



# Regional Vision Zero Working Group

April 14, 2026

# Agenda

1. Welcome and introductions.
2. Comments on the draft Regional High Injury Network: themes and responses.
3. Critical Corridors discussion.
4. Safe Streets and Roads for All 2026 discussion.
5. News and updates.
6. Next meeting – June 9, virtual via Microsoft Teams.
7. Adjourn.



# Comments on the draft Regional High Injury Network

# Review deadline extended to Friday

The deadline for Regional Vision Zero Working Group members to review the first draft High Injury Network (HIN) has been extended to this **Friday, April 17<sup>th</sup>**.

<https://drcog.maps.arcgis.com/apps/instant/reporter/index.html?appid=e49ed94b1b8b408baeda64ffb709a9ce>

# Some of the general feedback received so far

- Does it need to match our local HIN exactly?
- Will the Regional HIN be a criteria for funding?
- There are too many lines to be useful as a planning or prioritization tool.
- There are not enough lines in rural areas.
- Why are there routes on the current (2020) Regional HIN that are missing from this draft HIN?
- It's too segmented (piecemeal).
- It's not as segmented as our local plan.
- Does the entire corridor need to be on the HIN to be eligible for funding?

**Let's talk about it!**

# What is DRCOG's High Injury Network (HIN)?

- Identifies the **roads with the highest concentrations of fatal and serious injury crashes.**
- Used to inform DRCOG's safety planning.
- Used as **consideration when evaluating projects**, though the TIP Policy is under review.
- **Brings attention to corridors** that should be a priority at a regional level.
- Identifies crash hot spots **for local governments that lack their own safety plan.**
- Supports local and regional **grant applications.**

# The current HIN versus the draft HIN

Comparison metric	Current 2020 HIN	Draft April 2026 HIN
% of fatal and serious injury (KSI) crashes captured	75%	77%
% road miles captured	9%	9%
Crashes used to create the HIN	KSI crashes (all modes)	KSI crashes (all modes), and minor injury pedestrian and bicycle crashes
Threshold for selecting corridors to be on the HIN	At least 3 crashes per mile	At least 2 crashes per mile
Minimum route length	1 mile typical	0.5 miles
Process for closing gaps	Gaps along corridors were closed (no defined distance)	Gaps along corridors were closed if within 0.5 miles
Treatment of isolated segments	Isolated segments were removed	Isolated segments were retained
Inclusion of limited-access highways	Includes limited-access highways	Includes limited-access highways

The draft HIN:

- **Captures more KSI crashes in the same total roadway mileage.**
- Better aligns with the methodologies of many local agencies' HINs.
- **Is more “piecemeal” but also more targeted.**
- **Has more local rural road segments.**

# Focus of this draft HIN review

**Are there glaring absences?** For example:

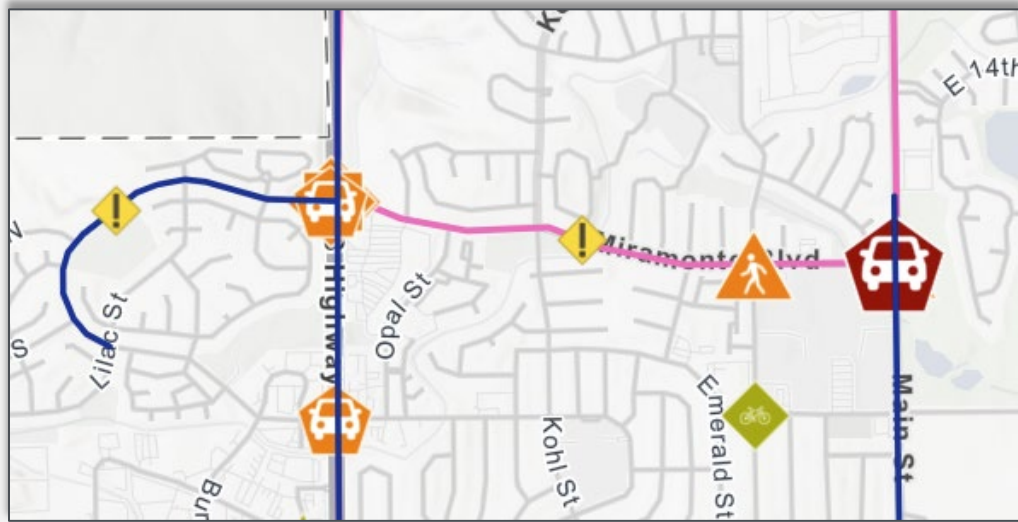
- High priority corridors in your local plan
- Locations of known fatal or serious crash hot spots
- Locations that were on current HIN where you anticipate requesting funding

All request for additional routes must meet the minimum threshold of at least 2 crashes of interest per mile.

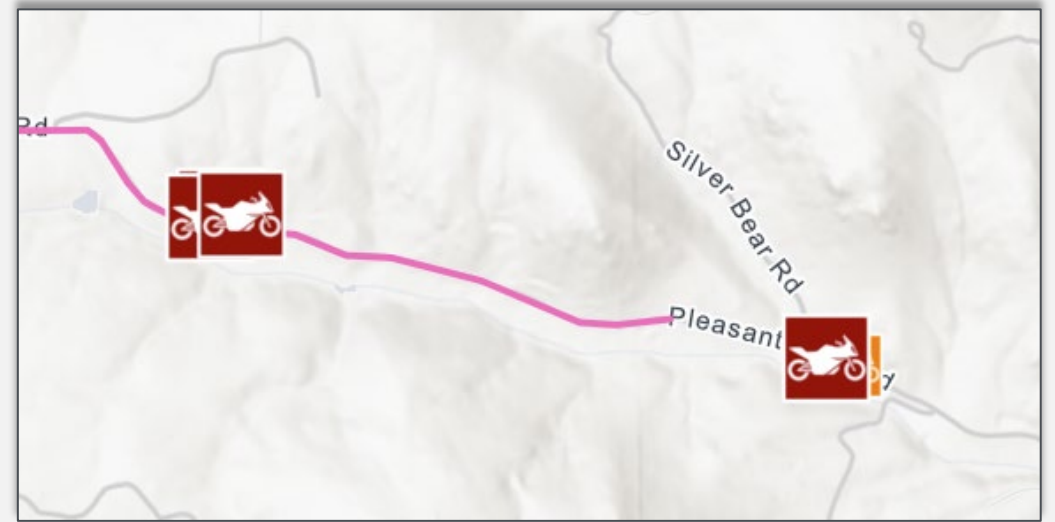
**Does the Regional HIN need to match your local HIN exactly? No.**

# Examples

## Example: Miramonte Blvd



## Example: Pleasant Park Road



### HIN Comments

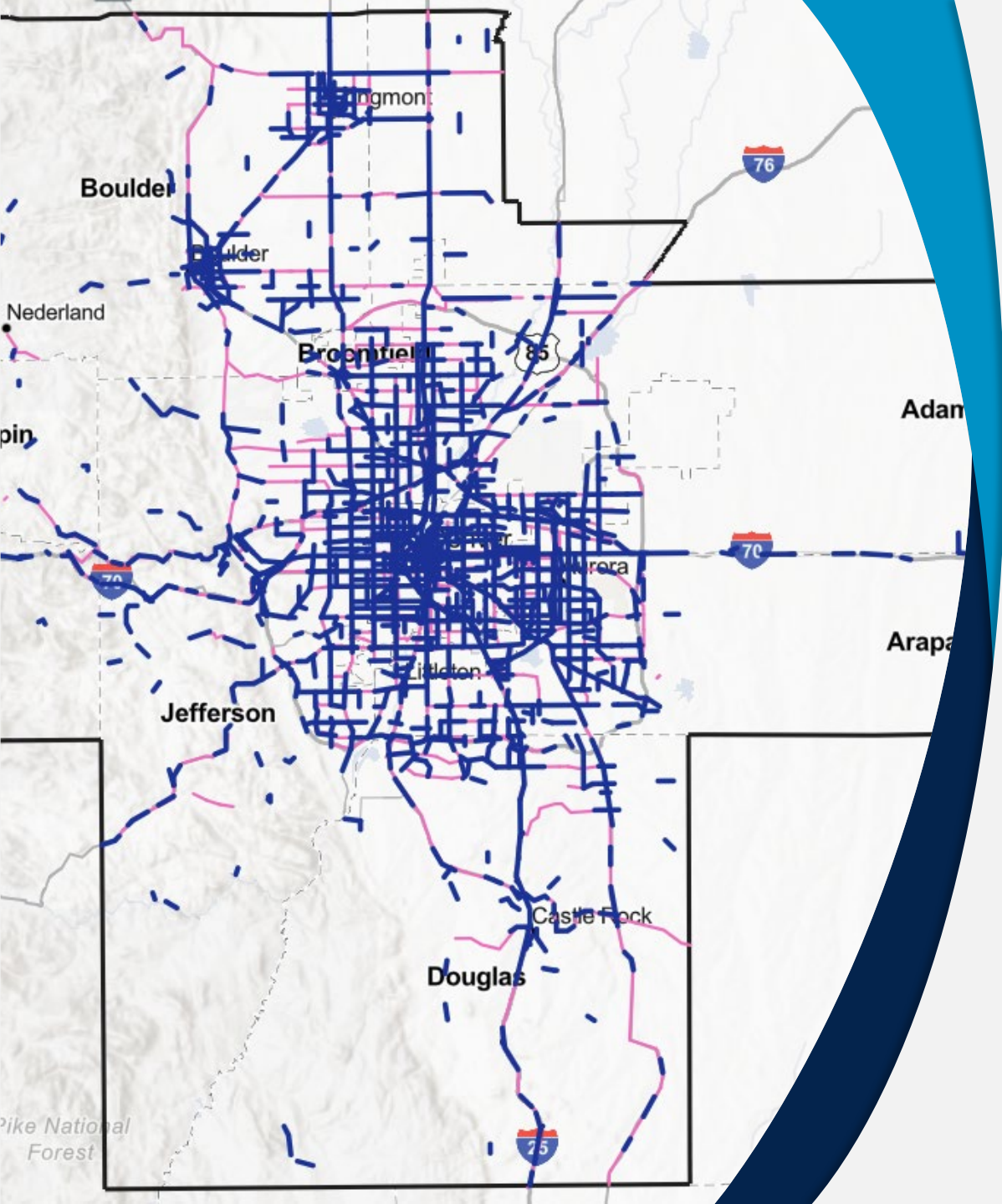


### High Injury Network Draft



### Current High Injury Network including Critical Corridors





# Other general questions and comments?



NO  
TURN  
ON RED  
EXCEPT  
PEDESTRIANS  
AND BICYCLISTS

GREASE  
MONKEY

Done Fast. Done Right.

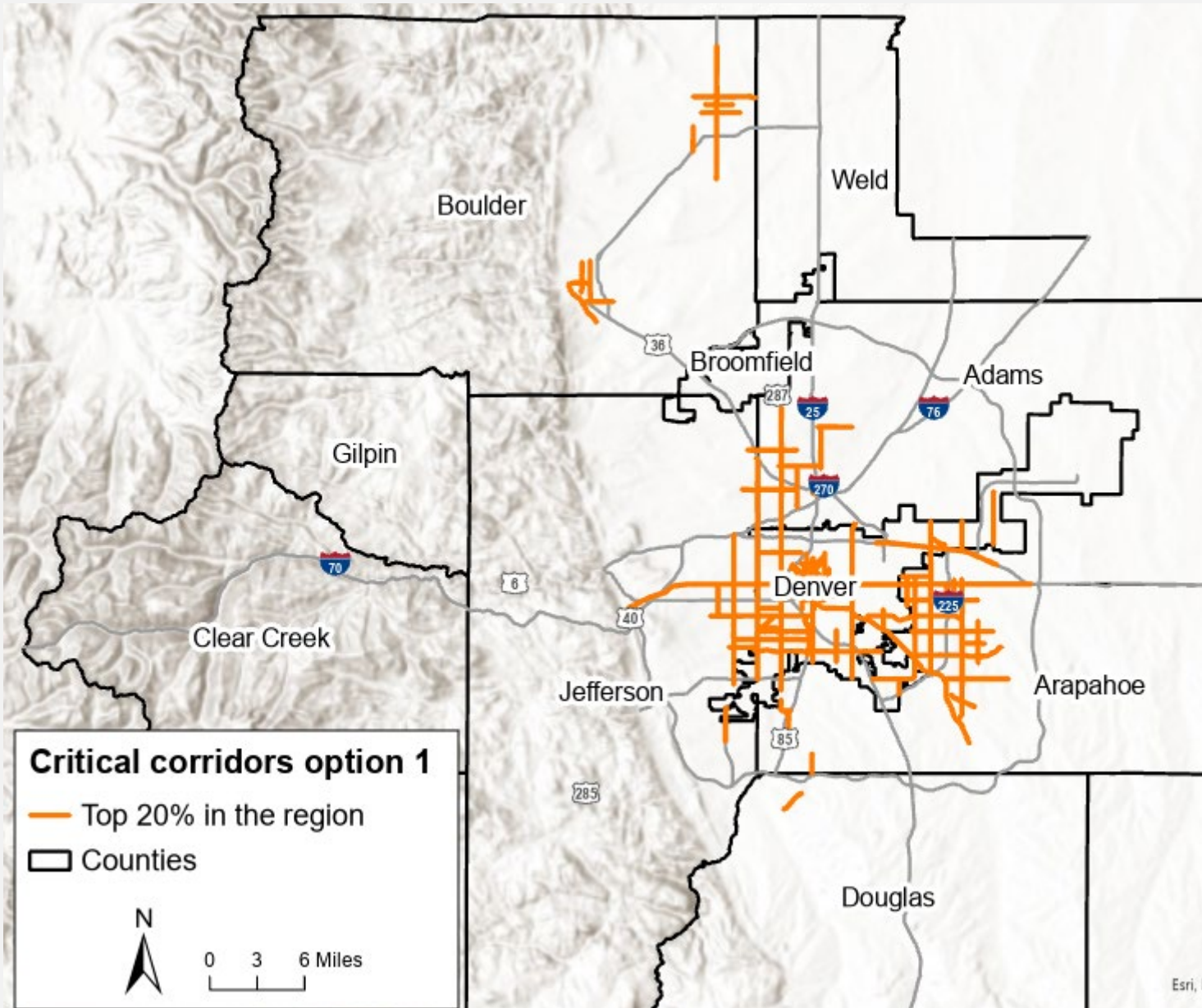
conoco  
7  
ELEVEN  
3.09  
3.43

# Critical corridors discussion

# Do we need a second level of prioritization?

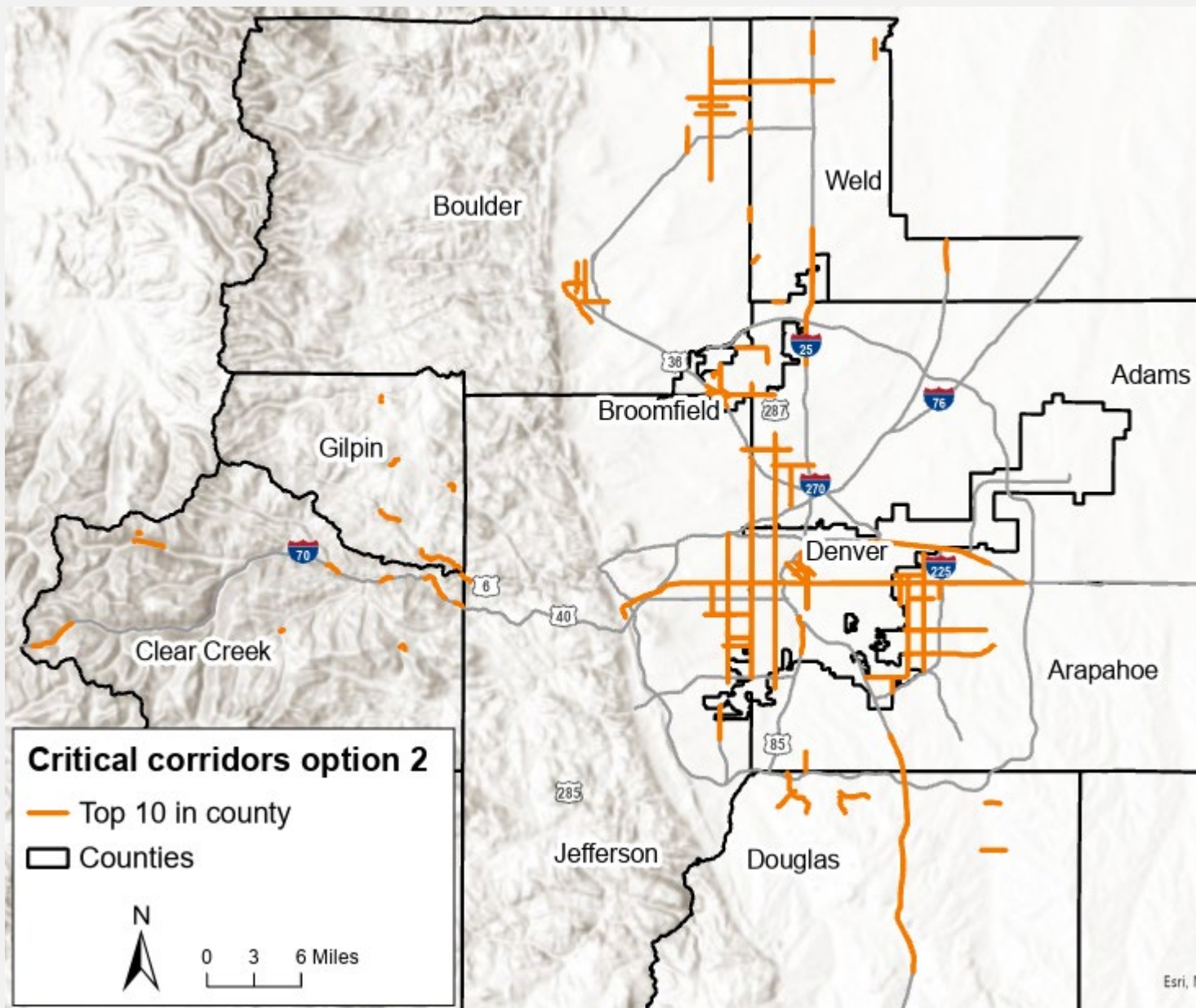
- Critical corridors are in the current *Taking Action on Regional Vision Zero*: the 1.5% of road miles that accounted for 32% of fatal and serious injury (KSI) crashes.
- It could be used to help bring attention to corridors that are particularly high-injury (i.e., crucial to advancing Vision Zero goal).
- It *could* be another consideration when scoring TIP and set-aside projects.
- It could be used when discussing work plans and priorities with CDOT.

Four options for you to consider...



# Option 1: regional approach

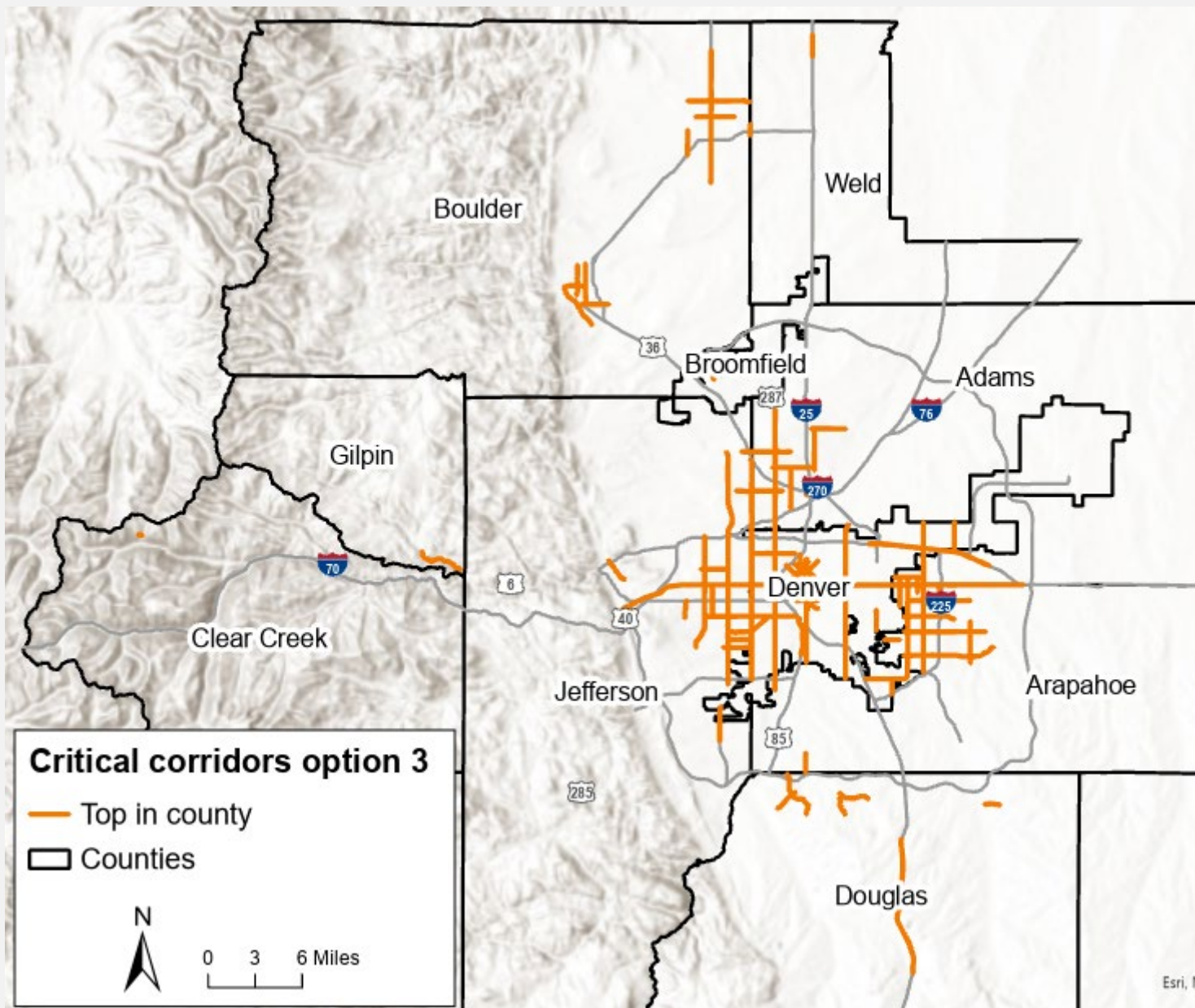
Top 20% of routes in the region based on crashes of interest per mile AND a route's crashes of interest count.



## Option 2: equal county approach

Top 10 routes in each county based on crashes of interest per mile. (Gilpin only has 5 routes.)

In urban and suburban counties, routes had to be at least 1 mile long. In rural counties, routes had to be at least 0.5 miles.



## Option 3: based on county's percent of KSI

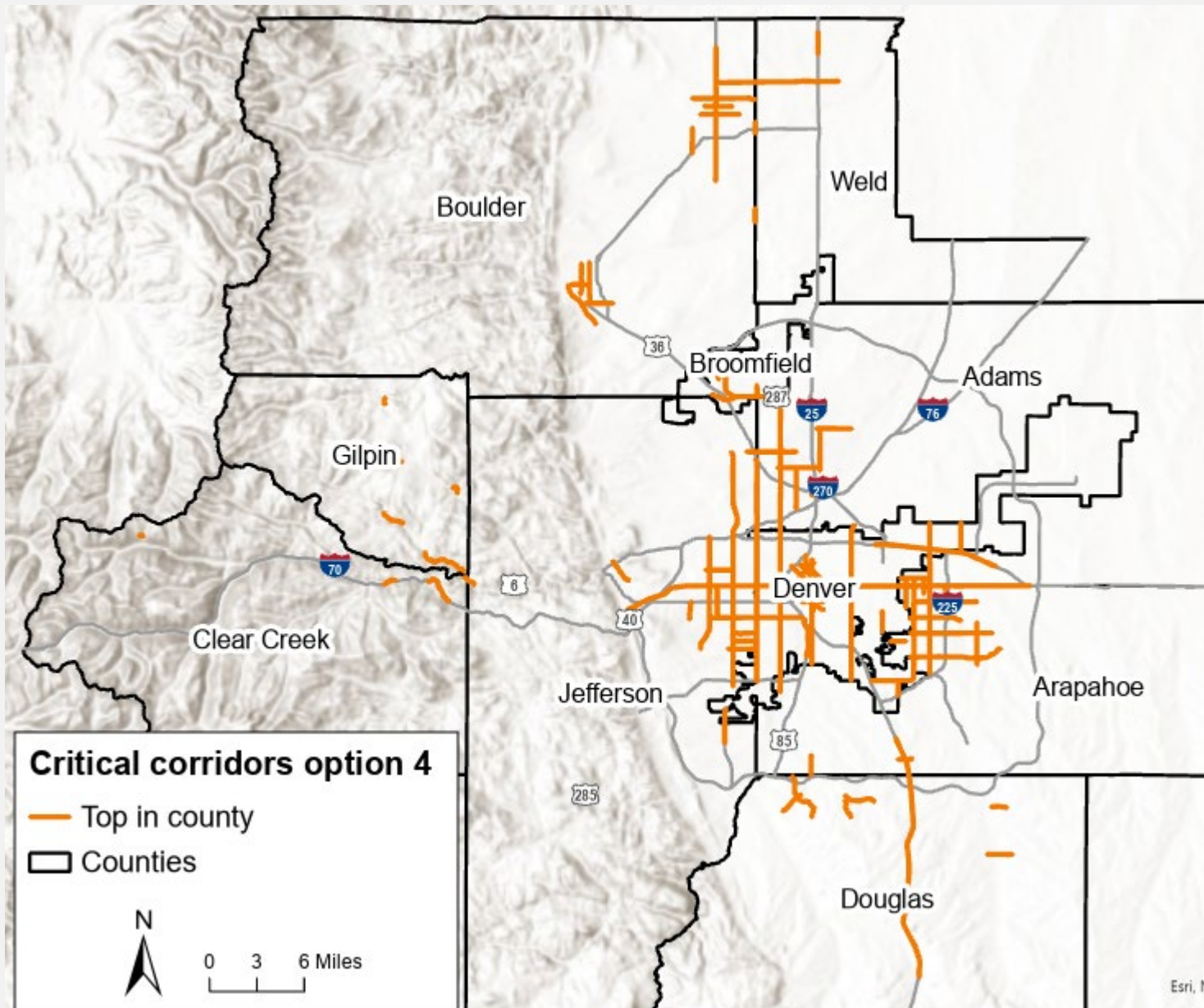
Number of routes per county is based on the county's share of regional KSI crashes.

- Adams – 18
- Arapahoe – 16
- Boulder – 9
- Broomfield – 1
- Clear Creek – 1
- Denver – 29
- Douglas – 8
- Gilpin – 1
- Jefferson – 15
- Weld – 1

# Option 4: Regional Transportation Plan methodology

Number of routes per county is based on the methodology used for the RTP to allocate projects.

- Adams – 15
- Arapahoe – 19
- Boulder – 10
- Broomfield – 5
- Clear Creek – 5
- Denver – 25
- Douglas – 10
- Gilpin – 5
- Jefferson – 16
- Weld – 5



# Summary of options

	# of routes	Pros	Cons
<b>Option 1: regional approach</b>	110	Best identifies highest priority corridors from a regional perspective.	Leaves out rural counties.
<b>Option 2: equal county approach</b>	86	Includes all counties, could help identify priorities at a county level.	Could take away attention from the region's highest injury corridors.
<b>Option 3: based on county's percent of KSI</b>	88	Provides more distribution across counties than option 1, while still taking a data-driven regional approach.	Many rural counties still only have one critical corridor, reducing usefulness for county-level planning.
<b>Option 4: Regional Transportation Plan methodology</b>	100	Provides more distribution across counties than options 1 and 3, while still taking a data-driven regional approach.	Denver and Adams county are potentially disadvantaged.

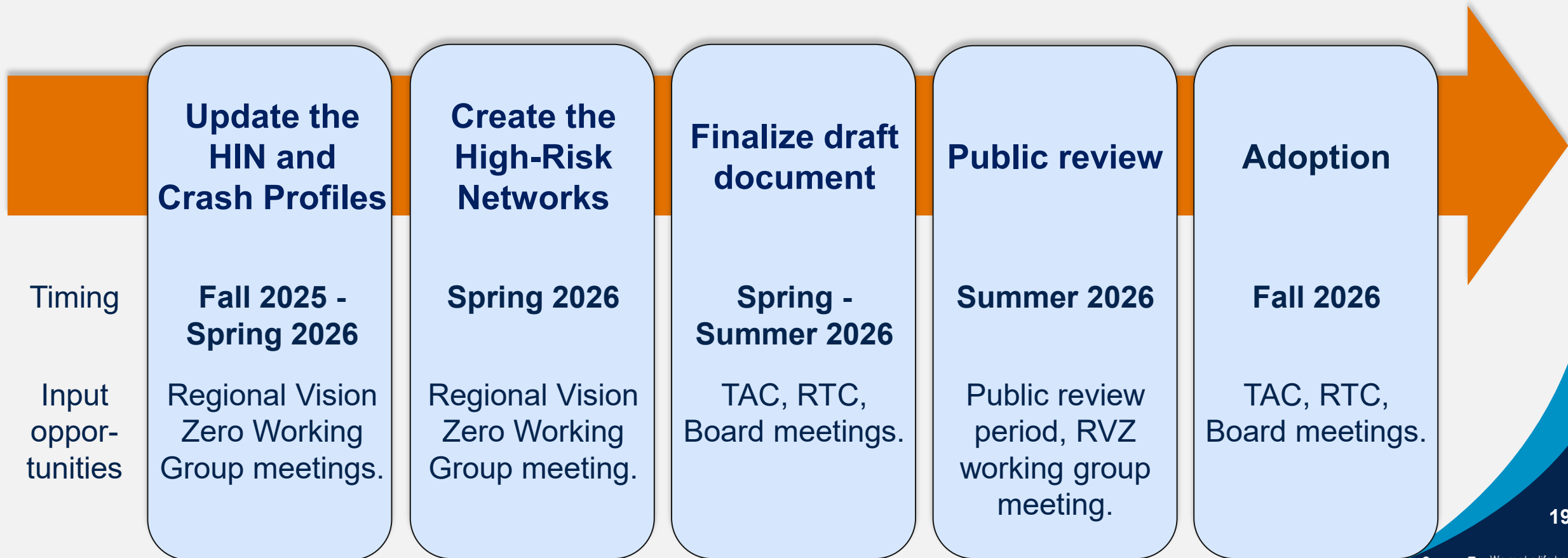
# Questions? Comments? Tell us what you think.

Tell us which option you like best. Take the survey by this Friday.



<https://forms.office.com/r/2KcUmbGVHc>

# Schedule for minor update to *Taking Action on Regional Vision Zero*





# Safe Streets and Roads for All (SS4A) 2026 discussion

# SS4A FY26 grant basics

- Notice of Funding Opportunity (NOFO) released March 27.
- **Application due May 26 at 5 p.m. eastern.**
- Approximately \$700 million will be available for **Implementation** grants.
  - Expected project funding range: **\$2.5 to \$25 million.**
- Approximately \$300 million will be available for **Planning and Demonstration** grants.
  - Expected project funding range: **\$100,000 to \$5 million.**
- **Technical questions** may be submitted to US DOT by 5 p.m. eastern on **April 24.**

# Changes from FY25 NOFO

- **60-day application period** instead of 90 days in 2025.
- Two priorities added:
  - Beautify transportation infrastructure with context-appropriate design and/or child-friendly elements.
  - Advance eligible truck parking with a clear roadway safety nexus.
- A note that applications will be **more competitive** if they:
  - Meet one or the both new priorities.
  - Modernize public safety infrastructure, including **prehospital blood transfusion capabilities** and **improve "post-crash care."**
- More **robust explanation** of **merit criterion** for review through rubrics.

# Feedback on DRCOG's FY25 SS4A application

- DRCOG's application was rated as '**Acceptable**,' but did not rise to levels of 'Recommended,' or 'Highly Recommended.'
- Applicants **nationwide** had a **13% success rate**.
- NEPA status and project readiness, and post-award engagement **could have been clearer** but when pressed **no specific details** or **examples** were **provided**.
- **Budgets not clearly articulated**, but **no examples** given.
- Projects in our application were **largely not in underserved communities**—only four of 29 census tracts were considered areas of persistent poverty.

# Additional recommendations from reviewers

- **Include** Highway Safety Manual **crash reduction analysis** to demonstrate **safety impact** if possible.
- Pay attention to how the narrative is framed and **include the administration's priorities**—specifically to use phrases and terms from the **NOFO, executive orders, and US DOT memos**.
- **State the source of local match in the narrative** and do not to rely on having that information in letters of support.
- **Match the order of information** and **scoring criteria** in the NOFO within the narrative to make scoring easier for reviewers.
- **Include** planned actions for **post-award engagement** in the narrative.
- Provide detailed **demographic analysis**, including projected **trends** in the narrative.

# Information from DOT Implementation Grant webinar – Tuesday 7, 2026

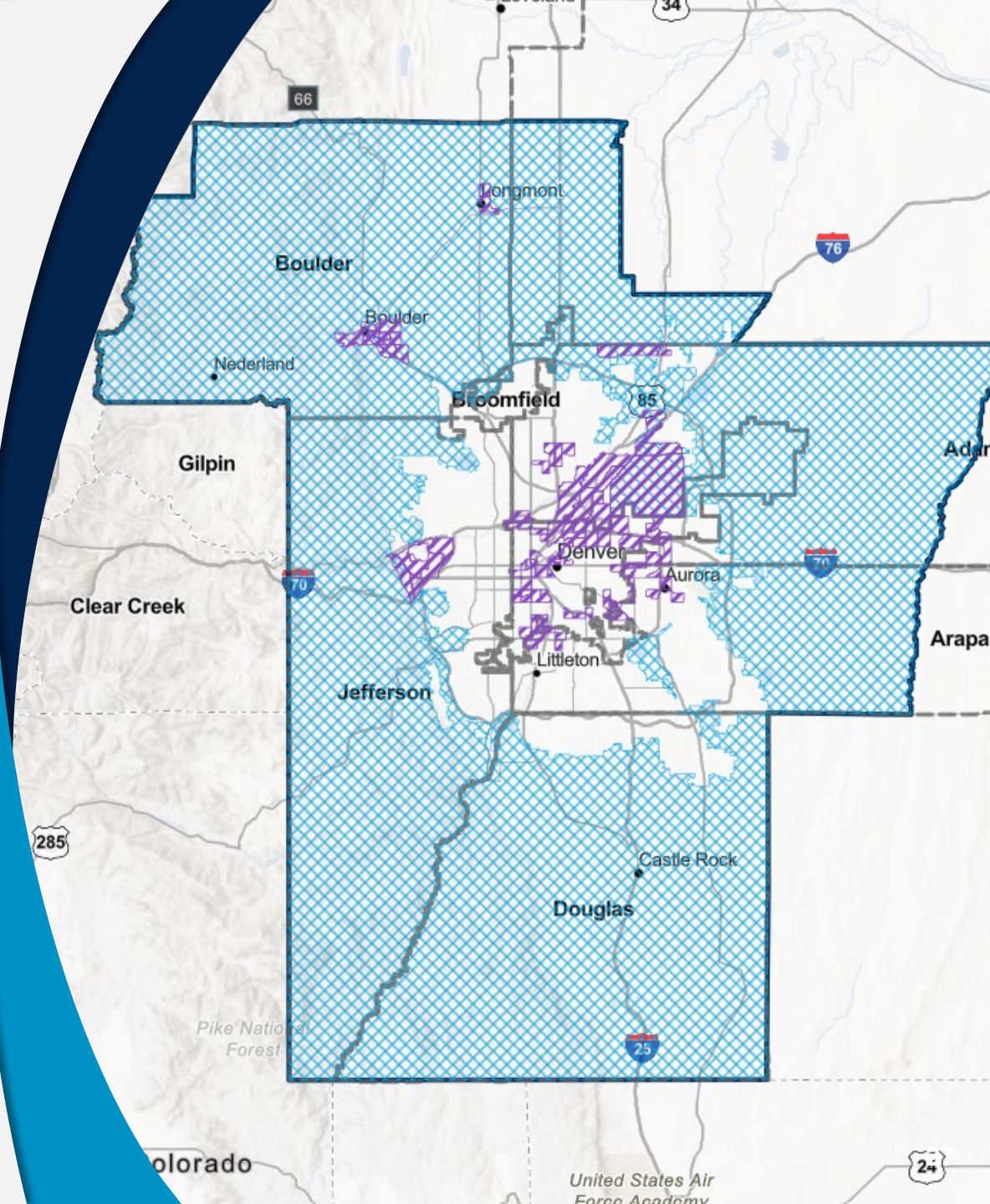
- **Check access** to **ValidEval** early. It can take **up to 30 days** to register and receive access to ValidEval.
- Provide area **fatalities** from **2019 – 2023** with **FARS** data.
- Adding bike lanes or facilities is not prohibited, but projects **should not negatively impact Level of Service**.

# DRCOG's SS4A plan for FY26

- DRCOG is **not intending to do a call for projects** to include in regional application as in past years.
- DRCOG is **coordinating with local agencies** and the **Colorado Department of Transportation** on a potential implementation grant application to build some of the recommendations from the **Sheridan Corridor Safety Study**.
- DRCOG can **support local applications**.

# DRCOG can support local applications

- **Review** application **narratives**.
- **Supply relevant data** as requested.
  - Geolocated crash data from 2019 – 2023 available on the **Regional Data Catalog**.
  - [Underserved communities web map](#).
- **Provide letters of support**.



# Letter of support process

- **Reach out to Erik or Kathryn** and provide a **draft letter of support** your agency would like from DRCOG. Please note in your draft letter if your agency's project location is along the current **High Injury Network**.
- DRCOG will provide a short **Discretionary Grant Information Form** for your agency to complete.
- DRCOG will review the draft letter and **confirm the project is consistent with DRCOG plans**, including *Taking Action on Regional Vision Zero* and the regional transportation plan, and provide the agency with a **final version**.



# News and updates



**Next meeting – June 9,  
virtual via Microsoft Teams**

# Thank you

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