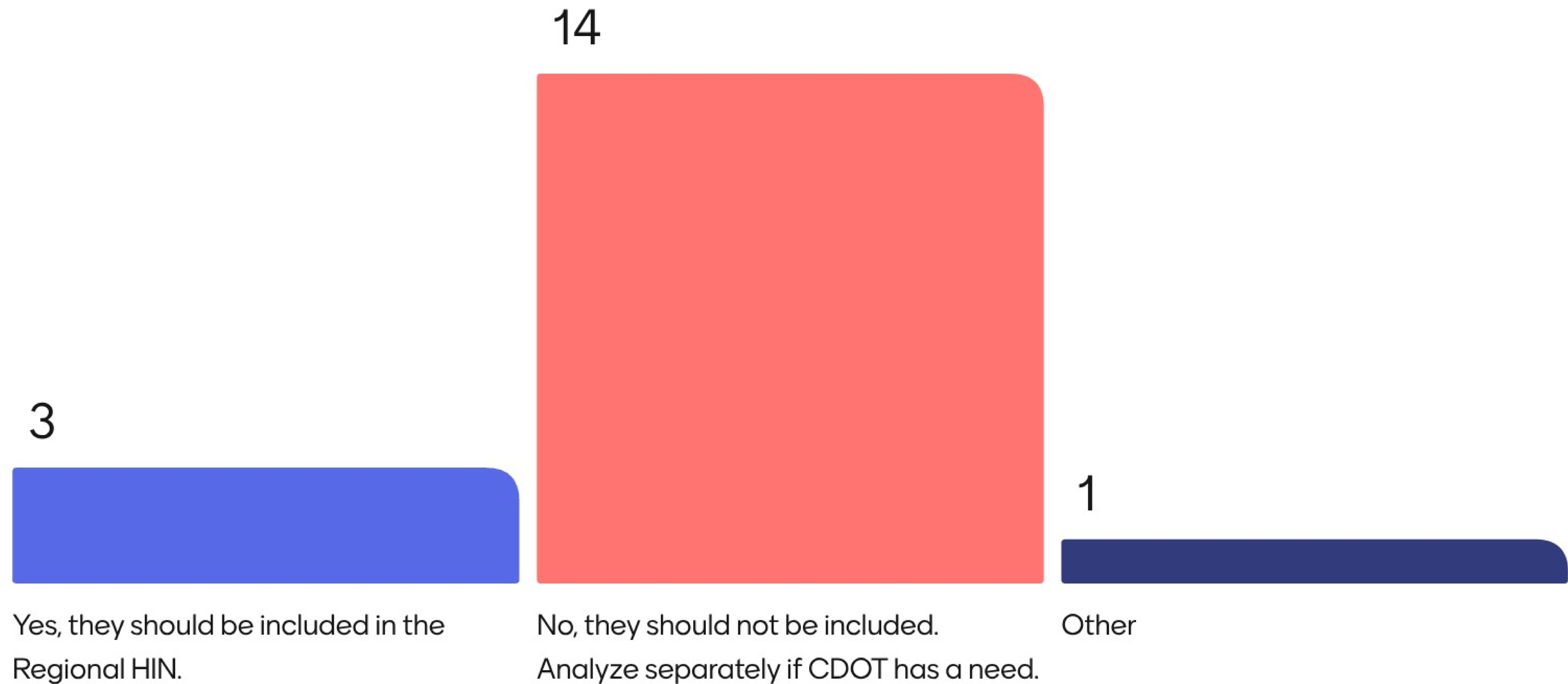




1. Should limited-access highways be included in the Regional HIN? Should they be analyzed separately?

- “Limited-access highways:” includes I-70, I-25, I-225, etc.
- Reasons for including: 1) they were included in the current HIN. 2) They are part of the regional roadway network.
- Reasons against including: 1) They are not typically included in regional or local HINs. 2) They can “suck up” a lot of the roadway mileage in HINs. 3) The Regional HIN is rarely used to prioritize limited-access highways for funding, improvement.

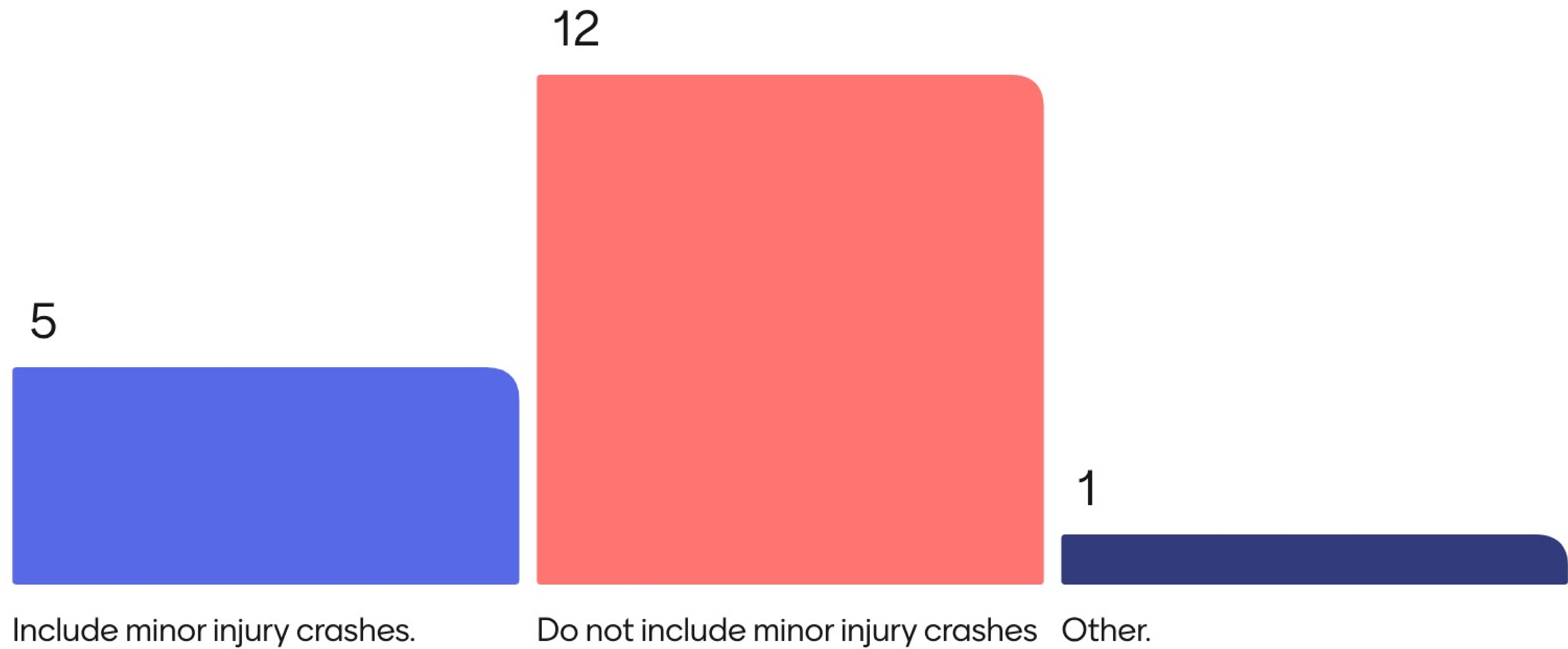
1. Should limited-access highways be included in the Regional High Injury Network?



2. Should minor injury crashes be used, in addition to fatal and serious-injury crashes, to create the Regional HIN?

- Reasons for: 1) Fatal and serious-injury crashes are fairly random events (i.e., low sample size)-- adding in additional data points could better indicate trends.
- Reasons against: 1) Would be different (inconsistent) from most HINs. 2) If we wanted to add a weighting based on crash severity, it would make the HIN harder to explain. 3) It could change the focus for the Regional Crash Profiles (i.e., priority crash types), unless we kept the focus of the Regional Crash Profiles only on fatal and serious crashes.

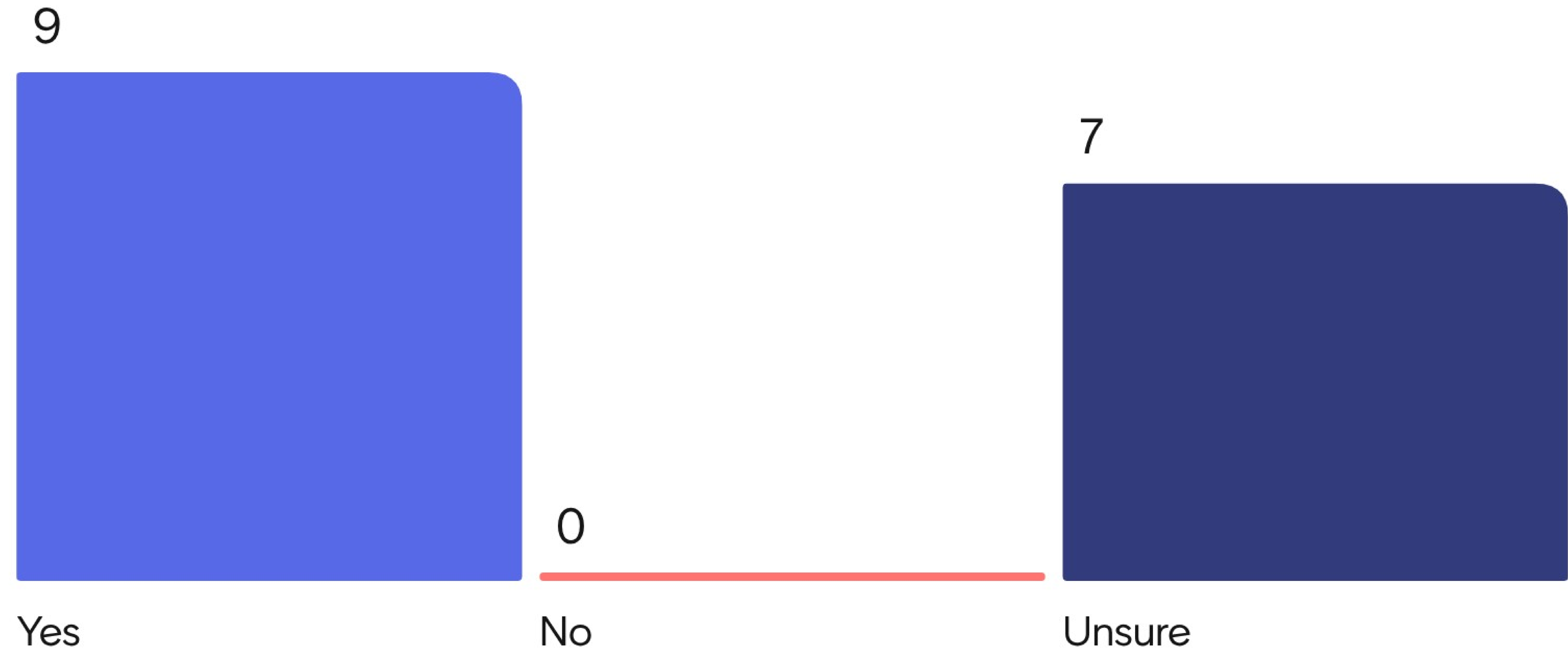
2. Should minor injury crashes be used, in addition to fatal and serious-injury crashes, to create the Regional HIN?



3. Is it still beneficial to have a further level of prioritization in the form of Critical Corridors?

- Reasons for: 1) the Regional HIN still represents a huge number of road miles. Having a second level of prioritization may be beneficial for determining what the top priorities should be. 2) it can be used to provide that distribution across counties (or vice versa, prioritization at the regional level)
- Reasons against: ???
- Note: Unlike the current plan, our intent is that the Critical Corridors would only be based on data.
- Example methodology: The top 10% of roads on the Regional HIN in each county or the top 50% overall. Could remove corridors that have funding. Potential for additional weighting for equity—can be discussed at a future RVZWG meeting.

3. Is it still beneficial to have a further level of prioritization in the form of Critical Corridors?



4. Should there be any effort to equally distribute the HIN across the region?

- Reasons for: 2) Less dense cities and counties would have more roads on the Regional HIN. 2) Would be more useful for cities and counties that don't already have a safety action plan.
- Reasons against: It may be counter to the regional goal of zero fatalities. The HIN may not actually represent the highest-injury roads in the region, and it could be used to prioritize funding for roads that are not the highest injury.
- Example methodology: The top 10% high-injury roads in each county.

4. Should the Regional HIN prioritize roads at the regional level or county level?

