

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, September 19, 2023 8:30 a.m.
1st Floor Aspen & Birch Conference Room
***In-Person Meeting with Virtual Option for Public (via Zoom)**

1. Call to Order
2. Public Comment
3. August 15, 2023 Regional Transportation Committee Meeting Summary
(Attachment A)

INFORMATIONAL BRIEFINGS

4. Colorado Department of Transportation Region 1 Bicycle and Pedestrian Safety Study
(Attachment B) Emily Kleinfelter, Safety/Regional Vision Zero Planner
5. Statewide Transit Plan Update
(Attachment C) Cole Neder, Senior Transit Planner
6. Regional Transportation Demand Management Strategic Plan
(Attachment D) Kalie Fallon, Emerging Mobility & Transportation Demand Management Planner
7. Front Range Passenger Rail District Board Update
(Attachment E) Jacob Riger, Manager, Multimodal Transportation Planning

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - Colorado Department of Transportation Report
 - Regional Transportation District Report
 - Regional Air Quality Council Report
9. Next Meeting – October 17, 2023
10. Adjournment

Attendees can request additional aids or services, such as interpretation or assistive listening devices, by calling 303-480-6701 or emailing ckennedy@drcog.org Please notify DRCOG at least 48 hours in advance so we can coordinate your request.

ATTACH A

ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE

Tuesday, August 15, 2023

In-Person Meeting with Virtual Option for Public (via Zoom)

MEMBERS AND ALTERNATES PRESENT:

Yessica Holguin	Colorado Department of Transportation
Eula Adams (Alternate)	Colorado Department of Transportation
Jessica Myklebust (Alternate)	Colorado Department of Transportation
Darius Pakbaz (Alternate)	Colorado Department of Transportation
Randy Weil	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Deborah Mulvey (Alternate)	Denver Regional Council of Governments
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Steve Conklin (Chair)	Denver Regional Council of Governments
Bob Broom	Regional Transportation District
Paul Rosenthal (Alternate)	Regional Transportation District
Brian Welch (Alternate)	Regional Transportation District
Kate Williams	Regional Transportation District
Mike Silverstein	Regional Air Quality Council

ADDITIONAL ALTERNATES (OR MEMBERS AND ALTERNATES ATTENDING VIRTUALLY) PRESENT:

Karen Stuart	Colorado Department of Transportation
Wynne Shaw	Denver Regional Council of Governments

Public: Lisa Nguyen, Jim Moody, Violet Mulqueen, Classic Wagner, Brodie Ayers, Eugene Howard, Jack Kroll, Allison Cutting

DRCOG Staff: Emily Kleinfelter, Cam Kennedy, Nisha Mokshagundam, Erik Braaten, Brad Williams, Steve Erickson, Alvan-Bidal Sanchez, Lauren Kirgis, Andy Taylor, Max Monk, Emily Lindsey, Jacob Riger, Steve Cook, Sang Gu Lee, Kalie Fallon, Sheila Lynch, Nora Kern, Ala Alnawaiseh, Josh Schwenk

Call to Order

Chair Steve Conklin called the meeting to order at 8:31 a.m.

Public Comment

There was no public comment.

Summary of July 18, 2023 Meeting

The summary was accepted.

ACTION ITEM

FY 2024-2027 Transportation Improvement Program

Todd Cottrell, Project and Program Delivery Manager, explained that the Transportation Improvement Program is a four-year short-term program of projects laying out how federal, state, and local transportation funding is programmed in the Denver region. It includes projects selected by the Colorado Department of Transportation, the Regional Transportation District, and the Denver Regional Council of Governments, each with its

own selection processes and funding sources. For the Denver Regional Council of Governments-allocated funding, the proposed FY 2024-2027 Transportation Improvement Program is the culmination of four Calls for Projects: two to program additional funding to the current FY 2022-2025 Transportation Improvement Program, and two to program funding for this draft document. All projects selected by the Denver Regional Council of Governments through these calls, or previous calls, were carried over from the current Transportation Improvement Program, as appropriate. The draft FY 2024-2027 Transportation Improvement Program has been found to comply with federal air quality conformity requirements as well as state greenhouse gas emission reduction requirements.

Ms. Kate Williams inquired about the overlap between the Transportation Improvement Program that concludes in 2025 and the one that started in 2022. Mr. Cottrell replied that projects that had funding in 2024 carry over but if a project in the current Transportation Improvement Program has obligated their funds, the project could not be moved. However, if the funds have not been obligated, that project could be moved over.

Mr. Paul Rosenthal inquired about the passage that states that air quality conformity is regional; not based on individual regionally significant projects. Mr. Ron Papsdorf explained that staff analyzes the full set of projects together as a system; projects are not analyzed individually.

Mr. Randy Weil MOVED to recommend to the Board of Directors approval of the *FY 2024-2027 Transportation Improvement Program*, and the associated air quality documents and Greenhouse Gas Transportation Report. The motion was seconded and passed unanimously.

FY 2024-2025 Transportation Demand Management Transportation Improvement Program Set-Aside Program Funding Recommendations

Nisha Mokshagundam, Way to Go Manager, Communications and Marketing, stated that in April 2023, after conducting a workshop for potential applicants, the Denver Regional Council of Governments issued a call for letters of intent, followed by a call for applications. A total of 12 final applications were submitted for consideration, with a total request for federal funding of \$1,321,375. A review panel convened on June 29, 2023, to review and discuss panel scores and develop a final ranking and funding recommendation.

Mr. Rosenthal inquired about the Viva Streets Expansion and what the funding would do for the BIPOC community. Ms. Mokshagundam replied that a targeted marketing campaign would be launched to bring greater awareness to the event.

Ms. Kate Williams MOVED to recommend to the Board of Directors the project awards through the FY 2024-2025 Transportation Demand Management Services Transportation Improvement Set-Aside Program, and that the seventh-ranked project be placed on the waiting list. The motion was seconded and passed unanimously.

FY 2024-2025 Unified Planning Work Program for the Denver Region

Josh Schwenk, Planner, explained that the new FY 2024-2025 Unified Planning Work Program outlines activities to be conducted from October 1, 2023, through September 30,

2025, and was prepared with input from partner agencies and local government staff. It represents over \$18 million in planned expenditures over more than 120 deliverables. Some key priorities over the next two years include:

- Updating or amending existing major plans, including the Title VI Implementation Plan, Limited English Proficiency Plan, Americans with Disabilities Act Program Access Plan, Public Engagement Plan, Regional Active Transportation Plan, Regional Multimodal Freight Plan, and Taking Action on Regional Vision Zero
- Developing and adopting new plans and programs, including the FY 2026-2027 Unified Planning Work Program, Climate Action Plans, Regional Transportation Demand Management Strategic Plan, and the FY 2026-2029 Transportation Improvement Program
- Begin updates to major plans and programs, including Metro Vision, the Regional Transportation Plan, and the FY 2028-2031 Transportation Improvement Program
- Assisting with implementation activities in areas such as greenhouse gas mitigation, housing and transportation coordination, corridor planning, community-based planning, small-area planning, innovative mobility, and regional bus rapid transit planning and implementation

Ms. Williams inquired whether the Unified Planning Work Program can be adjusted to allow for new initiatives such as the Regional Transportation District's new one-year pilot program, Zero Fare for Youth since objectives 2, 4, 5, and 8 will be relevant to this program. Mr. Schwenk confirmed that the Unified Planning Work Program can be amended and depending on the type of work, it may need to be listed or it might not need to be called out in the Unified Planning Work Program, but staff can coordinate with the Regional Transportation District so the outreach work for this program can be reflected.

Ms. Williams MOVED to recommend to the Board of Directors the draft *FY 2024-2025 Unified Planning Work Program for the Denver Region*. The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFINGS

Taking Action on Regional Vision Zero Plan Update

Emily Kleinfelter, Safety/Regional Vision Zero Planner, explained that staff have been working on the strategic update to *Taking Action on Regional Vision Zero*, focused on Chapter 6, to be more in line with emerging best practices in transportation safety.

The objectives for this strategic update are to:

- Consider focused changes to the adopted *Taking Action on Regional Vision Zero*, including updates to key chapters.
- Take a holistic approach to updating the Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero fatalities and serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders, and the public.
- Meet upcoming state accessibility requirements.

An in-depth and open conversation ensued regarding the metrics, analysis, definitions, and scope of the Regional Vision Zero Plan. Questions were successively asked by Ms. Deborah Mulvey, Mr. Eula Adams, Mr. Darius Pakbaz, Ms. Jessica Myklebust, Ms. Kate Williams, Ms. Yessica Holguin, Mr. Brian Welch, Mr. Steve Conklin, Mr. Paul Rosenthal, and Mr. Mike Silverstein. Their comments were responded to by Mr. Jacob Riger, Executive Director Doug Rex, Mr. Ron Papsdorf, and Ms. Emily Kleinfelter. Ultimately the committee reiterated that not only is collaboration critical but the reduction in crashes and injuries is of vital importance to all stakeholder organizations and that everyone has a responsibility to ensure safety on the roads and emphasis must be placed on outreach, education, and cooperation.

Regional Crash Data Consortium Update

Erik Braaten, Crash Data Consortium Senior Planner, stated that over the past year, the Denver Regional Council of Governments has been engaging with member governments and other state and federal stakeholders to investigate and demonstrate the value of a regional crash data consortium to inventory the needs of the region and work to identify and address common issues with crash data collection, processing, and analysis. This project is funded by the National Highway Traffic Safety Administration 405C Traffic Records Improvement Grant and administered by the Colorado Department of Transportation.

Work will continue with the consortium stakeholders to develop and implement solutions to improve crash data used to identify safety improvements and other programs and projects in the Denver region. A final report will be published in September 2024 that will include recommendations to address issues identified by the consortium and strategies for the continuation of the consortium following the expiration of the original 405C grant funding.

Ms. Mulvey encouraged that future data include not only single-vehicle crashes that are not reported to the police but also emergency room data and insurance data.

Mr. Adams stated that law enforcement should be involved in the conversation without impacting their time or resources.

Statewide Program Distribution Update

Ron Papsdorf, Division Director, Transportation Planning and Operations, stated that Program Distribution provides a long-term view of estimated state and federal transportation revenues and how they will be allocated among programs and regions. Funding is broken into program areas and includes existing federal and state sources. Mr. Papsdorf described several measures and parameters that indicate the Denver Region's relative contribution to statewide transportation revenue and transportation needs.

At its August meeting the Statewide Transportation Advisory Committee voted 11-5 to recommend a formula for the distribution of Regional Priority Program funding based on 25% vehicle miles traveled, 20% population, 40% lane miles, and 15% truck vehicle miles traveled. This is a change from the Transportation Commission-adopted formula from 2019 based on 50% population, 35% lane miles, and 15% truck vehicle miles traveled. The change reduces the estimated allocation of RPP funds to the Colorado Department of

Transportation Region 1 from 35.93% to 32.50% or about \$1.7 million per year less than the current formula.

Ms. Holguin inquired about the difference \$1.7 million per year will make when considering the total impact when factoring in the multiplier effect of matching dollars. Mr. Papsdorf replied that the Regional Priority Program is a Colorado Department of Transportation investment program to address the regional issues among the five Colorado Department of Transportation regions. While the Regional Priority Program formula may not be precisely adopted as the program formula for other programs, it is often the starting point.

Ms. Williams stated that funding needs to be diversified and not so reliant on funding based on cars, such as motor vehicle fees, motor fuel taxes, and gas taxes.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- Colorado Department of Transportation Report – Mr. Pakbaz stated that this month's Transportation Commission will be virtual and will discuss the budget, the establishment of a new fee for the new Fields Impact Enterprise and North Front Range, and the greenhouse gas report. The Colorado Department of Transportation has a new Division of Transit & Rail Director, Paul DesRocher, who started at the end of July.

Ms. Myklebust stated that the State's Move Over Law took effect earlier this month. It requires that when approaching stationary vehicles with flashing hazard lights, drivers move over a lane, or if they are unable to change lanes, they must reduce their speed to at least 20 miles below the posted speed limit. Construction is ongoing throughout I-70 and US-40, and resurfacing is ongoing at the Eisenhower-Johnson Memorial Tunnel eastbound, among other projects.

- Regional Transportation District Report – Ms. Williams stated that the second month of Zero Fare for Better Air is in full swing and encouraged everyone to participate and spread the word. The revised fare structure has been approved by the Regional Transportation District's Board of Directors and a new initiative has been launched, Zero Fare for Youth, which is a one-year pilot program offering zero fares for ages 19 and under across all Regional Transportation District services.

Mr. Adams took the opportunity to commend the Regional Transportation District for the Zero Fare for Better Air initiative as well as for the new program to encourage the next generation to start using public transit.

Chair Conklin echoed Mr. Adams's sentiment for the historic initiatives the Regional Transportation District has been undertaking and mentioned that the Denver International Airport is also increasing the visibility of the work it is undertaking in terms of equity, employment, and transportation throughout the region.

- Regional Air Quality Council Report – Mr. Silverstein stated that the next State Implementation Plan for Air Quality is being advanced to the Air Quality Control Commission for consideration in the Fall. This plan states that the region will attain the

lesser of the two ozone standards that the region is required to achieve by 2027. A Lawn and Garden Equipment Proposal has also been advanced to the Air Quality Control Commission that would restrict the use of gas-powered small equipment by commercial operators, and local, state, and federal agencies in the future and would prohibit the sale of the same small equipment to everyone starting in 2025. Lawn and garden equipment grants are available, and information can be found on the Regional Air Quality Council's website.

Next Meeting – September 19, 2023

Adjournment

There were no additional comments from members. The meeting adjourned at 10:41 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Emily Kleinfelter, Safety/Regional Vision Zero Planner

Meeting Date	Agenda Category	Agenda Item #
September 19, 2023	Informational Briefing	4

SUBJECT

Colorado Department of Transportation (CDOT) Region 1 Bicycle and Pedestrian Safety Study

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

CDOT has been studying ways to improve safety for bicyclists and pedestrians across the state and recently completed a comprehensive Bicycle and Pedestrian Safety Study within CDOT Region 1, which consists of Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson counties.

This safety study directly contributes to DRCOG's Vision Zero objective of eliminating traffic fatalities and serious injuries by identifying critical safety enhancements for people walking and biking. It also aligns with DRCOG's 2050 Regional Transportation Plan by addressing the core tenets of safety, active transportation, and multimodal mobility. By evaluating systemic improvements that encompass roadway features correlated with specific crash types, the study enhances safety considerations within the broader transportation network.

DRCOG participated as a member of the Technical Advisory Committee (TAC) during the study process. The TAC consisted of up to two staff from each of the cities and counties within Region 1, plus CDOT, FHWA and DRCOG staff. This group guided the inputs and assumptions during the study, while local agencies and the public provided feedback on areas of concern and ideas for improvement through a robust online survey called MetroQuest. CDOT staff will provide an overview of the study's process, outcomes, recommendations, and next steps at the September RTC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

CDOT presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Emily Kleinfelter, Safety/Regional Vision Zero Planner, at (303) 480-5647 or ekleinfelter@drcog.org

CDOT R1 Bicycle & Pedestrian Safety Study

Purpose of Study

- Improve safety for bicyclists and pedestrians on CDOT roads in Region 1
- Identify locations with a known crash history
- Identify locations with factors known to contribute to higher risk for bicyclists and pedestrians
- Identify potential improvements (countermeasures) to improve safety
- A final report to support future safety grant applications



CDOT R1 Bicycle & Pedestrian Safety Study

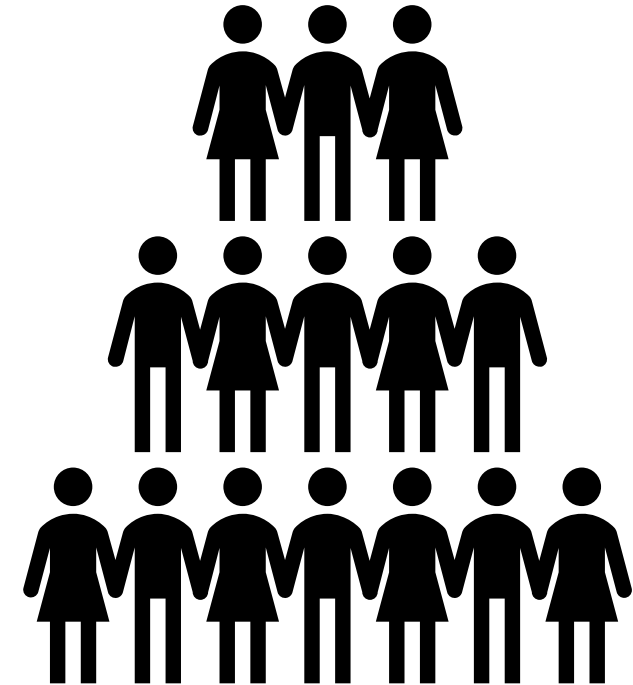
Project Team Structure

Project Team

- R1 CDOT Staff, RTD & DRCOG

Technical Advisory Committee (TAC)

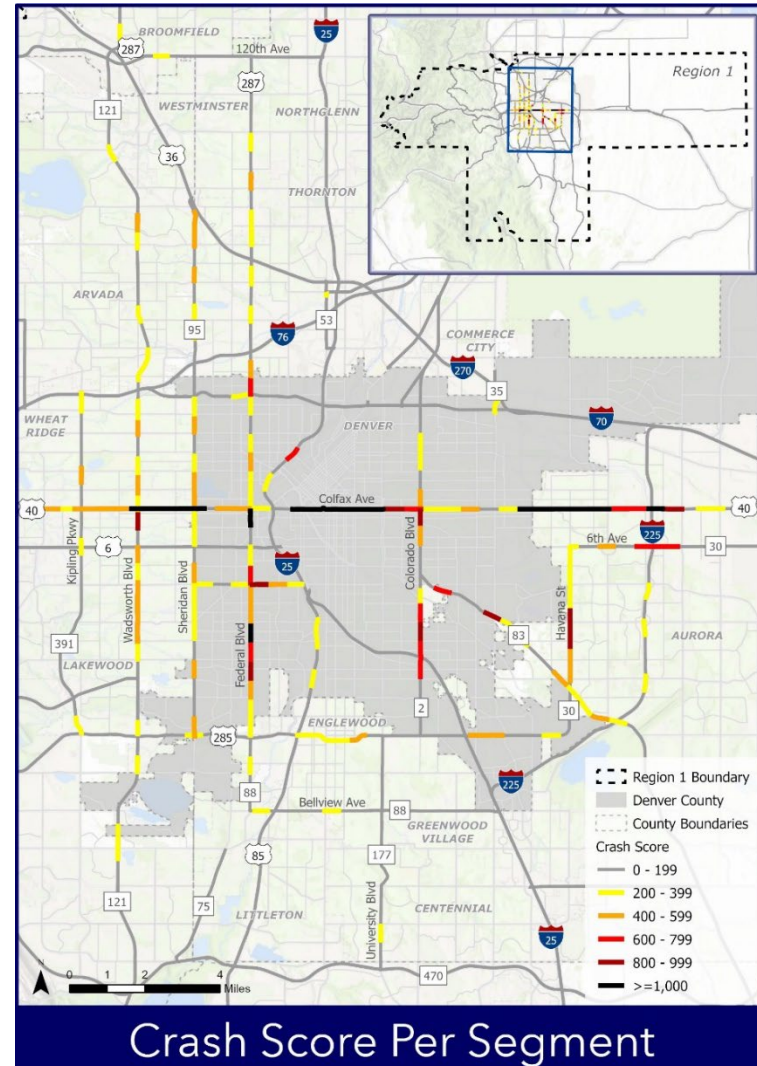
- 1-2 members from each County, and select Cities and Towns
 - R1 - 8 Counties, 55 Cities and Towns



CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Crash Analysis

- Crash data from 7/2015 – 6/2020
- 2,222 total crashes involving bicyclists or pedestrians
- 68% Pedestrian / 32% Bicycle
- Evaluated # and severity of crashes on ½ mile segments
- 15 Crash Hot Spot locations identified:
 - 12 intersections
 - 3 segments



Network Screening – Crash Hot Spots

City	Segment/Intersection
Aurora	Segment of Colfax Ave from Moline St to Peoria St
Lakewood	Segment of Colfax Ave from Allison St to Sheridan Blvd
Aurora	Intersection of Colfax Ave & Havana St
Glendale	Intersection of Colorado Blvd & Mississippi Ave
Aurora	Intersection of Colfax Ave & Moline St
Aurora	Intersection of Colfax Ave & Chambers Rd
Lakewood	Intersection of Colfax Ave & Wadsworth Blvd
Aurora	Intersection of Colfax Ave & Peoria St
Lakewood	Intersection of Colfax Ave & Teller St
Lakewood	Intersection of Colfax Ave & Sheridan
Lakewood	Intersection of Colfax Ave & Lamar
Lakewood	Intersection of Wadsworth * 14 th Ave
Glendale	Intersection of Colorado Blvd & Ohio Ave
Aurora	Intersection of Colfax Ave & Dayton
Aurora	Segment of 6 th Ave from Billings to Chambers

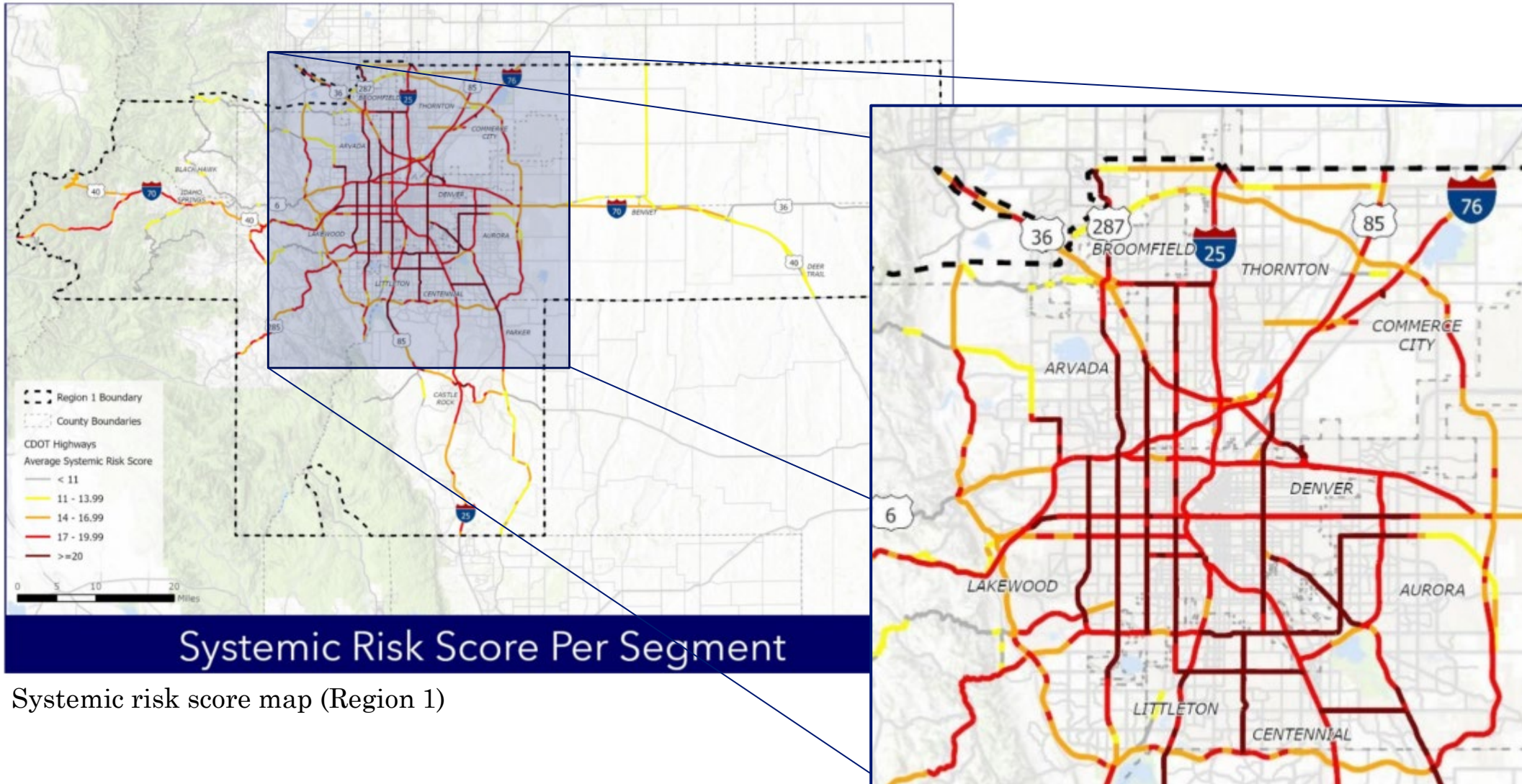
CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Systemic Analysis

- Evaluated roadway characteristics (Risk Factors) to determine level of risk on segments throughout R1
- Several Risk Factors evaluated including:
 - Traffic volume
 - Presence of lighting
 - Posted speed limit
 - Shoulder widths
 - Presence of sidewalk / bike lanes
- Risk scores assigned to ½ mile segments to show roads with an increased level of risk

CDOT R1 Bicycle & Pedestrian Safety Study

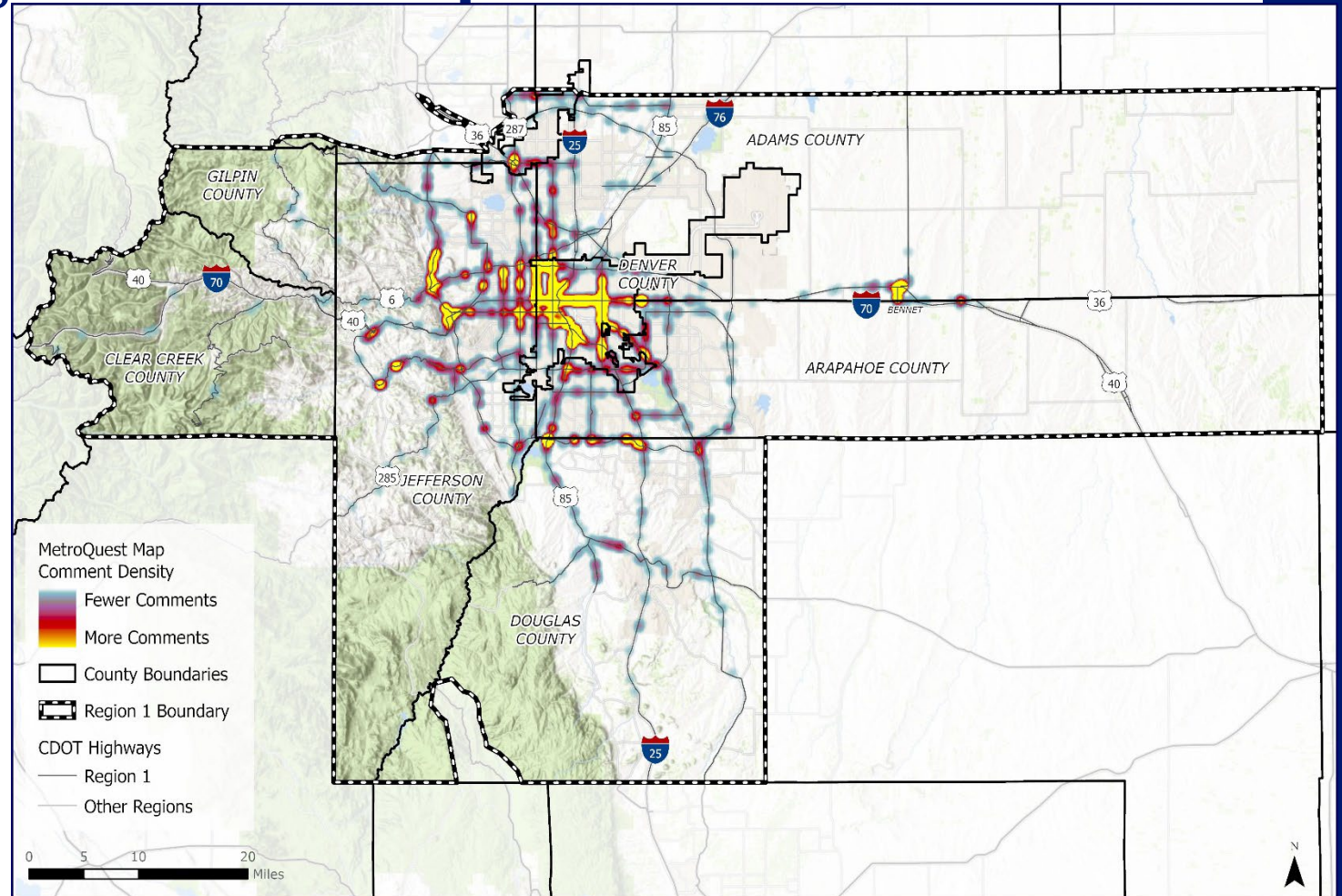
Network Screening – Systemic Analysis



CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Public Input

- MetroQuest on-line, interactive survey
- Accessible to the public for 6 weeks
- Over 2,300 people participated with over 5,800 inputs on map
- MetroQuest Hot Spots identified based on high concentrations of comments
 - Cross referenced with systemic risk scores and ordered highest risk to lowest



MetroQuest Interactive Map Comment Density

Network Screening – MetroQuest Hot Spots

City	Location	Risk Score
Lakewood	Intersection of US 6 and Wadsworth Blvd at underpass and on/off ramps.	<p>VERY HIGH</p> <p>HIGH</p>
Wheat Ridge	CO 391 (Kipling St) South of W 44th Ave Near Clear Creek Trail Crossing to 41st Ave.	
Wheat Ridge	Intersection of Wadsworth Blvd and 32nd Ave.	
Wheat Ridge	Wadsworth Blvd from 26th Ave to 29th Ave and from 32nd Ave to 35th Ave.	
Wheat Ridge/Lakewood	Intersection of Wadsworth Blvd and 26th Ave.	
Edgewater/Denver	Sheridan Blvd from W Colfax Ave to W 25th Ave/W Byron Pl.	
Unincorporated Douglas County	US 85 and C 470 EB On/Off Ramps.	
Broomfield/ Westminster	US 287 (W 120th Ave) from Main Street to Federal Blvd.	
Littleton	US 85 and West Mineral Ave.	
Aurora	Intersection of US 40 (Colfax Ave) & Florence St.	
Lakewood	US 40 (Colfax Ave) from Wadsworth Blvd (121) to Sheridan Blvd (95).	
Westminster/Adams Co.	Intersection of US 287 (Federal Boulevard) and 70th Ave.	
Broomfield	CO 121 (Interlocken Loop) between CO 128 and W Midway Blvd	

Network Screening – MetroQuest Hot Spots

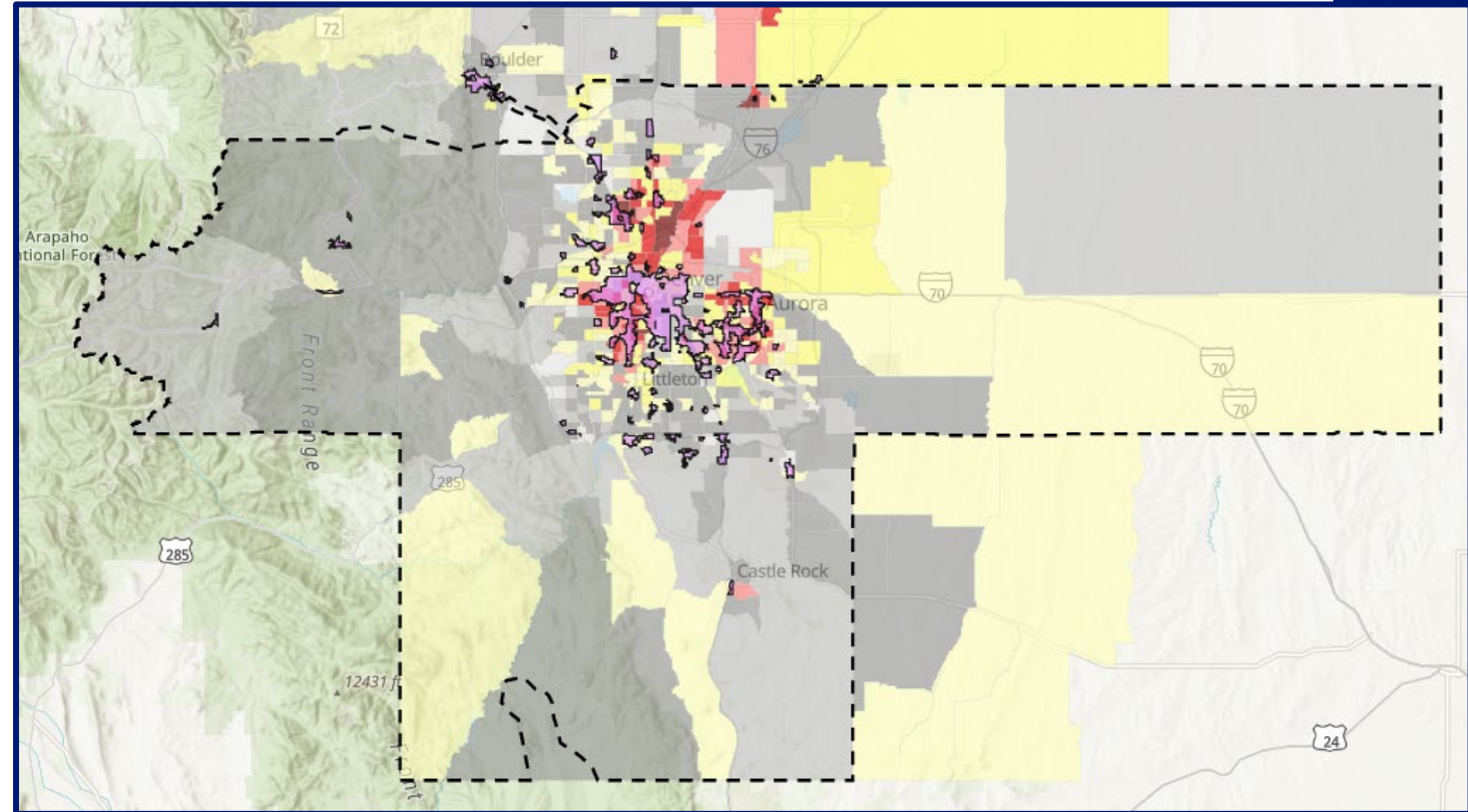
City	Location	Risk Score	
Golden	Intersection of 6th Ave and Johnson Rd		
Golden	US 6 and Heritage Rd/W 10th Ave Intersection		AVERAGE
Golden	US 93/Washington Ave/Washington St		
Golden	US 93/Iowa Dr		
Golden	US 40 (Colfax Ave) from roughly the Park-N-Ride north to Rooney Rd. (1.6 miles)		
Arvada	SH 72 (Indiana St) Near Railroad...South of W 86th Pkwy		
Kittredge (Unincorporated JeffCo)	SH 74 from Myers Gulch Rd to Lines Lane. (1,000 ft) (possibly extend further into town)		
Bennett	S 1st Street from Colfax Ave to I 70 (1.25 miles)		
Evergreen (Unincorporated JeffCo)	SH 74 in Downtown Evergreen from Hwy 73 to Meadow Drive. (1,800 ft)		
Bennett	Intersection of E Colfax Ave and Adams St		
Bennett	Palmer Ave from Colfax Ave to 8th St (0.28 miles)		
Bennett	Intersection of 1st Street & Centennial		LOW

CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Context Factors

CONTEXT FACTORS

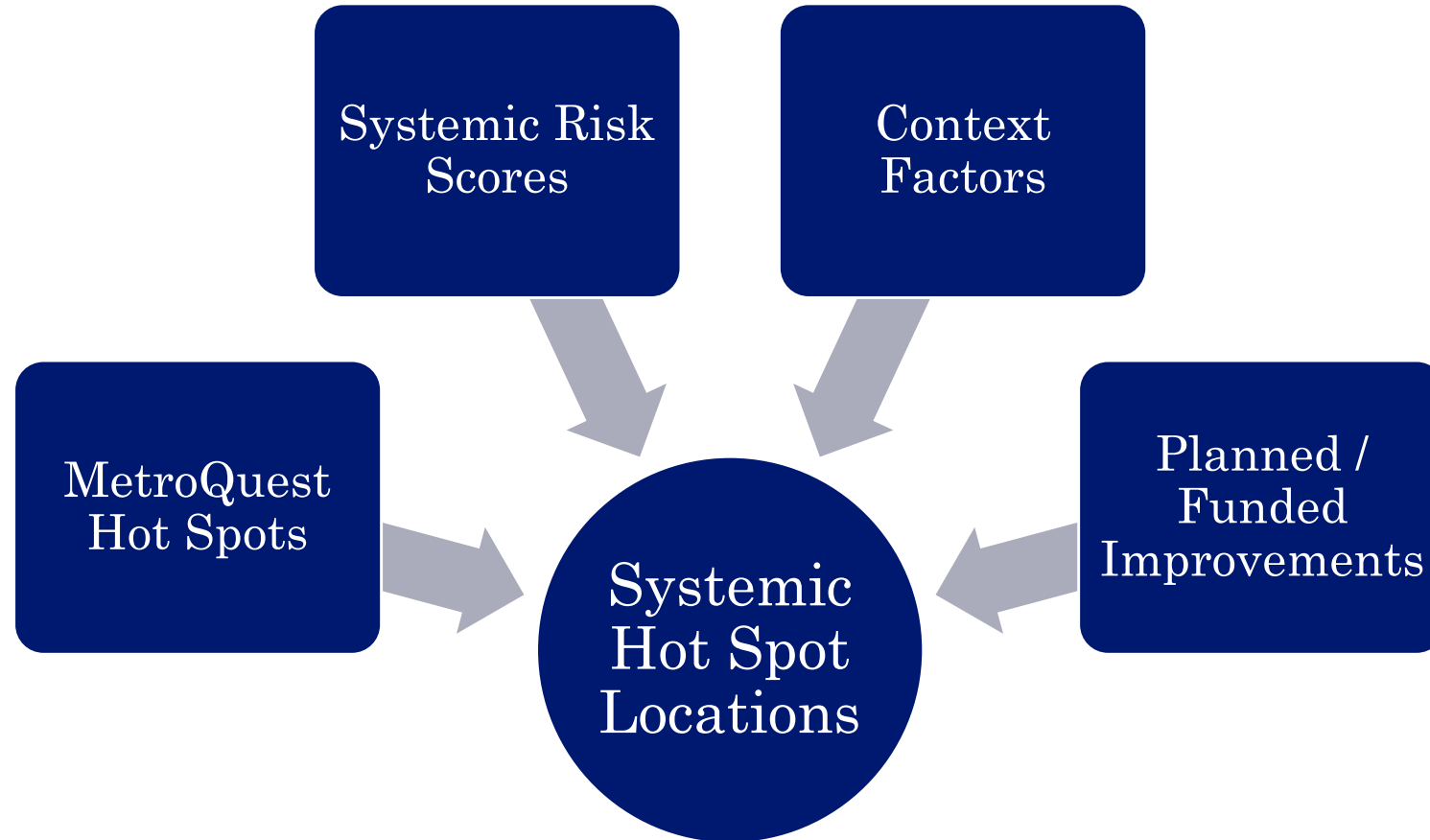
- DRCOG Data
 - Pedestrian Focus Areas
 - Vulnerability
 - High Injury Network
- Surrounding Land Uses
- Proximity to Transit Stations
- Connections to Existing/Proposed Bike/Ped Facilities
- Distribution of Urban and Rural Locations
- Boundary Roadways



Map of DRCOG vulnerability (light grey least vulnerable to red, most vulnerable) and pedestrian focus areas (pink).

CDOT R1 Bicycle & Pedestrian Safety Study

Network Screening – Top Systemic Locations



Network Screening – Systemic Hot Spot Locations

Jurisdiction	Segment/Intersection	Considerations	
Westminster / Adams Co	Intersection of US 287 (Federal Blvd)/70 th Ave	<ul style="list-style-type: none"> • High Network Risk Score • Pedestrian Focus Area • Med/High Vulnerability 	<ul style="list-style-type: none"> • High Injury Network • Within ¼ mile of RTD Station
Wheat Ridge	Wadsworth Blvd from 32 nd to 35 th plus Wadsworth/32 nd Intersection	<ul style="list-style-type: none"> • Very High Network Risk Score • Pedestrian Focus Area • Medium Vulnerability 	<ul style="list-style-type: none"> • High Injury Network • Connection to planned multiuse trail
Wheat Ridge / Lakewood	Intersection of Wadsworth Blvd/26 th Ave plus Wadsworth from 26 th to 29 th	<ul style="list-style-type: none"> • Very High Network Risk Score • Medium Vulnerability 	<ul style="list-style-type: none"> • High Injury Network • Listed as #27 on top crash locations
Bennett	Intersection of Colfax Ave/Adams St	<ul style="list-style-type: none"> • Medium Vulnerability • Rural 	<ul style="list-style-type: none"> • Provides connection to schools, park, library
Bennett	Adams Street/Palmer Ave from Colfax to 8 th St	<ul style="list-style-type: none"> • Medium Vulnerability • Rural 	<ul style="list-style-type: none"> • Provides connection to schools, park, library
Bennett	Intersection of 1 st St and Centennial Dr	<ul style="list-style-type: none"> • Medium Vulnerability • Rural 	<ul style="list-style-type: none"> • Provides connection to schools and park across high-speed road

Top Crash & Systemic Locations

Local Agency	Top Locations	Type
Aurora	Segment of Colfax from Moline to Peoria	Crash
Aurora	Intersection of Colfax & Havana	Crash
Glendale	Intersection of Colorado & Mississippi	Crash
Aurora	Intersection of Colfax & Moline	Crash
Aurora	Intersection of Colfax & Chambers	Crash
Westminster/ Adams Co.	Intersection of US 287 (Federal Blvd) & 70 th Ave	Systemic
Wheat Ridge	Intersection of Wadsworth & 32 nd plus Wadsworth from 32 nd to 35 th	Systemic
Wheat Ridge/ Lakewood	Intersection of Wadsworth & 26 th plus Wadsworth from 26 th to 29 th	Systemic
Bennett	Intersection of Colfax & Adams	Systemic
Bennett	Palmer from Colfax to 8 th	Systemic
Bennett	Intersection of 1 st & Centennial	Systemic

Countermeasures for Top Locations

- Curb Extensions on Colfax
- Signal Rebuilds
 - Improved signal operations
 - Improved intersection lighting
 - Upgrade bike detection
 - Improved signage
 - Upgrade curb ramps
- Protected Mid-Block Crossings
- Access Control near Intersections
- Sidewalk Connectivity
- Right turn channelization
- Remove negative vehicle offsets
- Continuous bike lanes through intersections
- Tighten curb radii to slow vehicles
- Relocating/providing maintenance where sight distance was obstructed
- Two-Way to All-Way Stop
- Replace travel lane with wider median

Next Steps

1. Design

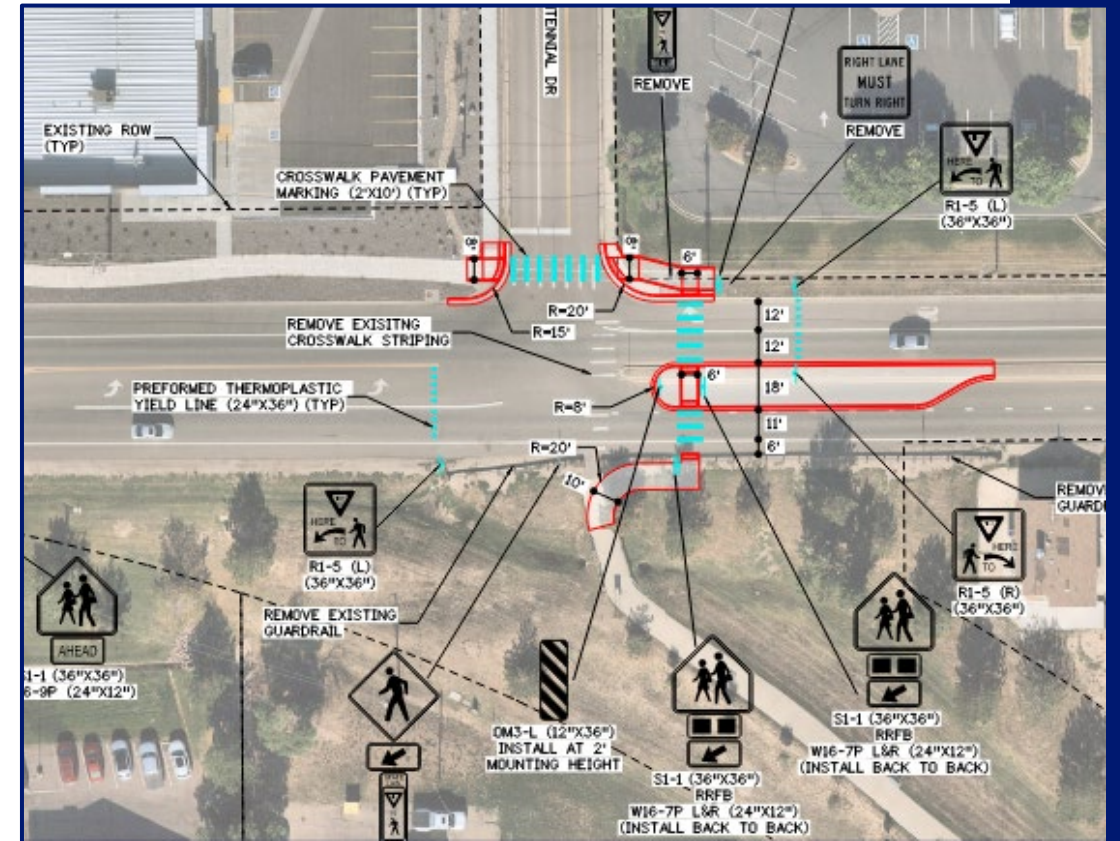
- Colfax from Moline to Peoria
- Colfax & Havana
- Colfax & Chambers
- Colfax & Adams
- 1st St & Centennial

2. HSIP / FASTER Grant Application

- Colfax & Moline
- Palmer Ave from Colfax to 8th
- Wadsworth & 26th and Wadsworth from 26th to 29th

3. Others

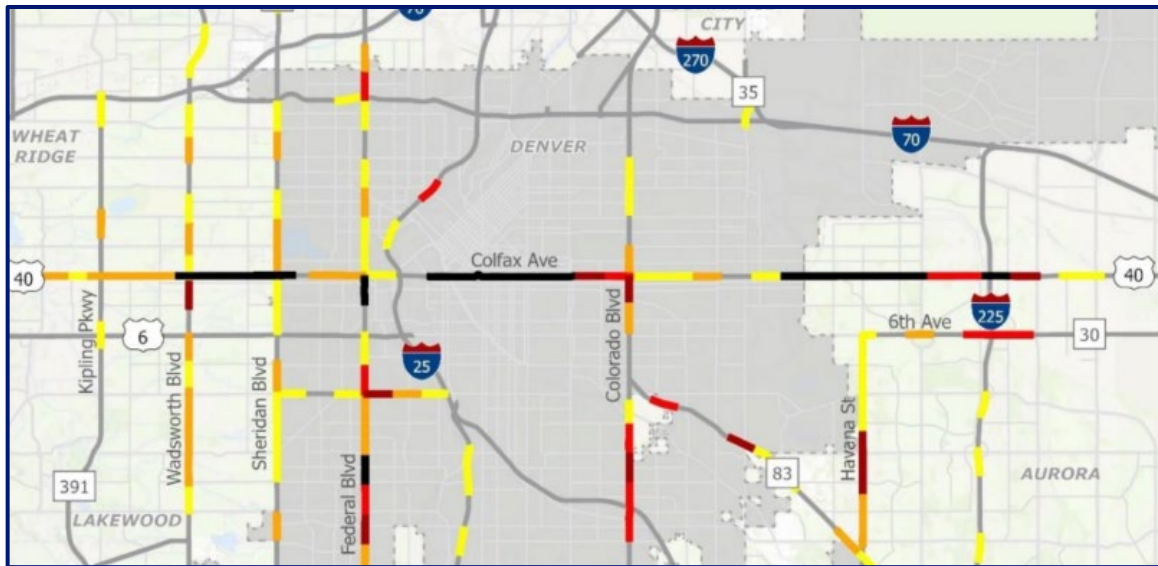
- US 287/70th Ave – HSIP Funded
- Wadsworth & 32nd Ave and Wadsworth from 32nd to 35th – TIP Funded
- Colorado/Mississippi – CDOT/CCD Coordination



Example Concept Design: 1st & Centennial

Study Elements to Support Grants

- Roadway Level of Risk
 - Crash Map
 - Systemic Risk Score Map
 - Top Crash and Systemic Lists



Example: Crash Scores Per Segment (Region 1)



Example: Systemic Scores Per Segment (Region 1)

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Cole Neder, Senior Transit Planner

Meeting Date	Agenda Category	Agenda Item #
September 19, 2023	Informational Briefing	5

SUBJECT

Statewide Transit Plan Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Colorado Department of Transportation Division of Transit and Rail will provide an overview of their organizational scope of work and mandates, summary of staff roles and responsibilities, and department staffing structure.

In addition, the Division will provide updates on two current planning efforts:

- Bustang Expansion Plan: An overview and summary of the purpose of the Bustang Expansion Plan, which will evaluate overall market potential and ensure that proposed services meet anticipated demand. The Bustang Expansion Plan will ultimately provide CDOT with planning-level ridership projections, recommended schedules and timetables, any additional fleet requirements, and an overview of operating costs.
- Transit Plan Updates and Vision: An overview of future planning efforts and coordination opportunities on behalf of the Division, including the Long-Range Transit Plan (2024), Intercity Regional Bus Plan (2023), Public Transit and Human Services Transportation Plans, and the Passenger Rail Plan.

PREVIOUS DISCUSSIONS/ACTIONS

[May 16, 2023](#) – Bustang Update

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Cole Neder, DRCOG Senior Transit Planner, at 720-278-2347 or cneder@drcog.org; or Brian Metzger, CDOT Division of Transit and Rail Assistant Director of Transit Planning and Delivery at 419-235-3844 or brian.metzger@state.co.us.



COLORADO
Department of Transportation

CDOT - Division of Transit and Rail

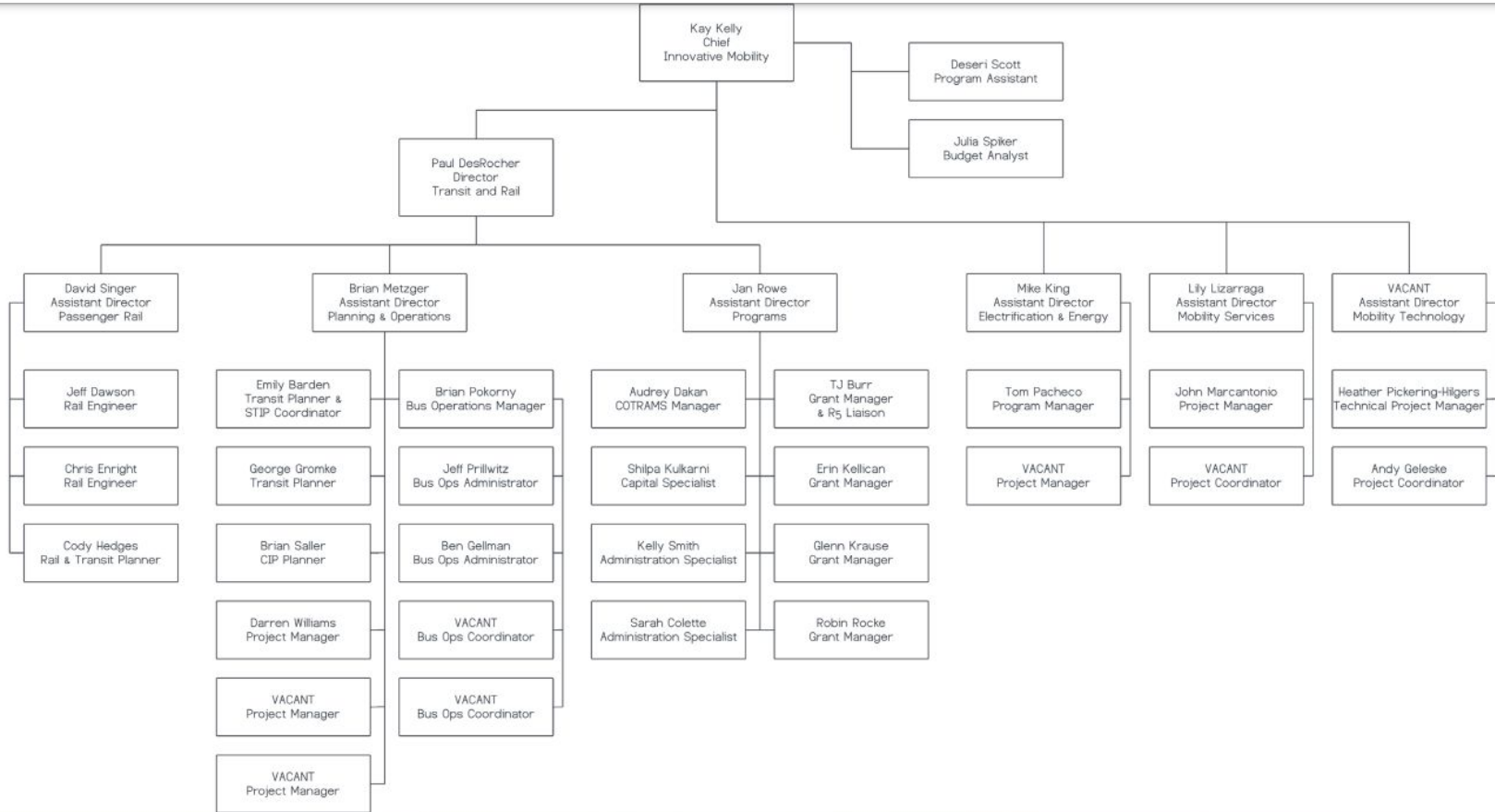


Agenda

- DTR Organization
- Bustang Expansion Plan
- Future Planning



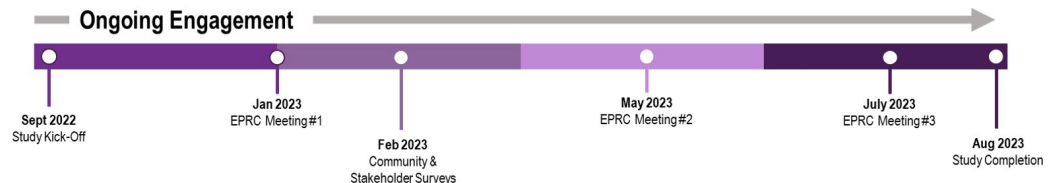
DTR Organization





Bustang Expansion Plan

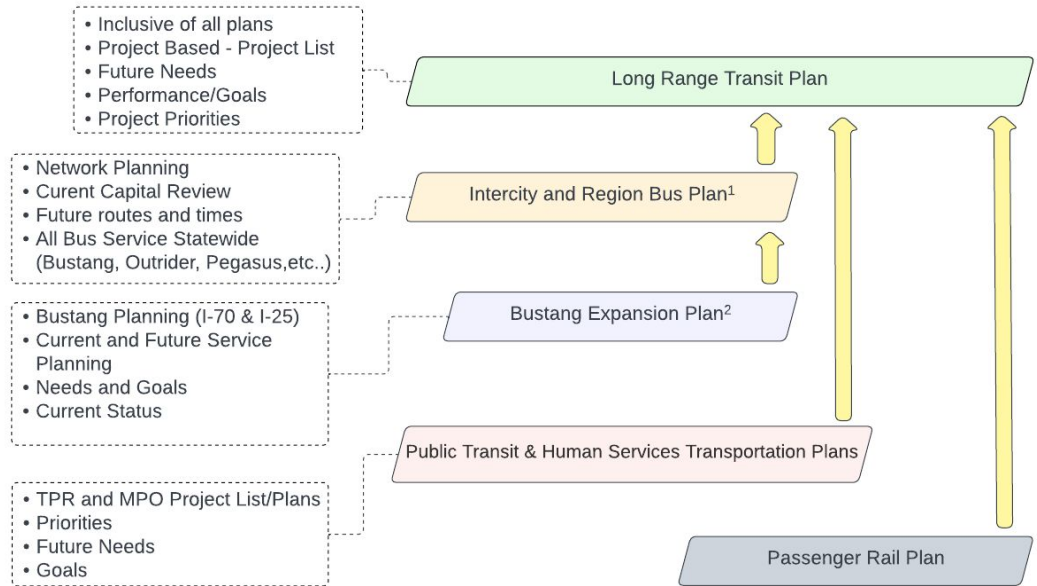
- The Purpose of the Bustang Service Plan:
 - Evaluate the Overall Market Potential
 - Ensure that the Proposed Service Meet the Anticipated Demand
 - Ultimately develop
 - Planning-Level Ridership Projections
 - Schedules and Timetables
 - Fleet Requirements
 - Operating Cost





Transit Plan Updates and Vision

- Long Range Transit Plan (Spring 2024)
- Intercity Regional Bus Plan (Fall 2023)
- Bustang Expansion Plan
- Public Transit & Human Services Transportation Plans
- Passenger Rail Plan





Questions?

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Kalie Fallon, Emerging Mobility and TDM Planner

Meeting Date	Agenda Category	Agenda Item #
September 19, 2023	Informational Briefing	6

SUBJECT

Regional Transportation Demand Management (TDM) Strategic Plan Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's [FY 2022-2023 Unified Planning Work Program](#) includes developing a regional transportation demand management (TDM) strategic plan as part of ongoing efforts to support TDM and mobility services in the Denver region. Prior to this planning process, DRCOG's most recent TDM planning work occurred about a decade ago and culminated in the development of a [TDM Short Range Plan](#). Last fall, staff briefed the RTC on the purpose of the regional TDM Strategic Plan and planning process schedule.

The project team includes DRCOG staff and a consultant team led by UrbanTrans. The project team is working in partnership with member governments and TDM stakeholders in the region and has been developing various aspects of the plan, guided by a Stakeholder Steering Committee. The project team will detail the work to-date, including a TDM programs inventory, TDM plan review, equity and ROI analyses, planning framework development, draft strategic plan recommendation identification, TDM toolkit development, and stakeholder outreach and engagement. The project team anticipates releasing a draft TDM Strategic Plan in October for public and stakeholder review and comment.

For more information on the TDM Strategic Plan and to see materials from previous stakeholder steering committee meetings, please visit DRCOG's [TDM Strategic Plan webpage](#).

PREVIOUS DISCUSSIONS/ACTIONS

[October 8, 2022](#) – RTC

PROPOSED MOTION

N/A

ATTACHMENT

Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Kalie Fallon, Emerging Mobility and TDM Planner at (303) 480-6790 or kfallon@drcog.org.

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIC PLAN UPDATE

Kalie Fallon

Emerging Mobility and TDM Planner

- Identified in DRCOG's FY 2022-2023 **UPWP**
- Supports **TDM and mobility services** in the Denver region
- Relates to DRCOG's **internal programs/projects**, and work with **partners throughout the region**
- Influenced by recent changes in **travel behavior, demographics**, new **technologies/emerging** modes
- Overhaul to DRCOG's short-range TDM plan

Task 1: Agency, Partner, and Stakeholder Outreach and Engagement

Task 2: Existing Conditions

Task 3: Planning Framework

 **Task 4: TDM Toolkit**

 **Task 5: Recommendations and Plan Preparation**

TIMELINE

	July	August	September	October	November	December
Stakeholder Engagement						
Draft Plan Development						
Comment Period						
Comment Review and Revision						
Approval Process					TAC	RTC/Board

Stakeholder Steering Committee (SSC)

- Five workshops completed

Regional TDM Consortium

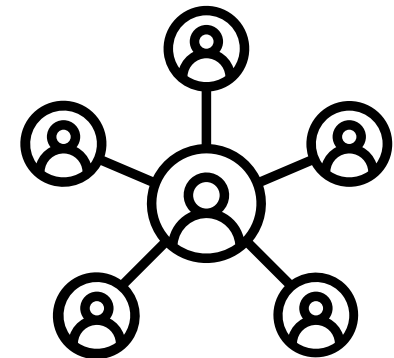
- Two workshops completed

Interviews and Focus Groups

- Equity, large employers, land use, BIDs, mobility operators, TMAs

CDOT and TMA Workshops

- Reviewed draft recommendations and toolkit





DRAFT RECOMMENDATIONS



Draft recommendations were created through:

Stakeholder Steering Committee workshops

Stakeholder focus groups

DRCOG staff workshop

Consultant-led research and existing conditions analysis

The draft recommendations fall into 3 general categories. There are a total of 10 recommendations.

Planning

Policy

TDM Services

There are 3 planning recommendations:

1. Prepare a white paper that explores ways to fund TDM incentive programs.
2. Support and expand Safe Routes to School programs across the region.
3. Establish a TDM technical assistance program for member governments and TDM partners to support: TDM plans, policy and ordinances, zoning and land use regulations, transit-oriented development (TOD), developer TDM support, parking regulations and curbside management.

There are 3 policy recommendations:

1. Consider integrating TDM as a requirement for certain TIP projects during the next update to the TIP Policy document.
2. Explore opportunities to reduce or remove the local match requirement for TDM projects that benefit marginalized communities.
3. Revise TDM Set-Aside scoring criteria as they relate to equity and innovation.

Revise TDM Set-Aside scoring criteria as they relate to equity and innovation:

Equity:

(a) Consider a composite score that includes multiple factors related to equity, such as the DRCOG equity index, whether the project targets equity populations, and if it reduces transportation burdens for participants.

(b) Ensure that equity scoring encompasses both the origin and destination, recognizing the importance of addressing equity throughout the entire trip.

Adjust the innovation criterion:

(a) Revise the criterion to allow maximum points for projects that either implement innovative approaches or replicate previously successful innovative projects.

(b) Recognize the value of learning from past experiences by giving credit for replicating projects that have been proven to be highly successful."

There are 4 TDM services recommendations:

1. Enhance mobility on demand assistance for member governments, TDM partners and major employers.
2. Collaboratively develop and share an annual work plan for the Way to Go partnership.
3. Broaden the focus of Way to Go to include all trips; these can include non-traditional commutes, such as shift workers, job seeker trips, errands, parent and caregiver trips, visitor trips and recreational trips.
4. Expand ways DRCOG can better understand results delivered by TDM programs across the region; these may include developing new tools, data collection methods and/or storytelling resources for assessing and sharing results of programs provided by TDM program partners.



DRAFT TDM TOOLKIT STRATEGIES



TDM Toolkit is intended to be a **resource** for member governments and stakeholders. TDM strategies fall into **7 general categories**; there are a total of **31 TDM strategies**.

Transportation and
technology services

TDM supportive
infrastructure

Parking management

Incentives, rebates
and subsidies

Roadway
management

TDM policies and
ordinances

Education, outreach
and marketing

DRAFT TOOLKIT STRATEGIES

Theme	Strategy
Transportation and Technology Services	Microtransit
Transportation and Technology Services	Micromobility
Transportation and Technology Services	Car Share
Transportation and Technology Services	Carpool/Vanpool
Transportation and Technology Services	Schoolpool
Transportation and Technology Services	Mobility as a Service (MaaS)
Transportation and Technology Services	ITS
Transportation and Technology Services	Traveler Information
TDM Supportive Infrastructure	First and Last Mile
TDM Supportive Infrastructure	Mobility Hubs
TDM Supportive Infrastructure	Active Transportation Travelways (bikeways, sidewalks, crossings)
TDM Supportive Infrastructure	Active Transportation Supportive Infrastructure (secure parking/end of trip amenities)
TDM Supportive Infrastructure	Transit Service (BRT, Fixed Route, On-Demand)
TDM Supportive Infrastructure	Transit supportive infrastructure (bus shelters, etc.).
Parking Management	Curbside management
Parking Management	Parking management policies
Incentives, rebates and subsidies	Rebates for eBikes, incentives for paying people to walk/bike, zero car households, ride share
Incentives, rebates and subsidies	Subsidies for transit, car share, micromobility
Incentives, rebates and subsidies	EcoPass district creation
Roadway management	Roadway usage fees or use limitations (tolls, congestion, HOV etc.).
Roadway management	Vehicle fees (heavy vehicles, delivery, TNCs)
TDM Policies and Ordinances	New Development/working with developers
TDM Policies and Ordinances	Land use and development
TDM Policies and Ordinances	Commute Trip Reduction/ETRP strategies
Traditional TDM (Education, outreach and marketing)	TMA Establishment and Partnerships
Traditional TDM (Education, outreach and marketing)	Bicycle Education and Encouragement Programs
Traditional TDM (Education, outreach and marketing)	Promotion of RTD Discount Passes
Traditional TDM (Education, outreach and marketing)	Create Localized Transportation Information and Kits
Traditional TDM (Education, outreach and marketing)	Transit Access Marketing Plan
Traditional TDM (Education, outreach and marketing)	Marketing Commuter Tax Benefits
Traditional TDM (Education, outreach and marketing)	Promotional events/fairs/challenges

Each toolkit strategy will include:

- Description
- TDM indicators: low – high applicability
 - Land use, transit access, audience, infrastructure
- Equity methodology
 - FHWA's STEPS methodology
- Potential funding sources
- Case studies
- Resources

Draft **recommendation** and **toolkit strategy review** by partners

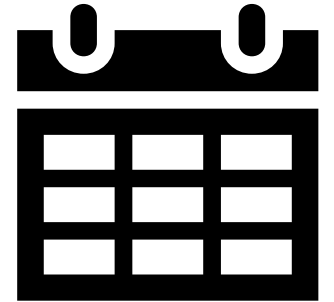
- August - September

Draft **TDM Strategic Plan** available for public comment and final stakeholder meeting

- October 2 – 31

Plan approval process through TAC, RTC, and Board

- November - December





THANK YOU!
QUESTIONS?

Kalie Fallon
Emerging Mobility and TDM Planner
Transportation Planning and Operations
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ATTACHE

ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
September 19, 2023	Informational Briefing	7

SUBJECT

Front Range Passenger Rail District Board Update

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG was a member of the Southwest Chief & Front Range Passenger Rail Commission during its 2017-2022 legislative authorization. Senate Bill 21-238 ([SB21-238](#)) replaced the Rail Commission with the Front Range Passenger Rail District in 2022. The new District was created for the purpose of “planning, designing, developing, financing, constructing, operating, and maintaining a passenger rail system...” along Colorado’s Front Range.

The District’s boundary stretches from Wyoming to New Mexico along the I-25 corridor, and has a 24-member board of directors (17 voting members) comprised of:

- 6 directors appointed by the Governor and confirmed by the state Senate, including one director who is a resident of a city or county with an unfinished FasTracks rail service project.
- 10 directors appointed by metropolitan and rural transportation planning organizations, including DRCOG, and confirmed by the Senate
- 1 director appointed by the executive director of CDOT
- 3 non-voting directors appointed (one each) by BNSF, Union Pacific, and Amtrak
- 1 non-voting director appointed by RTD
- 1 non-voting director appointed by the I-70 Mountain Corridor Coalition
- 2 non-voting directors appointed (one each) by the Governors of Wyoming and New Mexico

DRCOG has four directors, selected by the DRCOG Board in early 2022. Per SB21-238, two of the members serve two-year terms, and two of the members serve four-year terms.

Since its inception in mid-2022, the [District](#) has been engaged in a series of internal organizational activities and external planning and engagement efforts. In particular, the District is undertaking a federally required Service Development Plan for the rail corridor, has applied to enter into the Federal Railroad Administration’s Corridor Identification and Development Program, and has recently initiated corridor stakeholder coalition meetings.

District staff will provide an overview of the Front Range Passenger Rail District and its current/future planning activities at the August RTC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Rail District presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or jriger@drcog.org



Front Range Passenger Rail

Regional Transportation Committee

September 19, 2023

FRPR FRONT RANGE
PASSENGER RAIL



A Growing Need for a Transportation Solution

LIVE UPDATES


Snowstorm in Colorado leads to dangerous driving conditions and broken branches, CDOT issues warning for Denver area

BY CBSNEWS COLORADO | BY CBSCOLORADO.COM STAFF
UPDATED ON: DECEMBER 29, 2022 / 2:13 PM / CBS COLORADO

GET THE FREE APP

f t r

As the heavy snow was falling late Wednesday night in Thornton, some folks in Thornton came to the aid of a stuck driver off of 104th Avenue.



CBS

NEWS > TRANSPORTATION

Metro Denver's traffic congestion will go from bad to worse, study predicts

Amount of time stuck in jams will nearly double over next 20 years

f t r



Stalling rush-hour traffic moves along on Interstate 25 near Speer Boulevard and West 23rd Avenue on Sept. 25, 2018.

By ALDO SVALDI | a.svaldi@denverpost.com | The Denver Post
October 17, 2019 at 6:00 a.m.

The Colorado Sun

NEWS > ENVIRONMENT

Colorado is falling behind on its mandate to cut greenhouse gases

New state assessment shows big gaps in goals for transportation emissions and lag in finalizing closures of fossil fuel power plants

Michael Booth | 4:08 AM MDT on Sep 29, 2022

Credibility: Original Reporting Sources Cited



Interstate 70 traffic soon on Thursday, April 21, 2022, near Denver. (Huah Carey, The Colorado Sun)

What is Front Range Passenger Rail?

- ▶ **New inter-city train service.**
- ▶ **Initial service:** Pueblo through Denver and north to Fort Collins, with stops along the way.
- ▶ **Long-term vision:** connecting to New Mexico and Wyoming.
- ▶ **Using existing tracks** shared with freight railroads to minimize costs and accelerate the service start date.



Commuter Rail

Serves one metropolitan area connecting suburbs to an urban core.



VS

Inter-City Rail

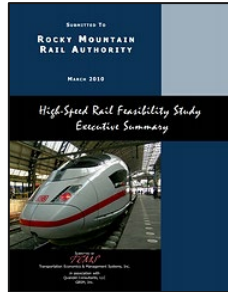
Connects cities across the state.



2-4 Miles	STATION DISTANCE	20-30+ Miles
35-45 Miles Per Hour	AVERAGE SPEED	45-55+ Miles Per Hour*
20-75 Miles	SERVICE LENGTH	50-300+ Miles / < 750 Miles

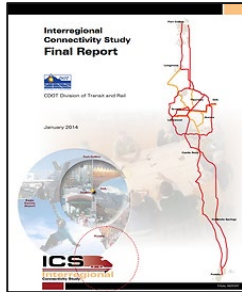
**Average running speed between stops is 65-90 Miles Per Hour*

History of Front Range Passenger Rail



10 Years of Visionary Planning

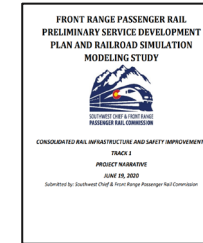
2010-2020



**SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION**

Rail Commission

2017



Service Development Plan Grant

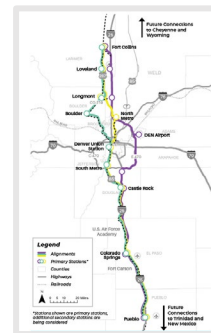
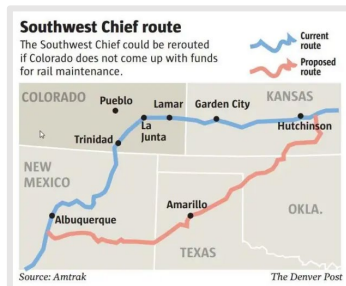
2020



District Established

2021

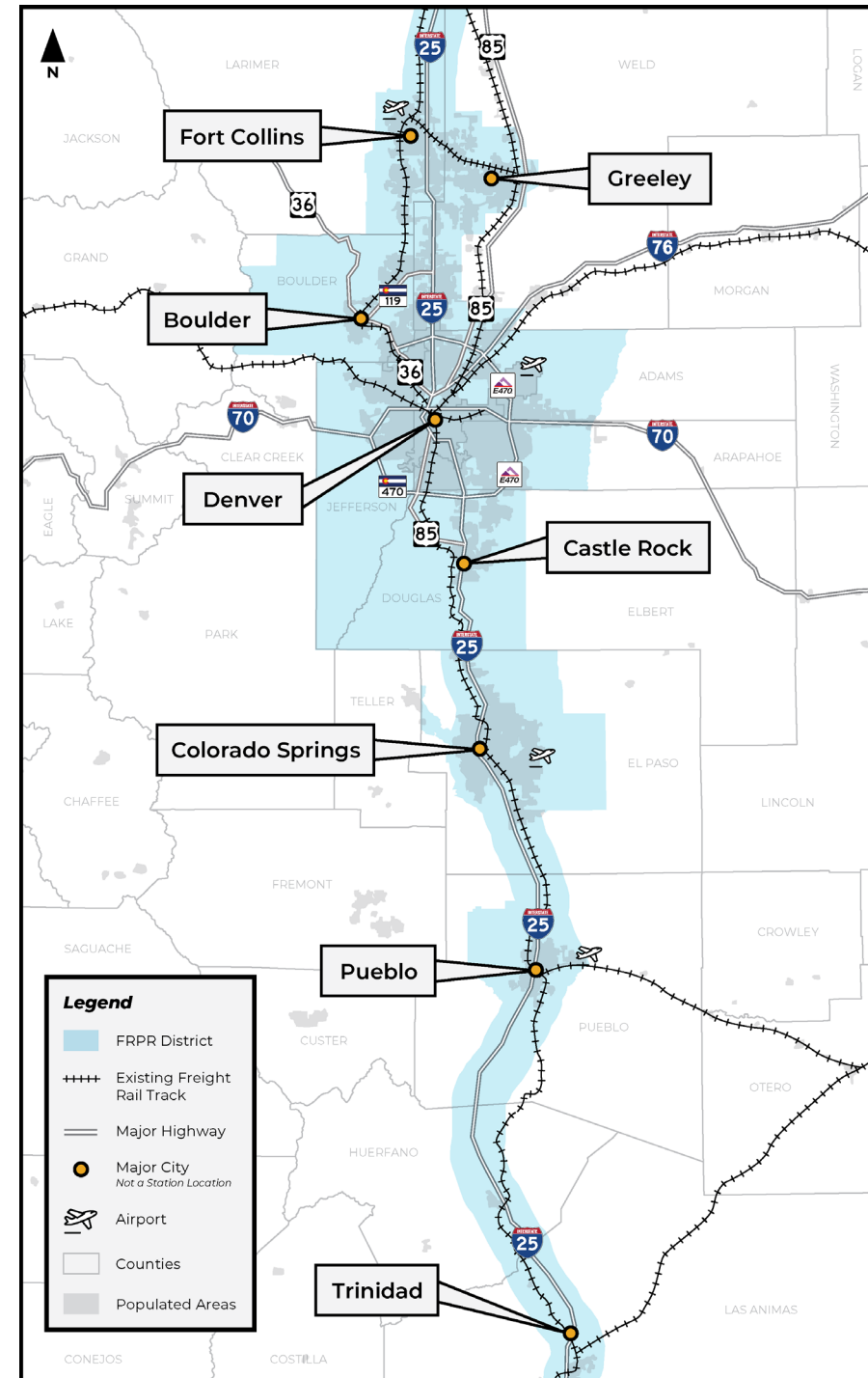
2014
Save the Chief



2020
Alternatives Analysis

What is the FRPR District?

- Created by Colorado Legislature in 2021.
- New local government with the mission to finance, design, construct, operate a passenger rail service along the Front Range.
- Following voter approval, can levy taxes to fund the rail system.
- Working with local communities to support station development.



Once-in-a-Lifetime Opportunity

- ▶ Foundation of 15 years of advocacy and planning.
- ▶ District established.
- ▶ Strong state support.
- ▶ New passenger rail programs and funding established through Bipartisan Infrastructure Law.



FRPR
FRONT RANGE
PASSENGER
RAIL





Where We Are Today

Service Development Plan



**Began Late 2022 and
Concludes Mid/Late 2024**



Pueblo to Fort Collins



**Implementation Plan
for Initial FRPR Service**

The SDP process defines:

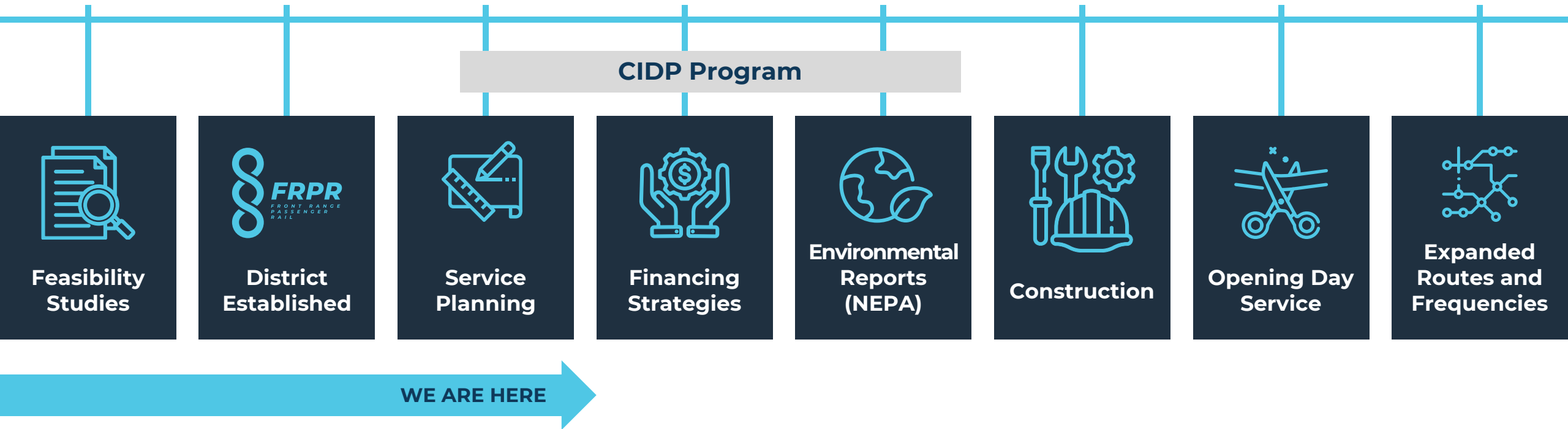
- Route
- Major Markets for Stations
- Service Frequency
- Onboard Amenities
- Fare Structure
- Infrastructure Improvements
- Costs and Financing Plan
- Implementation Plan

Corridor Identification and Development Program (FRA)

- ▶ Comprehensive inter-city passenger rail planning program.
 - ▶ Creates a pipeline of projects ready for implementation.
 - ▶ Opens up millions of dollars in new funding – 90/10 federal match.
- ▶ Submitted Application in March 2023.
 - ▶ Notice of Acceptance in Fall 2023.
 - ▶ If accepted into the Program, District receives initial \$500,000.



Route to Front Range Passenger Rail



4 Year Plan Leading into a Ballot Initiative

2022

District Stand-Up

- ▶ Board Directors Appointed
- ▶ Express Interest in Corridor Identification and Development Program (CIDP)

2023

SDP, Communications, and Partner Coordination

- ▶ Service Development Planning
- ▶ Initial Briefings
- ▶ Application and Acceptance into CIDP; receive \$500k

2024

SDP and Outreach

- ▶ Service Development Plan (Finished Late 2024)
- ▶ O&M and Capital Costs Determined
- ▶ Financing Plan Determined
- ▶ Phase II CIDP \$ (90/10 Match)

2025

2025 – NWR, Local Govt Outreach, NEPA

- ▶ Begin Joint Operations Plan with RTD for NWR Segment
- ▶ Local Government Outreach Going Into Ballot
- ▶ NEPA
- ▶ Freight Railroad Agreements
- ▶ Phase III CIDP \$ (80/20 Match)

2026

District Ballot Initiative

Stay in Touch

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