MEETING SUMMARY
DRCOG VISION ZERO STAKEHOLDER COMMITTEE – Mtg. 3
Thursday September 5th, 10:00 AM – 12:30 PM
DRCOG, 1001 17th St., Aspen Conference Room, Denver, CO

Attendees	Organization
Long Nguyen	Adams County
Ryan Seacrist	Arapahoe County
Maureen McCanna	Bicycle Colorado
Sarah Grant	Broomfield
Charles Meyer	CDOT
Danny Herrmann	CDOT
Sam Cole	CDOT
Phil Greenwald	City of Longmont
Darrell Alston	City of Thornton
Kristina Evanoff	City of Westminster
David DiGiacomo	Denver
Jacob Riger	DRCOG
Beth Doliboa	DRCOG
Steve Erickson	DRCOG
Lisa Houde	DRCOG
Ron Papsdorf	DRCOG
Steven Strohminger	Gilpin County
Fran Lanzer	MADD
Charlie Stanfield	RTD
Major David Santos	State Highway Patrol
Jill Locantore	Walk Denver

1. Introductions and Agenda Overview
Beth Doliboa called meeting to order at 10:05 a.m. and introduced the agenda. Participants introduced themselves.

2. Virtual Engagement Update
Charlie Alexander, Fehr & Peers, presented a review of the virtual engagement efforts to date. The group watched the video produced by DRCOG, reviewed media highlighting the effort, and was given status updates on the interactive web map and web survey. The social media ad campaign metrics were provided to show: impressions, link clicks, click thru rate, and survey completions from the social media ads. The survey will be up until end of October, and social media ad money will be re-allocated based on tracking of different demographics engagement.

3. Area Types
Patrick Picard, Fehr & Peers, presented the results of area type analysis introducing the four area types that the DRCOG region is divided into for the purposes of crash analysis. Area type considers current conditions and does not forecast future area type conditions. The area types are:

1. Urban
2. Suburban/compact communities

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3. Rural
4. Limited Access Highways

The data sources and process used for area type development include:

1. Combined population & employment density
    a. DRCOG 2015 TAZ layer
2. Pedestrian-oriented four-way intersection density
    a. EPA Smart Location Database organized by Census tract
    b. Streets with a speed of ≤ 30 mph and trails (excludes limited access hwys)
3. Existing Urban Centers in the Denver Region
    a. DRCOG 2019 data
4. Post processing manual adjustments
    a. Create cohesive groups, avoid patchwork map, account for anomalies

4. Crash Landscape Analysis

Patrick Picard, Fehr & Peers, showed aggregate and disaggregated by area type data on crashes and crash type to help answer the questions of how and why different crashes occur, where they occur and when, and then particular crash type trends across various geographies. The data used in this analysis is from 2013-2017 (DRCOG-CDOT Crash Database) and includes around 8,700 fatal and severe injury crashes (together these are referred to as KSI crashes). Further analysis can be done to understand how crash rates per population has evolved.

Conversation ensued around the reporting of crashes, and the new 3447 form. Specifically, there were questions around the careless driving and distracted driving categories, the challenge in identifying whether speeding was a factor in a crash, and whether the new form provides more clarity on the different injury types- for example, visible or complaint of pain and what constitutes a severe injury. According to conversation with Major Santos, careless driving is also used as a catchall when officers cannot prove other, more specific driver actions. There was also a question on whether recommendations would be made as part of this plan improve the crash data collection process. There was a request to include national data in the Action Plan illustrating the increased likeliness of crashes resulting in KSI when higher speeds are involved, as well as to analyze hit and run crashes as part of the crash landscape analysis. Part of the reason to pull in national data is because the crash report speed category is limited, and hard to identify according to conversation between the stakeholders and Major Santos of Colorado State Patrol.

Overall trend findings show:

- KSI crashes have increased 4% region-wide since 2013
- Between 2013 and 2017 fatal crashes have increased 50% region-wide

Initial findings based on area type include:

- 24% of all KSI crashes and 15% of fatal crashes occurred in Urban area types
- 49% of all KSI crashes and 45% of fatal crashes occurred in Suburban/ Compact area types
- 10% of all KSI crashes and 20% of fatal crashes occurred in Rural area types
- 17% of all KSI crashes and 20% of fatal crashes occurred in Limited Access Highway area types

For pedestrians and bicyclists:

- Of fatal crashes in Urban area types, 41% involved a pedestrian and 6% involved a bicyclist
- Of fatal crashes in Suburban/ Compact area types, 23% involved a pedestrian and 5% involved a bicyclist 10%
- Of fatal crashes in Rural area types, 6% involved a pedestrian and 4% involved a bicyclist
- Of fatal crashes in Limited Access Highway area types, 11% involved a pedestrian and 1% involved a bicyclist

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Other categories included in the crash report include "Driver Action" defined as a specific action, or law violation, that led to the crash. Careless driving was the highest reported driver action across area types.

Crash type is defined as the point in the sequence of events when the injury or damage occurred. In urban environments, pedestrian crash type and broadside crash type were highest reported for all KSI crashed. In suburban areas, broadside turns and approach turn were most common. In rural areas, overturning and head on were most reported. For limited access highways, rear end accidents stood out as the highest share of crash type.

For the preceding movements, defined as the vehicle movement prior to crash, going straight and left turns were the most significant for the first vehicles. For vehicles 2 and 3 involved, the share that is stopped in traffic is highest after going straight, most notably in Suburban/ Compact area types and for limited access highway area types.

5. High Injury Network Overview

Melissa Balding, Fehr & Peers, presented an overview of the regional High Injury Network (HIN) and the data-driven HIN draft. The HIN is intended to show the streets and roadways in the DRCOG region with the highest potential for fatal and severe injury crashes. The regional HIN was created from using seriously injuries and fatalities derived from crash data years 2013-2017 (DRCOG-CDOT Crash Database). The draft/preliminary High Injury Network shows that 74% percent of fatal and severe injury crashes in the Denver Region occur on 9% of the roads.

6. Approach to Safety Data Analysis

Beth Doliboa led an exercise to gather stakeholder feedback on data-driven (draft) High Injury Network and asked stakeholders:

- Where does the draft HIN match perceptions and expectation
- Where does the draft HIN not match perceptions and expectations
- What are we missing?

Each county in the DRCOG region had a table supplied with detailed maps to provide each county and the jurisdictions within those counties an opportunity to comment and give input on where to add or remove from the draft HIN. These maps will also be provided and reviewed at upcoming local agency meetings to gather additional comments from regional partners.

7. Next steps

Beth Doliboa will provide details to the next regional Vision Zero Stakeholder Committee meeting in upcoming weeks. The project team will continue to track virtual engagement. The High Injury Network and Crash Profiles and Landscapes will be further defined. Beth Doliboa will begin working with committee stakeholders to prepare for the local agency meetings that will begin in late October. Goals and strategies for the Vision Zero Action Plan are also amongst the next steps.

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