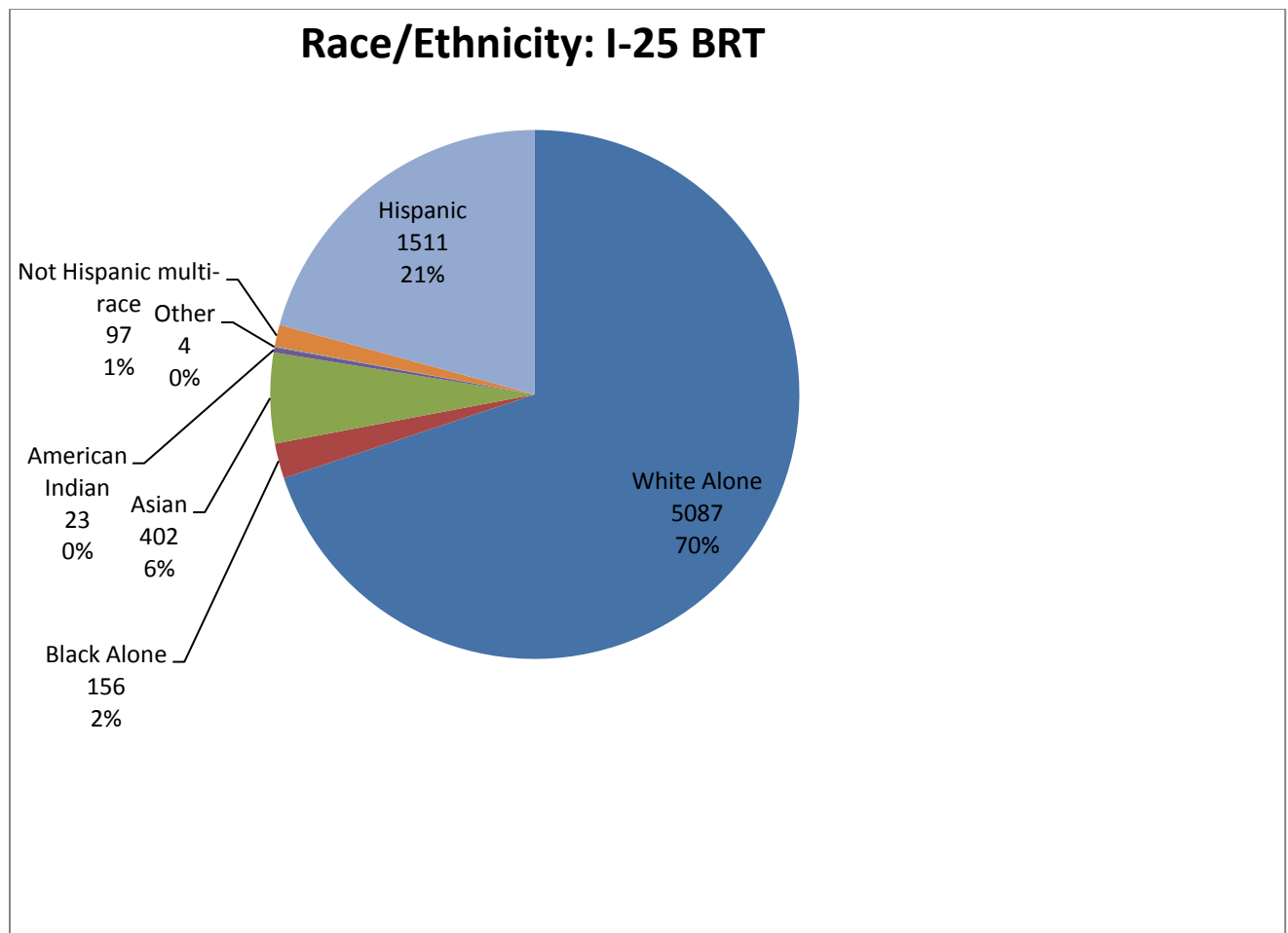


Figure 3: Race/Ethnicity Distribution in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

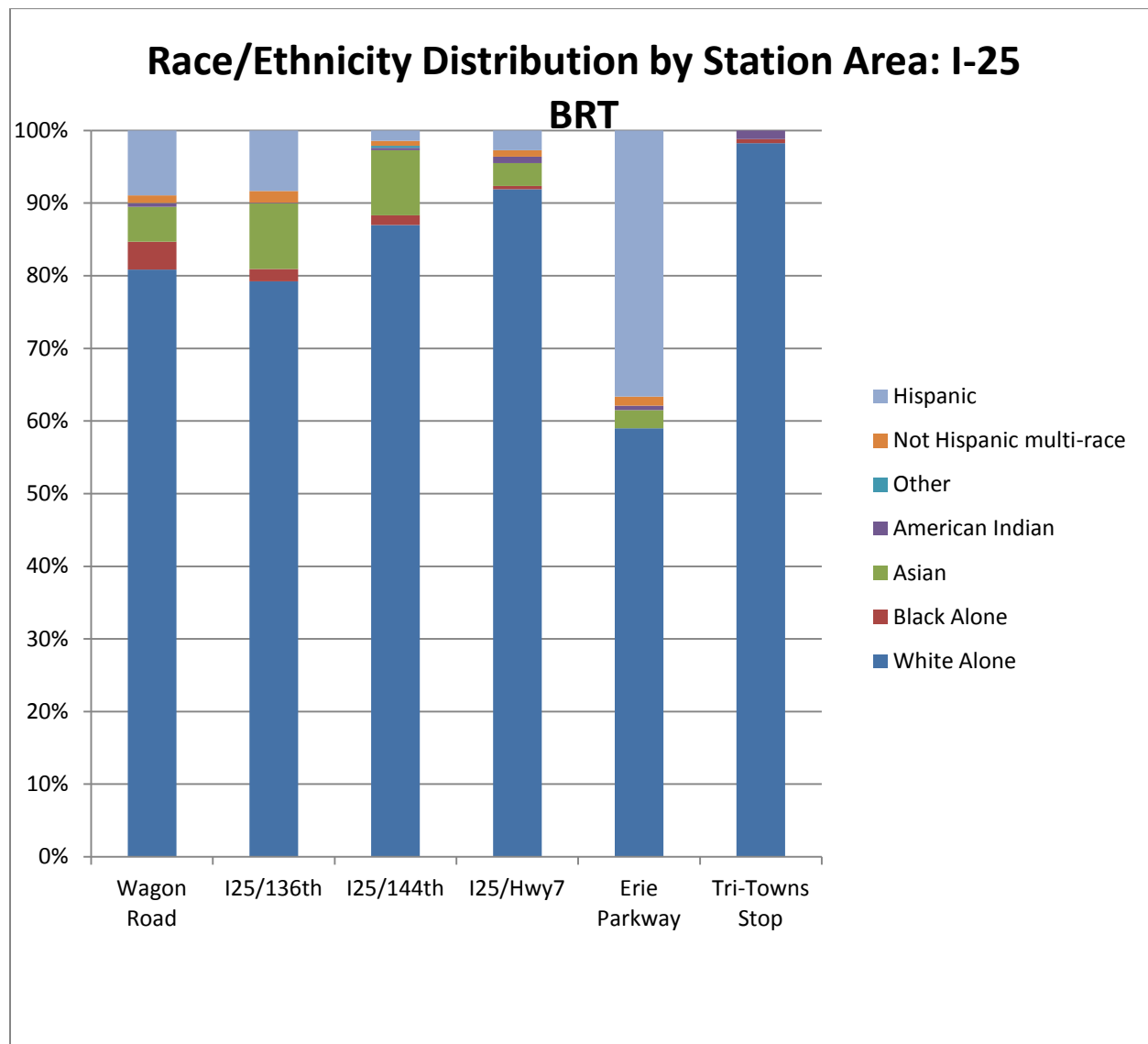


Figure 4: Race/Ethnicity by Station in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

House Mix Distribution: North Metro Rail

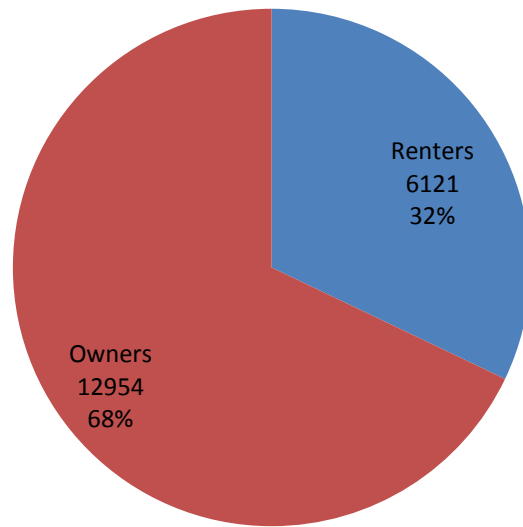


Figure 5: House Mix in the North Metro Rail Transportation Shed. Renters are the residents living in renter-occupied units; owners are residents living in owner-occupied units. Source ACS (2009-2013).

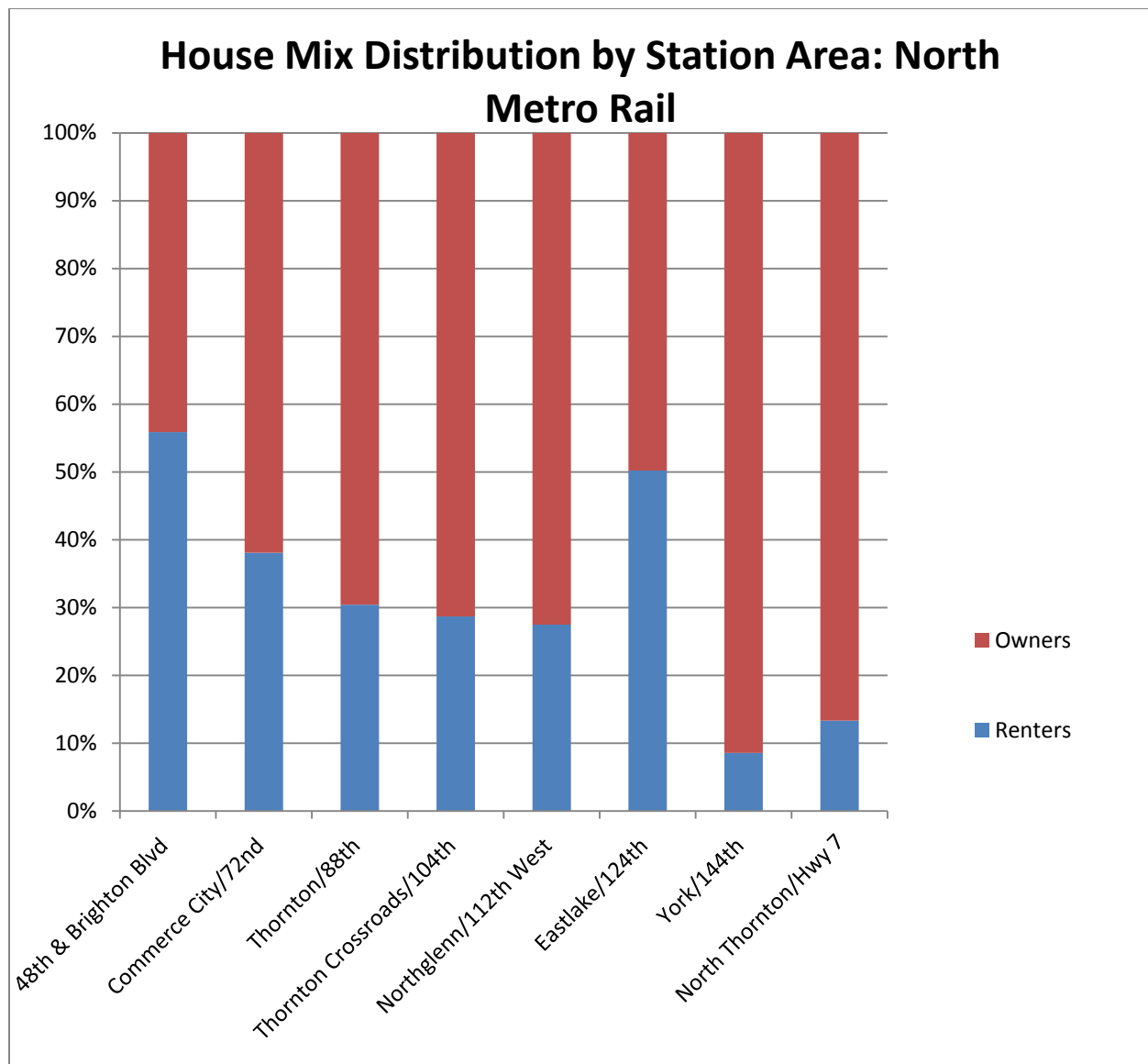


Figure 6: House Mix by Station Area in the North Metro Rail Transportation Shed. Renters are the residents living in renter-occupied units; owners are residents living in owner-occupied units. Source ACS (2009-2013).

House Mix Distribution: I-25 BRT

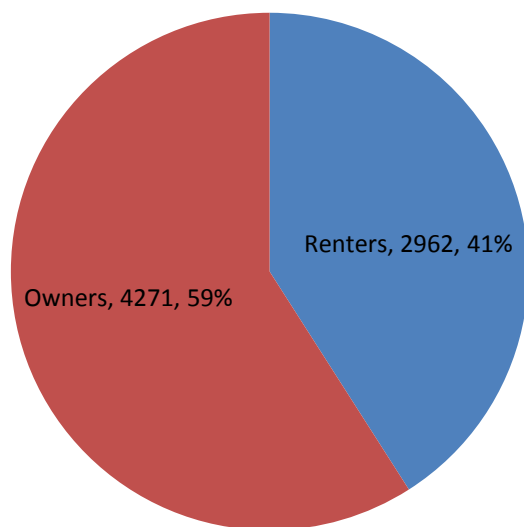


Figure 7: House Mix in the I-25 BRT Transportation Shed. Renters are the residents living in renter-occupied units; owners are residents living in owner-occupied units. Source ACS (2009-2013).

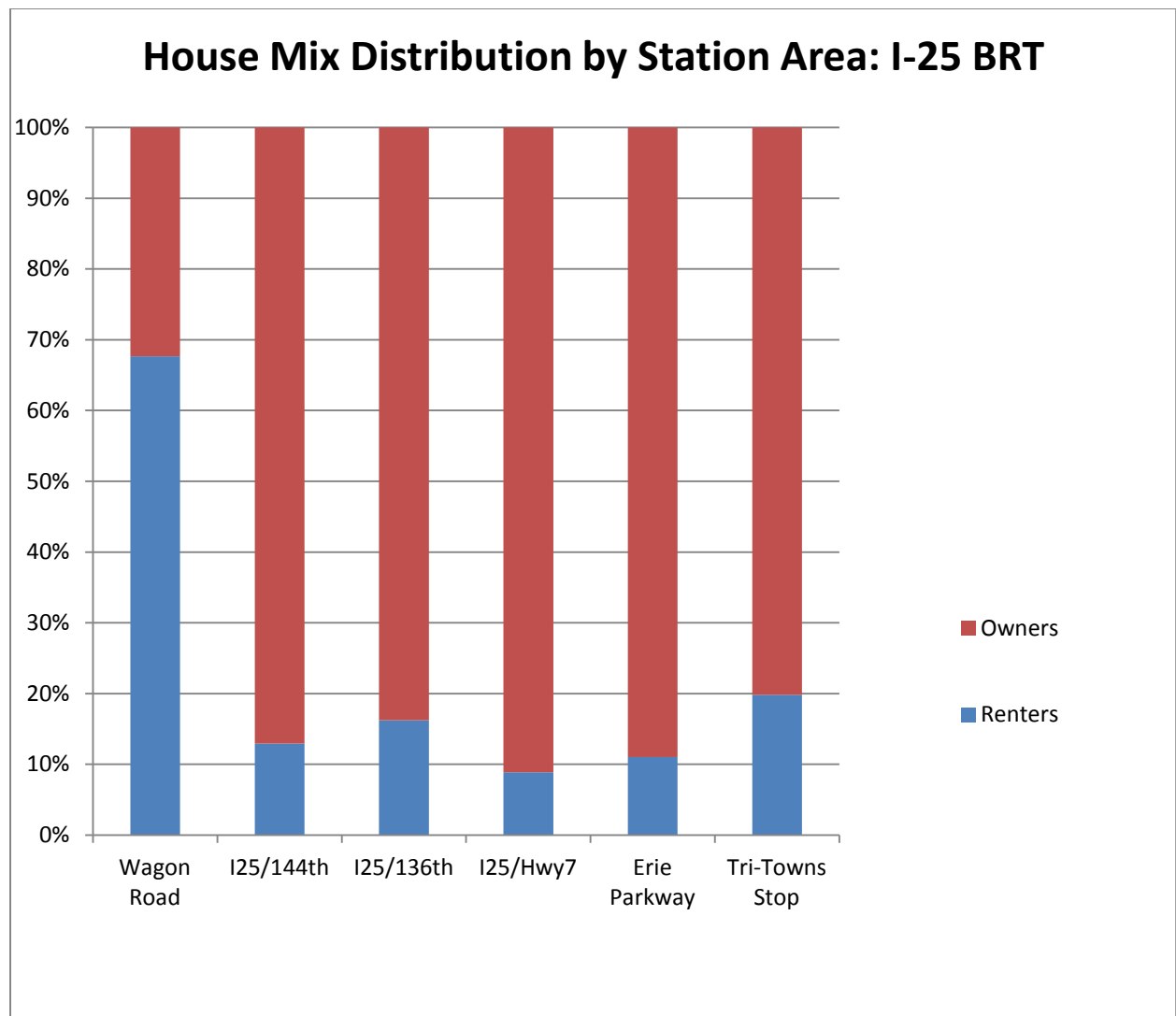


Figure 8: House Mix by Station Area in the I-25 BRT Transportation Shed. Renters are the residents living in renter-occupied units; owners are residents living in owner-occupied units. Source ACS (2009-2013).

Vehicle Availability: North Metro Rail

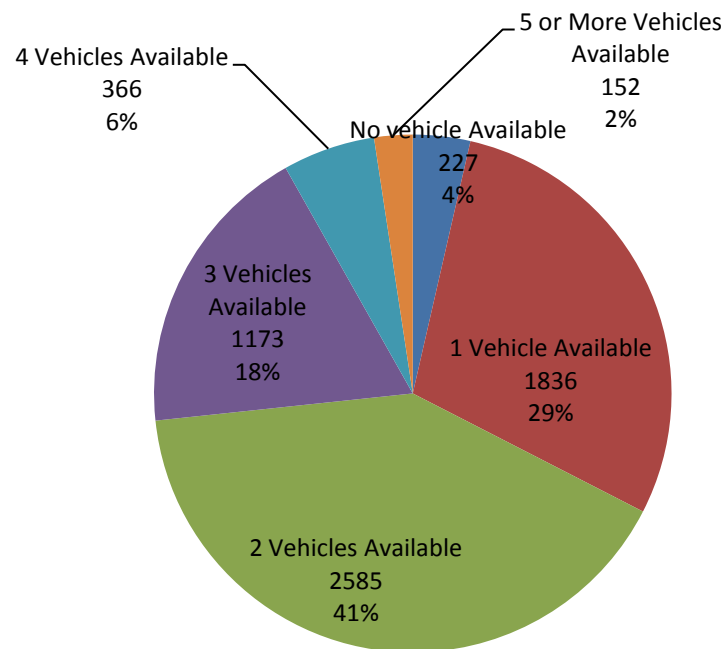


Figure 9: Vehicle Ownership Distribution in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

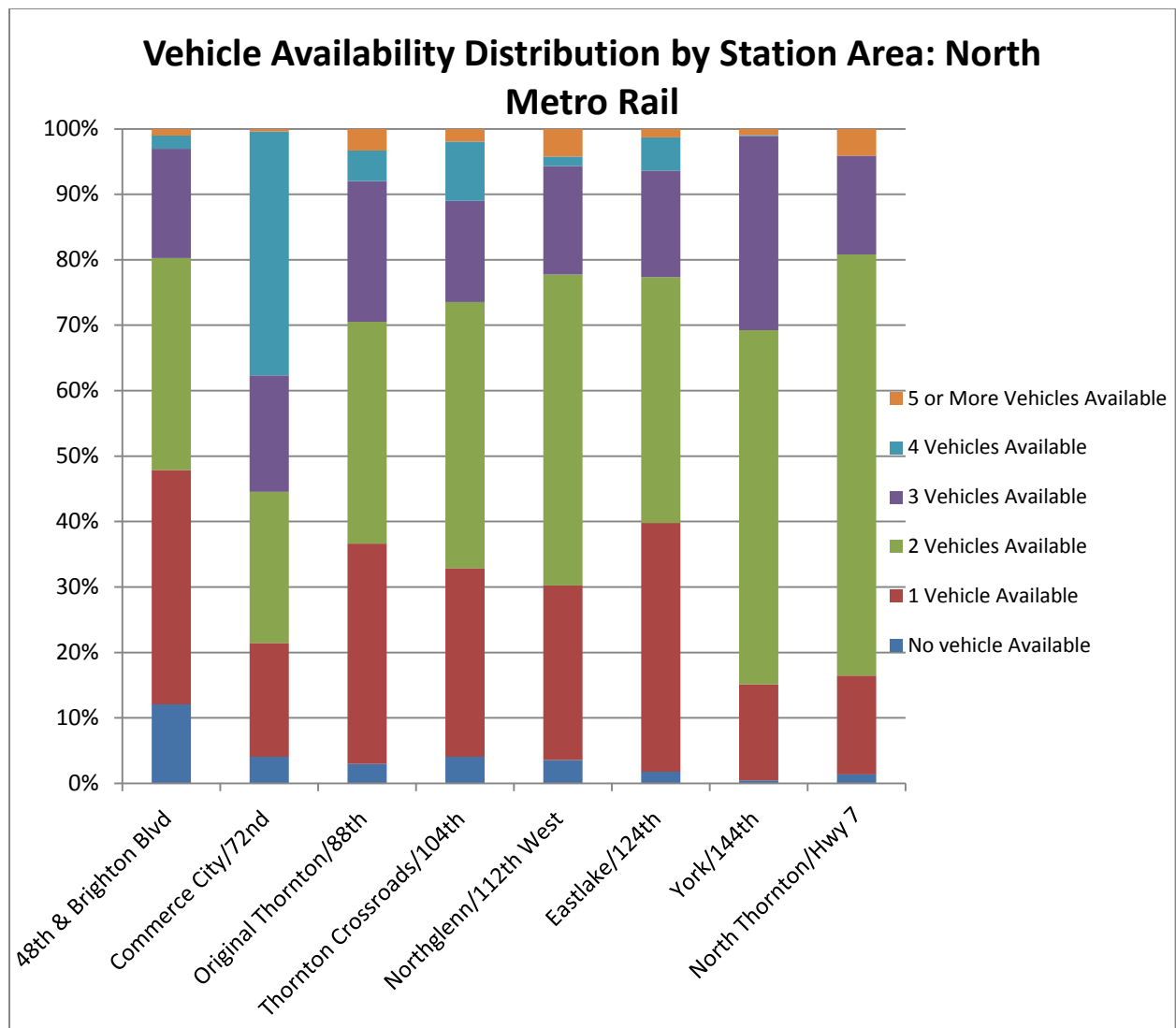


Figure 10: Vehicle Ownership Distribution by Station in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

Vehicle Availability: I-25 BRT

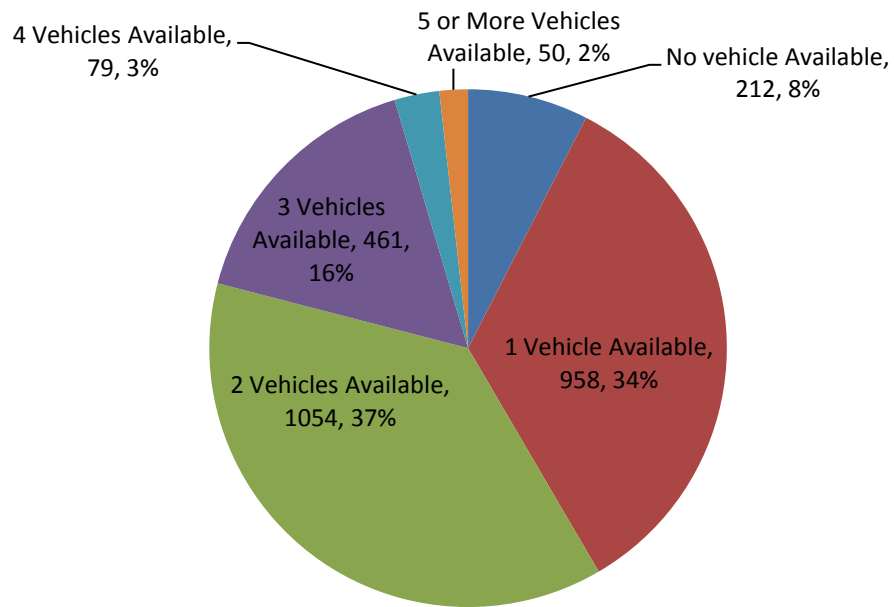


Figure 11: Vehicle Ownership Distribution in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

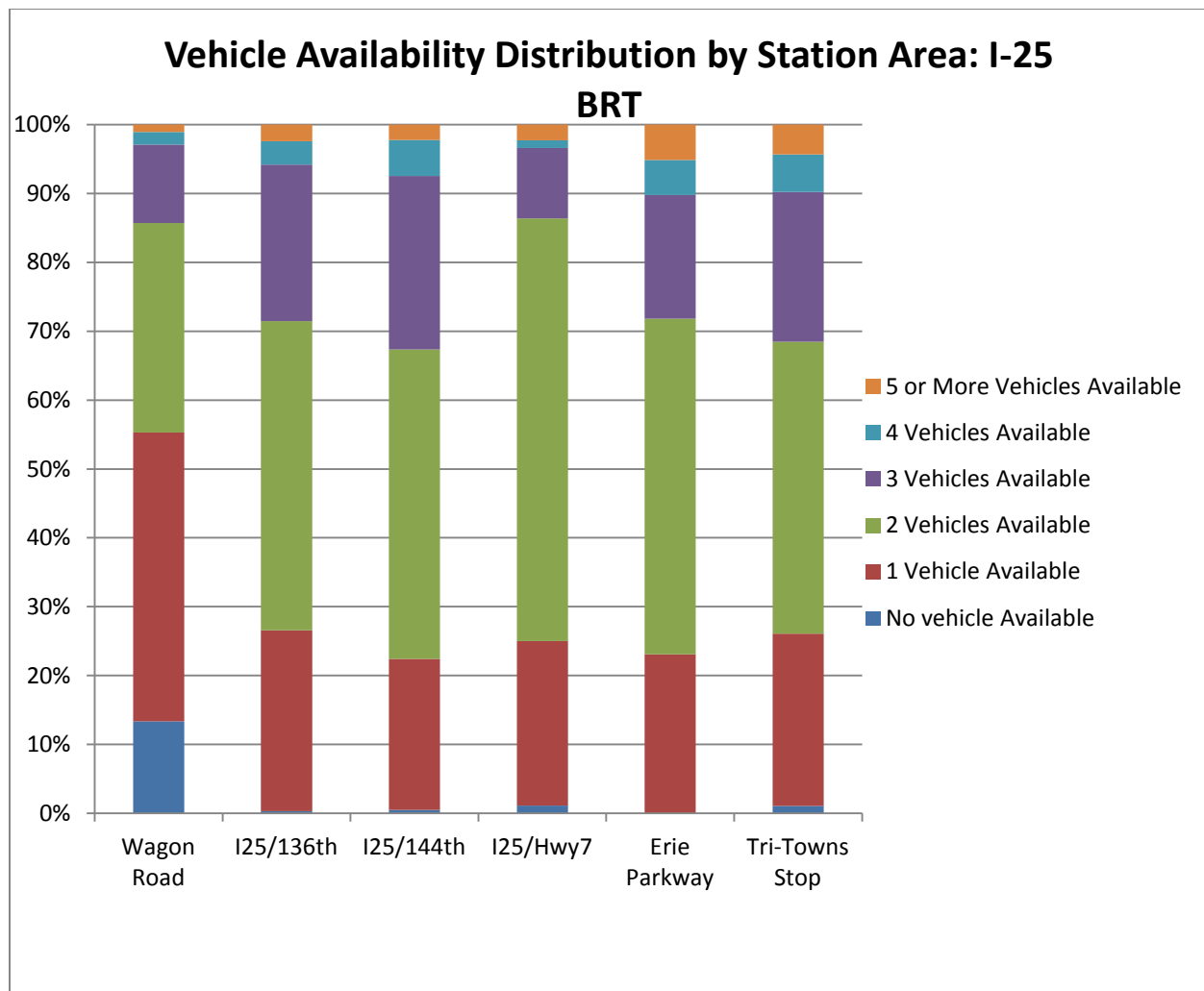


Figure 12: Vehicle Ownership Distribution by Station in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

Commute Modes: North Metro Rail

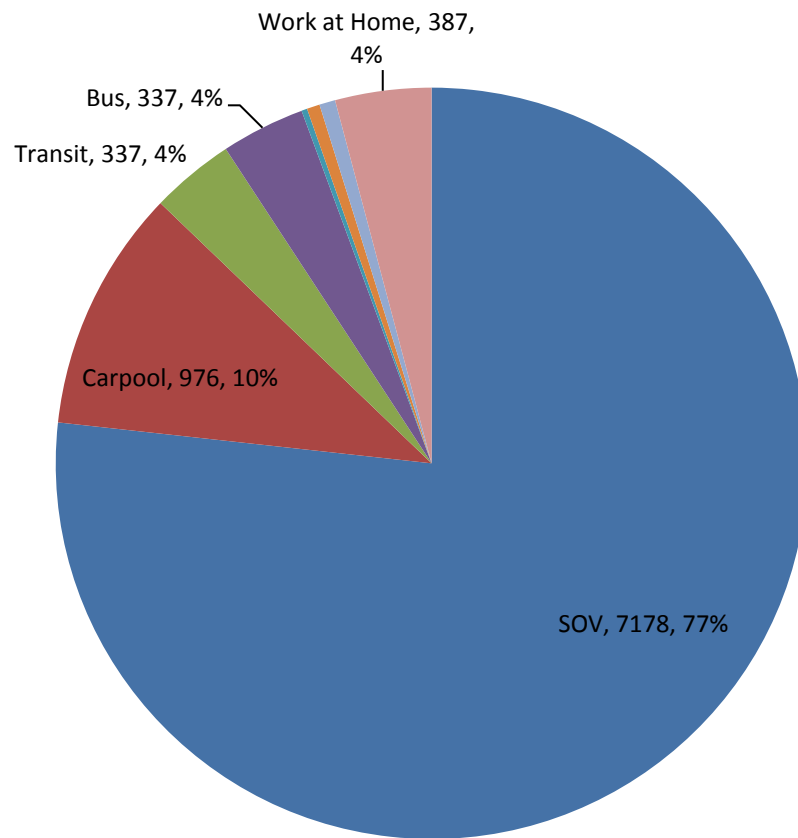


Figure 13: Commute Modes in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

(SOV = Single Occupancy Vehicle)

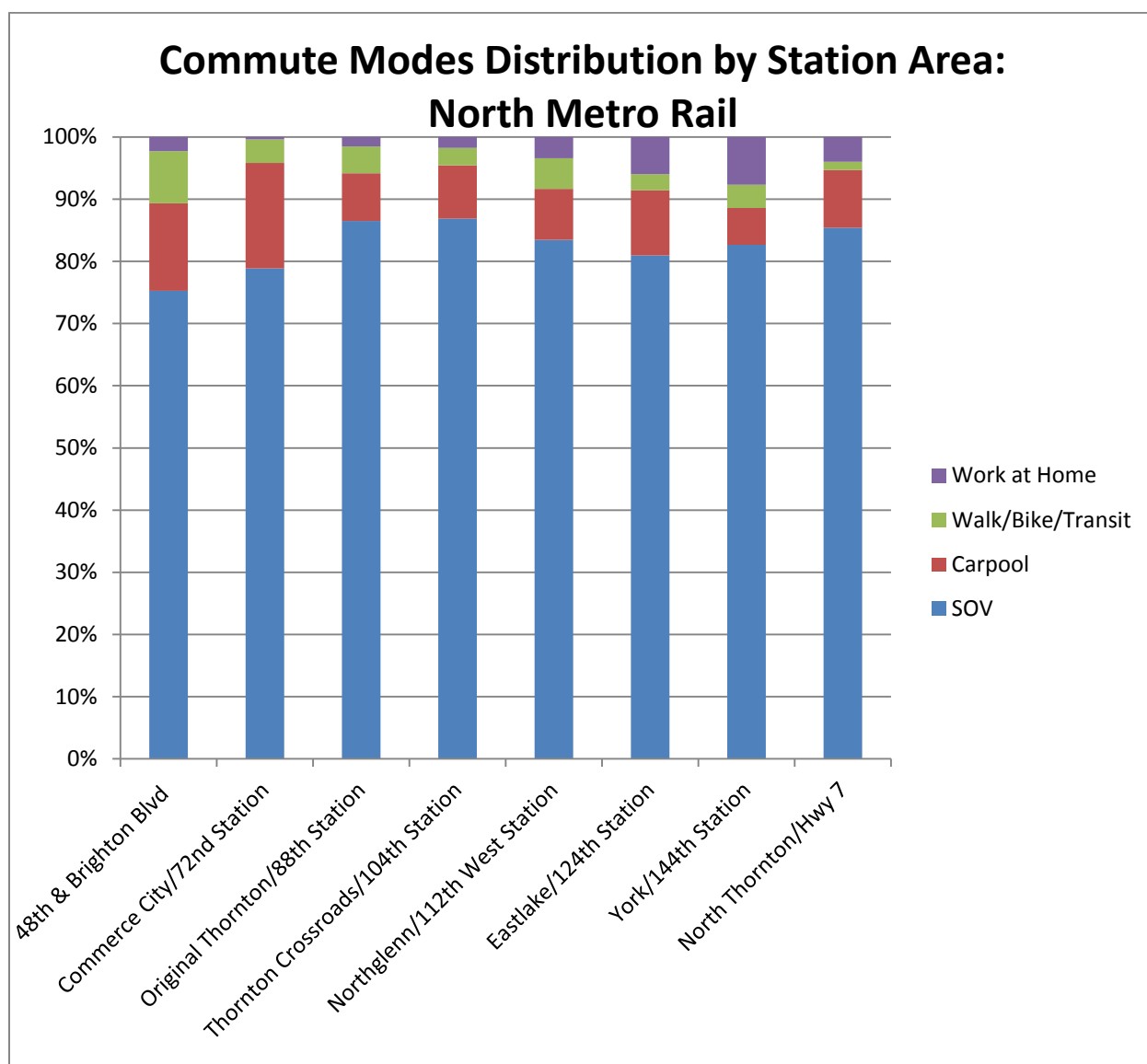


Figure 14: Commute Modes by Distribution by Station in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

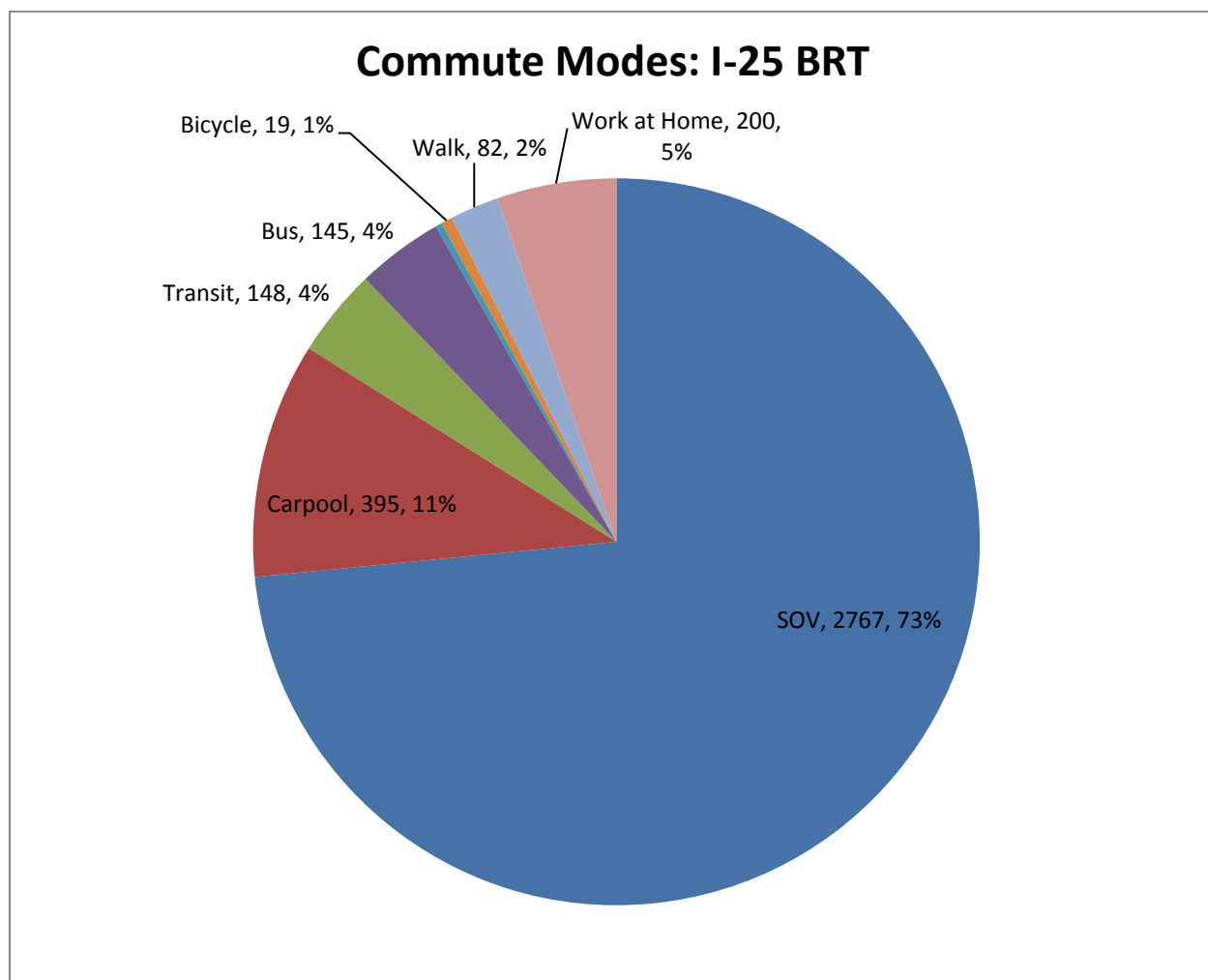


Figure 15: Commute Modes in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

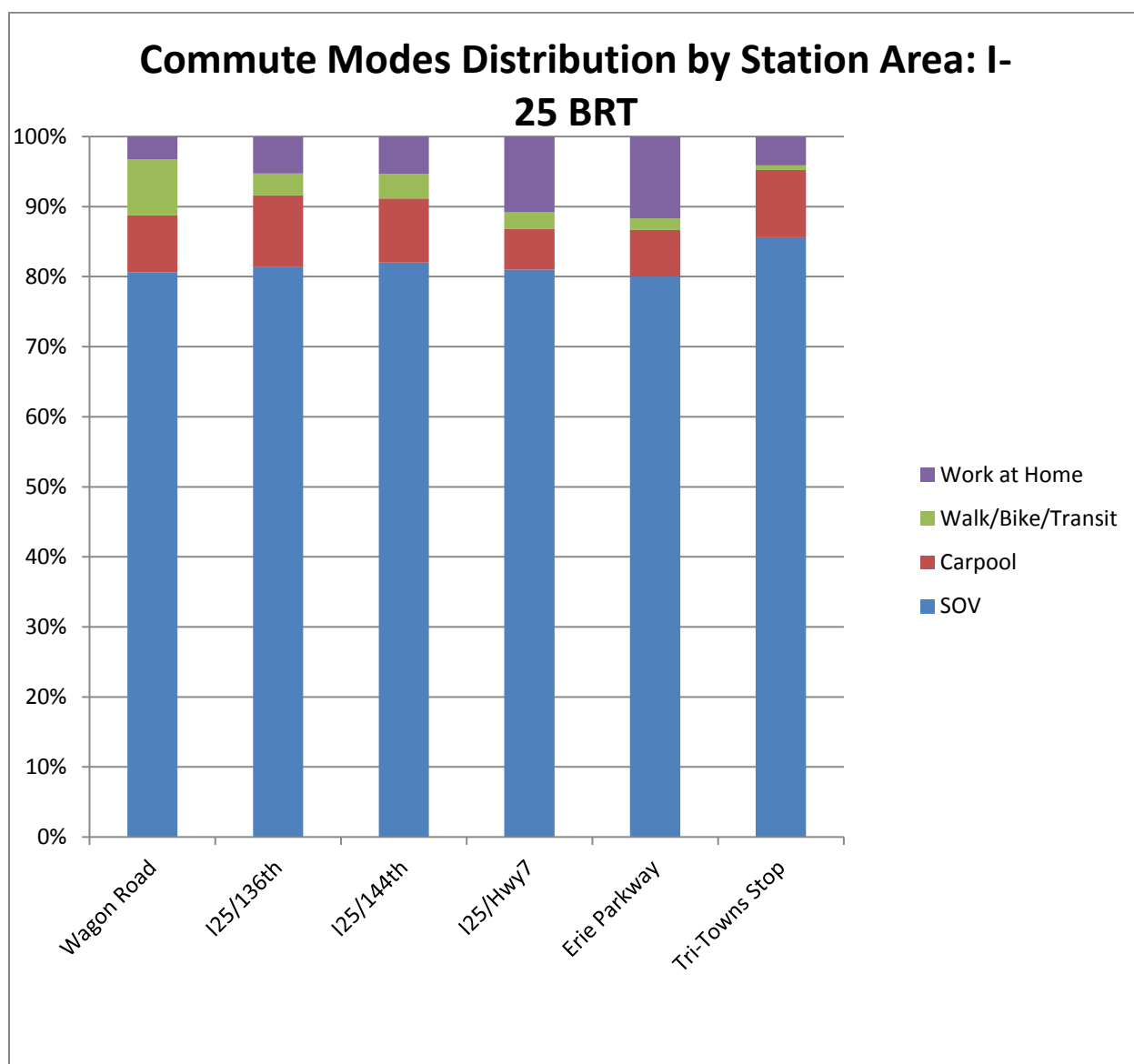


Figure 16: Commute Modes by Distribution by Station in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

Education Attainment: North Metro Rail

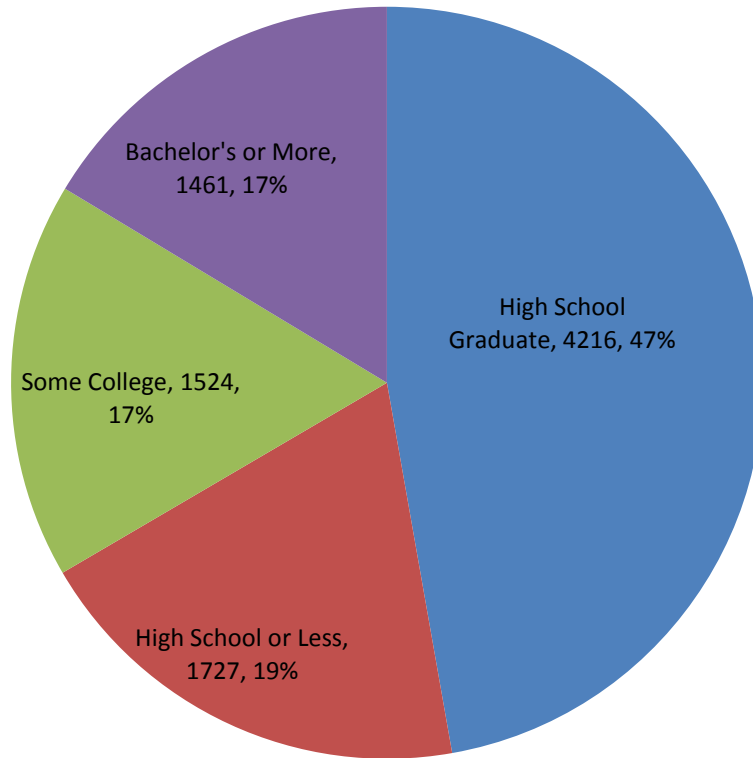


Figure 17: Education Attainment in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

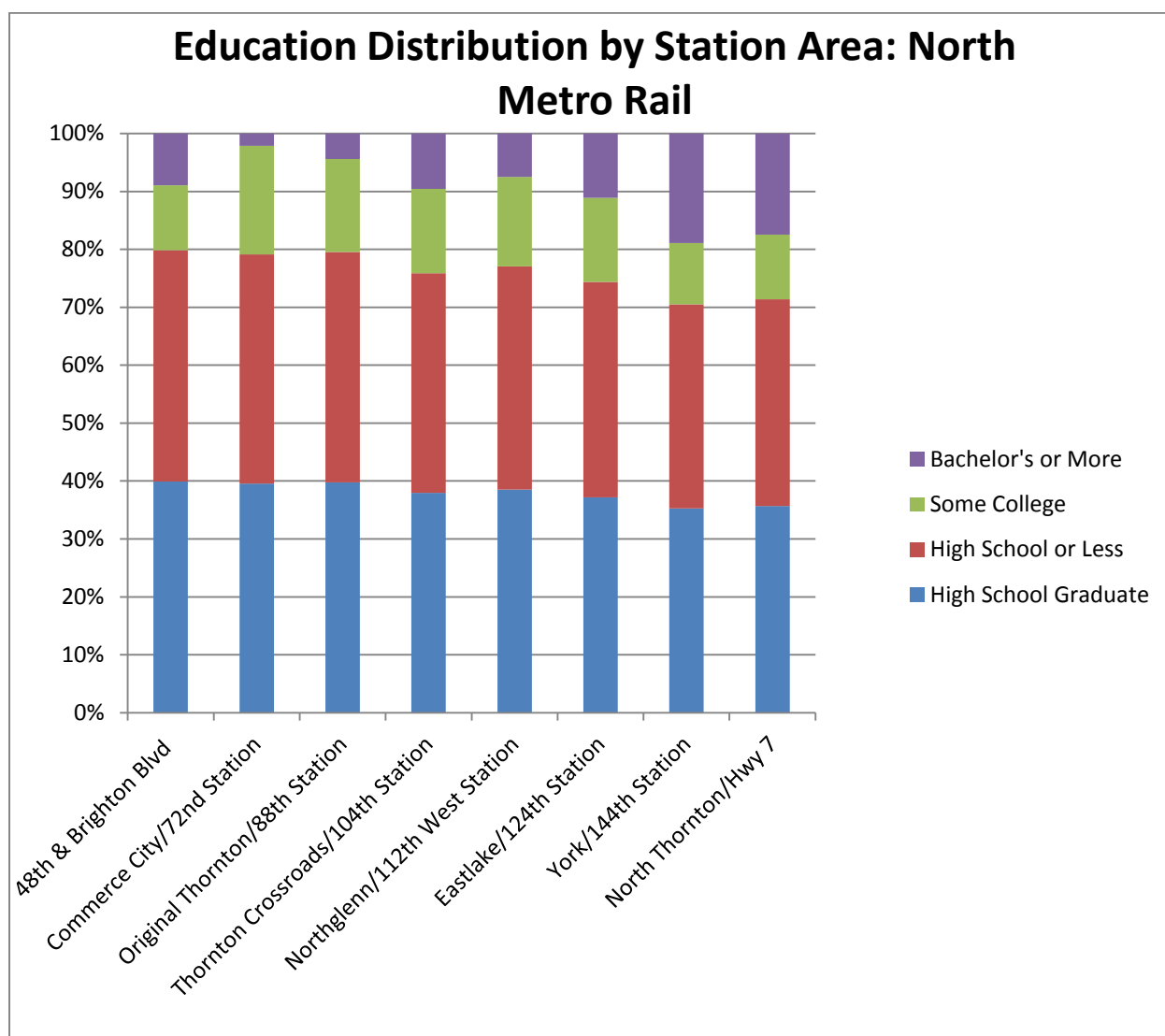


Figure 18: Education Distribution by Station in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

Education Attainment: I-25 BRT

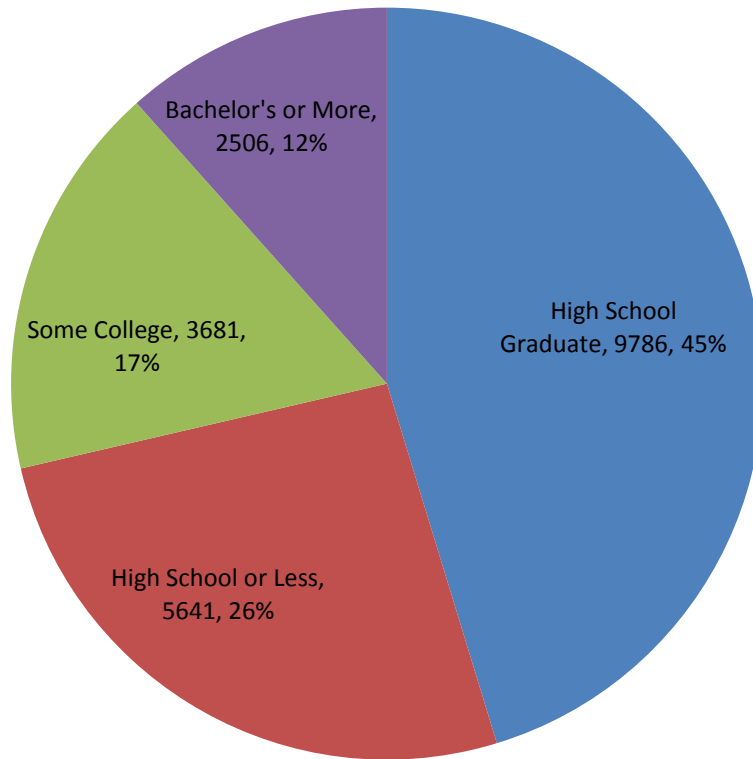


Figure 19: Education Attainment in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

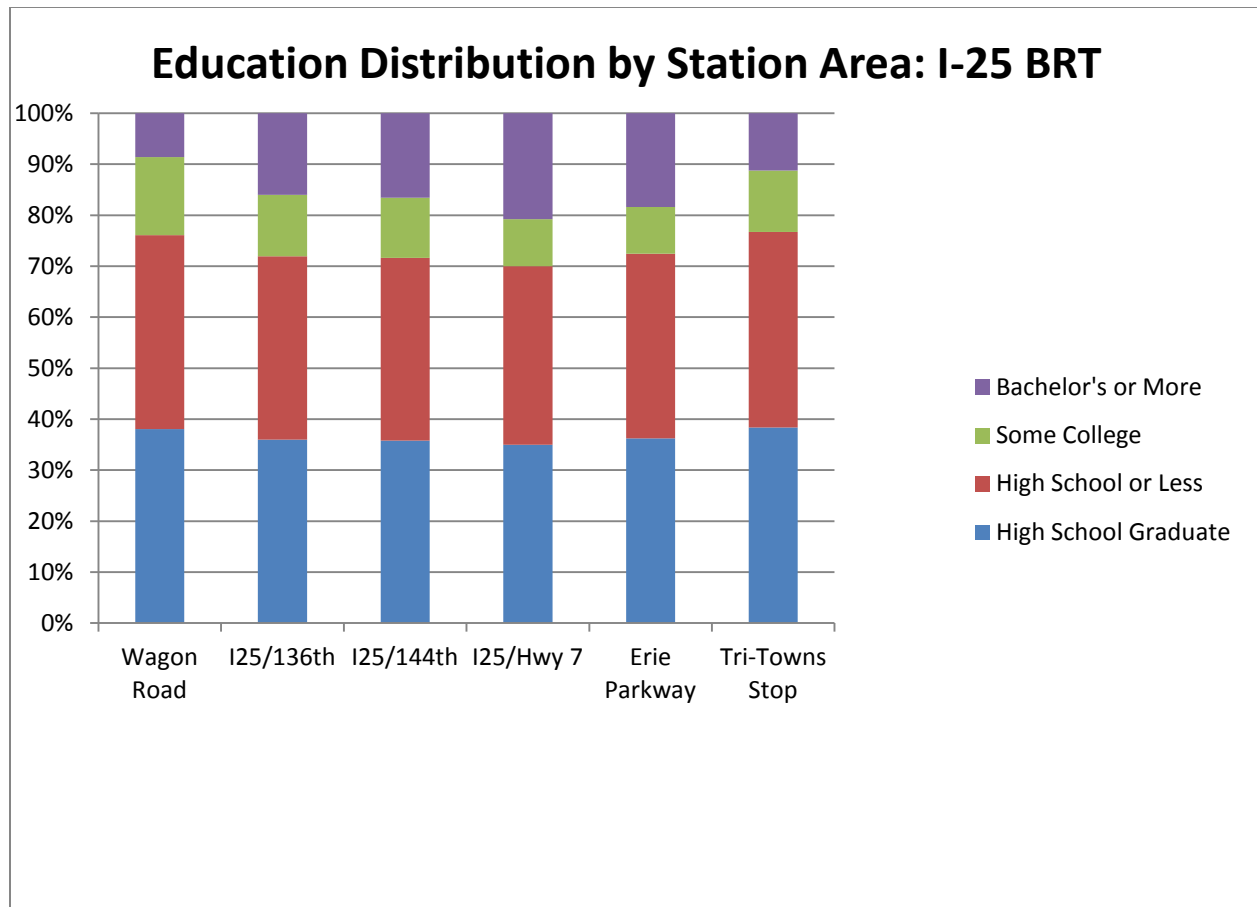


Figure 20: Education Distribution by Station in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

Household Income: North Metro Rail

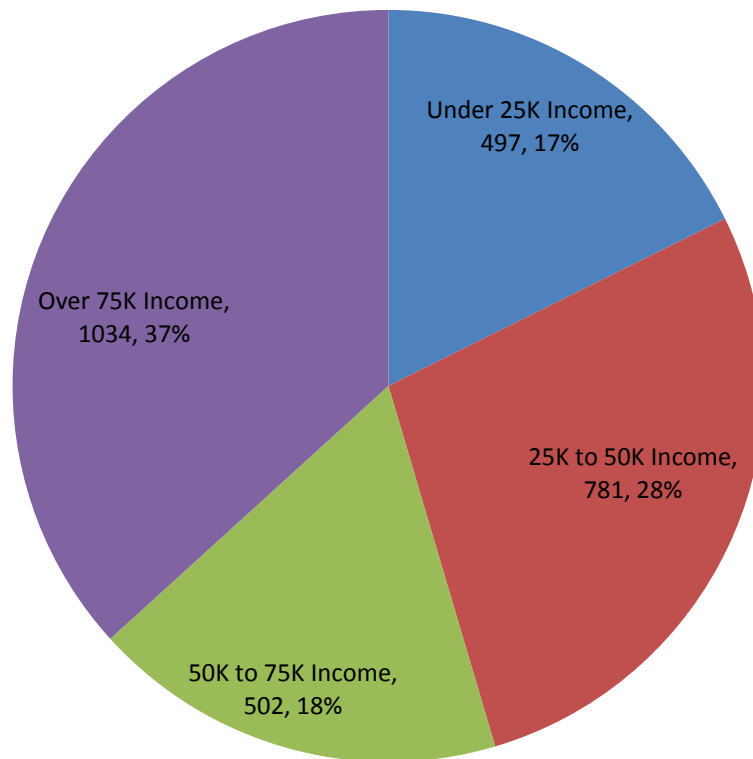


Figure 21: Income Share in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

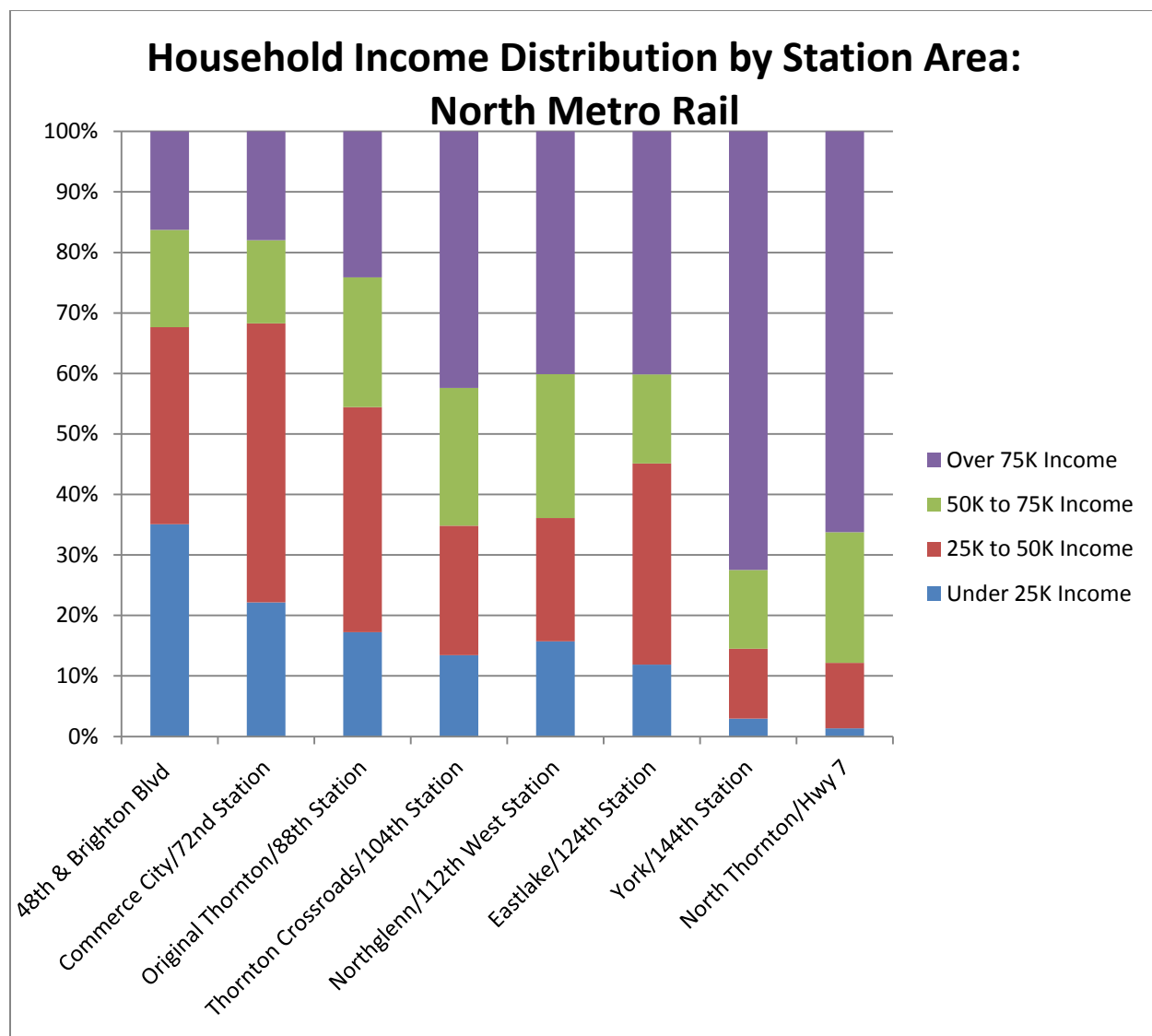


Figure 22: Income Distribution by Station in the North Metro Rail Transportation Shed. Source ACS (2009-2013).

Household Income: I-25 BRT

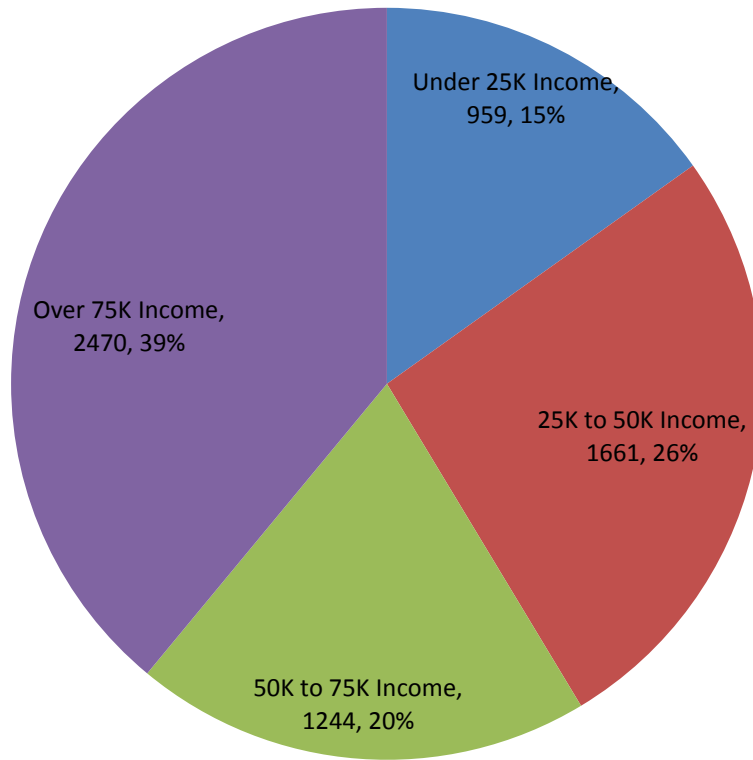


Figure 23: Income Share in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

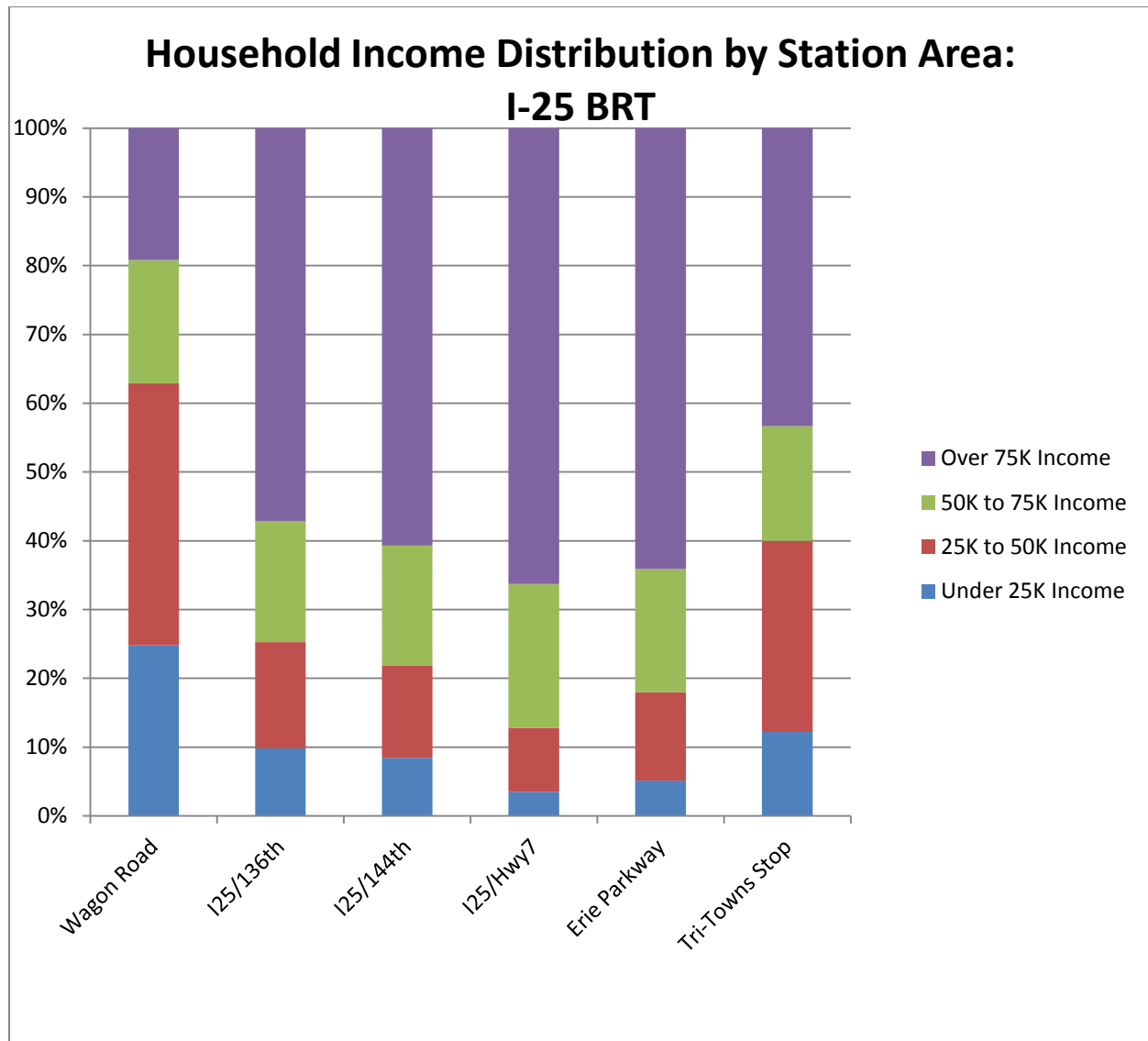


Figure 24: Income Distribution by Station in the I-25 BRT Transportation Shed. Source ACS (2009-2013).

Corridor-Wide Opportunities and Challenges

The CWG has identified a number of opportunities for and barriers to implementing sustainable transit-oriented communities throughout the North Area Transportation Corridor. The CWG recognized both corridor-wide and opportunities and challenges, as well as those in specific geographic zones.

These opportunities and challenges were also developed using the software tool WIQ. WIQ provided exercises for CWG members to identify positive and negative elements of the quality of life in the corridor and future opportunities and challenges in the corridor and by zone. Please see Appendix B for the responses from the WIQ exercises.

Corridor-Wide Opportunities

- Economic development – Sustainable employment opportunities throughout the corridor and attracting new industries to the corridor
- Stronger transportation infrastructure – Making connections outside the corridor, increasing transit options, and regional trail connectivity
- Intelligently planned communities – With transit as a focal point and including planned open space, parks, and trails
- Inter-jurisdictional collaboration – Strengthens the corridor and recognizes the unique needs of all communities
- Private/public collaboration – For both planning and development
- Housing diversity – A range of housing choices for new and existing residents

Corridor- Wide Challenges

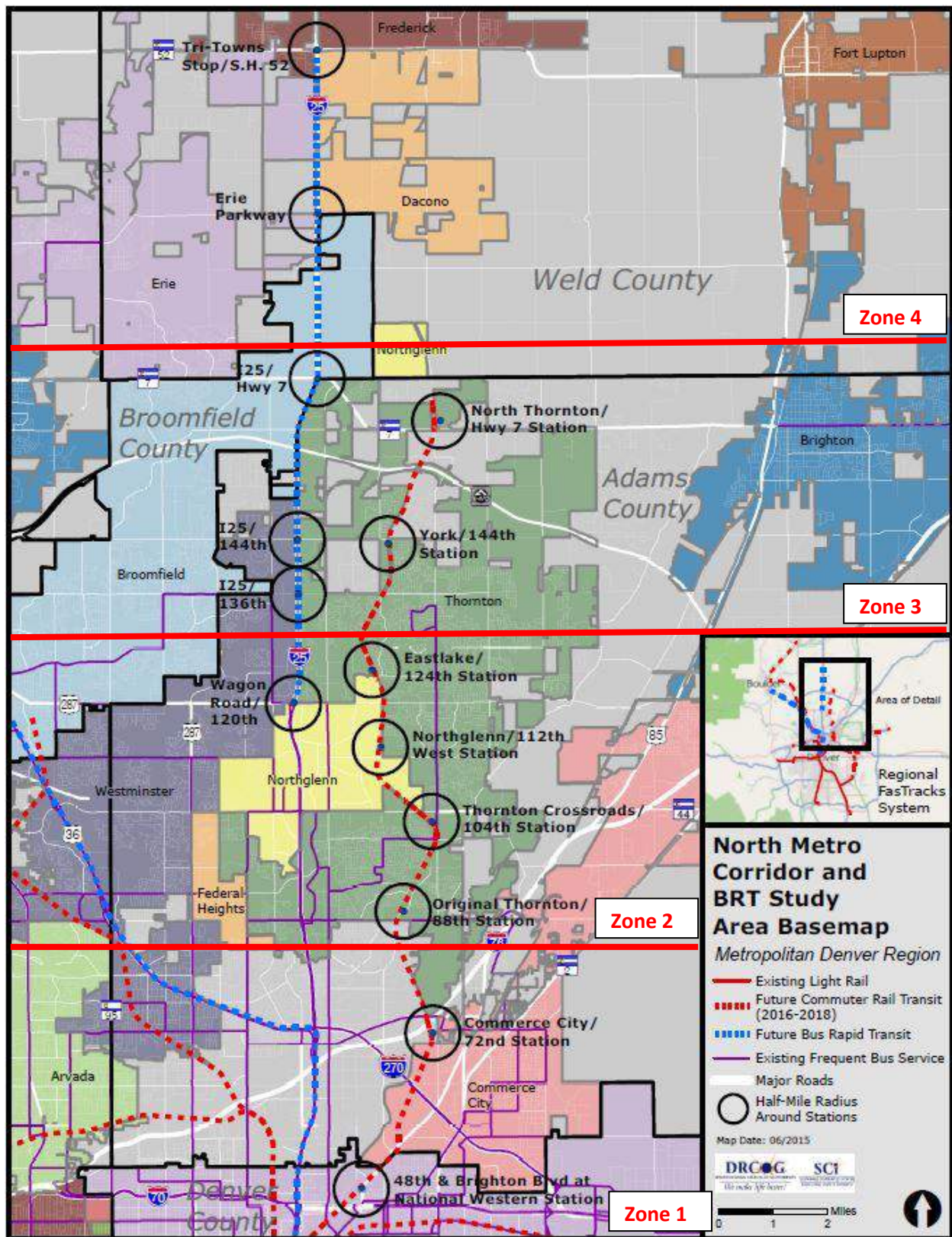
- Lack of Funding
- Aging infrastructure – In need of repair or replacement
- Transportation funding – Needed for both repair and replacement and transit expansion
- Primary employment – Uneven employment opportunities
- Pollution – Negative impacts on air and water
- Aging population – Communities are not adequately prepared for the large increase in the older adult population
- Housing affordability – Lack of housing for people of all ages, incomes, and abilities
- Safety

Zonal Opportunities and Challenges

CWG members were asked to divide the corridor into four zones to help delineate the distinctiveness of the areas and the fact there may be different strategies needed to implement the vision. The four zones are as follows:

- Zone 1
 - North Metro Rail Line: 48th & Brighton at National Western Station and Commerce City/72nd Station
- Zone 2
 - North Metro Rail Line: Original Thornton/88th Station, Thornton Crossroads/104th Station, Northglenn/112th West Station, and Eastlake/124th Station
 - I-25 BRT Line: Wagon Road Station
- Zone 3
 - North Metro Rail Line: York/144th Station and North Thornton/Hwy 7 Station
 - I-25 BRT Line: I25/136th Station, I-25/144th Station , and I25/Hwy 7 Station
- Zone 4
 - I-25 BRT Line: Erie Parkway Station and Tri-Towns Stop

Please see the map on the following page for additional detail on the four zones.



Zone 1	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ Connection to existing communities ○ Redevelopment of the area around the National Western Stock Show ○ Industrial base ○ Redevelopment potential, especially at the Commerce City/72nd Station ○ Stable residential neighborhoods ○ Economic opportunities associated with the National Western Stock Show ○ Parking management, especially in relation to event parking ○ The South Platte River ○ Density that could support grants like NewStarts 	<ul style="list-style-type: none"> ○ Natural and man-made barriers ○ Industrial complex ○ Odors and hazardous materials associated with industrial complexes ○ Aging infrastructure ○ Lack of existing transit ○ I-70 is a barrier in connecting some communities ○ Poor/inadequate transportation connectivity ○ Maintaining housing affordability ○ Incomplete street network

Zone 2	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ Well established neighborhoods ○ Redevelopment and new development potential including infill development ○ Well known part of the corridor ○ Good east-west connectivity ○ Ability to utilize the North Area Transit Evaluation (NATE) results to connect the area with Brighton through transit ○ Developing station area plans ○ Political backing to develop Urban Center/ Station Area Master Plans (UC/STAMPS) and other plans ○ The ability to tie the two transportation sheds together (i.e. tying the I-25 BRT Wagon Road Station to the North Metro Rail Eastlake/124th Station) 	<ul style="list-style-type: none"> ○ Barriers to connectivity along I-25 ○ Sparse greenfield development ○ Congestion on I-25 ○ Lack of connectivity to the rest of the region ○ The need to coordinate station area plans to optimize economic and job opportunities ○ Lack of bicycle and pedestrian connections

Zone 3	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ New development ○ Potential for master plans ○ Ability to connect the I-25 BRT line and S.H. 7 BRT to the North Metro Rail Line through multimodal systems ○ Lack of existing development ○ Ability to proactively plan for transportation 	<ul style="list-style-type: none"> ○ Future significant housing development ○ Encouraging residents to use transit ○ The need for new urban centers ○ Connecting future development through transit ○ Efficiently planning out station areas so they do not preclude future development

<ul style="list-style-type: none"> ○ improvements ahead of congestion ○ E470/Northwest Parkway connection ○ Connectivity to the northern Front Range ○ Plan for density near transit 	<ul style="list-style-type: none"> ○ Alleviate vehicle congestion ○ Ensuring connections north on I-25 to the Tri-Towns and Longmont areas and beyond
--	---

Zone 4	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ Land availability ○ Clean slate for development ○ Extending transit north of the metro area ○ Newer infrastructure ○ Ability to work with CDOT to include mass transit within the existing right-of-way on I-25 ○ Lower land prices ○ Connectivity to Denver, Boulder, and Fort Collins ○ Existing balanced approach to setting aside lands for parks and open space ○ Implementing the Planning Environmental Linkage (PEL) project ○ Proactively planning communities and developing economic strategies around the future station areas ○ Collaboration between RTD and CDOT on transit opportunities 	<ul style="list-style-type: none"> ○ Developing appropriate densities in new subdivisions ○ Economic development ○ Expensive to serve

North Area Transportation Corridor Preliminary Recommendations:

Providing a Framework for Implementation

The CWG developed a draft vision, goals and a set of recommendations to be further refined through local processes in conjunction with the North Area Transportation Alliance (NATA). The preliminary recommendations were developed by the group using the software tool WIQ. The WIQ program facilitates stakeholder input and collaboration and provided the CWG with a platform to identify initial recommendations for corridor opportunities and challenges. Please see Appendix B for the responses from the WIQ activity.

Because the draft vision, goals and set of preliminary recommendations were developed within a two-month timeframe, the CWG's initial recommendation is to present these preliminary findings and ideas to the North Area Transportation Alliance (NATA) and the local jurisdictions along the corridors in anticipation of pursuing additional grant funding to further refine the draft vision, goals and preliminary recommendations.

Moving forward, the Preliminary Recommendations are intended to provide a framework to support the draft vision and goals. They reflect the suggested priorities of the CWG based on their expertise and experience and propose next steps for collaboration by the jurisdictions and other key partners in the corridor to continue work begun under the SCI grant and achieve the opportunities created by the build-out of the transit system. Successful and sustainable transit-oriented communities are complex economic and social systems that require thoughtful planning, integrated development, and coordination between jurisdictions.

1. Refine vision and goals.

2. Strengthen infrastructure throughout the corridor to improve mobility through the use of various modes of transportation.

- Funding: When necessary pursue grants, understand the funding gap, seek alternative funding resources, and pursue public-private sources.
- Complete Streets: Conduct analysis to determine missing links in the multimodal network, focus on bicycle and pedestrian connections, and plan for and develop complete streets.
- Expand FasTracks: Add bus service throughout the corridor and expand rail past the North Thornton/Hwy 7 station.
- Prioritize: Collaboratively prioritize the corridor's needs.
- Corridor Planning: Collaboration between the jurisdictions to plan for the whole corridor.

3. Support infrastructure improvements and renovations to meet current needs and future demand.

- Diversify funding
 - Identify alternative funding sources, prioritize funding sources, and bring entities like CDOT, RTD, and DRCOG together to develop funding strategies when necessary.
 - When appropriate, encourage local bond issues and dedicated sales tax.
 - Seek private investment.

- Education: Provide information to a variety of audiences on the cost of infrastructure to create common understanding.
- Prioritize: Collaboratively determine infrastructure priorities and respond to top needs when appropriate. Consider phasing options for projects.
- Collaboration: Explore funding partnerships, potentially coordinate on grant opportunities, on appropriate projects potentially share costs, and partner with other jurisdictions and private entities.
- Legislation: Monitor and potentially support relevant legislation on federal and state transportation funding.

4. Create focused economic improvement strategies to generate development and economic opportunity in the corridor.

- Funding: Explore and pursue funding strategies, when necessary refocus existing funding strategies, and possibly assist in funding projects within close proximity of stations.
- Collaboration: Jurisdictions should come together for strategic area planning and to promote the corridor in order to share resources and expertise.
- Partnerships: Work to develop public-private-partnerships and partner specifically with entities like CDOT and RTD.
- Development Review Process: Potentially streamline the process to make it more efficient and timely.

5. Advance successful and sustainable transit oriented communities that integrate the economic and social needs of residents.

- Planning: Where appropriate, coordinate the development of strategic plans; develop proactive plans for new development, develop or update plans for water and other natural resources, develop station area plans when necessary, develop or update comprehensive plans to integrate transportation, and develop environmental plans.
- Education: Facilitate information to a variety of audiences on the effects of the Construction Defects Legislation and on the benefits of intelligently planned communities.
- Engage: Reach out to key stakeholders, the development community, and land owners.
- Update Standards and Codes: Provide updates to incorporate smart planning techniques when appropriate.

Appendix A: North Area Transportation Corridor Maps

Below is a list of the maps produced for both the North Metro Rail the I-25 BRT travel sheds. The maps were produced using data from the 2009-2013 American Community Survey unless otherwise noted.

Demographics

- Population Density
- Race and Ethnicity
- Non-White Population
- Population Under 18
- Population Over 65
- School Locations – Colorado Department of Education 2015

Housing

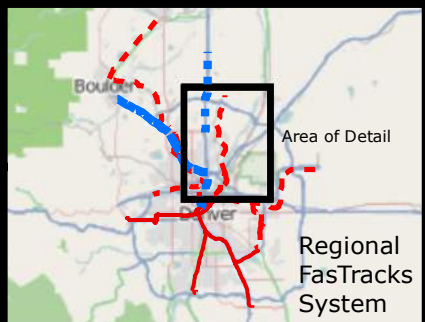
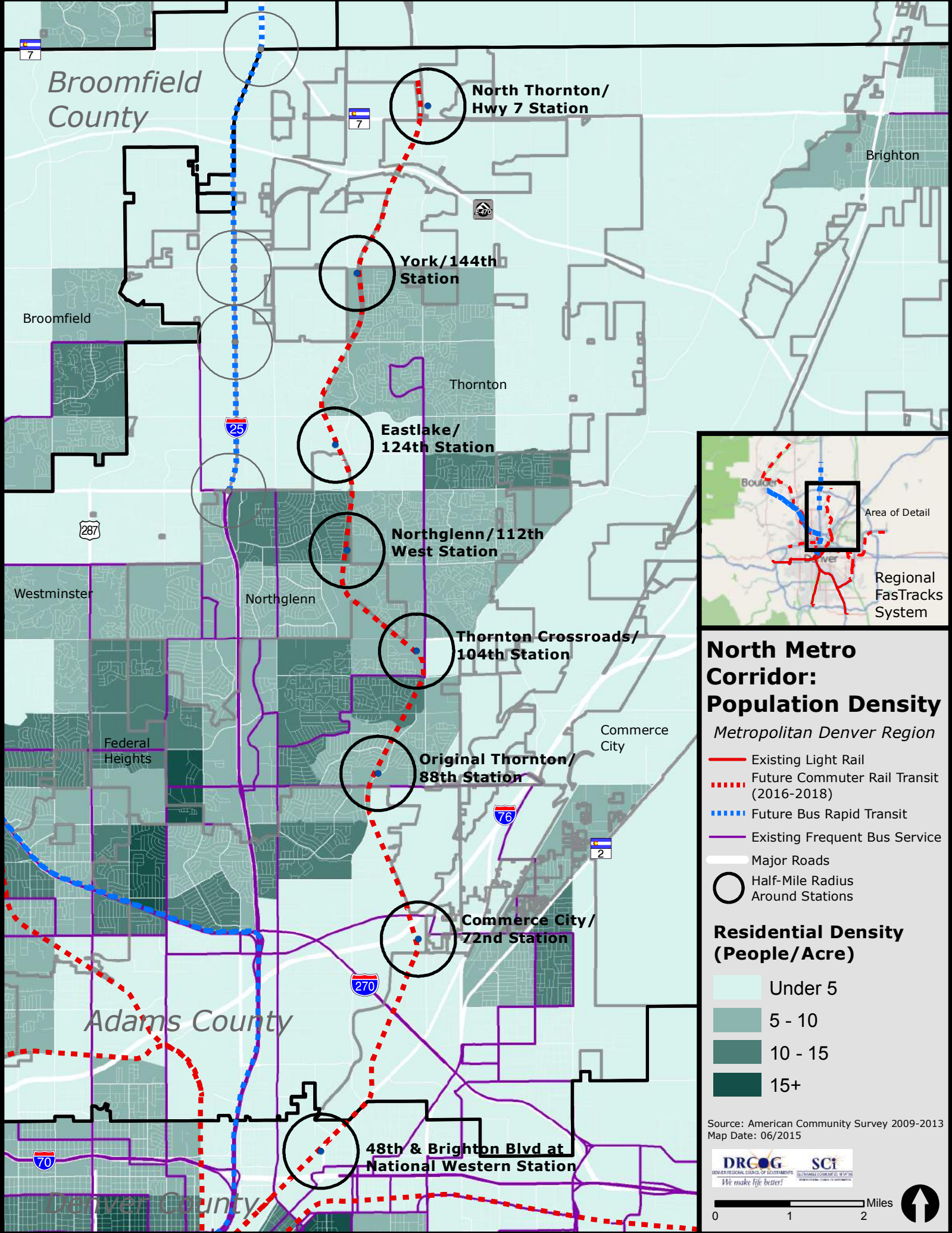
- Median Household Income
- Rental Units
- Population in Rental Units
- Affordability 50% HAMFI (Housing Affordable to 50% Median Income)
- Affordability 80% HAMFI (Housing Affordable to 80% Median Income)

Employment

- Employment Density: Data Source – Longitudinal Employer-Household Dynamics (2011)
- Employment Breakdown: Data Source – Longitudinal Employer-Household Dynamics (2011)
- Educational Attainment

Health

- Journey to Work
- Food Desert Designation: Data Source - 2013 United States Department of Agriculture
- Retail Food Environment Index: Data Source - 2011 United States Centers for Disease Control and Prevention
- Park and Bicycle Facilities: Data Source – DRCOG 2014



North Metro Corridor: Population Density

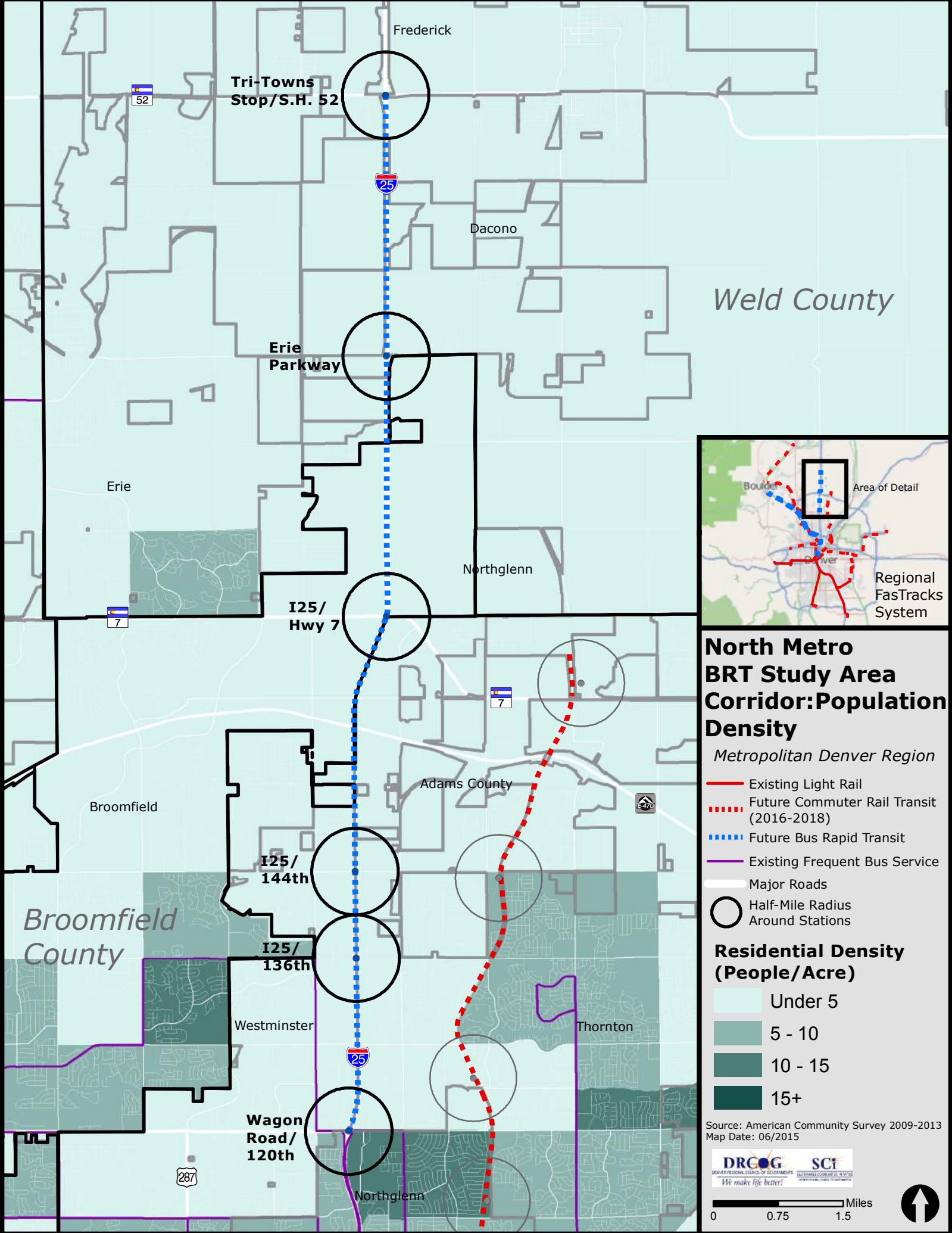
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

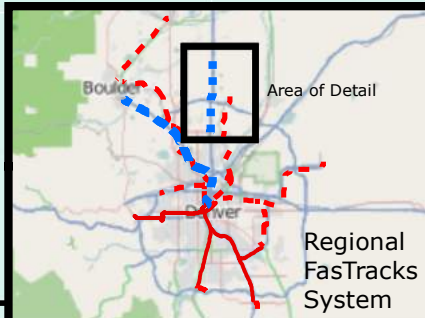
Residential Density (People/Acre)

- Under 5
- 5 - 10
- 10 - 15
- 15+

Source: American Community Survey 2009-2013
Map Date: 06/2015



Weld County



**North Metro
BRT Study Area
Corridor: Population
Density**

Metropolitan Denver Region

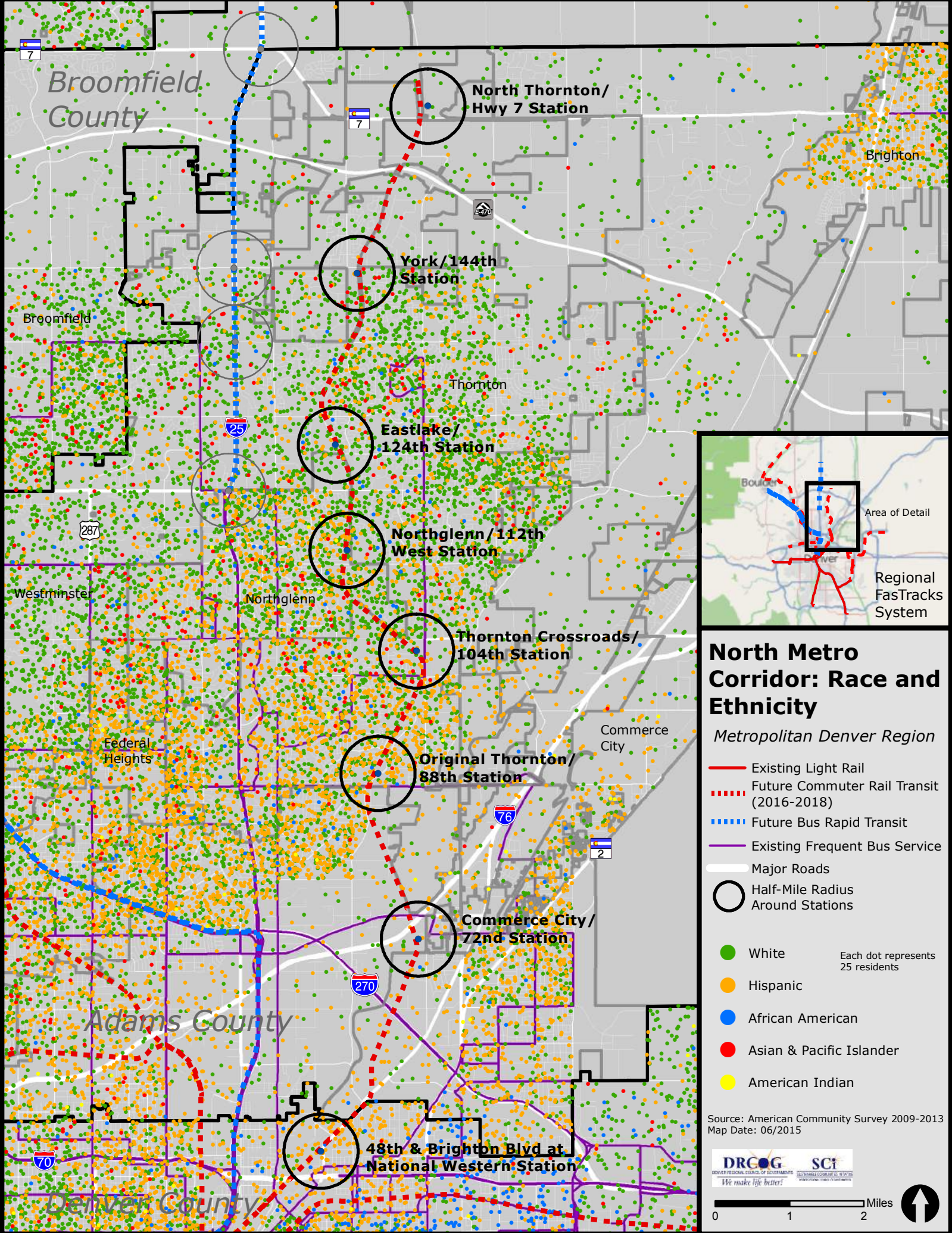
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

**Residential Density
(People/Acre)**

- Under 5
- 5 - 10
- 10 - 15
- 15+

Source: American Community Survey 2009-2013
Map Date: 06/2015





Broomfield County

North Thornton/
Hwy 7 Station

Brighton

York/144th
Station

Broomfield

Thornton

Eastlake/
124th Station

Northglenn/112th
West Station

Northglenn

Thornton Crossroads/
104th Station

Commerce City

Original Thornton/
88th Station

Federal Heights

Commerce City/
72nd Station

Adams County

48th & Brighton Blvd at
National Western Station

Denver County

North Metro Corridor: Race and Ethnicity

Metropolitan Denver Region

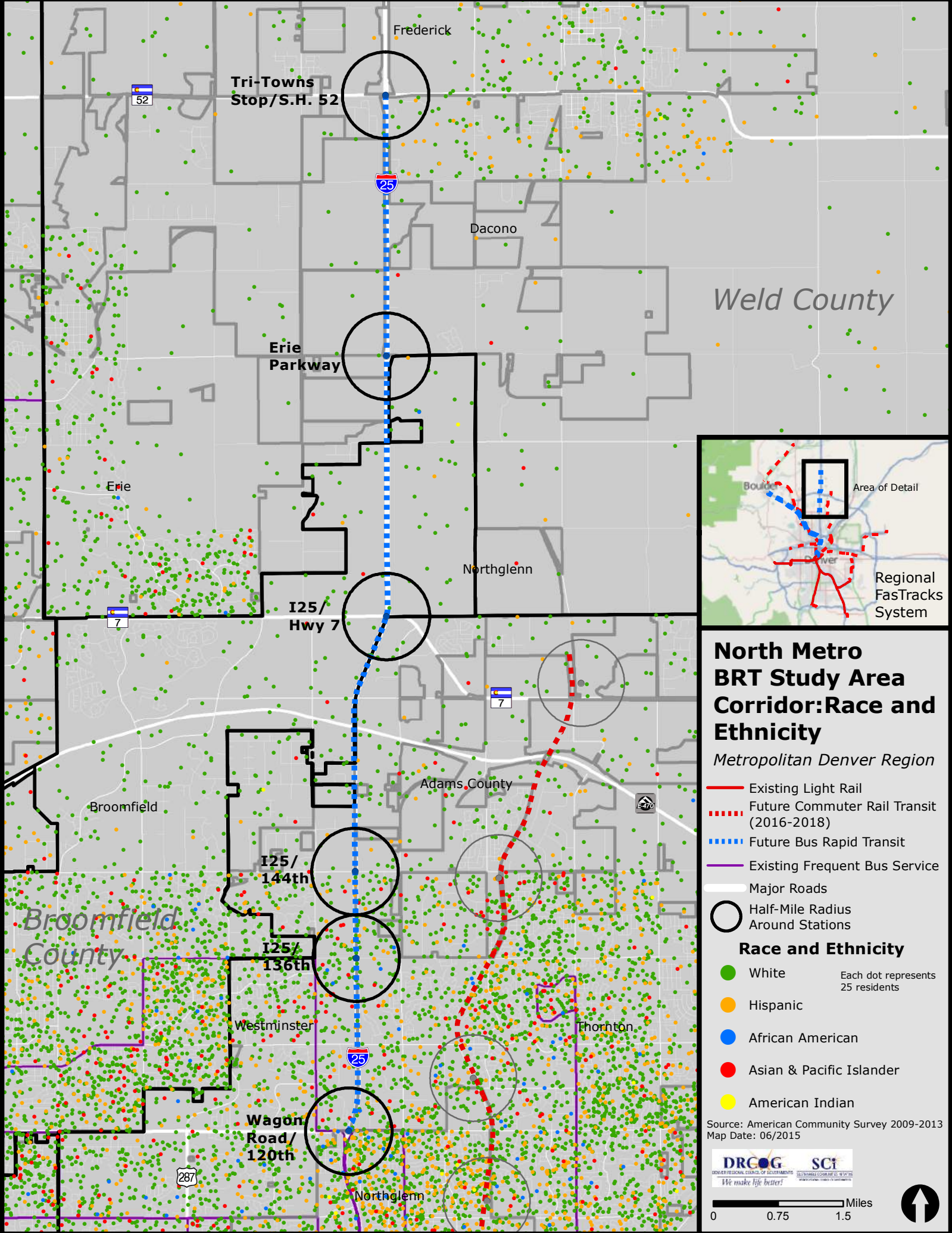
- Existing Light Rail
 - Future Commuter Rail Transit (2016-2018)
 - Future Bus Rapid Transit
 - Existing Frequent Bus Service
 - Major Roads
 - Half-Mile Radius Around Stations
-
- White
 - Hispanic
 - African American
 - Asian & Pacific Islander
 - American Indian
- Each dot represents 25 residents

Source: American Community Survey 2009-2013
Map Date: 06/2015

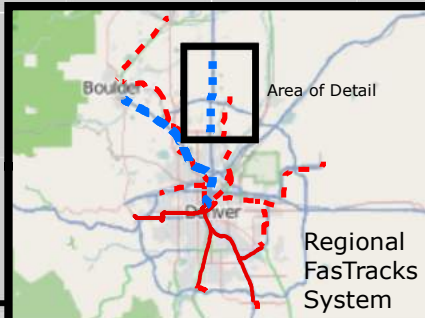


0 1 2 Miles





Weld County



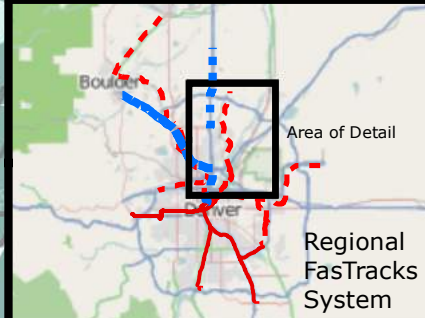
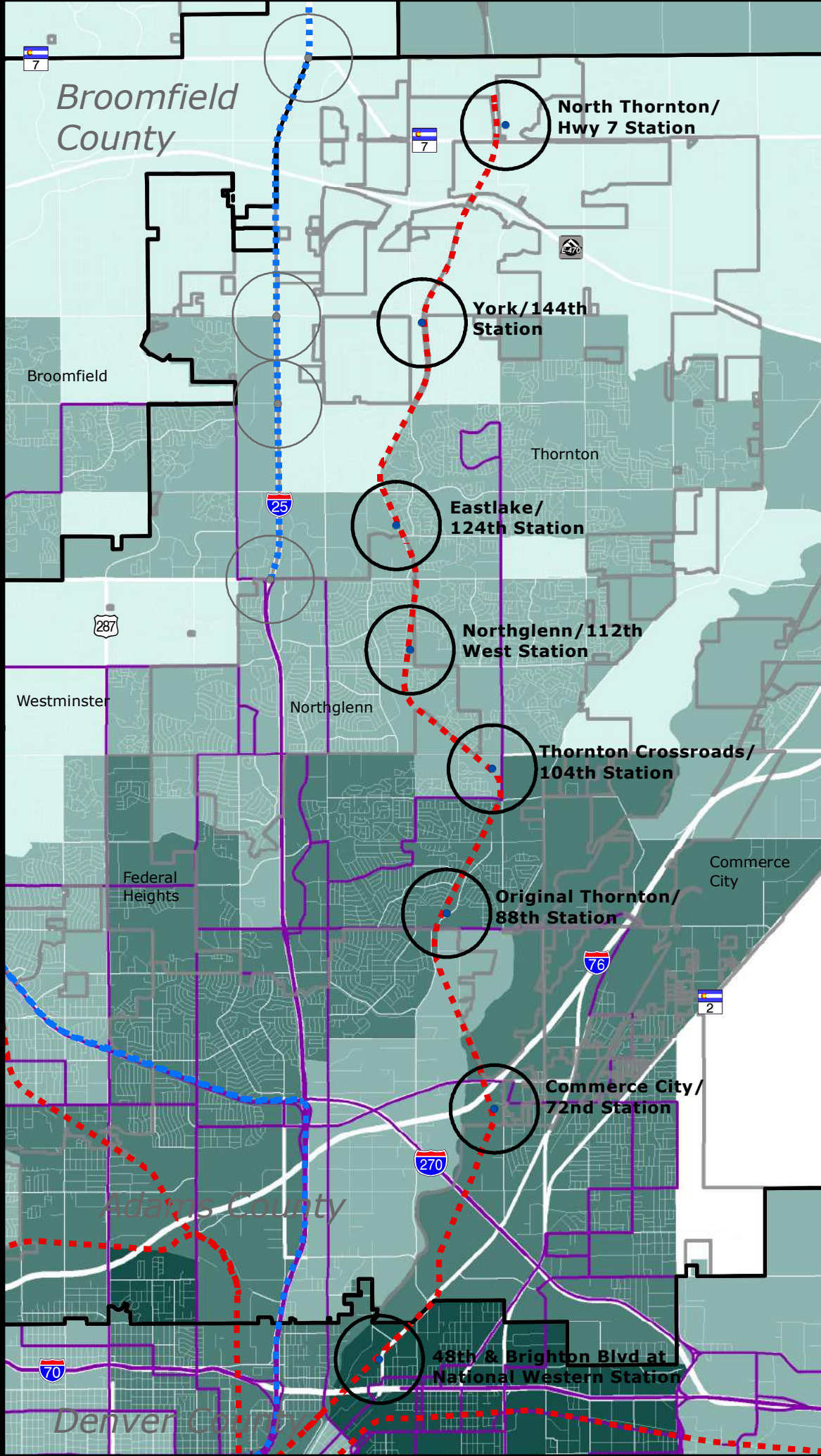
North Metro BRT Study Area Corridor: Race and Ethnicity

Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

- ## Race and Ethnicity
- White
 - Hispanic
 - African American
 - Asian & Pacific Islander
 - American Indian
- Each dot represents 25 residents

Source: American Community Survey 2009-2013
Map Date: 06/2015



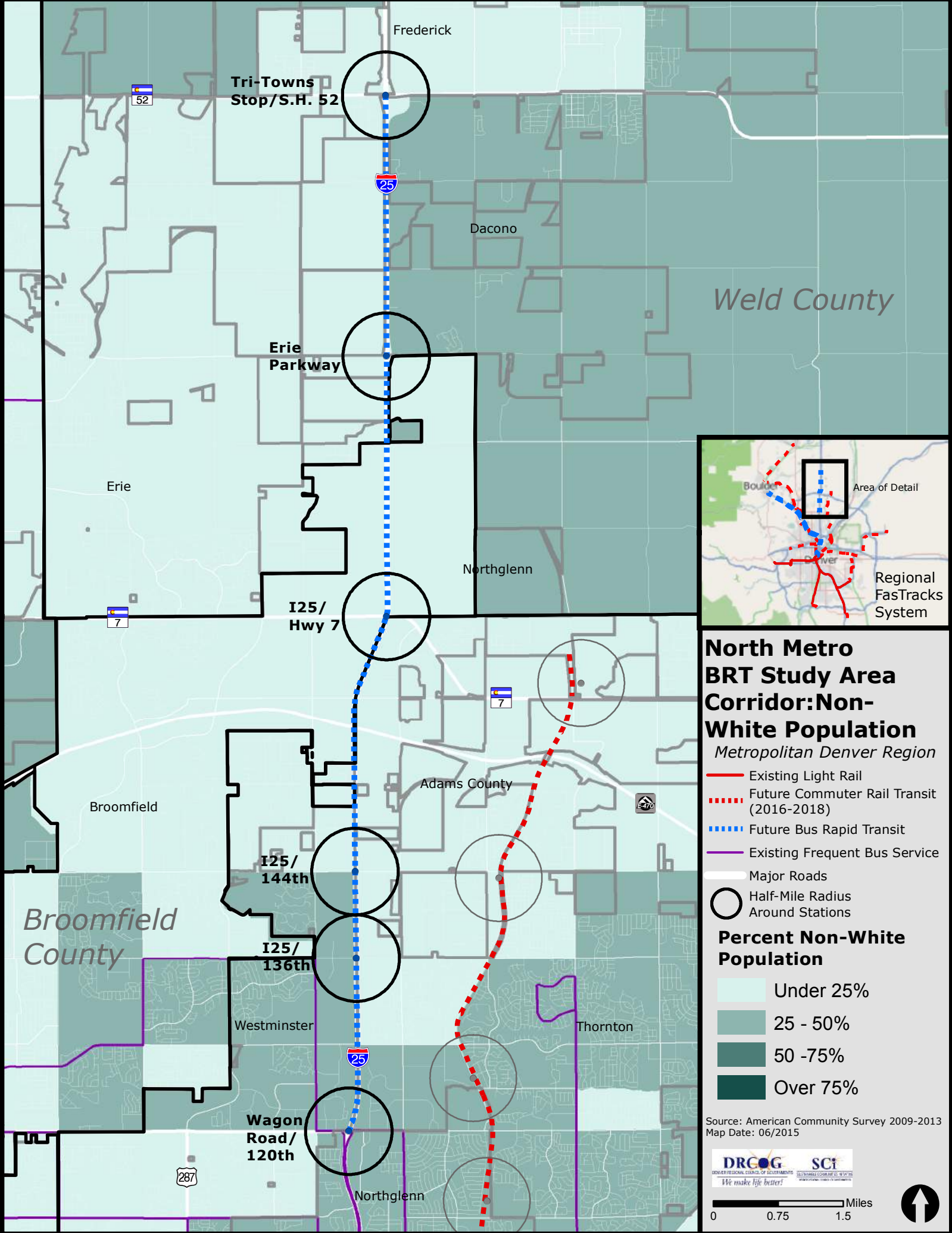
North Metro Corridor: Non-White Population

Metropolitan Denver Region

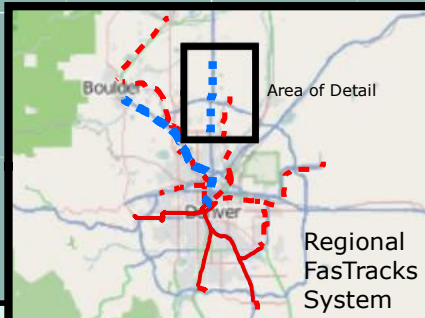
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Percent Non-White Population

- Under 25%
- 25 - 50%
- 50 - 75%
- Over 75%



Weld County



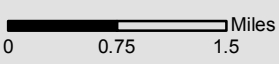
**North Metro
BRT Study Area
Corridor: Non-
White Population**
Metropolitan Denver Region

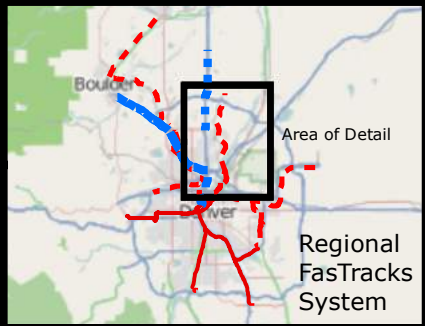
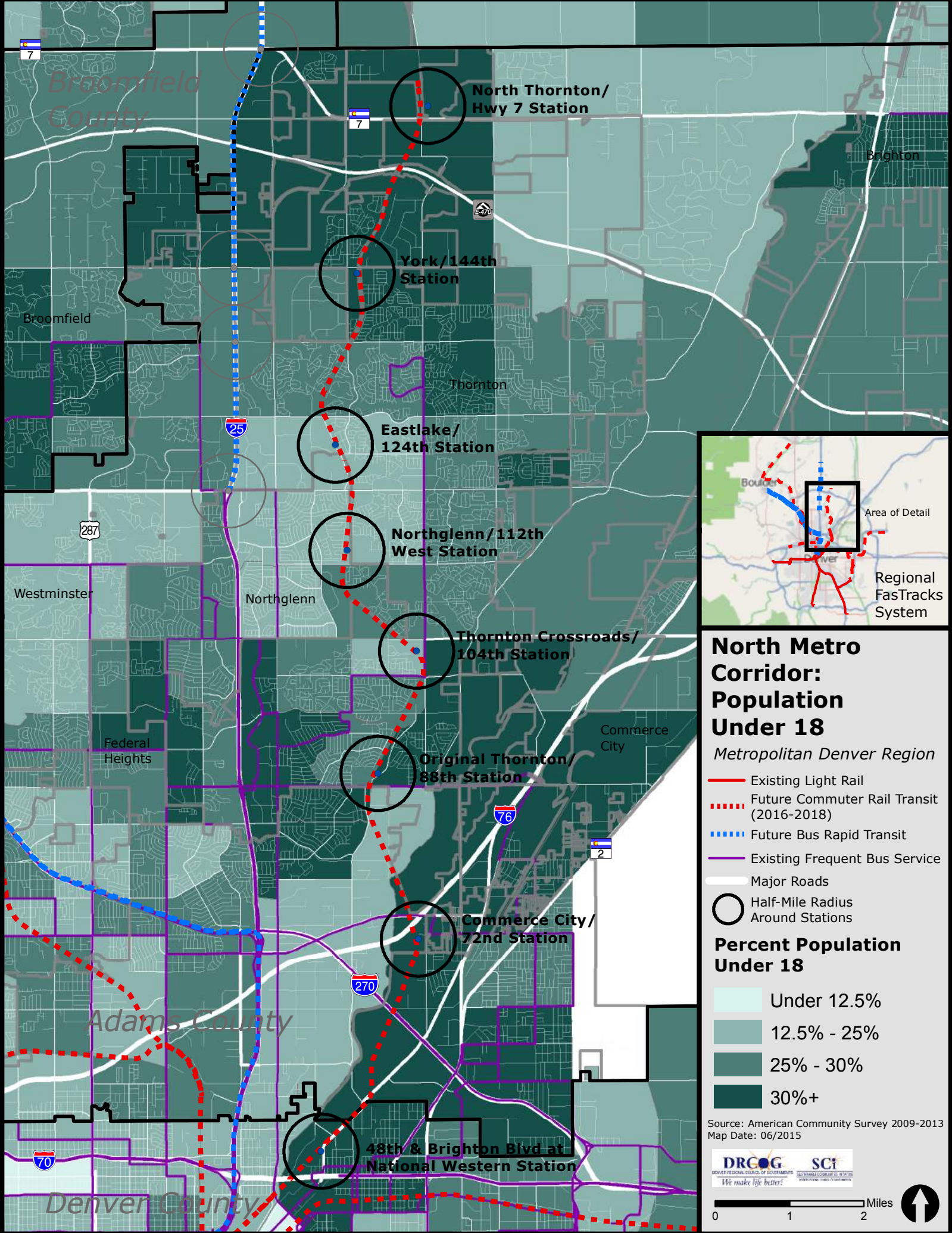
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Percent Non-White Population

- Under 25%
- 25 - 50%
- 50 - 75%
- Over 75%

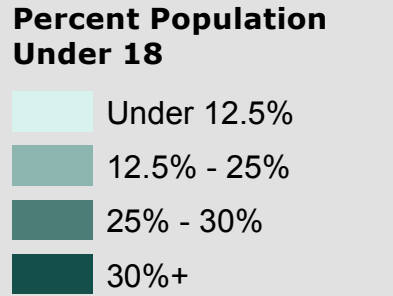
Source: American Community Survey 2009-2013
Map Date: 06/2015



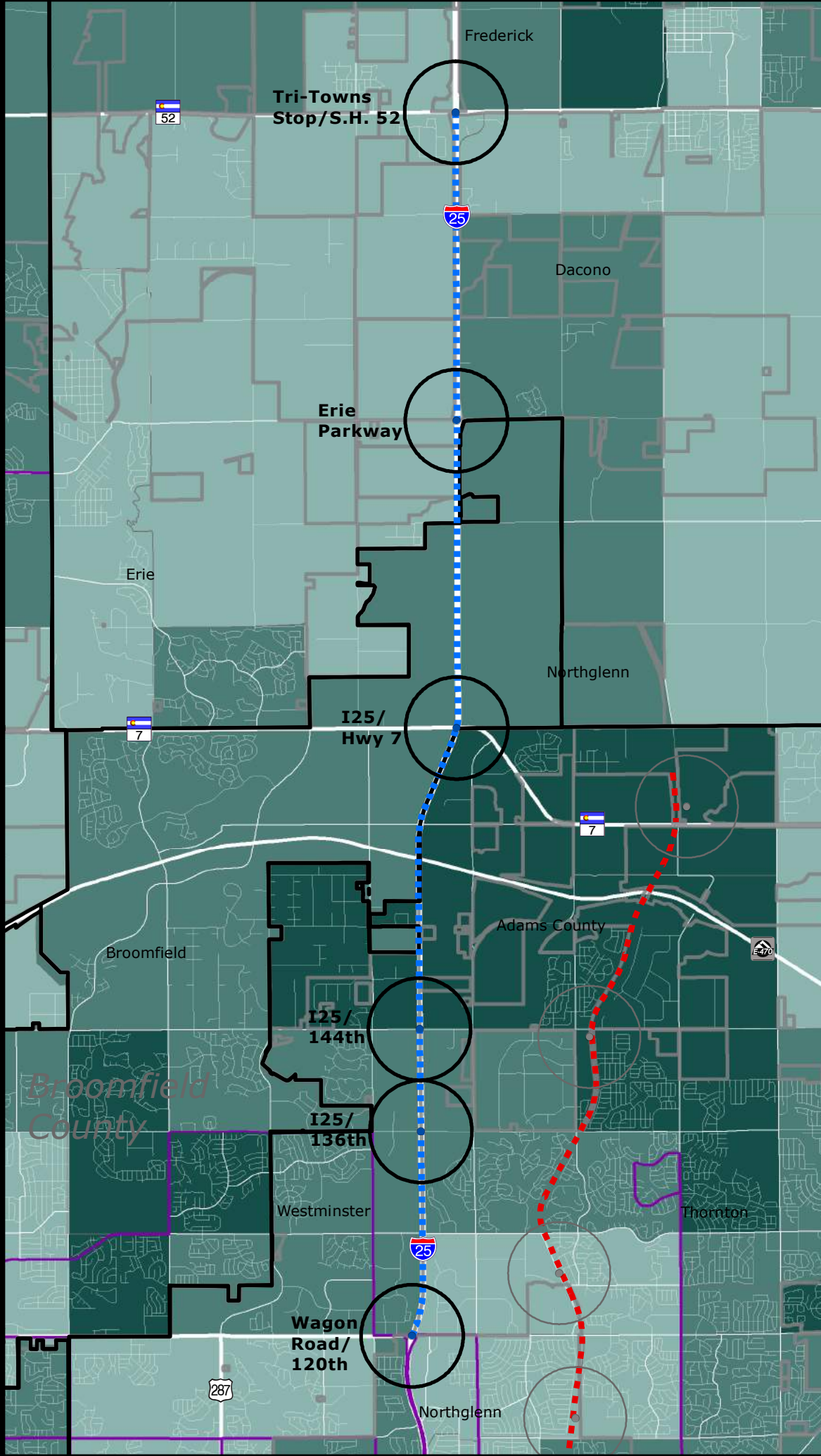


North Metro Corridor: Population Under 18
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

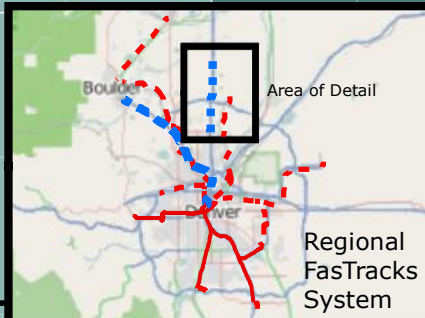


Source: American Community Survey 2009-2013
Map Date: 06/2015



Weld County

Broomfield County



North Metro BRT Study Area Corridor: Population Under 18

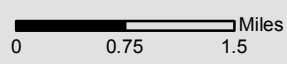
Metropolitan Denver Region

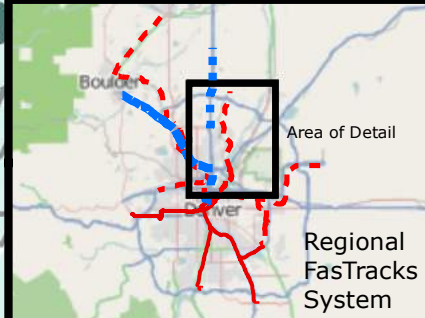
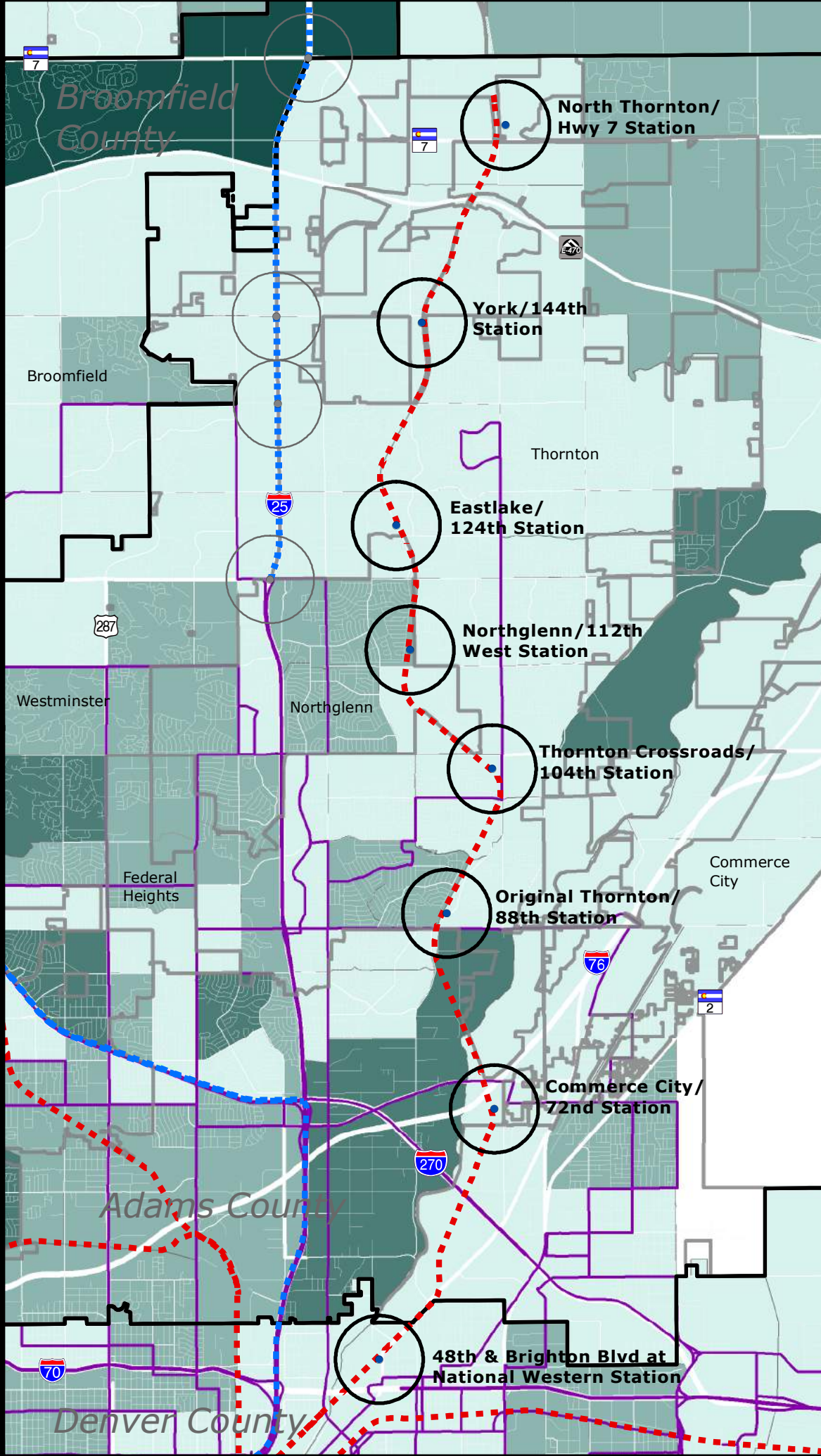
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Percent Population Under 18

- Under 12.5%
- 12.5% - 25%
- 25% - 30%
- 30%+

Source: American Community Survey 2009-2013
Map Date: 06/2015





North Metro Corridor: Population Over 65

Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

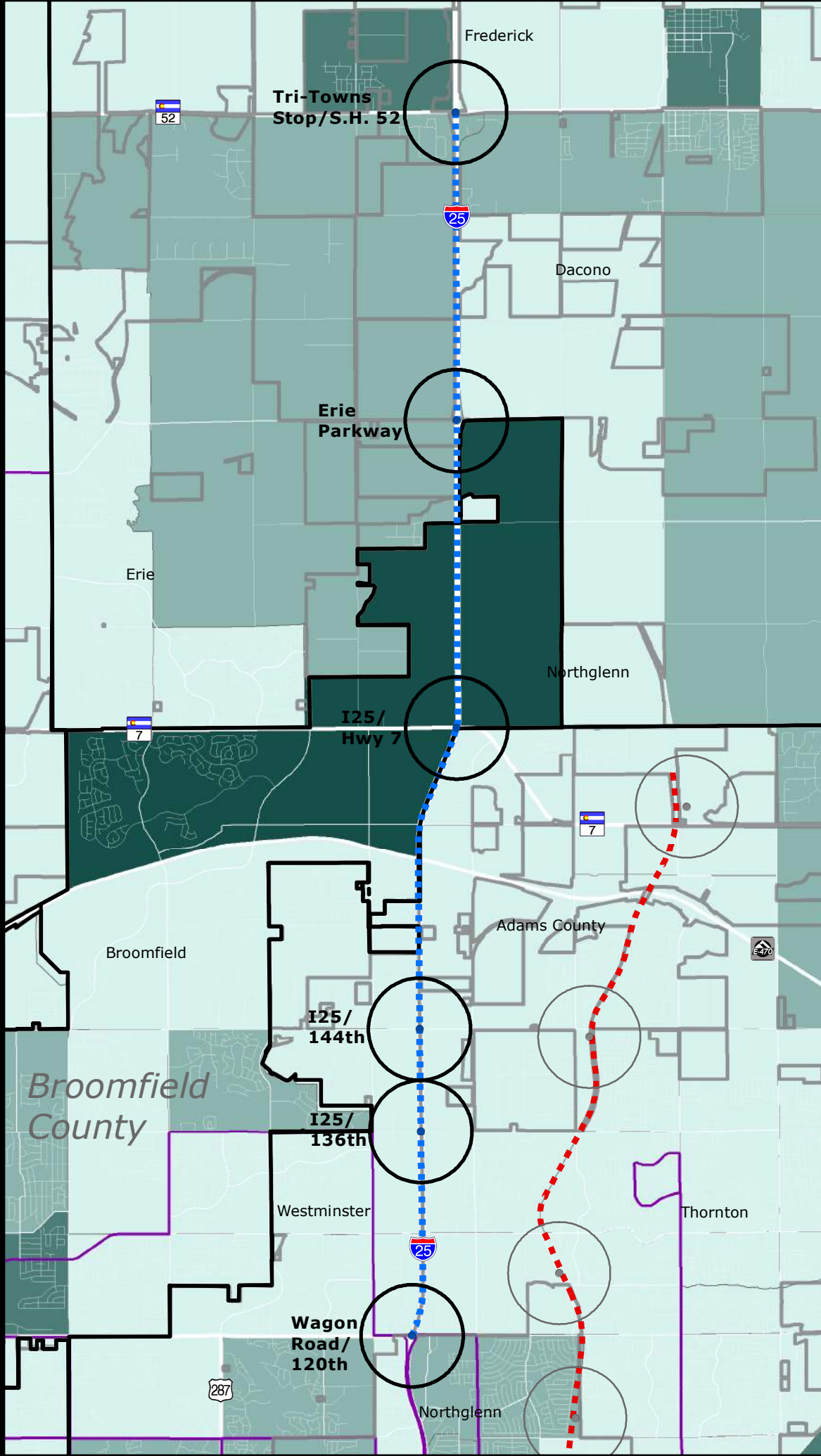
Percent Population Over 65

- Under 10%
- 10% - 15%
- 15% - 20%
- 20%+

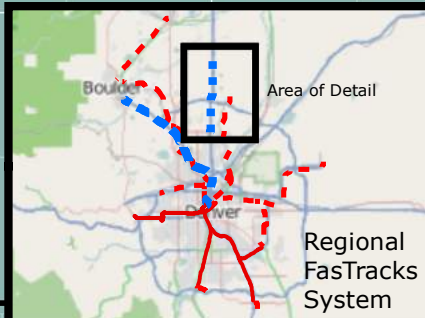
Source: American Community Survey 2009-2013
Map Date: 06/2015

DRCOG **SCI**
DENVER REGIONAL COUNCIL OF GOVERNMENTS COLORADO SPRINGS REGIONAL COUNCIL OF GOVERNMENTS
We make life better!

0 1 2 Miles



Weld County



North Metro BRT Study Area Corridor: Population Over 65

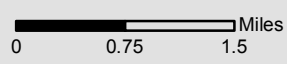
Metropolitan Denver Region

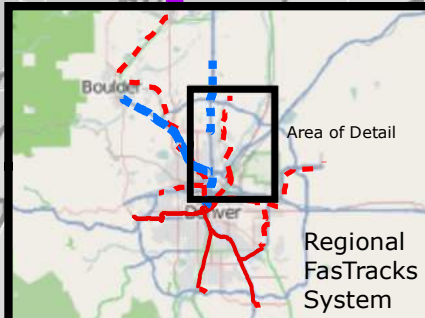
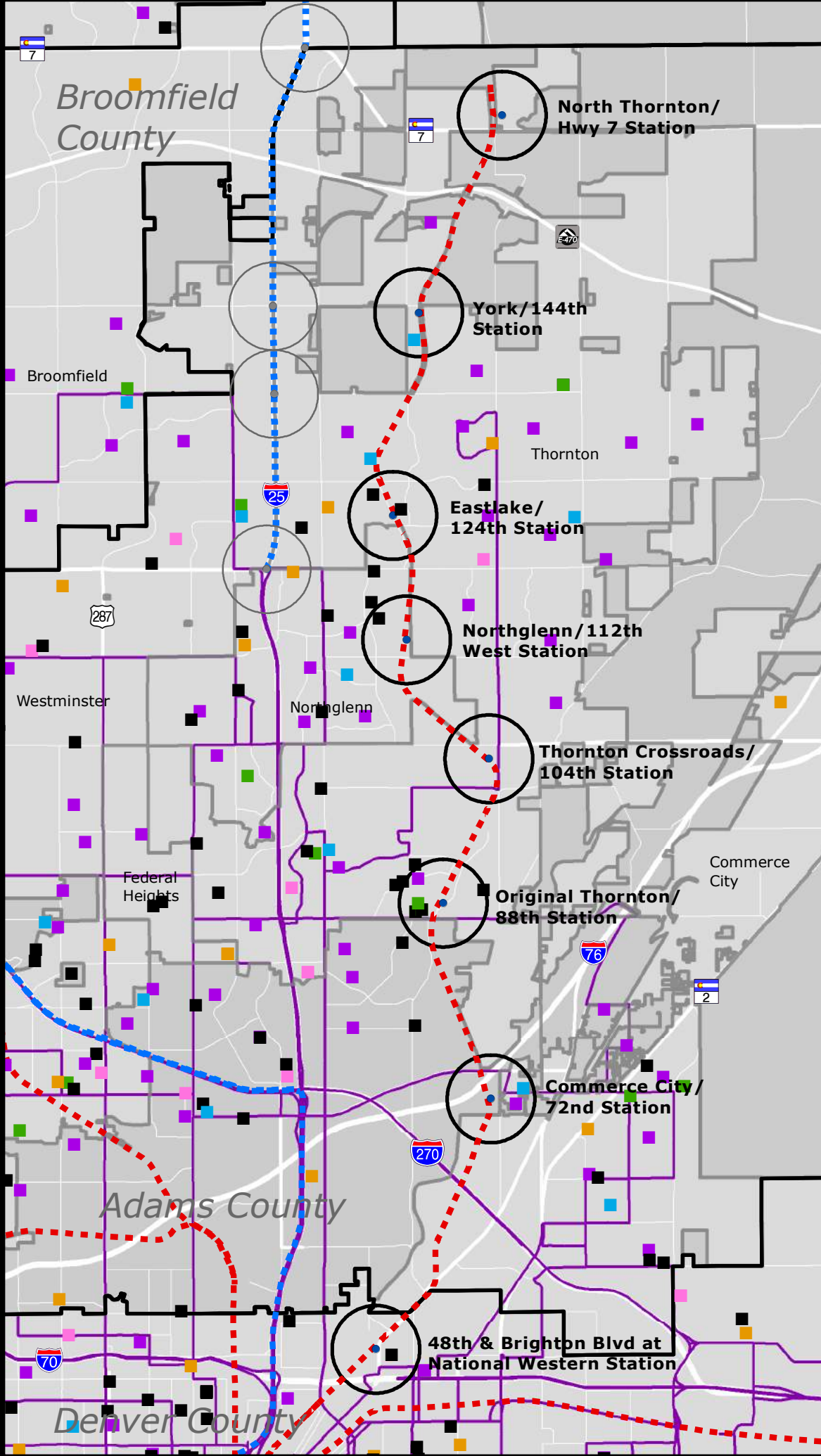
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Percent Population Over 65

- Under 10%
- 10% - 15%
- 15% - 20%
- 20%+

Source: American Community Survey 2009-2013
Map Date: 06/2015





North Metro Corridor: School Locations

Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

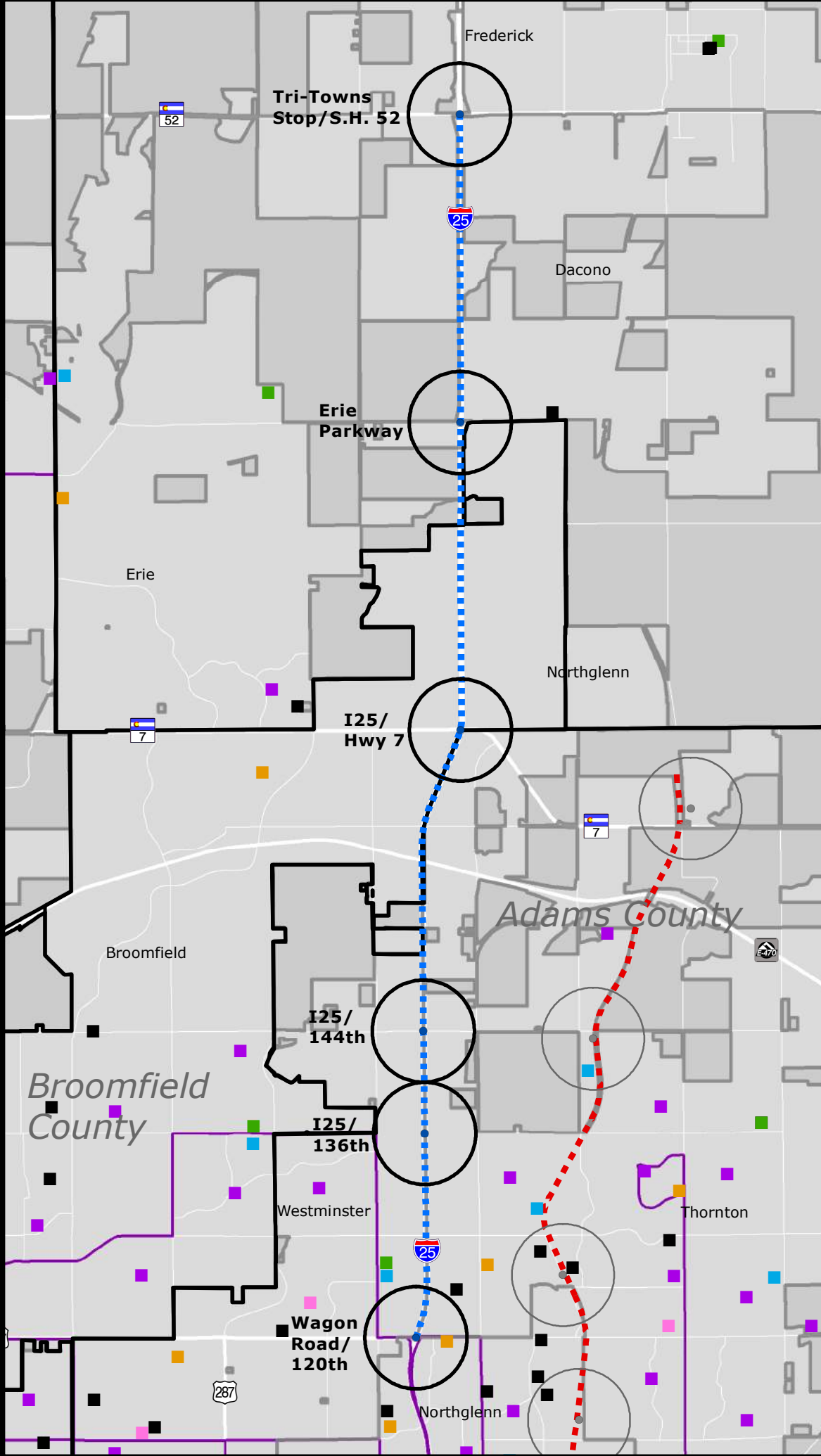
School Location and Type

- Elementary
- Middle School
- Senior High
- Charter/Magnet
- Other
- Higher Education

Source: Colorado Department of Education 2015
Map Date: 06/2015

DRCOG **SCI**
DENVER REGIONAL COUNCIL OF GOVERNMENTS
SOUTHERN COLORADO STATES
We make life better!

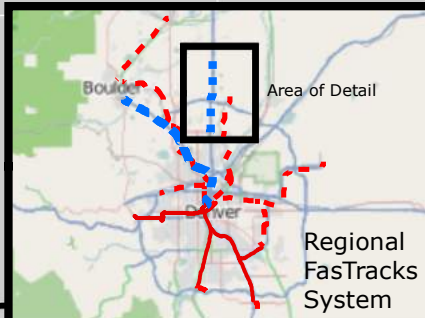
0 1 2 Miles



Weld County

Adams County

Broomfield County



North Metro BRT Study Area Corridor: School Locations

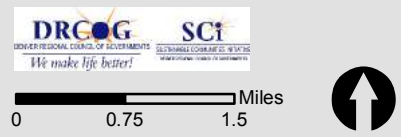
Metropolitan Denver Region

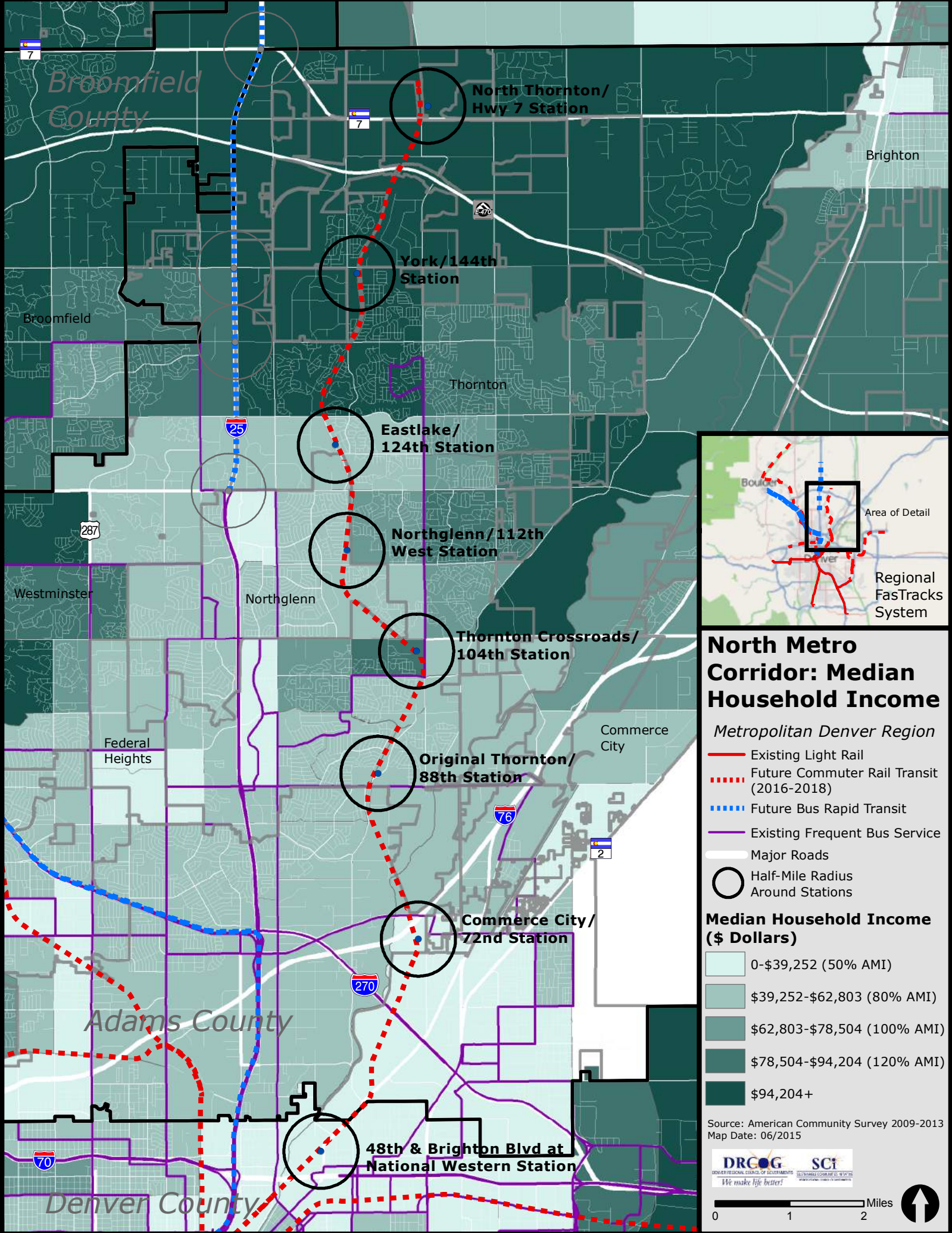
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

School Location and Type

- Elementary
- Middle School
- Senior High
- Charter/Magnet
- Other
- Higher Education

Source: Colorado Department of Education 2015
Map Date: 06/2015





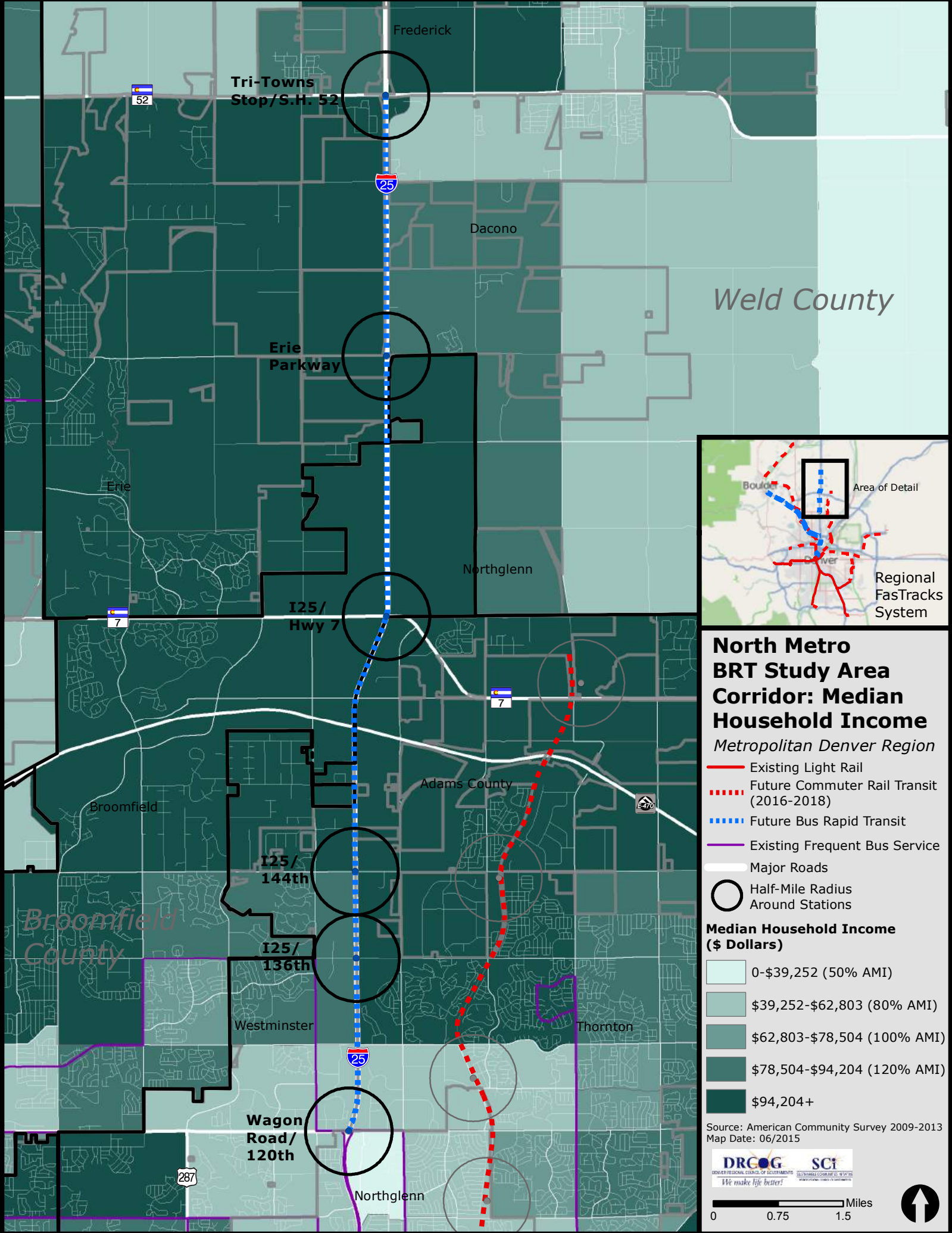
North Metro Corridor: Median Household Income

- Metropolitan Denver Region*
- Existing Light Rail
 - Future Commuter Rail Transit (2016-2018)
 - Future Bus Rapid Transit
 - Existing Frequent Bus Service
 - Major Roads
 - Half-Mile Radius Around Stations

Median Household Income (\$ Dollars)

0-\$39,252 (50% AMI)
\$39,252-\$62,803 (80% AMI)
\$62,803-\$78,504 (100% AMI)
\$78,504-\$94,204 (120% AMI)
\$94,204+

Source: American Community Survey 2009-2013
Map Date: 06/2015



Weld County

North Metro BRT Study Area Corridor: Median Household Income

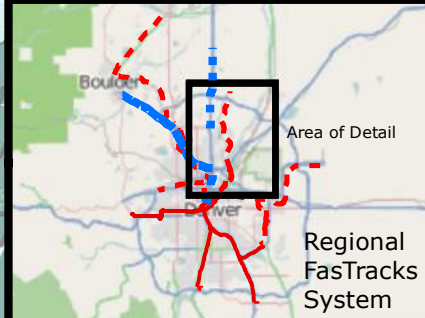
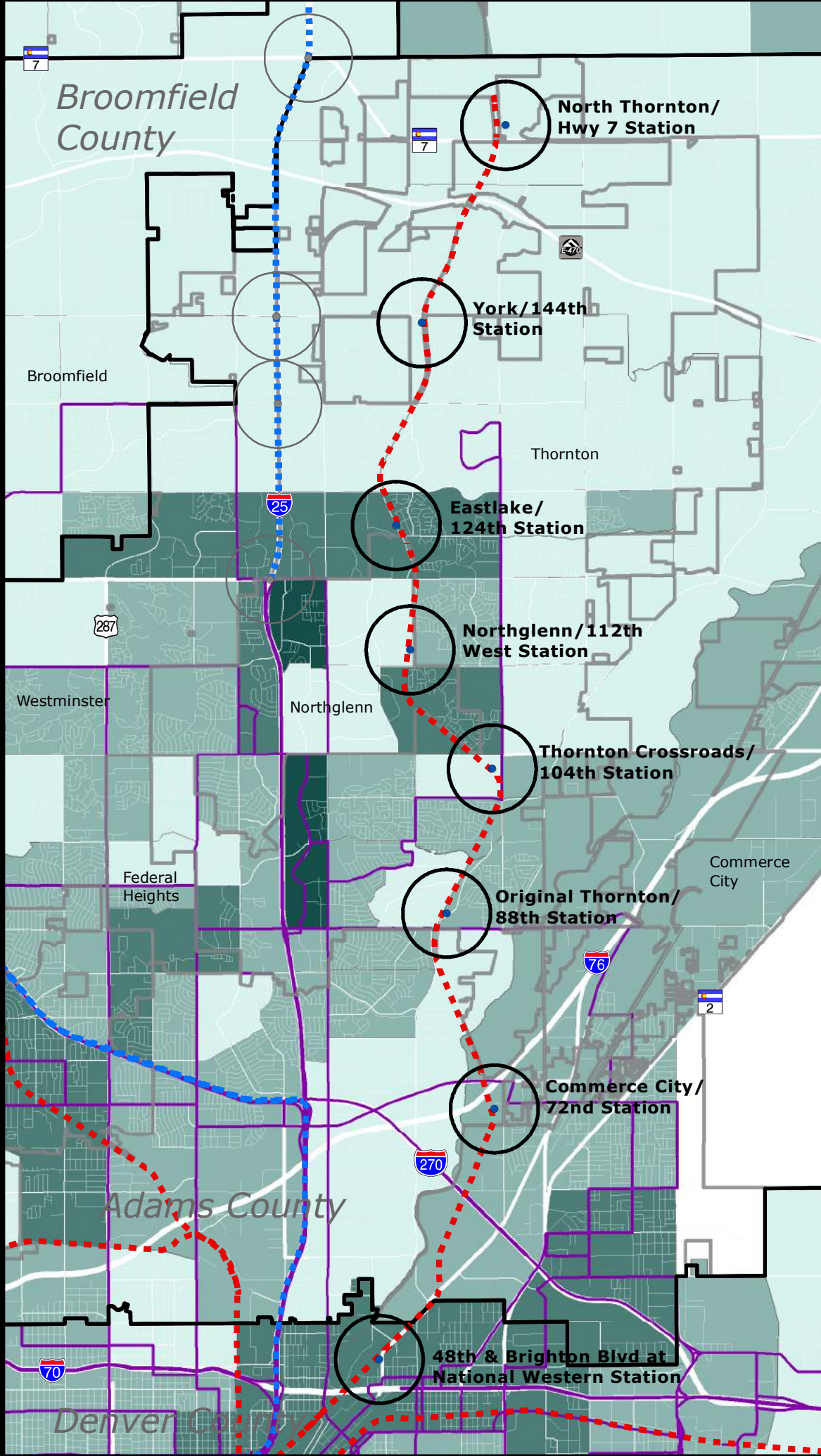
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Median Household Income (\$ Dollars)

- 0-\$39,252 (50% AMI)
- \$39,252-\$62,803 (80% AMI)
- \$62,803-\$78,504 (100% AMI)
- \$78,504-\$94,204 (120% AMI)
- \$94,204+

Source: American Community Survey 2009-2013
Map Date: 06/2015



North Metro Corridor: Rental Units

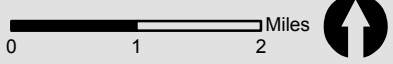
Metropolitan Denver Region

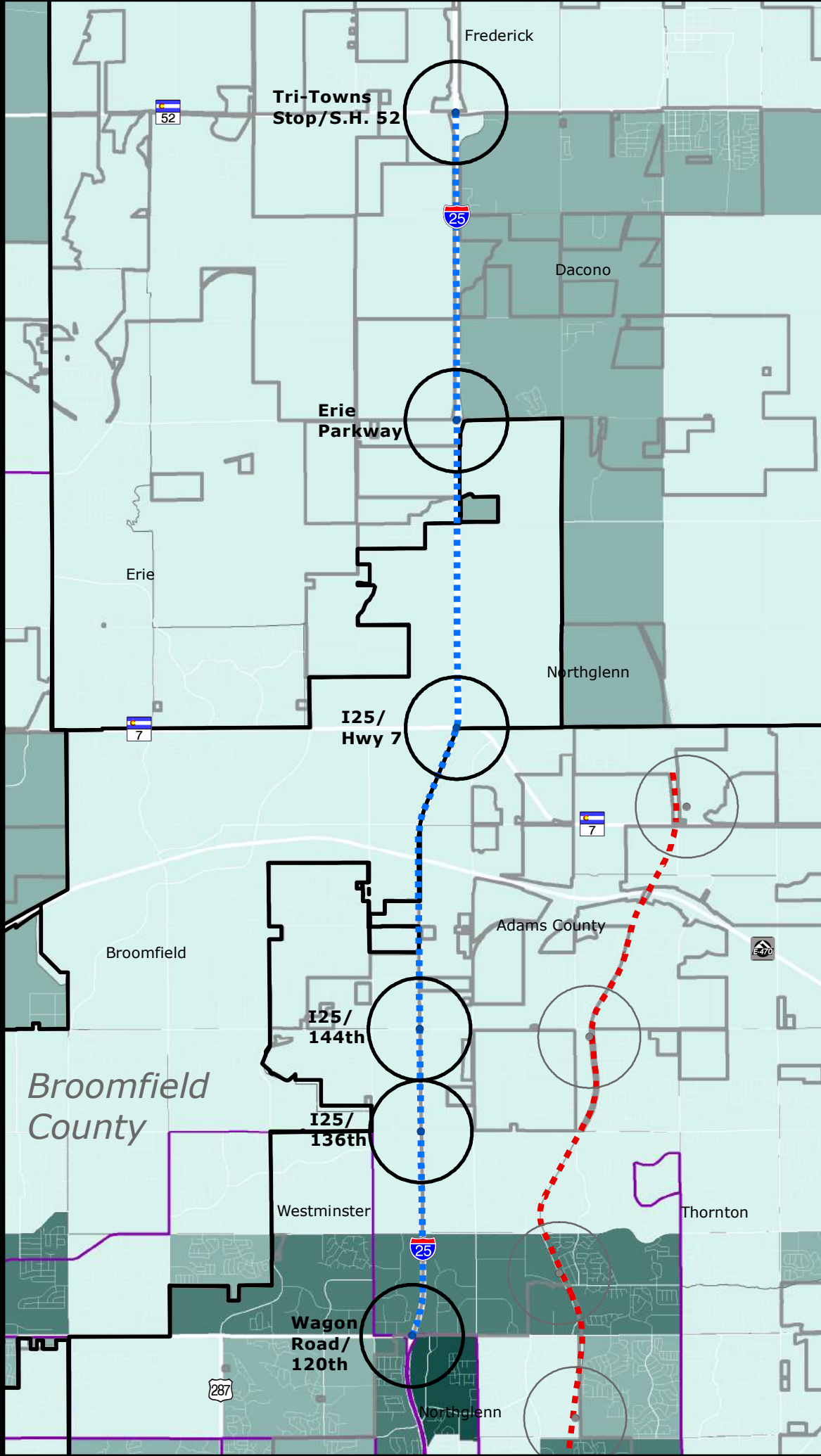
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Housing Tenure: Percent Rental Units

- <25%
- 25 - 50%
- 50 - 75%
- 75% +

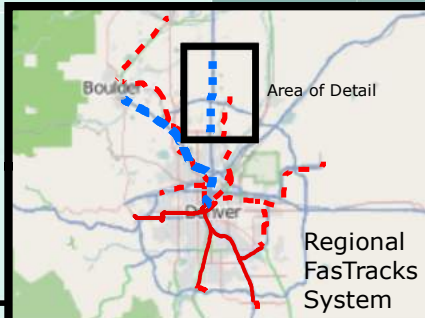
Source: American Community Survey 2009-2013
Map Date: 06/2015





Weld County

Broomfield County



North Metro BRT Study Area Corridor: Rental Units

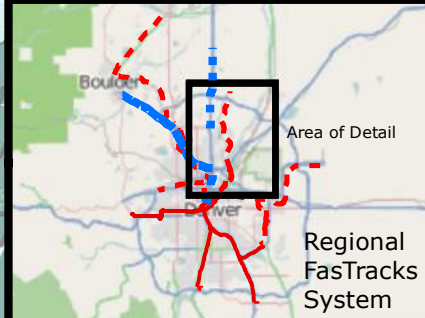
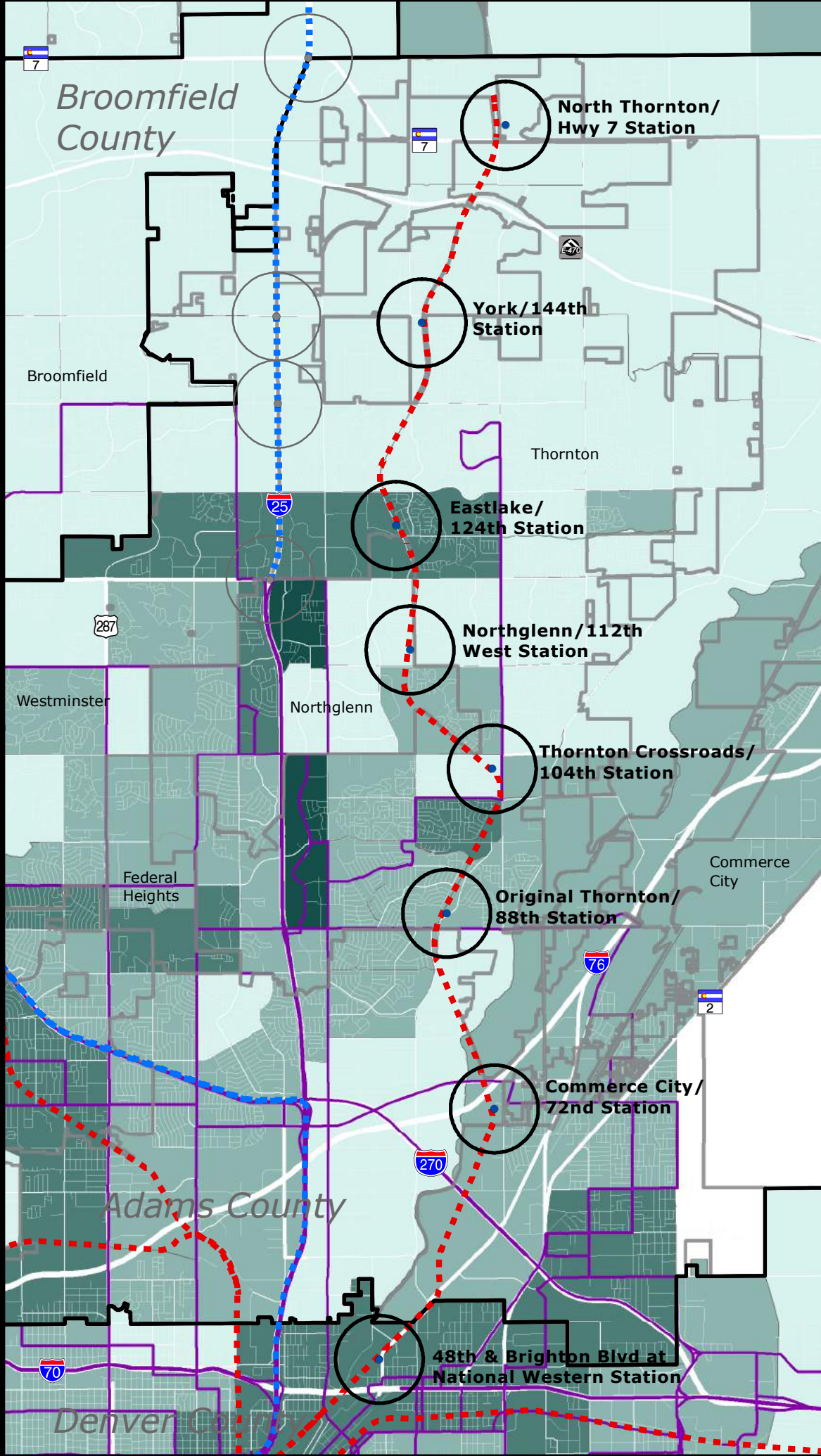
Metropolitan Denver Region

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- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Housing Tenure: Percent Rental Units

- <25%
- 25 - 50%
- 50 - 75%
- 75% +

Source: American Community Survey 2009-2013
Map Date: 06/2015



North Metro Corridor: Population in Rental Unit

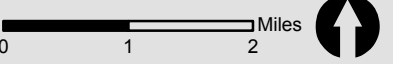
Metropolitan Denver Region

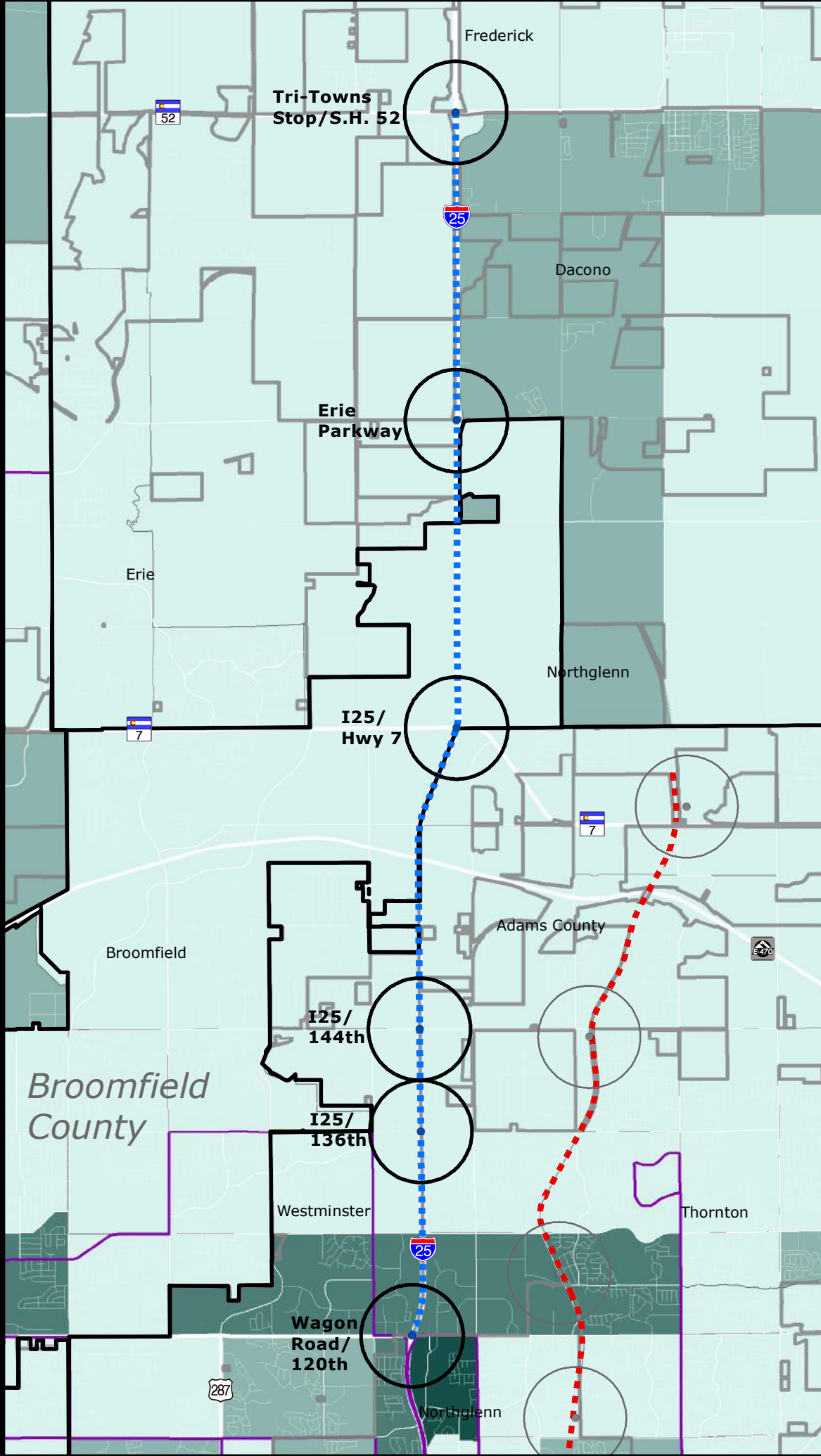
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Population in Rental Units (% Total)

- <25%
- 25 - 50%
- 50 - 75%
- 75% +

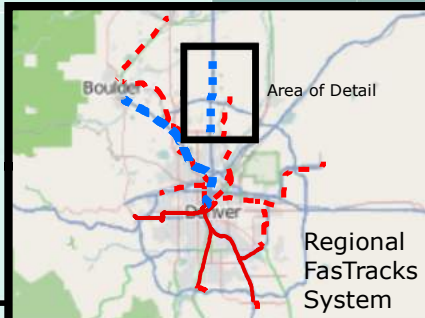
Source: American Community Survey 2009-2013
Map Date: 06/2015





Weld County

Broomfield County



North Metro BRT Study Area Corridor: Population in Rental Unit

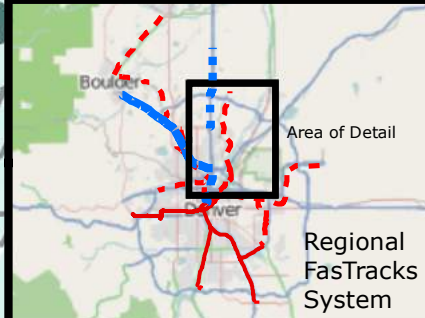
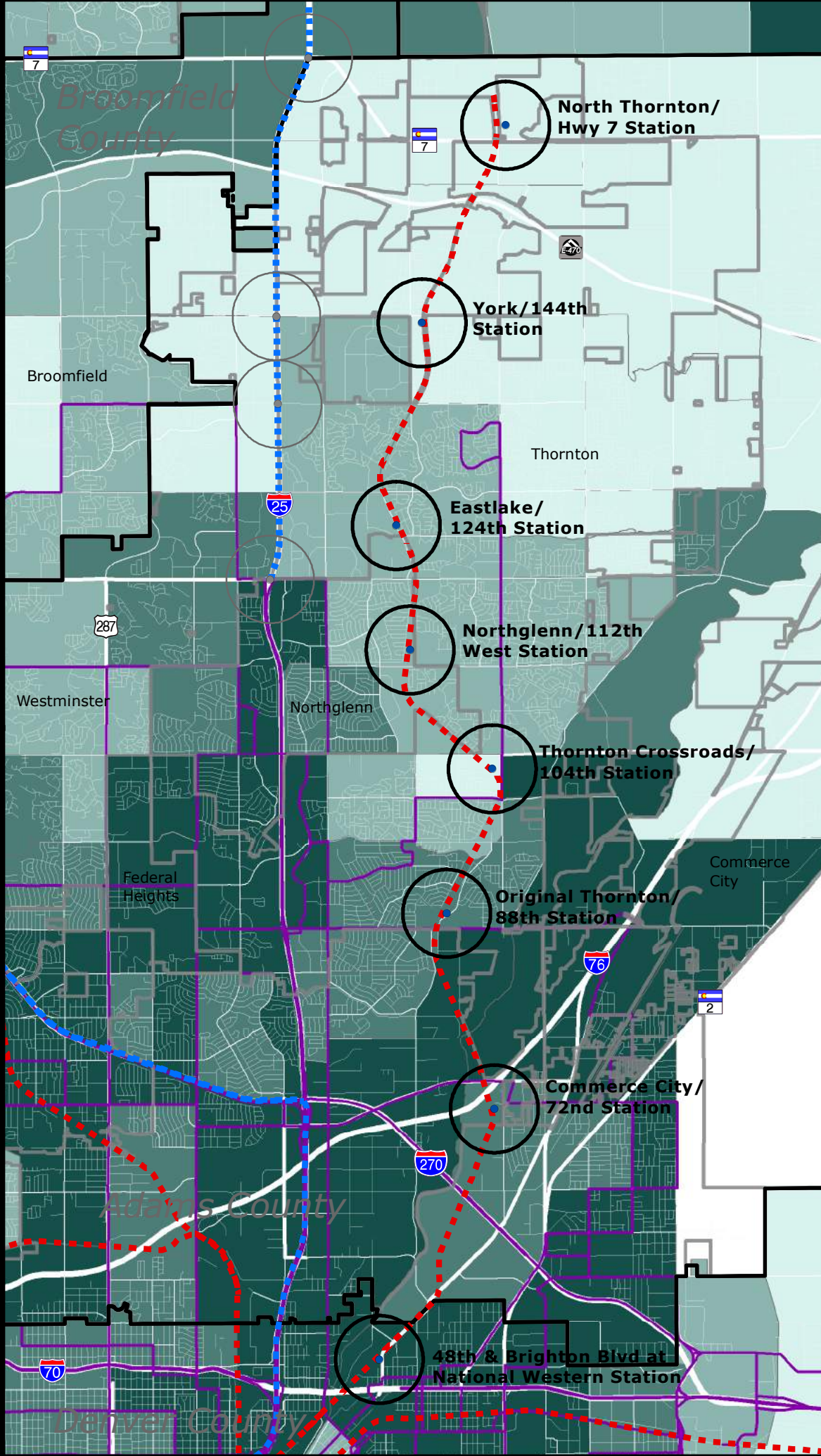
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Population in Rental Units (% Total)

- <25%
- 25 - 50%
- 50 - 75%
- 75% +

Source: American Community Survey 2009-2013
Map Date: 06/2015



North Metro Corridor: Affordability 50% HAMFI

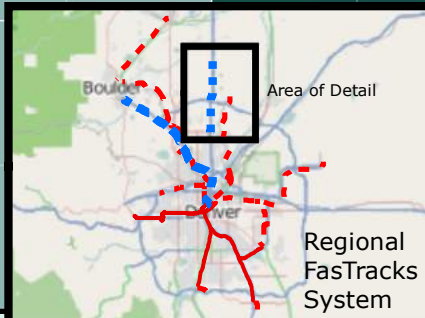
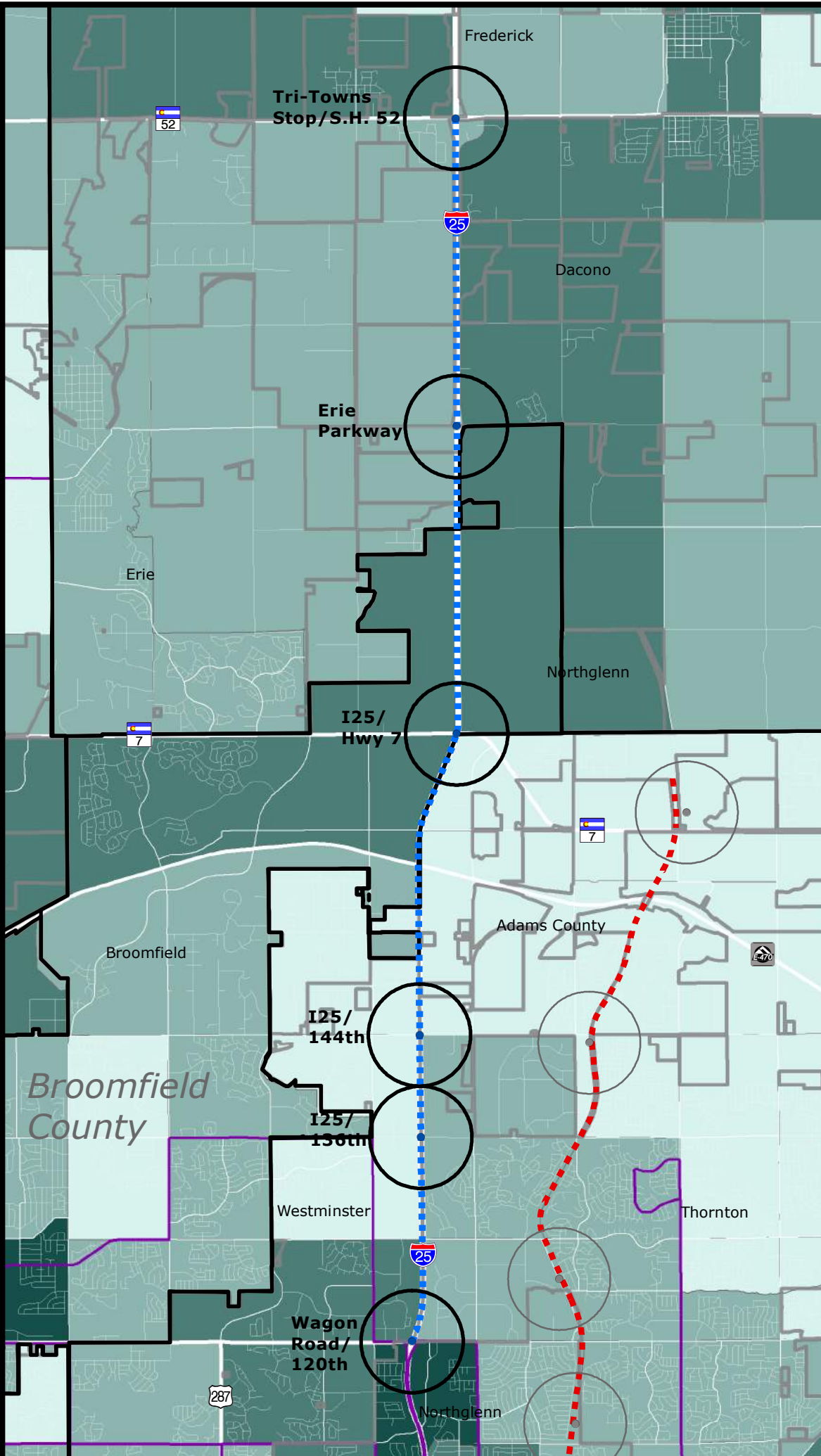
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Housing Affordable to 50% Median Income		Under 15%
		15% - 30%
		30% - 50%
		50% +

The value of these units is less than or equal to the maximum amount that would be affordable to a household making 50% of HUD Area Median Income (HAMFI)

Source: American Community Survey 2009-2013
Map Date: 06/2015



**North Metro
BRT Study Area
Corridor: Affordability
50% HAMFI**

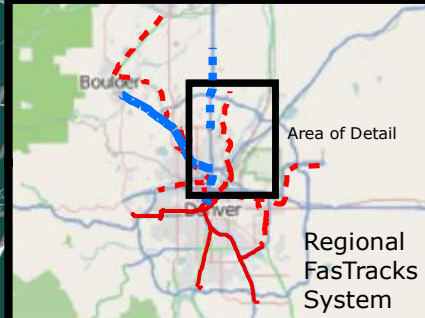
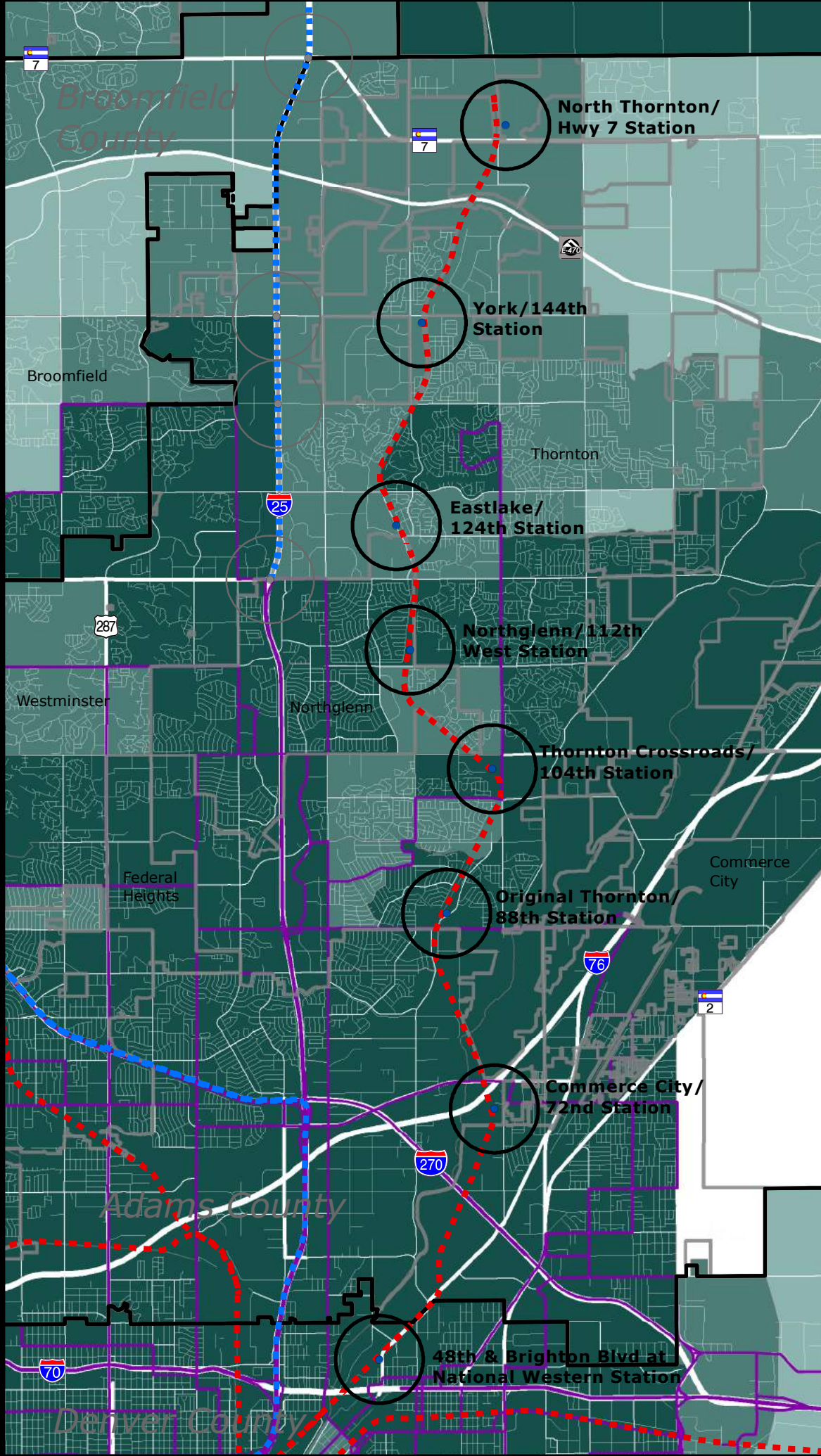
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Housing Affordable to 50% Median Income	Under 15%
	15% - 30%
	30% - 50%
	50% +

The value of these units is less than or equal to the maximum amount that would be affordable to a household making 50% of HUD Area Median Income (HAMFI)

Source: American Community Survey 2009-2013
Map Date: 06/2015



North Metro Corridor: Affordability 80% HAMFI

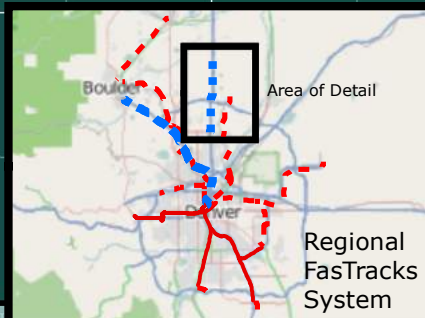
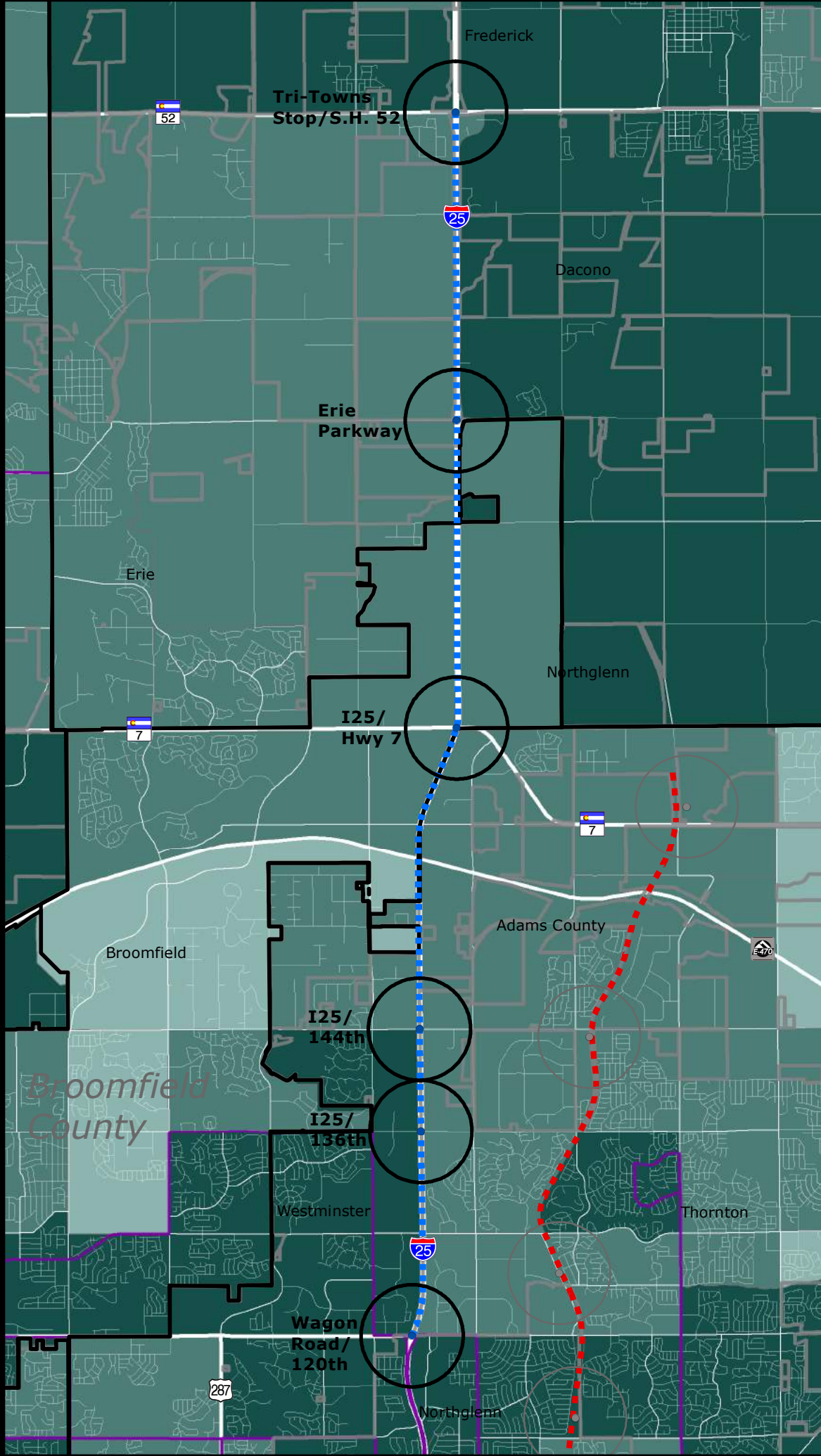
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Housing Affordable Between 50% & 80% MFI	Under 15%
	15% - 30%
	30% - 50%
	50% +

The value of these units is more than the maximum amount that would be affordable to a household making 50% of HAMFI, but less than or equal to the maximum amount that would be affordable to a household making 80% of HUD Area Median Family Income (HAMFI)

Source: American Community Survey 2009-2013
Map Date: 06/2015



**North Metro
BRT Study Area
Corridor: Affordability
80% HAMFI**

Metropolitan Denver Region

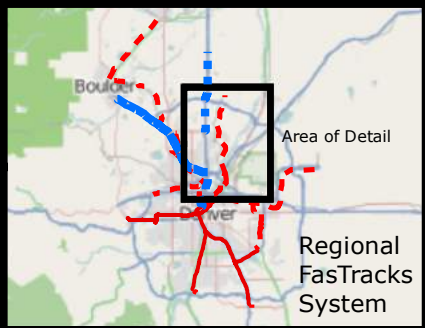
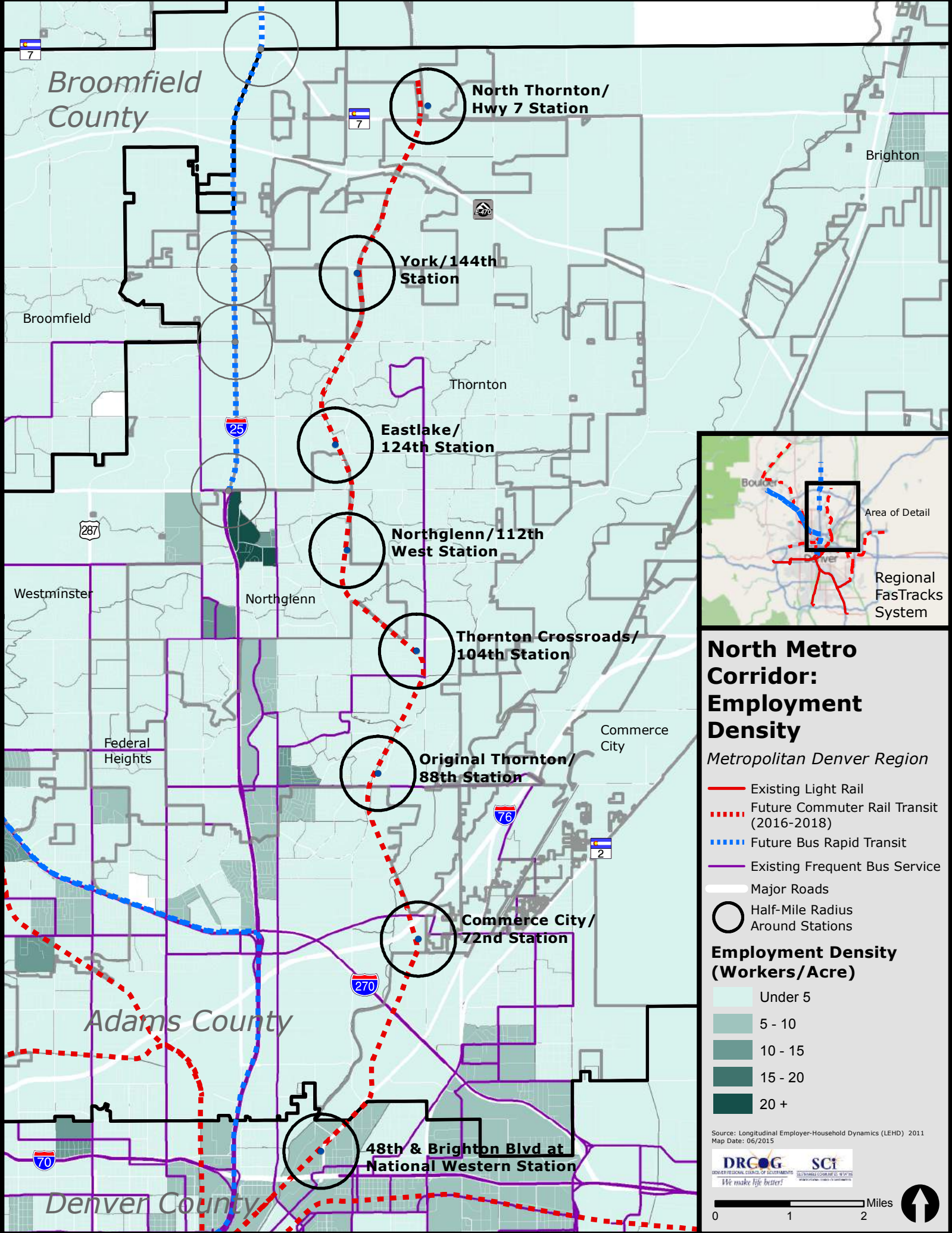
- Existing Light Rail
- - - Future Commuter Rail Transit (2016-2018)
- - - Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Housing Affordable Between 50% & 80% MFI

	Under 15%
	15% - 30%
	30% - 50%
	50% +

The value of these units is more than the maximum amount that would be affordable to a household making 50% of HAMFI, but less than or equal to the maximum amount that would be affordable to a household making 80% of HUD Area Median Family Income (HAMFI)

Source: American Community Survey 2009-2013
Map Date: 06/2015



North Metro Corridor: Employment Density

Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Employment Density (Workers/Acre)

- Under 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 +

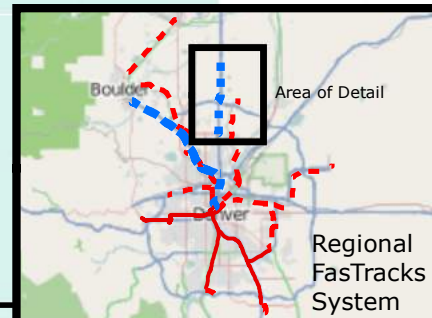
Source: Longitudinal Employer-Household Dynamics (LEHD) 2011
Map Date: 06/2015

DRCOG **SCI**
DENVER REGIONAL COUNCIL OF GOVERNMENTS COLORADO SPRINGS
We make life better!

0 1 2 Miles

NO DATA

Weld County



North Metro BRT Study Area Corridor: Employment Density

Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

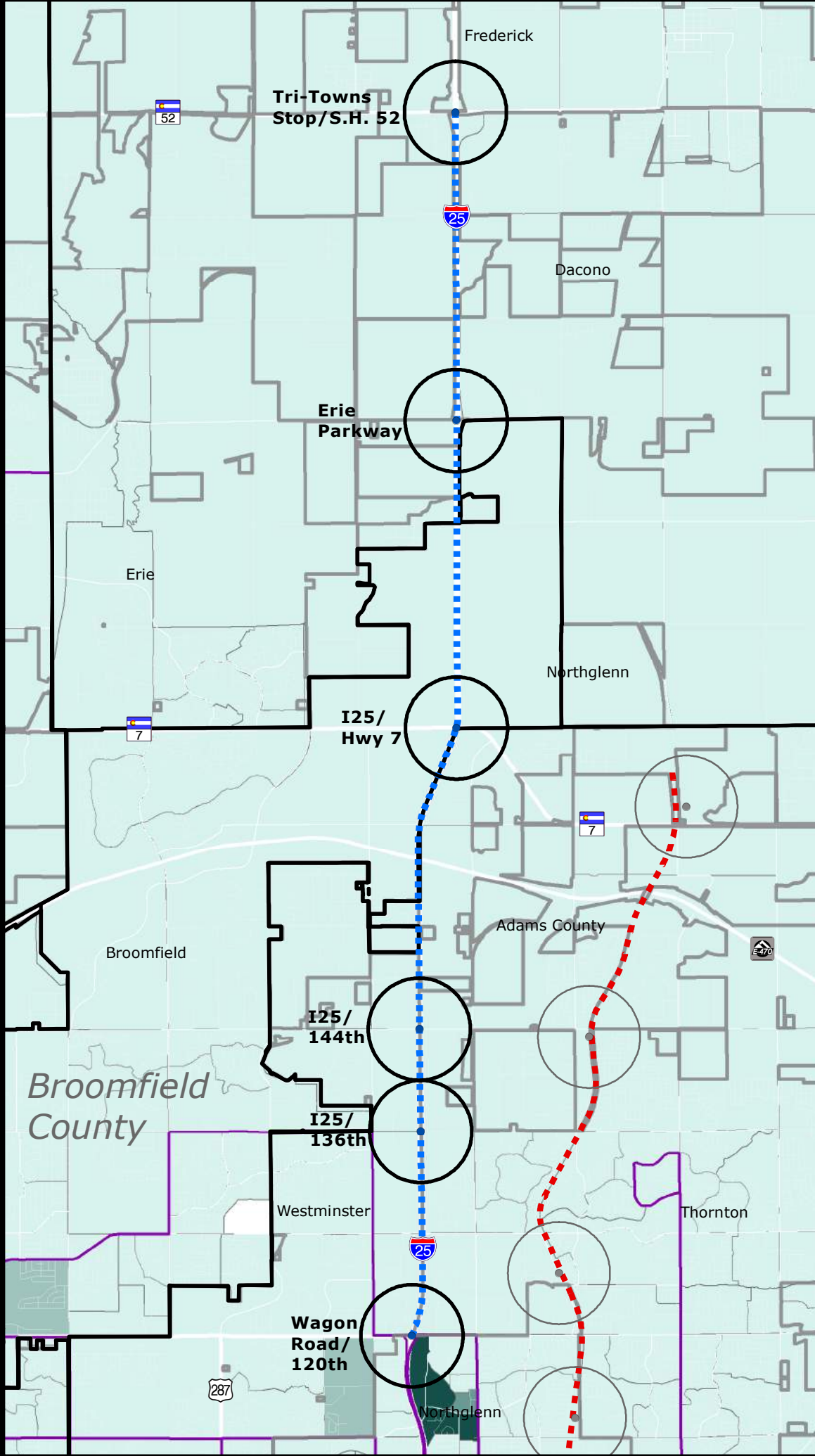
Employment Density (Workers/Acre)

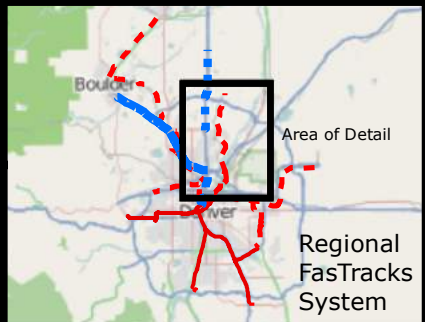
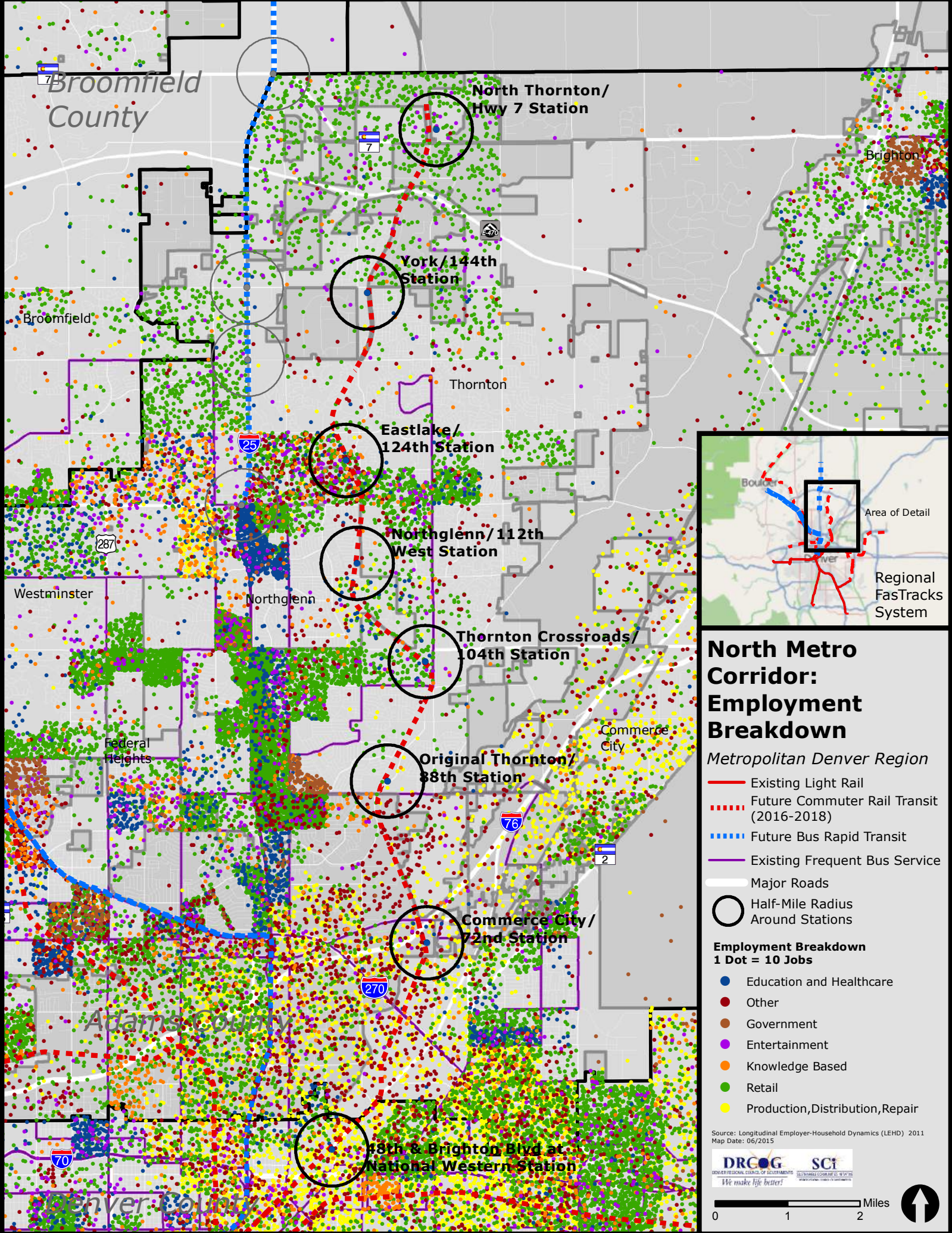
- Under 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 +

Source: Longitudinal Employer-Household Dynamics (LEHD) 2011
Map Date: 06/2015



0 0.75 1.5 Miles





North Metro Corridor: Employment Breakdown

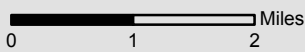
Metropolitan Denver Region

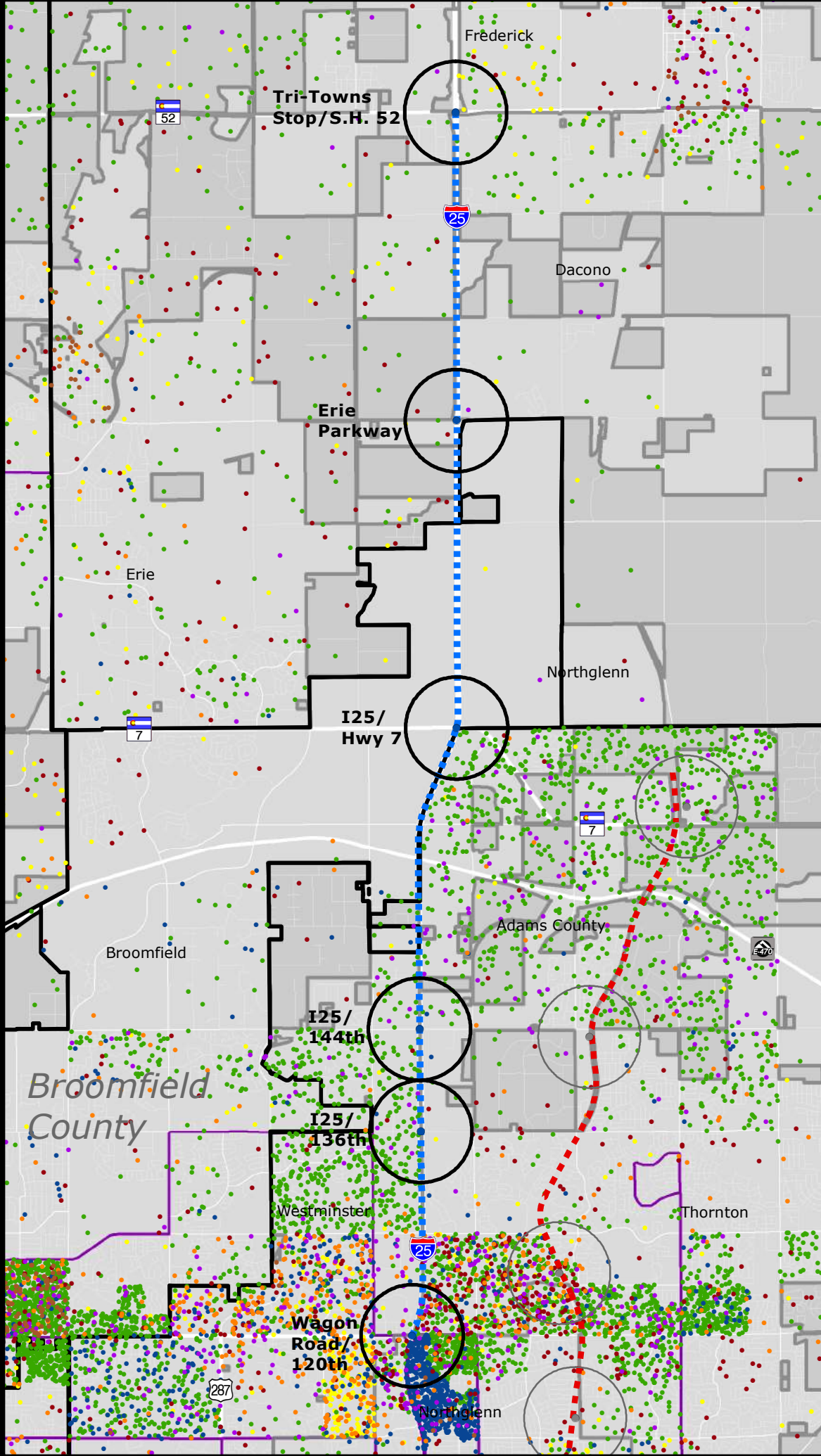
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Employment Breakdown
1 Dot = 10 Jobs

- Education and Healthcare
- Other
- Government
- Entertainment
- Knowledge Based
- Retail
- Production, Distribution, Repair

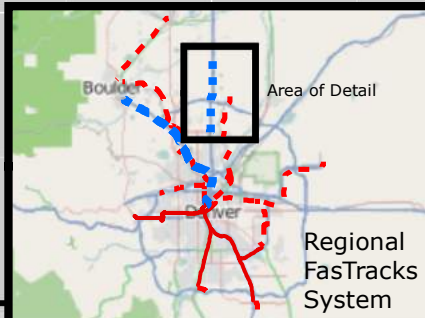
Source: Longitudinal Employer-Household Dynamics (LEHD) 2011
Map Date: 06/2015





NO DATA

Weld County



North Metro BRT Study Area Corridor: Employment Breakdown

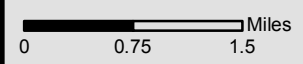
Metropolitan Denver Region

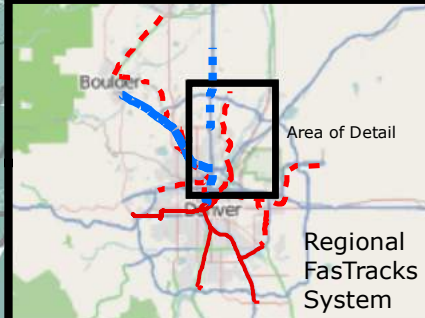
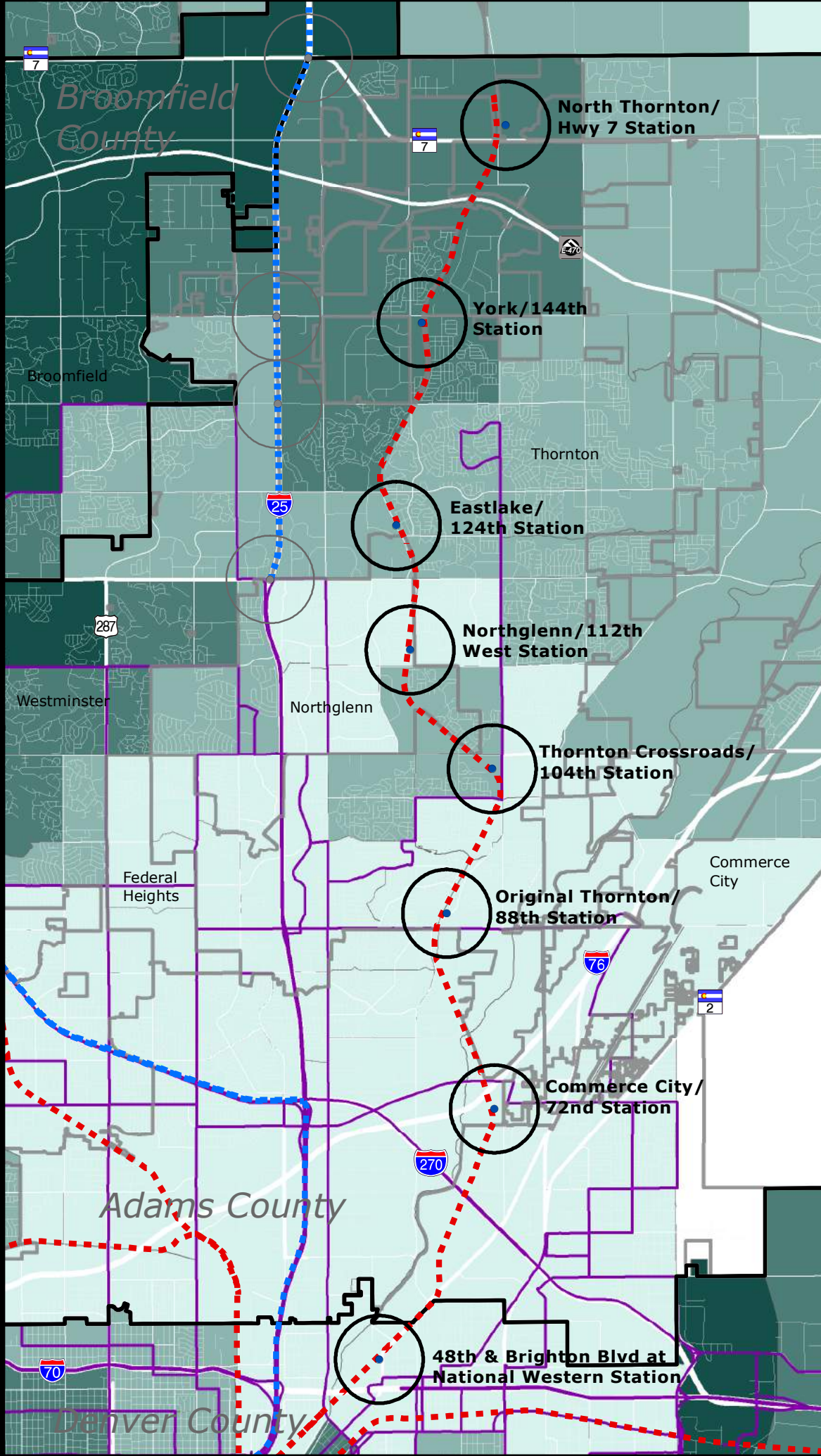
- Existing Light Rail
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Employment Breakdown
1 Dot = 10 Jobs

- Education and Healthcare
- Other
- Government
- Entertainment
- Knowledge Based
- Retail
- Production, Distribution, Repair

Source: Longitudinal Employer-Household Dynamics (LEHD) 2011
Map Date: 06/2015



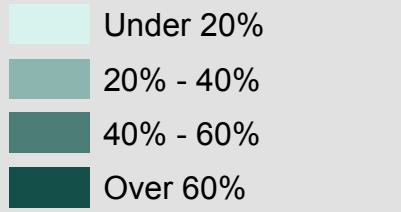


North Metro Corridor: Education Attainment

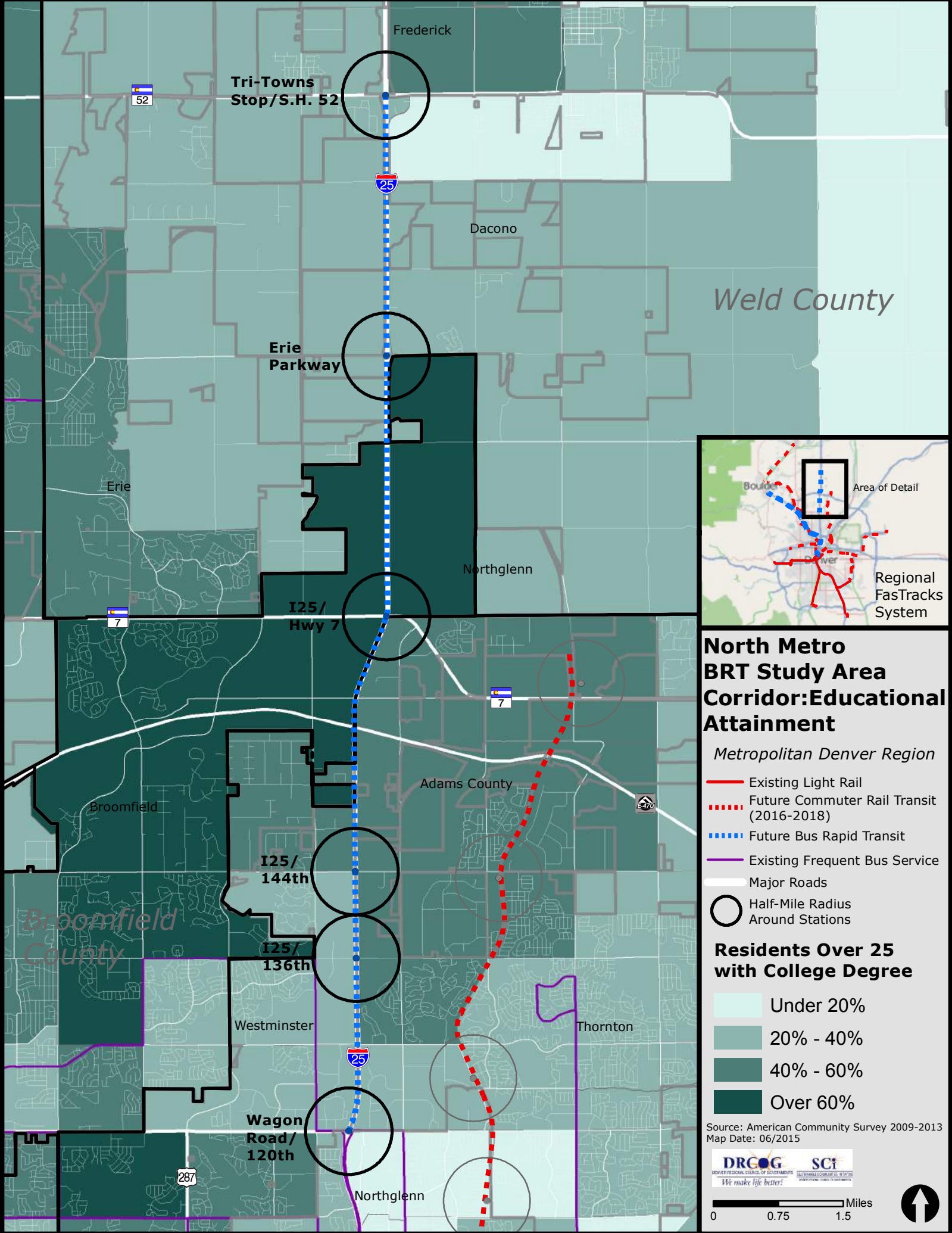
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Residents Over 25 with College Degree



Source: American Community Survey 2009-2013
Map Date: 06/2015



Tri-Towns
Stop/S.H. 52

Frederick

Dacono

Weld County

Erie
Parkway

Erie

Northglenn

I25/
Hwy 7

Adams County

Broomfield

Broomfield
County

I25/
144th

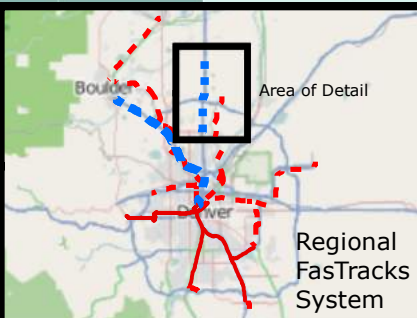
I25/
136th

Westminister

Thornton

Wagon
Road/
120th

Northglenn



North Metro BRT Study Area Corridor: Educational Attainment

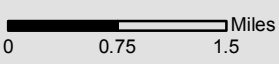
Metropolitan Denver Region

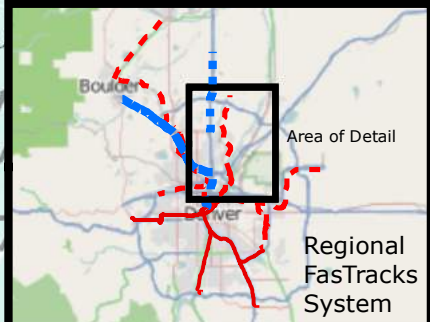
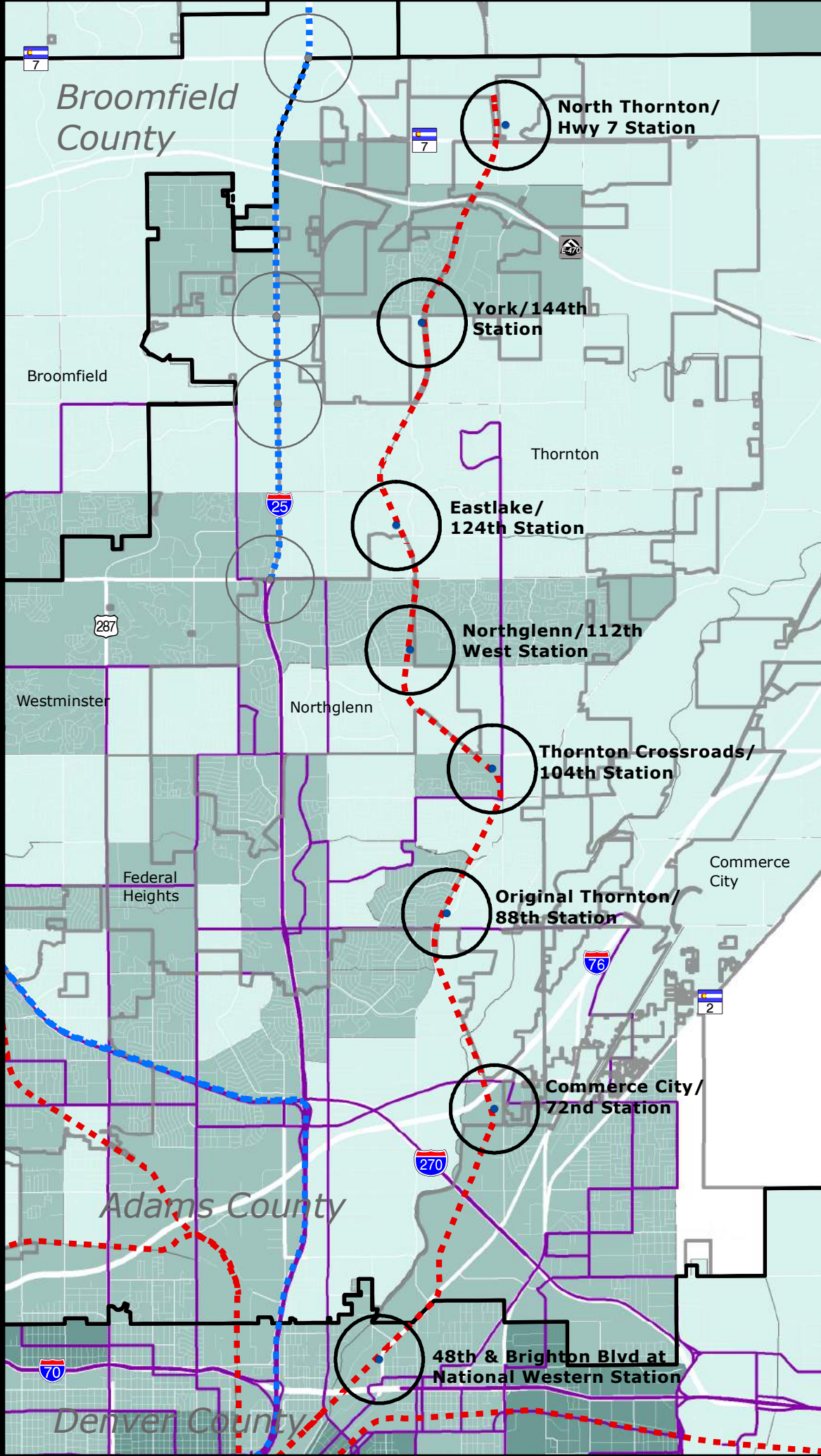
- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Residents Over 25 with College Degree

- Under 20%
- 20% - 40%
- 40% - 60%
- Over 60%

Source: American Community Survey 2009-2013
Map Date: 06/2015

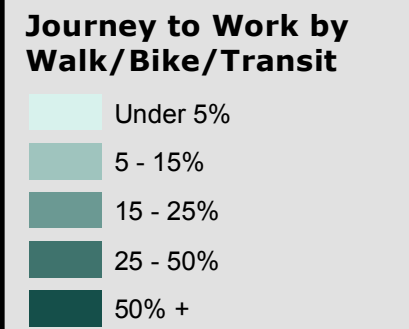




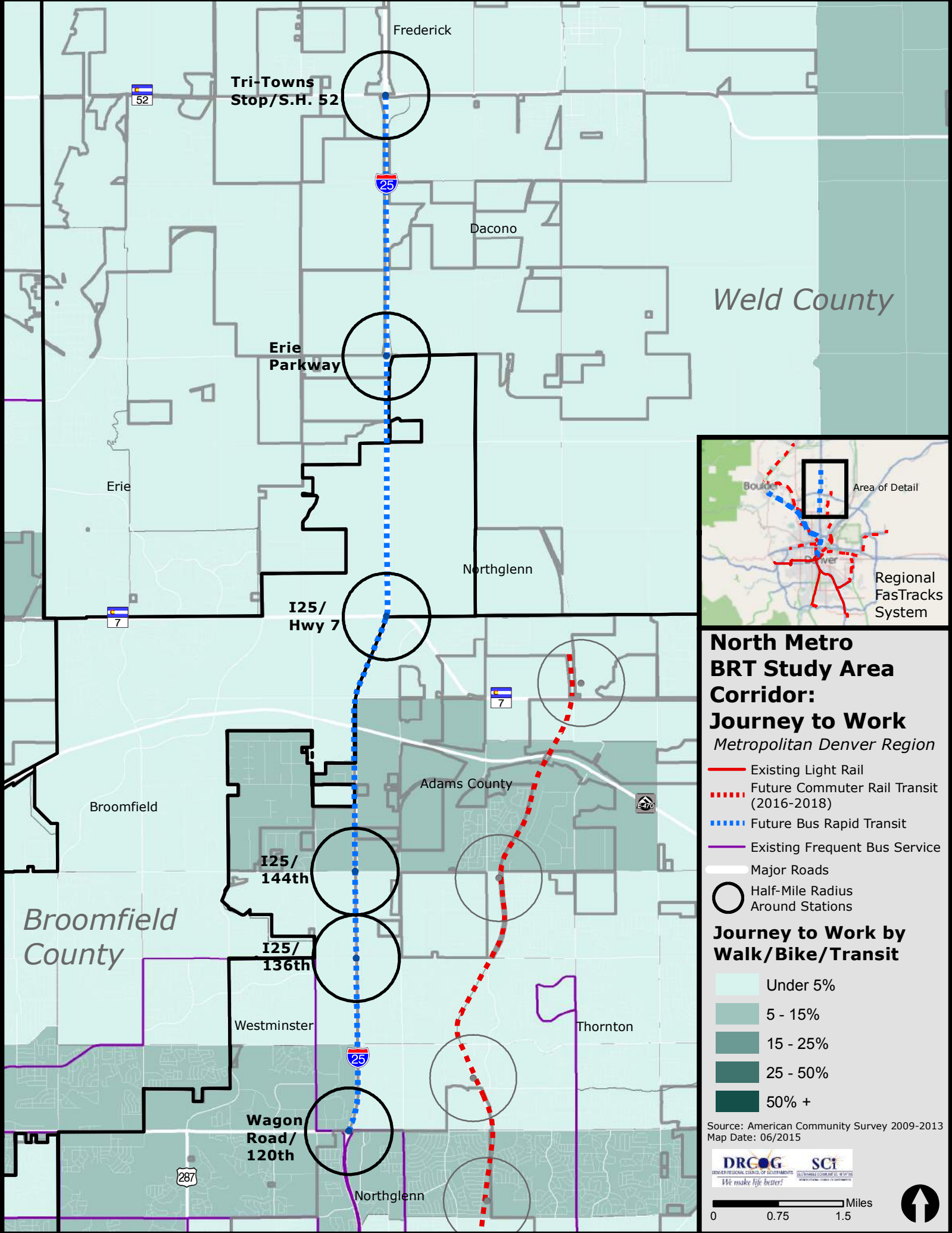
North Metro Corridor: Journey to Work

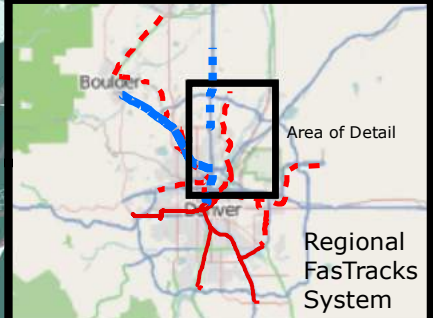
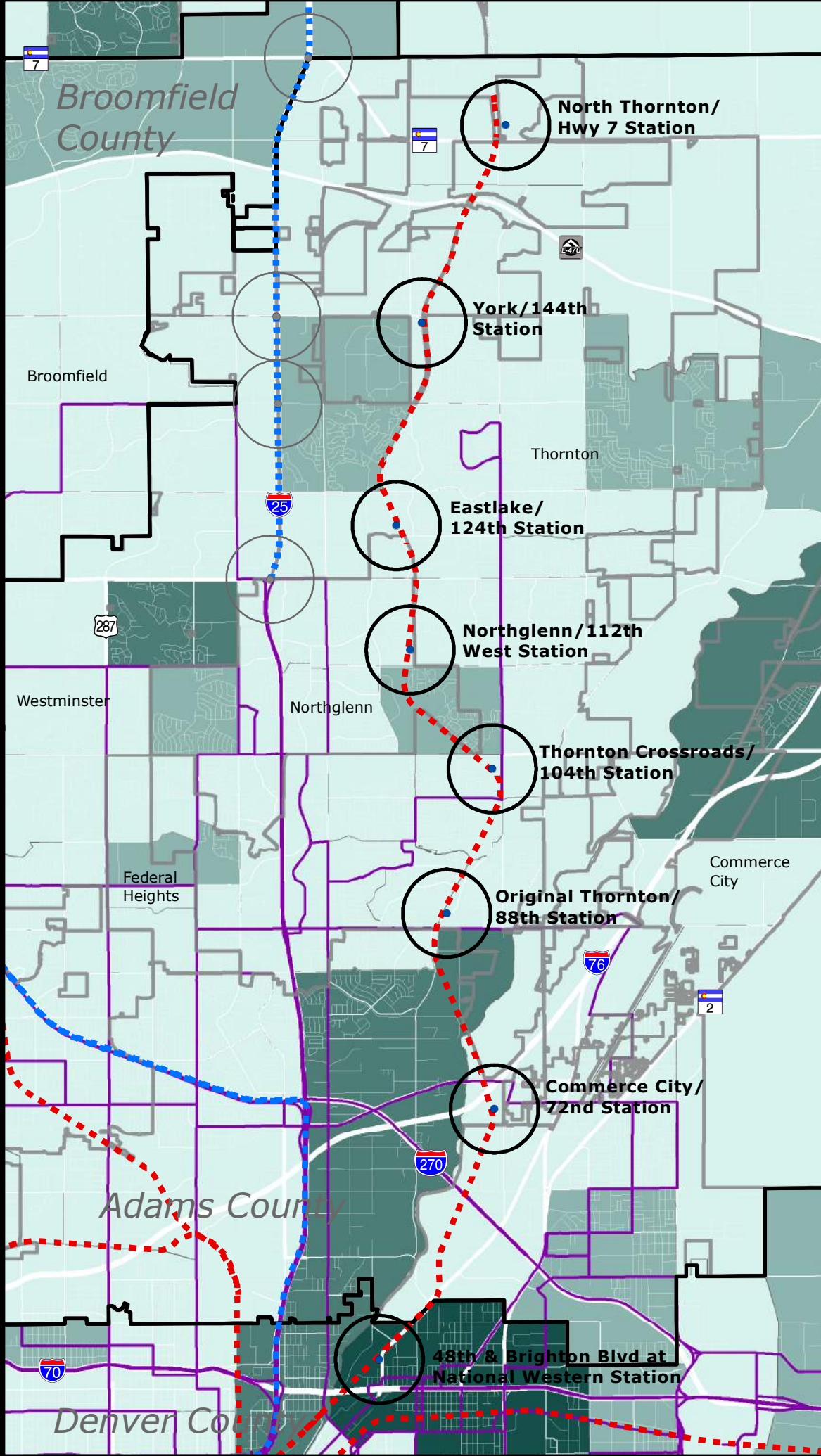
Metropolitan Denver Region

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- Half-Mile Radius Around Stations



Source: American Community Survey 2009-2013
Map Date: 06/2015





North Metro Corridor: Food Desert Designation

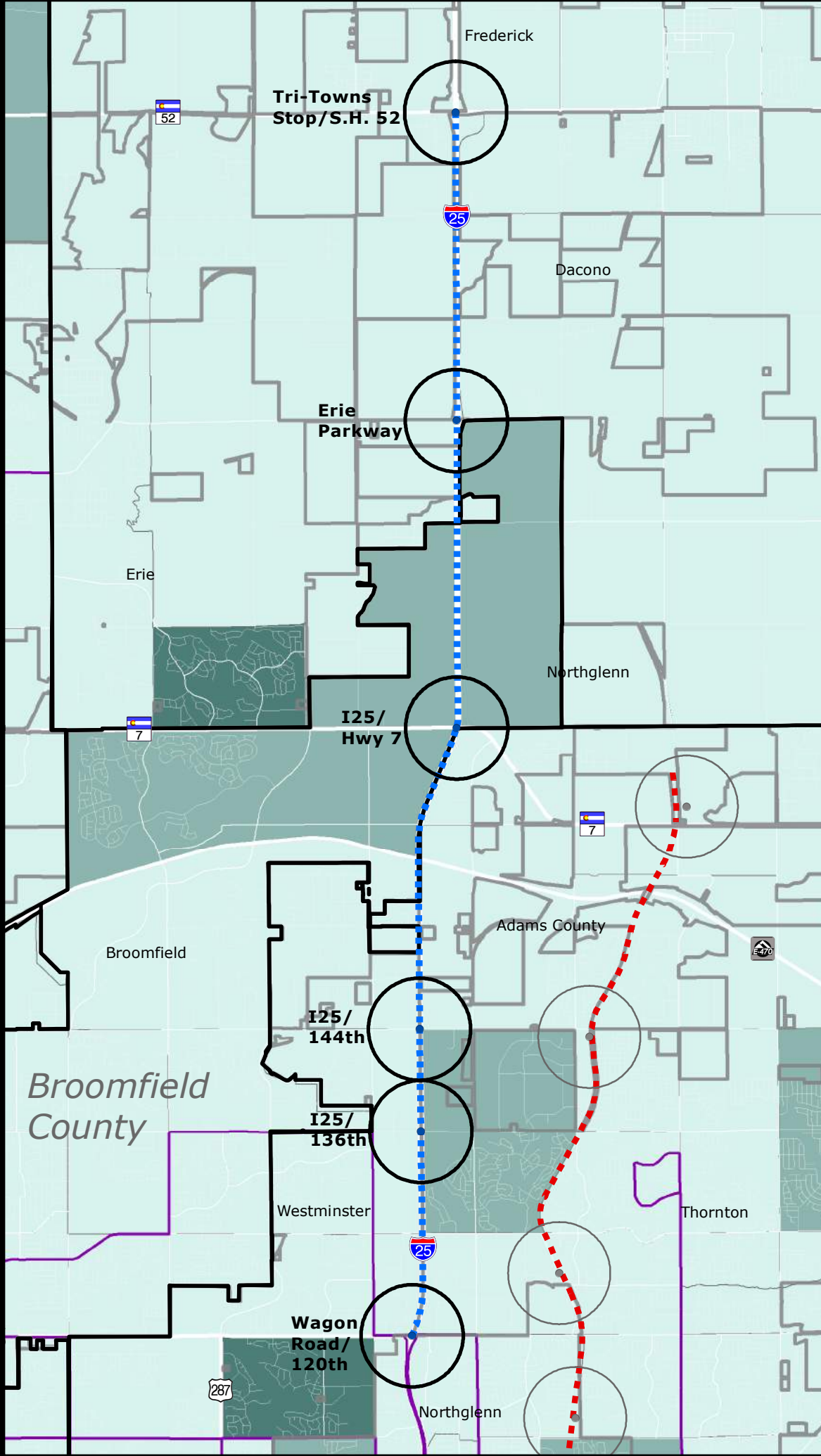
Metropolitan Denver Region

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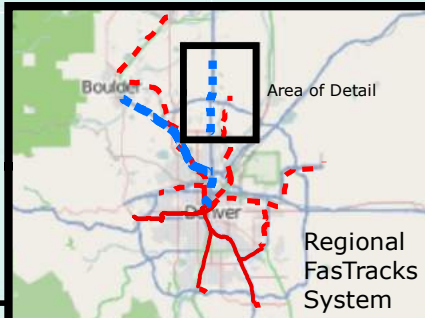
Households Without a Car, A Mile from Store

- 0 - 25 Households
- 25 - 50
- 50 - 100
- 100 - 300

Source: 2013 United States Department of Agriculture
Map Date: 06/2015



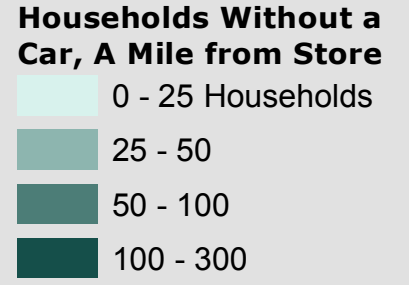
Weld County



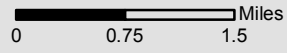
North Metro BRT Study Area Corridor: Food Desert Designation

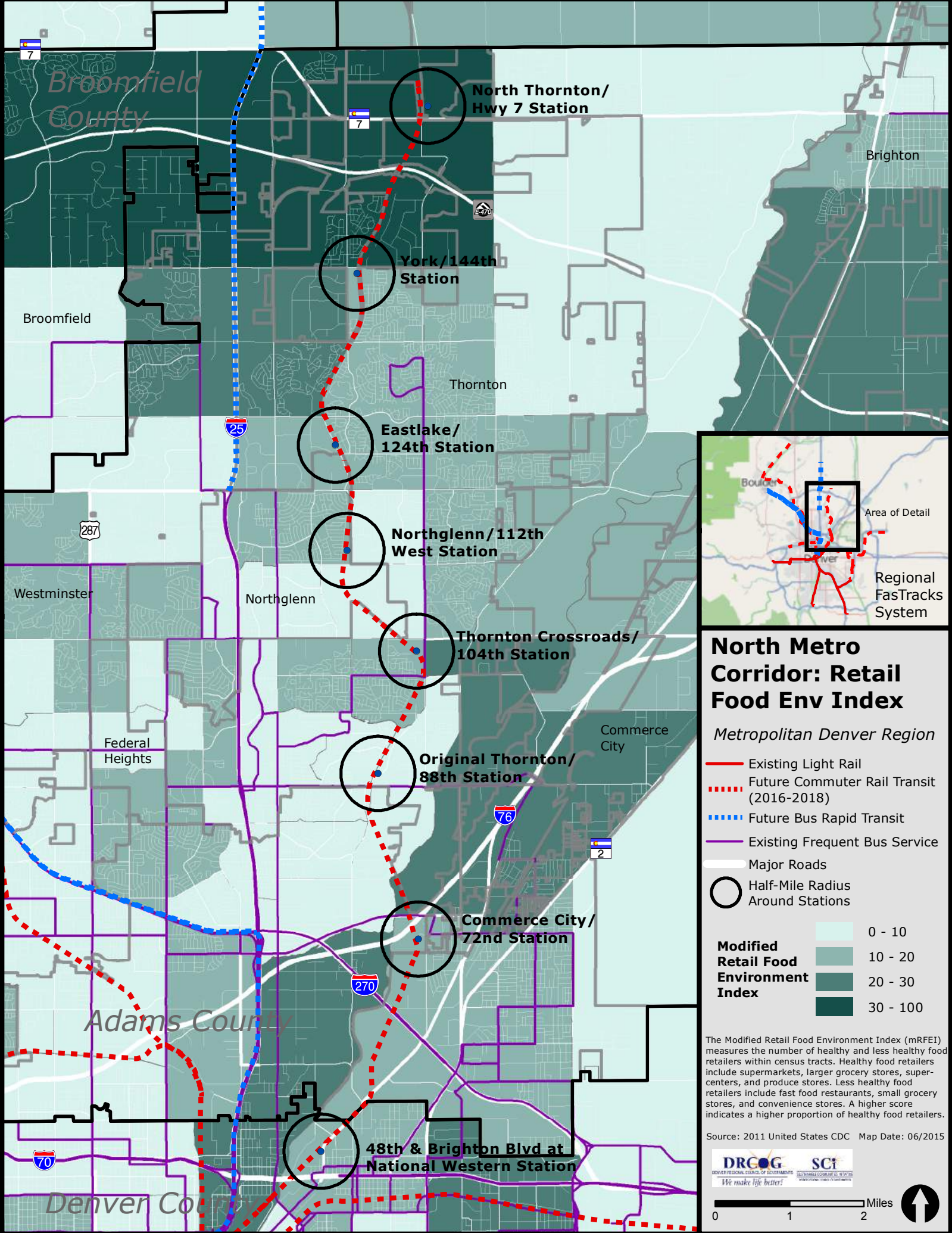
Metropolitan Denver Region

- Existing Light Rail
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- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations



Source: 2013 United States Department of Agriculture
Map Date: 06/2015





North Metro Corridor: Retail Food Env Index

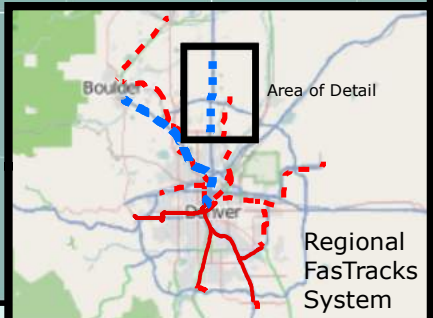
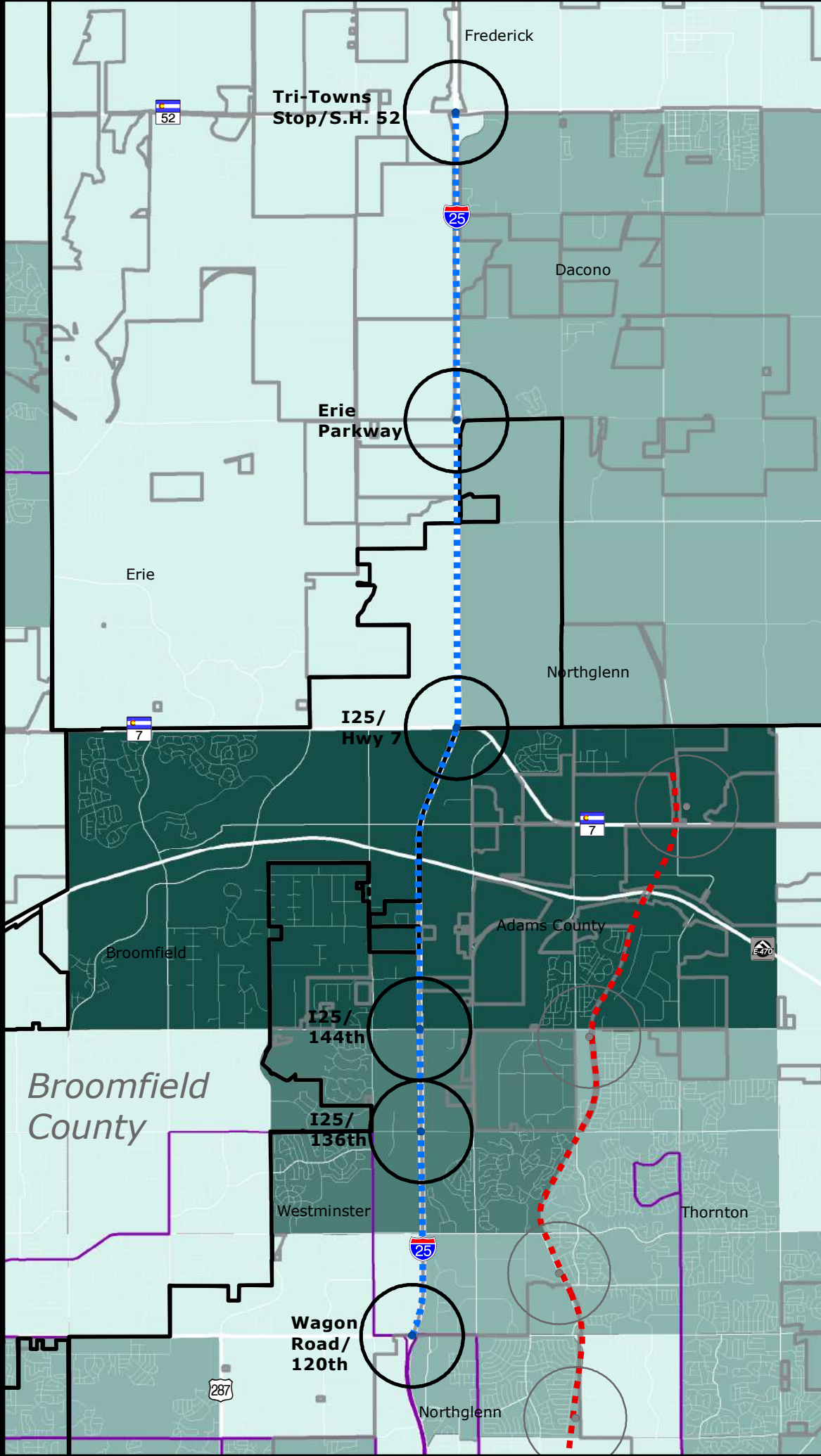
Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

Modified Retail Food Environment Index	0 - 10
	10 - 20
	20 - 30
	30 - 100

The Modified Retail Food Environment Index (mRFEI) measures the number of healthy and less healthy food retailers within census tracts. Healthy food retailers include supermarkets, larger grocery stores, super-centers, and produce stores. Less healthy food retailers include fast food restaurants, small grocery stores, and convenience stores. A higher score indicates a higher proportion of healthy food retailers.

Source: 2011 United States CDC Map Date: 06/2015



North Metro BRT Study Area Corridor: Retail Food Env Index

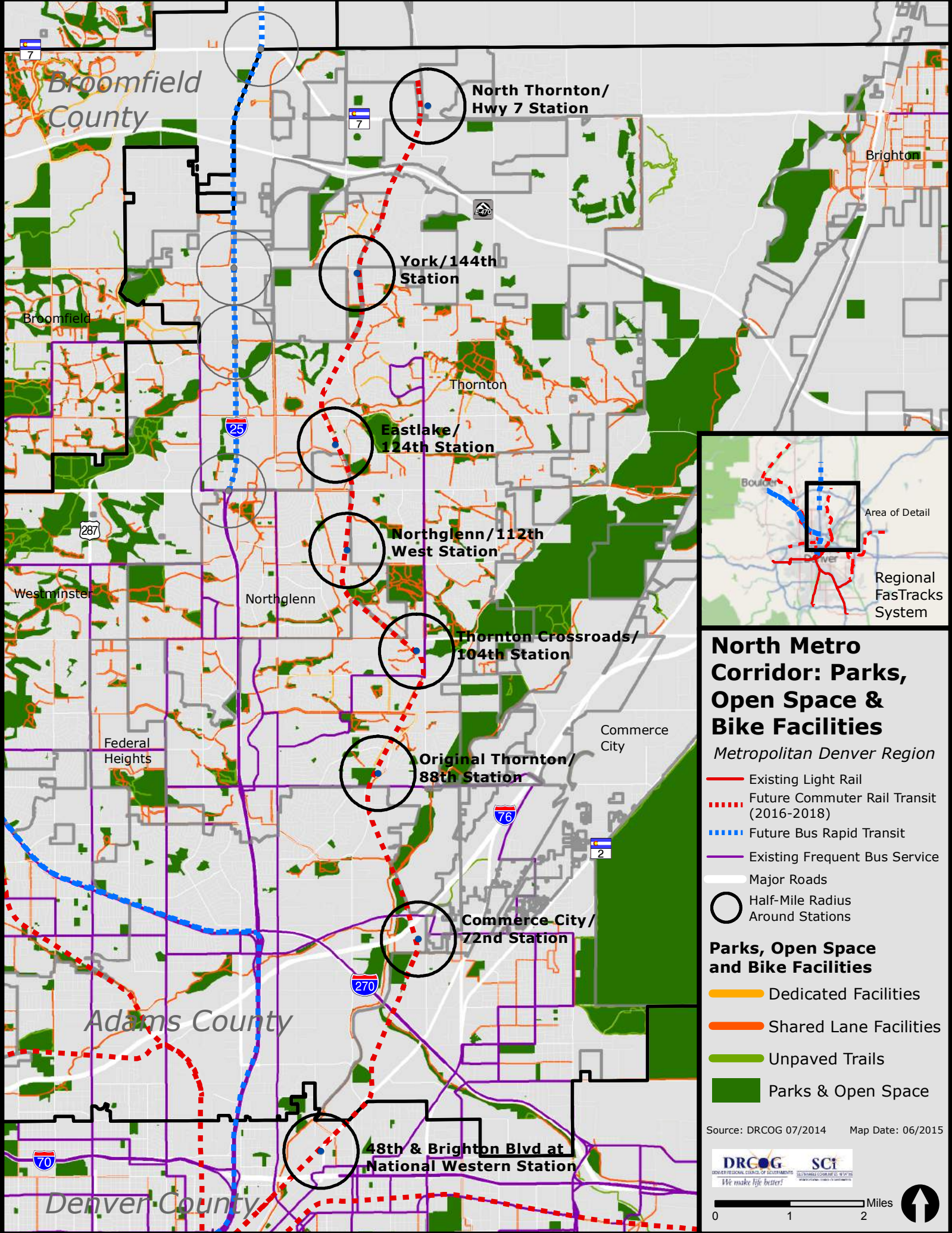
Metropolitan Denver Region

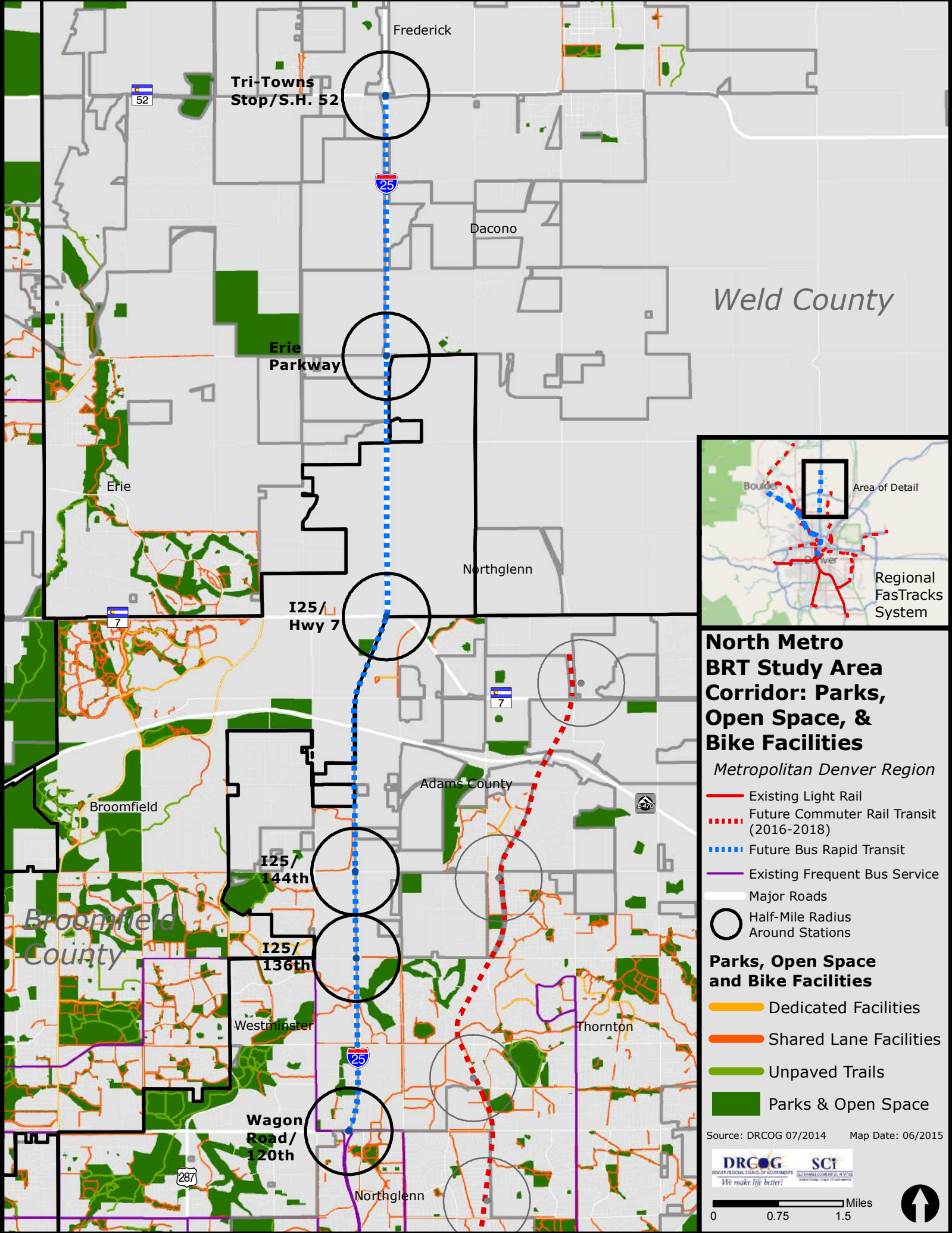
- Existing Light Rail
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Modified Retail Food Environment Index	0 - 10
	10 - 20
	20 - 30
	30 - 100

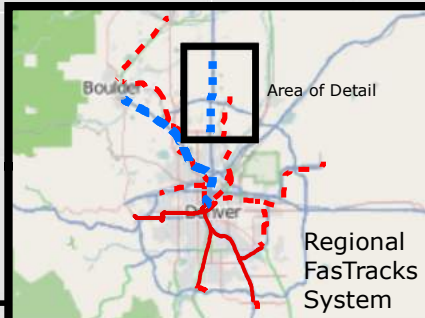
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Source: 2011 United States CDC Map Date: 06/2015





Weld County



**North Metro
BRT Study Area
Corridor: Parks,
Open Space, &
Bike Facilities**

Metropolitan Denver Region

- Existing Light Rail
- Future Commuter Rail Transit (2016-2018)
- Future Bus Rapid Transit
- Existing Frequent Bus Service
- Major Roads
- Half-Mile Radius Around Stations

**Parks, Open Space
and Bike Facilities**

- Dedicated Facilities
- Shared Lane Facilities
- Unpaved Trails
- Parks & Open Space

Source: DRCOG 07/2014 Map Date: 06/2015

Appendix B: WIQ Results

WIQ is a platform for stakeholder input and collaboration. The WIQ software was used to assist CWG members to develop:

- Corridor wide opportunities and challenges: Wednesday 06/03/2015
- Corridor wide vision and goals: Wednesday 06/03/2015
- Zonal opportunities and challenges: Tuesday 06/16/2015
- Corridor wide recommendations: Tuesday 06/16/2015

The WIQ sessions were facilitated by Nate Currey and Jim Eshelman with DRCOG.

The results for the two WIQ sessions are as follows:

- Session 1: Wednesday 06/03/2015
- Session 2: Tuesday 06/16/2015

North Area Transportation Corridor Work Group

Corridor Attributes, Opportunities & Challenges

**Denver Regional Council of Governments
Advanced Strategy Lab® Session Document**

June 3, 2015

Facilitated by:
Nate Currey (DRCOG) & Jim Eshelman (DRCOG)

Contact: Nate Currey at DRCOG
1290 Broadway, Suite 700
Denver, Colorado 80203
Email: ncurrey@drcog.org
www.drcog.org

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Introduction to the Denver Regional Council of Governments Advanced Strategy Lab

Instructions: Welcome again to the DRCOG Advanced Strategy Lab. The following points will introduce you to the system and the process we will be using for our session today:

Ideas Results
14/17 fully contributed

No. Idea

1. Thanks in advanced for your insights on these critical questions.
2. The DRCOG Advanced Strategy Lab is enabled over the internet and is generally very stable. If you encounter any problem on your system, try pressing the 'F5' key on the top row to refresh the screen. If there is anything else, just let us know and we'll come over and assist.
3. For today's session we'll be using a concept called 'lockstep' that allows everyone to be on the same electronic page at the same time. We'll move you to each activity on the agenda and will let you know when we are making the transition to the activity. Let's move to our first interactive activity . . .

The Quality of Life in the North Metro & I-25 Corridor -- The Positives

Instructions: All of us here today have a vested interest in the future of the North Metro & I-25 Corridor. To get us started today, let's begin by talking about what makes this place so special. What makes this a great place to live and work? What do you feel are the most important attributes/element of the quality of life in this area? (multiple responses)

Ideas Results

17/20 fully contributed

No.	Idea	Author
1.	Open Space	DRCOG, A01
2.	weather	DRCOG, A08
3.	Safe communities	DRCOG, A05
4.	good access to downtown	DRCOG, A08
5.	Trails	DRCOG, A13
6.	central location	DRCOG, A05
7.	planned developments with open space, parks and trails	DRCOG, A11
8.	Great already built transportation connections (highways, trails, etc.)	DRCOG, A06
9.	mountain views	DRCOG, A11
10.	reasonably affordable housing	DRCOG, A05
11.	educated workforce	DRCOG, A11
12.	Proximity to DIA, mountains, I-25, Downtown Denver cultural resources, CHOICES on where/how to live (county, city, suburb/	DRCOG, A12
13.	Recreational activities	DRCOG, A13

14.	housing variety	DRCOG, A05
15.	Access to a variety of interstates	DRCOG, A02
16.	park systems	DRCOG, A05
17.	low crime	DRCOG, A11
18.	quality schools	DRCOG, A05
19.	nexus of transportation opportunities	DRCOG, A11
20.	variety of economic/business opportunities	DRCOG, A02
21.	quality infrastructure	DRCOG, A05
22.	Opportunities for growth	DRCOG, A02
23.	affordable housing	DRCOG, A06
24.	available water	DRCOG, A11
25.	historic old towns	DRCOG, A13
26.	Affordable housing stock for first time buyers	DRCOG, A01
27.	demographic diversity - young base, but growing active senior pop	DRCOG, A08
28.	access to the airport	DRCOG, A02
29.	emerging regional cooperation	DRCOG, A12
30.	Good access to Denver, Boulder, Brighton, points north along I-25	DRCOG, A06
31.	multiple medical campuses and ER locations	DRCOG, A11
32.	family friendly	DRCOG, A13

33.	trails and parks	DRCOG, A01
34.	strong workforce	DRCOG, A05
35.	retail services	DRCOG, A11
36.	access to downtown	DRCOG, A01
37.	Great view of the mountains	DRCOG, A06
38.	employment opportunities	DRCOG, A05
39.	proximity to DIA	DRCOG, A11

(1) Categorization of Positive Elements of the Quality of Life in the North Metro & I-25 Corridor

Instructions: The following is a summary of the responses. In a moment we'll assess the list...

Ideas Results

17/20 fully contributed

No. Idea

1. Access
2. Open Space
3. Affordable housing
4. Safety
5. Transportation infrastructure
6. Schools
7. Diversity
8. Airport

(1A) Prioritization of Positive Elements of the Quality of Life in the North Metro & I-25 Corridor

Instructions: Now, please assess how important you feel each of the following elements is in terms of the quality of life in the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all important and a '10' means extremely important:

HIGH/LOW REPORT
7/20 contributed



Rating Criteria: Importance to the Quality of Life in the North Metro & I-25 Corridor

Rank	Idea	High	Low	Std. Dev.	Avg.	Participation Ratio
Scale: 1 2 3 4 5 6 7 8 9 10						
1.	Schools	10	6	1.5	9.0	7/7
2.	Access	10	7	1.2	8.9	7/7
3.	Safety	10	7	1.5	8.9	7/7
4.	Transportation infrastructure	10	5	2.0	8.3	7/7
5.	Open Space	10	5	2.0	8.1	7/7
6.	Airport	9	3	2.1	6.6	7/7
7.	Affordable housing	10	3	2.3	6.4	7/7
8.	Diversity	9	3	2.2	5.9	7/7

(1A) Prioritization of Positive Elements of the Quality of Life in the North Metro & I-25 Corridor

Instructions: Now, please assess how important you feel each of the following elements is in terms of the quality of life in the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all important and a '10' means extremely important:

FREQUENCY DISTRIBUTION REPORT 7/20 contributed



Rating Criteria: Importance to the Quality of Life in the North Metro & I-25 Corridor

Rank	Idea	1	2	3	4	5	6	7	8	9	10	Top 2
Scale: 1 2 3 4 5 6 7 8 9 10												
1.	Schools	0	0	0	0	0	1	0	1	1	4	71%
2.	Access	0	0	0	0	0	0	1	2	1	3	57%
3.	Safety	0	0	0	0	0	0	2	1	0	4	57%
4.	Transportation infrastructure	0	0	0	0	1	0	2	0	1	3	57%
5.	Open Space	0	0	0	0	1	1	0	1	2	2	57%
6.	Airport	0	0	1	0	1	1	1	2	1	0	14%
7.	Affordable housing	0	0	1	0	2	0	2	1	0	1	14%
8.	Diversity	0	0	2	0	0	2	2	0	1	0	14%

S1A Survey: Iterative Question on the One Most Important Aspect (POSITIVE)

Instructions: Please respond to the following survey questions. There will be an instruction at the end of the survey on how to submit your responses.

Questionnaire Results
8/20 contributed

The One Most Important Aspect

1. As you reflect on the various aspects, what's the ONE MOST POSITIVE aspect/element of the North Metro Area & I-25 corridor today that contributes to its quality of life in this region?

No.	Idea	Author
1.	Safety	DRCOG, A05
2.	Transportation Infrastructure	DRCOG, A12
3.	Transportation infrastructure	DRCOG, A06
4.	Easy Access to clean water and air, goods, services, jobs, lifestyle centers, entertainment etc makes for a special place to live. Transit choice helps improve everyone's enjoyment of same.	DRCOG, A08
5.	Open Space and Parks	DRCOG, A01
6.	Transportation Infrastructure	DRCOG, A02
7.	Access	DRCOG, A13
8.	transportation infrastructure	DRCOG, A11

2. Why is that element so important? Why does it matter?

No.	Idea	Author
1.	It enables for continued growth and is the major factor in the quality of life component.	DRCOG, A05
2.	Gets people to jobs, recreation, medical services.	DRCOG, A12

3.	Because the corridors provide transportation options.	DRCOG, A06
4.	Access=freedom	DRCOG, A08
5.	Because it allows for communities to gather for events and promotes social health and wellness.	DRCOG, A01
6.	It gives residents of the area the ability to be anywhere in the Front Range in minutes.	DRCOG, A02
7.	Increases the standard of life.	DRCOG, A13
8.	Adequate and equitable transportation infrastructure gives residents access to jobs and services, and safe mobility that connects us to other parts of the region.	DRCOG, A11

3. What's the BENEFIT of that element for our residents to the North Metro Area & I-25 corridor?
What does it allow them to do or do differently as a result?

No.	Idea	Author
1.	Live a better more comfortable life	DRCOG, A05
2.	Access to jobs and upward mobility.	DRCOG, A12
3.	Provides choices for our residents.	DRCOG, A06
4.	better lives	DRCOG, A08
5.	The benefit is allowing public gathering spaces for social activities as well as a place to be physically active.	DRCOG, A01
6.	It allows people to conduct business or make personal trips in a relatively short time frame.	DRCOG, A02
7.	Allows them access to services and locations within their community without have to travel long distances or go without those services.	DRCOG, A13
8.	Adequate transit service provides mobility for diverse population to get to jobs and services. It provides our area to locate employment centers where employees can get to.	DRCOG, A11

4. When that benefit OCCURS, when it is present for our residents, how does it make them feel?
What kind of SENSE do you suppose it gives them?

No.	Idea	Author
-----	------	--------

1.	The sense is secure. It creates a stronger community more interaction and a better sense of place	DRCOG, A05
2.	Secure and confident that government services are being provided.	DRCOG, A12
3.	Satisfies their ability to make different choices.	DRCOG, A06
4.	They live life more fully	DRCOG, A08
5.	It presents an opportunity to live quality healthy lives.	DRCOG, A01
6.	It makes them feel productive and connected to the Denver area.	DRCOG, A02
7.	Sense of community	DRCOG, A13
8.	Equal to other areas of the metro area.	DRCOG, A11

The Quality of Life in the North Metro & I-25 Corridor--The Negatives

Instructions: Still thinking about the quality of life in the North Metro & I-25 Corridor, what would you say are the most concerning/negative aspects? What gets in the way of making this a great place to live and work? (multiple responses)

Ideas Results

17/20 fully contributed

No. Idea

1. Pedestrian connectivity
2. heavy industry
3. inadequate transit and bus service
4. suburban development pattern destroys connectivity
5. Lacking bicycle infrastructure
6. housing affordability
7. available workforce
8. traffic congestion
9. lack of multi-modal transportation opportunities
10. Increasing traffic congestion, adequate water supplies, fracking impacting health and safety.
11. workforce needs
12. transportation infrastructure reaching capacity
13. Distance between amenities
14. water resources
15. income disparities
16. Lack of funding resources to make change
17. Are there higher education options in the communities? North Front Range?
18. old commercial centers
19. Oil & Gas aesthetics
20. I-25 Bottlenecks
21. Uneven economic development

22. oil and gas locations
23. Lack of investment in transportation connections
24. heavy industry impacting traffic, air quality, residents
25. workforce training
26. lack of housing diversity
27. secondary education
28. New school districts continue to build outward, potentially missing opportunities to better serve their urban/suburban core through redevelopment.
29. too many big box retail/lack of unique retail
30. lack of good restaurants

(2) Categorization of Negative Elements of the Quality of Life in the North Metro & I-25 Corridor

Instructions: The following is a summary of the responses. In a moment we'll assess the list...

Ideas Results

17/20 fully contributed

No. Idea

1. Connectivity between modes
2. Lack of transit
3. Lack of bike facilities
4. Heavy industry impacting health and safety
5. Lack of higher education opportunity.
6. Inadequate water resources.
7. Lacking diverse housing.
8. Lacking affordable housing.
9. Lack of amenities.
10. Fracking.

(2A) Prioritization of Negative Elements of the Quality of Life in the North Metro & I-25 Corridor

Instructions: Now, please assess how concerning you feel each of the following elements is in terms of the quality of life in the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all concerning and a '10' means extremely concerning:

HIGH/LOW REPORT
8/20 contributed



Rating Criteria: Concern to the Quality of Life in the North Metro & I-25 Corridor

Rank	Idea	High	Low	Std. Dev.	Avg.	Participation Ratio
Scale: 1 2 3 4 5 6 7 8 9 10						
1.	Connectivity between modes	10	7	1.1	8.1	8/8
2.	Lack of transit	10	4	1.8	7.4	8/8
3.	Lack of amenities.	10	3	2.1	7.4	8/8
4.	Lack of bike facilities	9	3	2.2	6.3	8/8
5.	Fracking.	10	3	2.3	5.9	7/8
6.	Lacking diverse housing.	8	5	1.2	5.8	8/8
7.	Inadequate water resources.	8	1	2.6	5.8	8/8
8.	Heavy industry impacting health and safety	9	1	2.6	5.4	8/8
9.	Lacking affordable housing.	7	1	1.9	5.3	8/8
10.	Lack of higher education opportunity.	9	1	2.6	5.1	8/8

(2A) Prioritization of Negative Elements of the Quality of Life in the North Metro & I-25 Corridor

Instructions: Now, please assess how concerning you feel each of the following elements is in terms of the quality of life in the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all concerning and a '10' means extremely concerning:

FREQUENCY DISTRIBUTION REPORT 8/20 contributed



Rating Criteria: Concern to the Quality of Life in the North Metro & I-25 Corridor

Rank	Idea	1	2	3	4	5	6	7	8	9	10	Top 2
Scale: 1 2 3 4 5 6 7 8 9 10												
1.	Connectivity between modes	0	0	0	0	0	0	3	2	2	1	38%
2.	Lack of transit	0	0	0	1	0	1	2	2	1	1	25%
3.	Lack of amenities.	0	0	1	0	0	1	1	3	1	1	25%
4.	Lack of bike facilities	0	0	1	1	1	1	2	0	2	0	25%
5.	Fracking.	0	0	1	1	2	0	2	0	0	1	14%
6.	Lacking diverse housing.	0	0	0	0	5	1	1	1	0	0	0%
7.	Inadequate water resources.	1	0	1	0	1	0	3	2	0	0	0%
8.	Heavy industry impacting health and safety	1	0	1	1	1	0	3	0	1	0	12%
9.	Lacking affordable housing.	1	0	0	0	3	2	2	0	0	0	0%
10.	Lack of higher education opportunity.	1	0	1	2	0	1	2	0	1	0	12%

S1B Survey: Iterative Question on the One Most Important Aspect (NEGATIVE)

Instructions: Please respond to the following survey questions. There will be an instruction at the end of the survey on how to submit your responses.

Questionnaire Results
8/20 contributed

The One Most Important Aspect

1. As you reflect on the various aspects, what's the ONE MOST NEGATIVE aspect/element of the North Metro Area & I-25 corridor today that affects the quality of life in this region?

No.	Idea	Author
1.	Lack of a strong multi-modal transportation system	DRCOG, A12
2.	industry impacting health and safety	DRCOG, A05
3.	Lack of high education opportunities	DRCOG, A02
4.	Connectivity between modes	DRCOG, A13
5.	Connectivity	DRCOG, A01
6.	Connectivity or lack thereof. This leads to a loss of productive time, among other inefficiencies.	DRCOG, A08
7.	lack of transit	DRCOG, A11
8.	Lack of transit.	DRCOG, A06

2. Why is that element so significant? Why does it matter?

No.	Idea	Author
1.	Provides access to jobs and services	DRCOG, A12
2.	This contributes to the growth of communities and this impact creates a negative impact on the quality of life directly.	DRCOG, A05
3.	It limits opportunities for people to improve their circumstances.	DRCOG,

		A02
4.	Connectivity is what allows access to the variety of services and locations that residents desire.	DRCOG, A13
5.	It is significant because it prevents residents from easily getting to places they need to be. Especially 'at risk' populations that have fewer options.	DRCOG, A01
6.	Increased VMT increases non-attainment, congestion, etc	DRCOG, A08
7.	Restricts mobility and connectivity to other parts of the metro region. Restricts employment opportunities. Eliminates site selectors from considering locating large employment campuses in our location because of inability to get workforce there. Unequal RTD tax investment in our area.	DRCOG, A11
8.	Limits people's travel options.	DRCOG, A06

3. What's the CONSEQUENCE of that element for our residents to the North Metro Area & I-25 corridor? What does it PREVENT them to do or do differently as a result?

No.	Idea	Author
1.	Limits mobility	DRCOG, A12
2.	People choose not to live in the community, decrease property values, etc.	DRCOG, A05
3.	The keeps the status quo, without improving their quality of life if they choose to.	DRCOG, A02
4.	A reduction in their quality of life.	DRCOG, A13
5.	It may prevent access to jobs, healthy foods, amenities and resources that are needed by individuals.	DRCOG, A01
6.	lower standard of life	DRCOG, A08
7.	Loss of development opportunity. Loss of employment opportunity. A negative reaction by voters to any new tax increases.	DRCOG, A11
8.	Forces them to use the car more.	DRCOG, A06

4. When that consequence OCCURS, when it is present for our residents, how does it make them feel? What kind of SENSE do you suppose it gives them?

No.	Idea	Author
1.	That their working and living choices are constrained and that they are not	DRCOG,

	important.	A12
2.	Sense of loss, hope for the community.	DRCOG, A05
3.	That they don't have the option to improve themselves, their community, or the region.	DRCOG, A02
4.	Lose of community, fee like a part of just another suburb with limit access to amenities.	DRCOG, A13
5.	Helplessness	DRCOG, A01
6.	residents often feel trapped in traffic	DRCOG, A08
7.	There aren't any choices out there.	DRCOG, A06

The Opportunities for the North Metro & I-25 Corridor -- 2050

Instructions: Thinking about the aspects we have discussed about the North Metro & I-25 Corridor, and thinking about the long term planning for the region--even out to 2050--what do you see as some of the OPPORTUNITIES for regional planning and corridor development in the future that will continue to support our quality of life and a corresponding strong economy? (multiple responses)

Ideas Results

17/20 fully contributed

No.	Idea	Author
1.	quality development	DRCOG, A05
2.	Focus on moving people not cars	DRCOG, A12
3.	continued growth	DRCOG, A02
4.	collaborative planning for transportation/transit improvements	DRCOG, A11
5.	transit	DRCOG, A02
6.	Providing housing choices	DRCOG, A12
7.	smart growth	DRCOG, A05
8.	sharing sales tax revenues	DRCOG, A12
9.	development growth	DRCOG, A13
10.	Improved connectivity	DRCOG, A01
11.	economic development opportunities	DRCOG, A06
12.	water conservation measures	DRCOG, A11
13.	stronger transportation infrastructure	DRCOG, A05
14.	new industries (tech opportunities)	DRCOG,

		A02
15.	Making connections between north metro and I-25 all the way to Wyoming border	DRCOG, A06
16.	diversity	DRCOG, A05
17.	intelligently planned communities, with transit as a focal point	DRCOG, A08
18.	water conservation	DRCOG, A12
19.	Thoughtful redevelopment creating a sense of place	DRCOG, A01
20.	community cooperation	DRCOG, A13
21.	economic development	DRCOG, A05
22.	front range and region trails connectivity	DRCOG, A11
23.	Housing diversity	DRCOG, A01
24.	hubs of activities that are well connections via transportation options	DRCOG, A06
25.	tech growth	DRCOG, A13
26.	educational opportunities that do not lock our youth into a cycle of debt	DRCOG, A08
27.	true multi-jurisdictional urban centers	DRCOG, A11
28.	infill development	DRCOG, A05
29.	Many transit options	DRCOG, A01
30.	businesses related to the airport	DRCOG, A02
31.	financially sustainable transportation investments	DRCOG, A12
32.	preservation of mountain view corridors	DRCOG, A11
33.	quality infill development	DRCOG,

34. sustainable development practices

35. healthy food choice

A02

DRCOG,
A11

DRCOG,
A08

(3) Categorization of Future Opportunities for the North Metro & I-25 Corridor

Instructions: The following is a summary of the responses. In a moment we'll assess the list...

Ideas Results

17/20 fully contributed

No. Idea

1. Interjurisdictional collaboration
2. Private/public collaboration
3. Economic development.
4. Housing diversity
5. Water conservation.
6. Stronger transportation infrastructure
7. Intelligently planned communities

(3A) Assessment of Future Opportunities for the North Metro & I-25 Corridor

Instructions: Now, please assess how important/influential you feel each of the following opportunities could be (well implemented/developed) for the long term future of the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all important/influential and a '10' means extremely important/influential:

HIGH/LOW REPORT

8/20 contributed



Rating Criteria: Importance/Influence of This Opportunity For the Future of the Corridor

Rank	Idea	High	Low	Std. Dev.	Avg.	Participation Ratio
Scale: 1 2 3 4 5 6 7 8 9 10						
1.	Economic development.	10	5	1.6	8.9	8/8
2.	Stronger transportation infrastructure	10	5	1.7	8.3	8/8
3.	Interjurisdictional collaboration	10	5	1.7	8.0	8/8
4.	Intelligently planned communities	10	5	2.1	8.0	8/8
5.	Private/public collaboration	10	5	1.7	7.9	8/8
6.	Water conservation.	10	1	2.9	7.8	8/8
7.	Housing diversity	10	5	2.0	7.4	8/8

(3A) Assessment of Future Opportunities for the North Metro & I-25 Corridor

Instructions: Now, please assess how important/influential you feel each of the following opportunities could be (well implemented/developed) for the long term future of the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all important/influential and a '10' means extremely important/influential:

FREQUENCY DISTRIBUTION REPORT

8/20 contributed



Rating Criteria: Importance/Influence of This Opportunity For the Future of the Corridor

Rank	Idea	1	2	3	4	5	6	7	8	9	10	Top 2
Scale: 1 2 3 4 5 6 7 8 9 10												
1.	Economic development.	0	0	0	0	1	0	0	0	4	3	88%
2.	Stronger transportation infrastructure	0	0	0	0	1	0	1	2	2	2	50%
3.	Interjurisdictional collaboration	0	0	0	0	1	0	2	2	1	2	38%
4.	Intelligently planned communities	0	0	0	0	1	2	0	1	1	3	50%
5.	Private/public collaboration	0	0	0	0	1	0	3	1	1	2	38%
6.	Water conservation.	1	0	0	0	0	0	1	2	2	2	50%
7.	Housing diversity	0	0	0	0	1	3	1	0	1	2	38%

The Challenges for the North Metro & I-25 Corridor -- 2050

Instructions: Now, still thinking about the long term planning and future for the North Metro & I-25 Corridor, towards the 2050 timeframe, what do you see as the most significant CHALLENGES this corridor will face that will impact its quality of life and economic development future? (multiple responses)

Ideas Results

17/20 fully contributed

No.	Idea	Author
1.	Lack of funding	Eshelman, Jim
2.	Test 2	Eshelman, Jim
3.	Test3	Eshelman, Jim
4.	water availability	DRCOG, A08
5.	electric availability	DRCOG, A08
6.	jurisdictional collaboration	DRCOG, A06
7.	pollution (water and air)	DRCOG, A02
8.	safety	DRCOG, A05
9.	resource availability (water, land, utilities)	DRCOG, A02
10.	traffic congestion	DRCOG, A11
11.	Perception/Opinion of area	DRCOG, A13
12.	Managing population growth	DRCOG, A03
13.	sustainable jobs	DRCOG, A05
14.	air quality issues	DRCOG, A11

15.	unstable geopolitical environment (global)	DRCOG, A08
16.	transportation funding	DRCOG, A13
17.	Working with existing ROW infrastructure in built areas	DRCOG, A01
18.	aging population	DRCOG, A11
19.	funding infrastructure	DRCOG, A03
20.	aging infrastructure	DRCOG, A11
21.	reliance on old technologies for industry	DRCOG, A02
22.	maintaining infrastructure	DRCOG, A03
23.	viability of banking/finance industry	DRCOG, A08
24.	high cost of living	DRCOG, A11
25.	funding for public projects	DRCOG, A02
26.	housing affordability	DRCOG, A13
27.	funding challenges	DRCOG, A11
28.	primary employment	DRCOG, A01
29.	coexisting	DRCOG, A03
30.	near term private sector pressures	DRCOG, A06
31.	employment centers	DRCOG, A13
32.	growth rates	DRCOG, A02
33.	oil and gas	DRCOG, A13

(4) Categorization of Challenges for the North Metro & I-25 Corridor--2050

Instructions: The following is a summary of the responses. In a moment we'll assess the list...

Ideas Results

17/20 fully contributed

No. Idea

1. Water availability.
2. Pollution.
3. Safety
4. Aging population
5. Transportation funding.
6. Aging infrastructure
7. Housing affordability.
8. Primary employment.

(4A) Assessment of Future Challenges for the North Metro & I-25 Corridor -- 2050

Instructions: Now, please assess how significant each of the following challenges will be for the long term future of the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all significant and a '10' means extremely significant:

HIGH/LOW REPORT
8/20 contributed



Rating Criteria: Significance of Challenge for the Future of the Corridor

Rank	Idea	High	Low	Std. Dev.	Avg.	Participation Ratio
Scale: 1 2 3 4 5 6 7 8 9 10						
1.	Aging infrastructure	10	7	1.0	9.1	8/8
2.	Transportation funding.	10	7	1.3	8.4	8/8
3.	Water availability.	10	3	2.3	8.0	8/8
4.	Pollution.	10	3	2.1	7.3	8/8
5.	Primary employment.	10	3	2.5	7.0	8/8
6.	Housing affordability.	8	4	1.4	6.4	8/8
7.	Aging population	10	3	2.9	6.4	8/8
8.	Safety	8	3	1.8	5.1	8/8

(4A) Assessment of Future Challenges for the North Metro & I-25 Corridor -- 2050

Instructions: Now, please assess how significant each of the following challenges will be for the long term future of the North Metro & I-25 Corridor. Use a scale of 1-10 where a '1' means not at all significant and a '10' means extremely significant:

FREQUENCY DISTRIBUTION REPORT 8/20 contributed



Rating Criteria: Significance of Challenge for the Future of the Corridor

Rank	Idea	1	2	3	4	5	6	7	8	9	10	Top 2
Scale: 1 2 3 4 5 6 7 8 9 10												
1.	Aging infrastructure	0	0	0	0	0	0	1	0	4	3	88%
2.	Transportation funding.	0	0	0	0	0	0	3	1	2	2	50%
3.	Water availability.	0	0	1	0	0	0	1	2	2	2	50%
4.	Pollution.	0	0	1	0	0	1	2	2	1	1	25%
5.	Primary employment.	0	0	1	0	1	2	1	0	1	2	38%
6.	Housing affordability.	0	0	0	1	1	2	2	2	0	0	0%
7.	Aging population	0	0	3	0	0	0	1	2	1	1	25%
8.	Safety	0	0	2	1	2	1	1	1	0	0	0%

The Strategies and Initiatives That Should Guide Us

Instructions: Finally, coming back to 2015, what are the strategies and initiatives that we should be developing NOW that will help us engage the OPPORTUNITIES ahead but also work around the CHALLENGES that we see? What are the strategic actions we should be investing in now? (multiple responses)

Ideas Results

17/20 fully contributed

No.	Idea	Author
1.	Move people not cars	DRCOG, A03
2.	Water conservation	DRCOG, A03
3.	resilient infrastructure	DRCOG, A03
4.	conservation and sustainability	DRCOG, A05
5.	Promote political will to change TABOR	DRCOG, A06
6.	long range financial planning	DRCOG, A02
7.	Strategic planning for redevelopment centers	DRCOG, A01
8.	Jurisdictional cooperation	DRCOG, A13
9.	better financial planning	DRCOG, A05
10.	support increased funding for infrastructure improvements/replacement	DRCOG, A11
11.	marketing/branding water conservation	DRCOG, A08
12.	sustainable public buildings	DRCOG, A02
13.	develop multi-modal mobility options	DRCOG, A11
14.	Review and develop alternative financing mechanisms and funding capacity	DRCOG, A06

15.	proximity to higher education facilities or remote access	DRCOG, A03
16.	Break grid lock in state legislature	DRCOG, A03
17.	regional transportation planning	DRCOG, A13
18.	Promote a regional managed lanes plan from Colo Springs to Denver to Ft Collins	DRCOG, A06
19.	put infill and greenfield development on equal footing (financially)	DRCOG, A02
20.	private/public relationships	DRCOG, A13
21.	educate citizens that they need to pay for transportation investments	DRCOG, A03
22.	multi-model transportation planning	DRCOG, A01
23.	create a program that shows an individual the true cost of their automobile	DRCOG, A08
24.	promote public-private collaboration for planning and development	DRCOG, A11
25.	encourage alternative energy consumption	DRCOG, A02
26.	Promote private sector accessibility to multi-modal transportation	DRCOG, A06
27.	consider innovative funding mechanisms like P3	DRCOG, A11
28.	coordinated regional growth	DRCOG, A02
29.	Finish North Metro Rail Line to I-24/SH7	DRCOG, A11
30.	Educate citizens on real costs of transportation	DRCOG, A06
31.	Bustang system (CDOT)- statewide long haul bus option	DRCOG, A08
32.	Plan beyond FasTracks	DRCOG, A03
33.	Understand suburban needs and their values	DRCOG, A06

34. Bring RTD bus service up to at least I-25/SH7

DRCOG,
A08

35. Plan now for better transit connections to suburban areas.

DRCOG,
A11

DRCOG,
A06

North Metro & I-25 Corridor Zones

Instructions: In order to prepare for the third work session, divide the North Metro & I-25 Corridor into 3 or 4 zones so we can do a deeper dive into the opportunities and challenges that might be unique to the different zones. Please provide your response as a sentence that includes your zone assignments from north to south.

THIS EXERCISE WAS DONE WITH THE CORRIDOR MAPS WHICH PARTICIPANTS TURNED IN FOR EVALUATION.

Ideas Results

17/20 fully contributed

No. Idea

1. ~~Water conservation.~~
2. ~~Long range financial planning.~~
3. ~~Multi-modal transportation options.~~
4. ~~Jurisdictional collaboration.~~
5. ~~Less political gridlock.~~
6. ~~Private/public partnerships.~~
7. ~~Innovative funding solutions.~~

Session Feedback Survey

Instructions: Please respond to the following survey questions. There will be an instruction at the end of the survey on how to submit your responses.

Questionnaire Results
8/20 contributed

Session Feedback: Please take a moment to provide a sense of the feedback that you had for our interactive DRCOG Advanced Strategy Lab process today...

1. What did you enjoy most about the session today? What did you find to be most positive?

No.	Idea	Author
1.	providing feedback and seeing varying perspectives from other communities	DRCOG, A05
2.	Well organized, inclusive, fast paced, real time. Matt was a great facilitator and has a good sense of humor.	DRCOG, A03
3.	The opportunity for everyone to share in an extremely effective way.	DRCOG, A02
4.	Brainstorming of ideas.	DRCOG, A13
5.	The interactive, thought-provoking exercises.	DRCOG, A06
6.	The ability for everyone to have equal opportunity to provide input.	DRCOG, A01
7.	interesting focus questions-thought provoking seeing others' answers	DRCOG, A11
8.	WIQ has significant application in community meeting settings combating a true rabble-rouser who galvanizes negative nellies and drowns out others voices.	DRCOG, A08

2. What was the value of the DRCOG Advanced Strategy Lab system in supporting today's session? (1-10 scale, 1 being of no value, 10 being of significant value)

HIGH/LOW REPORT

1	4	7	10
2	5	8	
3	6	9	

Rank	Idea	High	Low	Std. Dev.	Avg.
1.	What was the value of the DRCOG Advanced Strategy Lab system in supporting today's session? (1-10 scale, 1 being of no value, 10 being of significant value)	10	8	0.9	9.3

FREQUENCY DISTRIBUTION REPORT

1	4	7	10
2	5	8	
3	6	9	

Rank	Idea	1	2	3	4	5	6	7	8	9	10	Top 2
1.	What was the value of the DRCOG Advanced Strategy Lab system in supporting today's session? (1-10 scale, 1 being of no value, 10 being of significant value)	0	0	0	0	0	0	0	2	2	4	75%

3. Do you have any additional comments or observations about today's session or the process we used to engage our planning summit participants?

No.	Idea	Author
1.	May be better asking our transportation engineers to participate vs. manager. I inquired on what this was about and didn't get a clear understanding.	DRCOG, A05
2.	Glad we did it in a room with desktops. Potential for technical difficulties if using individual devices.	DRCOG, A03
3.	This was great, but we need to make sure that this information informs all the work we do moving forward.	DRCOG, A02
4.	Like the open nature and equal footing everyone has.	DRCOG, A13
5.	DRCOG should offer this to locals to use for their stakeholder planning processes.	DRCOG, A06
6.	fast paced and not boring	DRCOG, A11
7.	nice to have my own terminal	DRCOG, A08

North Area Transportation Corridor Work Group

**Opportunities: Recommendations, Challenges:
Recommendations & Map Exercise 2.0**

**Denver Regional Council of Governments
Advanced Strategy Lab® Session Document**

June 16, 2015

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Introduction to the Denver Regional Council of Governments' Advanced Strategy Lab

Instructions: Welcome again to the DRCOG Advanced Strategy Lab. The following points will introduce you to the system and the process we will be using for our session today:

Ideas Results
14/17 fully contributed

No. Idea

1. Thanks in advanced for your insights on these critical questions.
2. The DRCOG Advanced Strategy Lab is enabled over the internet and is generally very stable. If you encounter any problem on your system, try pressing the 'F5' key on the top row to refresh the screen. If there is anything else, just let us know and we'll come over and assist.
3. For today's session we'll be using a concept called 'lockstep' that allows everyone to be on the same electronic page at the same time. We'll move you to each activity on the agenda and will let you know when we are making the transition to the activity. Let's move to our first interactive activity . . .

Intro: Opportunities

Instructions: In the previous work session we addressed both Opportunities and Challenges for the North Metro and I25 Corridors. Now we will list out next steps for the working group to take to take advantage of the existing Opportunities and navigate around potential Challenges. The top 4 Opportunities from the last session are as follows: Economic Development, Stronger Transportation, Infrastructure Intelligently, Planned Communities, and Water Conservation

Ideas Results
15/18 fully contributed

Economic Development

Instructions: As you think about the future of North Metro & I25 Corridor, what are some concrete steps that the working group can do now to address and improve on the Economic Development of the area. (multiple responses)

Ideas Results
16/18 fully contributed

No. Idea

1. Land Banking
2. Collaborate with surrounding municipalities
3. Pursue funding strategies
4. strategic area plans
5. Intergovernment cooperation
6. Develop private/business partnerships
7. efficient review times (land use and building permits)
8. Work with CDOT and RTD
9. Developing tool box for incentivizing redevelopment
10. Refocus existing funding streams
11. joint planning
12. Look for transportation needs of local businesses and development
13. equipped work force
14. Improve transportation access and multimodal opportunities, have some ready to move in buildings and sites, review codes
15. Focused economic development strategies
16. sustainable extension of infrastructure

17. Streamline development processes
18. Have communities work together to promote area
19. fund transportation projects that may be cost prohibitive for private developers within 1/4 mile of platforms

Transportation Infrastructure

Instructions: As you think about the future of North Metro & I25 Corridor, what are some concrete steps that the working group can do now to address and improve on the Transportation Infrastructure of the area. (multiple responses)

Ideas Results
16/18 fully contributed

No. Idea

1. Tell CDOT and RTD the north area needs to be a priority
2. Implement the I25 PEL
3. Fund environmental clearances for projects
4. corridor planning near transit stops/stations
5. create complete streets
6. pursue grant funding
7. Tell us the 'real' funding gap so we can help
8. prioritize north metro
9. Finish FasTracks to 162nd Station
10. update standards and specs for capital improvement projects
11. Consider alternative funding resources such as RTAs, districts, etc.
12. corridor planning between jurisdictions
13. Travelshed analysis to highlight missing links in the multimodal network
14. pursue public/private funding sources
15. Add Bus transit north of 120th throughout the area
16. focus on bicycle and pedestrian connections
17. Add bustang stop at Highway 7
18. Add RTD stop at Highway 7

Intelligently Planned Communities

Instructions: As you think about the future of North Metro & I25 Corridor, what are some concrete steps that the working group can do now to address and improve on the practice of Intelligently Planned Communities of the area. (multiple responses)

Ideas Results

16/18 fully contributed

No. Idea

1. include other jurisdictions in master plans
2. resolve construction litigation
3. strategic plans for new development
4. Update Comprehensive and Transportation Plans
5. Update standards and codes to incorporate smart planning techniques and best practices
6. plan for people not vehicles
7. proactive about development vs. reactive
8. More coordinated process for connections
9. Look at corridor for realistic development
10. Political will to implement smart strategies
11. create master plans for water and other natural resources
12. Buyin from development community
13. engage land owners
14. Complete a series of station area plans
15. Provide business case for why intelligently planned communities matter
16. provide transit options, but realize cars are not going away
17. intelligent incentives for private sector
18. Integrate transit into development of plans
19. create environmental plans

Water Conservation

Instructions: As you think about the future of North Metro & I25 Corridor, what are some concrete steps that the working group can do now to address and improve on the Water Conservation of the area. (multiple responses)

Ideas Results
16/18 fully contributed

No. Idea

1. encourage xeriscape
2. incentivize efficient fixtures
3. Partner with NREL and DOE to design and build net zero stations
4. Integrate water saving plants and irrigation into design
5. evaluate landscape ordinances
6. xeriscapes
7. create regional marketing campaign
8. monitor legislation so water is not taken from Colorado
9. Promote large scale northern water projects (NISP)
10. permeable paving and drainage to irrigate landscaping
11. work with other jurisdictions for sustainable conservation practices
12. create water conservation plans
13. Change standards and codes to be more sustainable in development practices
14. work to change water rights to allow residents to capture water to use on yards and gardens

S1 Survey: Priority Allocation Exercise for OPPORTUNITIES

Instructions: Please respond to the following survey question. There will be an instruction at the end of the survey on how to submit your response:

Questionnaire Results
7/18 fully contributed

Priority Allocation Exercise

1. Now, please allocate 100 points of priority across the following opportunity areas. Think of priority as where you should focus leadership time, funding and resources. Please use whole numbers only and allocate all 100 points:

No.	Idea	High	Low	Avg.
1.	Stronger transportation infrastructure	70	25	40
2.	Economic development	45	15	26

3.	Intelligently planned communities	50	5	21
4.	Water conservation	25	5	12

Intro: Challenges

Instructions: In the previous work session we addressed both Opportunities and Challenges for the North Metro and I25 Corridors. Now we will list out next steps for the working group to take to take advantage of the existing Opportunities and navigate around potential Challenges. The top 3 Challenges from the last session are as follows: Aging, Infrastructure Transportation, Funding Water, and Availability.

Ideas Results
16/18 fully contributed

Aging Infrastructure

Instructions: As you think about the future of North Metro & I25 Corridor, what are some concrete steps that the working group can do now to navigate around the challenges presented by Aging Infrastructure. (multiple responses)

Ideas Results
16/18 fully contributed

No. Idea

1. identify funding
2. coordinate grant applications
3. Provide/Prioritize funding
4. appropriate budgeting in light of limited funding
5. Work with CDOT to environmentally clear entire I25 corridor.
6. Educate the public
7. cost sharing
8. find ways to share cost with surrounding communities
9. alternative funding sources needed
10. Triage/prioritize infrastructure improvements based on "intelligent" planning
11. coordinate improvements with other projects

12. determine the infrastructure priorities
13. Local elected officials must speak with one voice on what top priorities are
14. phasing options
15. Use partnering with other agencies and private
16. Look at phasing options
17. create master plans for infrastructure replacement
18. Bring RTD, CDOT and DRCOG together on funding strategies
19. plan for joint infrastructure to share cost (water/wastewater treatment)

Transportation Funding

Instructions: As you think about the future of North Metro & I25 Corridor, what are some concrete steps that the working group can do now to navigate around the challenges presented with Transportation Funding. (multiple responses)

Ideas Results
16/18 fully contributed

No. Idea

1. explore funding partnerships
2. Private sector dollars
3. coordinated grant opportunities
4. cost sharing
5. Streamlining DRCOG process
6. If you live in Denver VOTE YES for extending the lodger's tax
7. cooperation
8. private investment
9. Strongly encourage the Federal and State legislature to pass a long term transportation funding solution
10. Work with CDOT on finding alternative means of funding
11. promote public/private partnerships
12. Encourage local bond issues
13. Need reauthorization of transportation bill
14. encourage districts, RTAs, etc.
15. Encourage locals to find money, dedicated sales tax

Water Availability

Instructions: As you think about the future of North Metro & I25 Corridor, what are some concrete steps that the working group can do now to navigate around the challenges presented by Water Availability. (multiple responses)

Ideas Results

16/18 fully contributed

No. Idea

1. educate educate educate
2. do rain dances
3. acquiring water rights
4. Work on regional water availability plans
5. policies that conserve existing water
6. promote/educate large scale water projects.
7. low impact development
8. national pressure to take Colorado water
9. look for regional solutions
10. Review outdated regulation preventing the use of grey water
11. Promote water conservation statewide
12. promote use of nonpotable water
13. water recycling programs
14. desalinization

S2 Survey: Priority Allocation Exercise for CHALLENGES

Instructions: Please respond to the following survey question. There will be an instruction at the end of the survey on how to submit your response:

Questionnaire Results

7/18 fully contributed

Priority Allocation Exercise

1. Now, please allocate 100 points of priority across the following challenge areas. Think of priority as where you should focus leadership

time, funding and resources. Please use whole numbers only and allocate all 100 points:

No.	Idea	High	Low	Avg.
1.	Aging infrastructure	60	20	43
2.	Transportation funding	75	20	41
3.	Water availability	20	5	15

Zone 1 Opportunities and Challenges

Instructions: Looking at Zone 1 on your map handout. What are some unique opportunities and challenges for this zone that will need to be taken into consideration in future corridor work? (multiple answers)

Ideas Results
16/18 fully contributed

No. Idea

1. connecting to the existing community
2. natural and manmade physical barriers
3. industrial complex
4. Redevelopment of National Western Station area
5. Hazmat
6. industrial base
7. infrastructure improvements
8. literally 'stinks' Purina...
9. redevelopment opportunities
10. stable residential neighborhoods
11. Economic opportunities with stock show
12. Buffalo beats moose
13. Parking management corridorwide, especially as it relates to event parking at the NWC
14. aging infrastructure
15. redevelopment opportunities at 72nd station
16. lack of existing mass transit
17. south platte river

- 18. connectivity for some communities I70 barrier
- 19. bad transportation connectivity
- 20. Density that might support NewStarts grants
- 21. Maintain housing affordability in Elyria, Swansea, and Globeville Denver neighborhoods.
- 22. incomplete street network

Zone 2 Opportunities and Challenges

Instructions: Looking at Zone 2 on your map handout. What are some unique opportunities and challenges for this zone that will need to be taken into consideration in future corridor work? (multiple answers)

Ideas Results
16/18 fully contributed

No. Idea

- 1. Well established neighborhoods
- 2. Infill
- 3. existing population
- 4. redevelopment and new development opportunities
- 5. redevelopemnt
- 6. well known cooridors
- 7. connectivity many physical barriers (I25)
- 8. Good eastwest connectivity
- 9. Not much greenfield development
- 10. existing populations
- 11. opportunities to connect to NATE transit in Brighton area
- 12. transportation network feeding stations
- 13. highway congestion
- 14. Write/implement station area plans
- 15. connectivity to the region
- 16. need coordinated station area plans to optimize economic and job opportunities
- 17. Political backing of STAMPs, other plans
- 18. ped/bike network
- 19. Need good ped/bike connections

20. opportunities to tie corridors together for example Wagon Road and Eastlake along with 120th BRT

Zone 3: Opportunities and Challenges

Instructions: Looking at Zone 3 on your map handout. What are some unique opportunities and challenges for this zone that will need to be taken into consideration in future corridor work? (multiple answers)

Ideas Results
16/18 fully contributed

No. Idea

1. funding
2. Significant housing development yet to come
3. new development
4. master plan opportunities
5. Opportunities to connect North metro to I25
6. people usually fill all those houses
7. not as much existing development
8. encouraging transit use by residents
9. Ability to proactively plan for transportation improvements ahead of congestion
10. E470/ Northwest Parkway connection
11. development opportunities
12. need new urban centers
13. connections to the northern front range
14. Opportunity to tie I25 and rail line together with multimodal systems
15. Provide eastwest transit connections between North Metro and I25
16. high speed rail interconnect?
17. Development opportunities
18. Making mass transit work with future development
19. efficient layout of station parking areas to not preclude future development
20. density near transit
21. alternate Boulder connection
22. Highway 7 at I25 and North Thornton
23. alleviate vehicle congestion

- 24. Make sure to include connections north on I25 to TriTowns and Longmont, points beyond
- 25. High speed rail

Zone 4: Opportunities and Challenges

Instructions: Looking at Zone 4 on your map handout. What are some unique opportunities and challenges for this zone that will need to be taken into consideration in future corridor work? (multiple answers)

Ideas Results
16/18 fully contributed

No. Idea

1. land availability
2. appropriate densities in new subdivs
3. Economic development
4. clean slate for development
5. Extension of commuter rail/transit north from Denver metro area
6. Extension of rail
7. newer infrastructure
8. Ability to work with CDOT to include mass transit within existing I25 ROW
9. lower land prices
10. connections to denver
11. balanced approach to setting aside lands for parks and open space
12. expense to serve?
13. Implement PEL study
14. Can plan communities and economic strategies for these future stations be proactive
15. Denver/Boulder/Ft. Collins connections
16. encourage RTD and CDOT to work together on transit opportunities