



**Regional Transportation Committee**  
**Tuesday, April 16, 2024**  
**8:30 a.m.**  
**1001 17<sup>th</sup> St, Denver, CO**  
**1<sup>st</sup> Floor Aspen & Birch Conference Rooms**

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**Agenda**

1. Call to Order
2. Public Comment
3. March 19, 2024 Regional Transportation Committee Meeting Summary (Attachment A)

**Action Items**

4. Federal Transit Administration Section 5310 Fiscal Year 2024 Funding Awards (Attachment B) Travis Noon, Program Manager, Administration and Finance
5. Update to Taking Action on Regional Vision Zero Plan (Attachment C) Emily Kleinfelter, Safety/Regional Vision Zero Planner

**Discussion Items**

6. E-470 Overview (Attachment D) Jacob Riger, Manager, Multimodal Transportation Planning
7. Metro Vision Amendments (Attachment E) Zachary Feldman, Manager, Data and Analytics
8. Active Transportation Plan Update (Attachment F) Aaron Villere, Senior Active Transportation Planner

**Administrative Items**

9. Member Comment/Other Matters
  - Colorado Department of Transportation Report
  - Regional Transportation District Report
  - Regional Air Quality Council Report
10. Next Meeting – May 14, 2024
11. Adjournment

**ATTACH A**

**Attachment A  
Meeting Summary  
Regional Transportation Committee  
Tuesday, March 19, 2024**

**\*In-person meeting with Virtual Option for Public (Via Zoom)**

**Members (or Voting Alternates) Present:**

Lynn Guissing	Regional Transportation District
Debra Johnson	Regional Transportation District
Bob Broom	Regional Transportation District
Brian Welch (Alternate)	Regional Transportation District
Shelley Cook	Colorado Department of Transportation
Yessica Holguin	Colorado Department of Transportation
Eula Adams	Colorado Department of Transportation
Wynne Shaw (Chair)	Denver Regional Council of Governments
Greg Mills	Denver Regional Council of Governments
Randy Weil	Denver Regional Council of Governments
Doug Rex	Denver Regional Council of Governments
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Mike Silverstein	Regional Air Quality Council
Erin Clark	Denver Housing Authority
Skyler McKinley	American Automobile Association - Colorado

**Additional Alternates (Or Members and Alternates Attending Virtually) Present:**

Jeff Baker	Denver Regional Council of Governments
Deborah Mulvey (Alternate)	Denver Regional Council of Governments
Michael Guzman	Regional Transportation District

**Public:** Rob Colosimo, Miriam Aranoff, Allison Cutting, Craig Hurst, Erica Denny, Shawn Poe, Lauren Pulver, Jack Kroll

**DRCOG staff:** Josh Schwenk, Emily Lindsey, Cam Kennedy, Jacob Riger, Alvan-Bidal Sanchez, Kris Valdez, Nora Kern, Kalie Fallon, Lauren Kirgis, Robert Spotts, Todd Cottrell, Sheila Lynch, Andy Taylor, Cole Neder, Max Monk, Steve Cook, Brad Williams

**Call to Order**

Chair Wynne Shaw called the meeting to order at 8:30 a.m.

**Public Comment**

There was no public comment.

**February 20, 2024 Regional Transportation Committee Meeting Summary**

The summary was accepted.

**Discussion Item**

*Colorado Freight Plan*

Cole Neder, Senior Transit Planner, introduced Craig Hurst, CDOT's Freight Mobility and Safety Branch Manager, and Erica Denny, CDOT Freight Planner, who informed

the committee that over the past year, CDOT has been updating the Colorado Freight Plan and conducting workshops, research, and stakeholder outreach activities. This work includes updates to key outcomes and guiding principles. New mobility and safety strategies, infrastructure conditions, and economic approaches are also included in the plan update.

Commissioner Shelley Cook inquired about the freight crash data. Mr. Hurst replied that those incident rates are for crashes along the interstates, U.S., and state highways.

Executive Director Doug Rex asked about time-of-day deliveries and if there are times that are best avoided. Mr. Hurst stated that is a topic in the industry and that, for example, if truck companies could discourage Friday deliveries and instead promote Thursday deliveries, that would be one strategy to help reduce congestion in the region.

Director Mike Silverstein asked about the official definition of a truck. Mr. Hurst replied that there are three definitions in Colorado based on gross vehicle weight – 10,000; 16,000; and 26,000 pounds. Each classification has different regulations and laws, and there is a lot of complexity around the term.

### **Action Item**

#### *Community-Based Transportation Planning Program Selection Recommendations*

Nora Kern, Manager, Subarea and Project Planning Program, discussed that the Community Based Transportation Planning Set Aside is a planning program in the Fiscal Year 2024-2027 Transportation Improvement Program.

The goal of this program is to support small-area transportation planning for historically marginalized or underserved communities in the region. Through this program, DRCOG funds and leads planning studies to support member government efforts to improve mobility for these communities. An estimated \$2,500,000 is available for the full four-year set-aside program, with roughly \$1,250,000 available every two years.

DRCOG solicited letters of interest for the first two years of funding for the set aside in November and December 2023. Ten letters of interest were submitted. A selection panel composed of staff from DRCOG, RTD, and CDOT reviewed and scored all ten letters of interest. The selection panel recommended funding five of the ten projects for the community-based transportation planning program in 2024-2025.

Commissioner Yessica Holguin moved to recommend to the Board of Directors funding five community-based planning projects through the first two years of the Community Based Planning Program Set Aside, as recommended by the selection panel. The motion was seconded and passed unanimously.

### **Discussion Item**

#### *Regional Housing Needs Assessment*

Kris Valdez, Program Manager, and Andy Taylor, Manager, Regional Planning and Analytics, discussed that the DRCOG, along with the consultant team of



ECONorthwest, Community Planning Collaborative, and MIG, kicked off the Regional Housing Needs Assessment in September 2023. Metro Vision, the region's plan, prioritizes "*diverse housing options to meet the needs of residents of all ages, incomes, and abilities.*"

Phase 1 of the Regional Housing Needs Assessment focuses on data analysis to define the size and nature of current and future housing supply gaps based on changing demographics and land areas.

Phase 2 will focus on stakeholder engagement and further research to identify systemic barriers to meeting the region's housing needs defined in Phase 1. The Regional Housing Needs Assessment is planned to be completed by June 2024.

Director Erin Clark inquired about how the terms attainable and affordable were used in the presentation. Mr. Andy Taylor replied that the terms were used in a way that makes them consistent with how the state and local governments use those terms. Staff also used the Area Median Income, commonly known as AMI, for calculating housing cost non-burdened, burdened, and severely burdened households. Director Clark stated that those terms matter and they are not interchangeable. People tend to view affordable housing as subsidized housing. However, when it comes to attainable housing, there is no government subsidy for that sort of housing. Affordable housing is relative, what is affordable to one person may not be affordable to another person.

Director Clark asked about community engagement, Ms. Valdez stated that DRCOG's engagement is currently focused on stakeholders, such as local governments, housing developers, and professionals in the housing sector during this phase. Staff will discuss this with the public during the upcoming strategy portion.

Director Clark also inquired about the data regarding being burdened by rent, and whether that statistic factors in things like water, gas, and electricity in addition to transportation costs or just the base rent? Mr. Taylor stated that the data that staff received is from the American Community Survey, which doesn't reflect additional costs such as transportation or utilities.

Lastly, Director Clark asked about ongoing legislation at the Colorado General Assembly relating to housing and transit, such as HB24-1313, and wanted to know how this legislation could impact ongoing work related to housing if it becomes law. Mr. Taylor replied that staff is monitoring several housing-related bills, including HB24-1313, and will incorporate new requirements into future work if and when such legislation becomes law.

### **Administrative Items**

#### *Member Comment/Other Matters*

- Colorado Department of Transportation

Commissioner Holguin stated that at the monthly meeting on Thursday, there will be a discussion on CDOT's employee housing effort to decrease employee vacancy rates as well as an overview of CDOT's environmental justice efforts.

- Regional Transportation District Report

Director Lynn Guissinger stated that RTD is set to lose the TABOR exemption for its 6/10 of a cent sales tax, meaning RTD will have to return money after paying off its bonds, which will happen this November. RTD is considering going to the ballot to "de-Bruce," (meaning to eliminate the TABOR refund requirements on these revenues) since this could cost the agency between \$45-\$70 million a year. RTD is also paying attention to draft legislation on Zero Fare for Better Air and Zero Fare for Youth.

General Manager/CEO Debra Johnson discussed that RTD has been collectively working on crime prevention through environmental design. As an example, last Sunday, RTD commenced a 90-day pilot program at three key light rail stations where elevators will rest in the default open position so individuals who are using the elevator for other purposes won't be able to remain in the elevators for an extended period. There have been around 350 comments in the last several months related to unfortunate activities happening in RTD elevators, which is what spurred this pilot program.

General Manager/CEO Johnson also received a phone call from a White House representative to commend RTD on its recent actions that have saved lives. Law enforcement and supplemental security forces on RTD properties are trained to administer Narcan, which was used successfully to save 103 individuals who were experiencing an overdose at RTD properties in 2023. Already during the first two months of 2024, police and security personnel have saved 22 individuals by administering Narcan.

On March 28, RTD will have a career fair at the Crown Plaza at the Denver International Airport where applicants will get conditional letters of employment based on specific criteria, to ensure people can experience a streamlined hiring process.

- Regional Air Quality Council Report

Mr. Silverstein stated the Regional Air Quality Council is supporting HB24-1341, which allows local governments to enact stricter anti-idling ordinances for vehicles. The first hearing of the bill is tomorrow.

Next Meeting – April 16, 2024

*Adjournment*

There were no additional comments and the meeting adjourned at 9:58 a.m.

**ATTACH B**

## Regional Transportation Committee

Meeting date: April 16, 2024

Agenda Item #: 4 (Attachment B)

### Federal Transit Administration Section 5310 Fiscal Year 2024 Funding Awards

Agenda item type: Action

#### Summary

Recommended awards for Federal Transit Administration Section 5310 funding for the Denver-Aurora urbanized area for the period beginning July 1, 2024, and ending June 30, 2025.

#### Background

The Denver Regional Council of Governments is the designated recipient of Federal Transit Administration Section 5310 funding for the Denver-Aurora urbanized area. The program provides annual funding to support specialized transit services for older adults and individuals with disabilities. Approximately \$3.5 million is available for the period beginning July 1, 2024, and ending June 30, 2025.

DRCOG released a call for projects in November 2023 soliciting proposals for the Section 5310 funding. DRCOG received requests from 10 agencies totaling over \$4.1 million for capital, operating and mobility management projects that benefit older adults and individuals with disabilities. The proposals were reviewed by an independent panel of stakeholders and experts in the region that included staff from the City and County of Denver, City of Northglenn, Adams County, and members of DRCOG's Advisory Committee on Aging. Each proposal was reviewed and scored based on the criteria outlined in DRCOG's Federal Transit Administration Section 5310 [Program Management Plan](#).

The selection panel met to discuss the proposals and make project funding recommendations. The panel prioritized funding for ongoing operations and mobility management support over capital requests. The capital requests for replacing worn down vehicles were recommended based on prior year awards for replacements, and the remaining useful life of the vehicles being replaced. No awards are recommended for software purchases, as the requests were not as competitive compared to other projects or were relatively small requests and the committee felt they could be funded elsewhere. No requests for expansion vehicles were awarded, as the replacement requests from that organization were prioritized to maintain operations and there wasn't enough funding to accommodate all the project proposals.

#### Action by others

[March 25, 2024](#) – Transportation Advisory Committee recommended approval.

#### Previous discussion/action

None



### **Recommendation**

Move to recommend to the Board of Directors approval of the Federal Transit Administration Section 5310 awards for the period beginning July 1, 2024 and ending June 30, 2025 as recommended by the review panel.

### **Attachments**

1. Federal Transit Administration Section 5310 Recommended Awards
2. Staff presentation

### **For more information**

If you need additional information, please contact Travis Noon, Program Manager, Area Agency on Aging Grant Compliance, Administration and Finance, at 303-480-6775 or [tnoon@drcog.org](mailto:tnoon@drcog.org).



## DRCOG Federal Transit Administration Section 5310 Awards Recommendations for Fiscal Year 2024

Organization	Proposed Service	Average Score	Requested State/Federal Funds	Recommended?	Amount Awarded
Via Mobility Services	Operating Assistance	2.78	\$983,435.50	Yes	\$983,435.00
City of Lakewood	Operating Assistance	2.44	\$83,767.92	Yes	\$70,000.00
Laradon Hall Society for Exceptional Children and Adults	Operating Assistance	1.89	\$190,056.00	Yes	\$140,000.00
Via Mobility Services	Mobility Management	2.74	\$479,000.00	Yes	\$479,000.00
Denver Regional Council of Governments	Mobility Management	2.70	\$1,000,000.00	Yes	\$900,000.00
A Little Help	Mobility Management	2.35	\$20,000.00	Yes	\$20,000.00
Colorado Nonprofit Development Center	Mobility Management	2.34	\$297,000.00	Yes	\$297,000.00
Douglas County Government	Mobility Management	2.34	\$453,000.00	Yes	\$300,887.00
Support Management	Capital Projects - ADA Compliant Vehicle Replacement	2.45	\$144,416.00	Yes/2 Vehicles	\$144,416.00
Laradon Hall Society for Exceptional Children and Adults	Capital Projects - ADA Compliant Vehicle Replacement	2.16	\$269,246.00	Yes/1 EV	\$102,476.00
Easter Seals Colorado	Capital Projects - ADA Compliant Vehicle Replacement	1.93	\$104,222.75	Yes/1 Vehicle	\$94,000.00
Support Management	Capital Projects - Vehicle Expansion	2.14	\$72,208.00	No	\$0.00
City and County of Broomfield	Capital Projects - Equipment	2.51	\$9,435.00	No	\$0.00
A Little Help	Capital Projects - Equipment	1.96	\$60,000.00	No	\$0.00
<b>Total</b>			<b>\$4,165,787.17</b>		<b>\$3,531,214.00</b>





# 2024-2025 Federal Transit Administration Section 5310 Awards

Travis Noon, Program Manager – Area Agency on Aging Grant Compliance



# Background

- DRCOG is the designated recipient of Federal Transit Administration Section 5310 funding for the Denver-Aurora Urbanized Area
- Section 5310 funds are used to support capital, operating and mobility management projects in the area that meet the needs of older adults and individuals with disabilities



# Call for Projects

- DRCOG released a call for projects in November 2023
- 10 organizations submitted requests totaling nearly \$4.1 million
- There is approximately \$3.5 million available for the period of July 1, 2024 through June 30, 2025
- Applications were reviewed and scored by a review panel who made the recommendation for funding

# Recommended Awards

Organization	Awarded Project	Average Score	Amount Awarded
Via Mobility Services	Operating Assistance	2.78	\$983,435.00
City of Lakewood	Operating Assistance	2.44	\$70,000.00
Laradon Hall Society	Operating Assistance	1.89	\$140,000.00
Via Mobility Services	Mobility Management	2.74	\$479,000.00
Denver Regional Council of Governments	Mobility Management	2.70	\$900,000.00
A Little Help	Mobility Management	2.35	\$20,000.00
Colorado Nonprofit Development Center	Mobility Management	2.34	\$297,000.00
Douglas County Government	Mobility Management	2.34	\$300,887.00
Support Management	ADA Compliant Vehicle Replacement	2.45	\$144,416.00
Laradon Hall Society	ADA Compliant Vehicle Replacement	2.16	\$102,476.00
Easter Seals Colorado	ADA Compliant Vehicle Replacement	1.93	\$94,000.00
Support Management	Vehicle Expansion	2.14	\$0.00
City and County of Broomfield	Software	2.51	\$0.00
A Little Help	Software	1.96	\$0.00
<b>Total</b>			<b>\$3,531,214.00</b>

# Recommended Motion

Move to recommend to the Board of Directors approval of the Federal Transit Administration Section 5310 awards for the period beginning July 1, 2024 and ending June 30, 2025 as recommended by the review panel.

# Thank you

Travis Noon

Program Manager, Grant Compliance

303-480-6775

[tnoon@drcog.org](mailto:tnoon@drcog.org)

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**ATTACH C**

## Regional Transportation Committee

Meeting date: April 16, 2024

Agenda Item #: 5 (Attachment C)

### Update to Taking Action on Regional Vision Zero Plan

Agenda item type: Action

#### Summary

Staff recommends approving the updated *Taking Action on Regional Vision Zero*.

#### Background

In June 2020, the Denver Regional Council of Governments adopted *Taking Action on Regional Vision Zero* to support the region's commitment to eliminate traffic-related fatalities and severe injuries on our roadways and make safety a priority for all users of the transportation system. The action plan was guided by robust collaboration with local, regional, and state stakeholders through the Regional Vision Zero Working Group. The plan set out Action Initiatives, an implementation timeline and measures that would help track regional progress toward safety improvements.

DRCOG staff have been working on a strategic update to *Taking Action on Regional Vision Zero* to ensure its relevance and consistency with emerging best practices in transportation safety. In March 2023, staff briefed the Regional Transportation Committee on the update's progress, including stakeholder engagement and draft recommendations.

The objectives for this update are to:

- Take a holistic approach to updating Chapter 6: 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 (HB-1110).

The project was guided by the Regional Vision Zero Working Group, made up of member government staff, state and regional transportation partners such as CDOT and RTD, as well as advocacy and public health organizations. The working group met monthly between February and October 2023 to review the six objectives identified in the plan. This culminated on October 30, 2023, where working group members participated in a 2.5-hour workshop to identify regional priorities and timelines.

Using the working group's feedback, staff have drafted an update to *Taking Action on Regional Vision Zero*. The update adjusts actions with measurable goals, timelines, and appropriate stakeholders responsible for implementation, with the ultimate goal of achieving zero deaths and serious injuries on our roadways.



Along with the update to the implementation component of the plan, an executive summary and letter of commitment were added, as well as revisions to the safety countermeasures. To align with best practices, DRCOG is also adopting the Federal Highway Administration's [Proven Safety Countermeasures](#) to address safety across the region.

A draft update of Taking Action on Regional Vision Zero was distributed January 29, 2024 for a 30 day public review and comment period. It was distributed to the Regional Vision Zero Working Group by email and further outreach was done on DRCOG's social media platforms. The public was invited to explore the plan and submit feedback on their own time with DRCOG's engagement [website](#), or submit written comments via email or mail. Feedback from member jurisdictions and the public was reviewed and addressed in the updated draft as the scope allowed. Comments that were not addressed in this update have been noted for future update efforts.

Staff have also been working to ensure the plan meets upcoming state accessibility requirements and making necessary changes to be compliant.

### **Action by others**

[March 25, 2024](#) – Transportation Advisory Committee recommended approval.

### **Previous discussion/action**

[March 14, 2023](#) – Project status briefing

### **Recommendation**

Move to recommend to the Board of Directors the draft Taking Action on Regional Vision Zero.

### **Attachments**

1. [Draft Taking Action on Regional Vision Zero strategic update.](#)
2. Matrix of public comments received and staff responses
3. Staff presentation

### **For More Information**

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



Location	Comment	Response
Equity	Under Equity - there is text about how 41% of the high-injury network occurs in areas with higher than average numbers in poverty and minority populations. I think this would be a great place to highlight that graphically. Remove the added graphic on the bottom right hand corner of the page and visually represent this data.	As the data in the plan is from 2013-2017, staff decided to not incorporate this change at this time but will be incorporating visuals of this data in future updates to the plan or when an update to the high-injury network is completed.
Page 5 - "What is Vision Zero"	I'm not sure I like the way that the plan uses the principle that "humans make mistakes" as a catch all for why crashes, fatalities, serious injuries, etc happen. I understand that this is the way FHWA talks about it, but it feels like it doesn't acknowledge that sometimes people intentionally disregard existing rules and it can result in serious consequences (distracted driving, speeding, weaving, etc). "Humans make mistakes" is such a passive statement that feels afraid to place blame. I'm uncomfortable absolving people of their responsibility in making sure our transportation systems are safe. Causing a death is more serious than the "whoopsy" this statement implies.	Thank you for your comment. DRCOG follows the Safe System Approach used by the FHWA, which states that one of the principles of this approach to safety is that people will inevitably make mistakes that can lead to crashes. Our job is to design a transportation system that operates to accommodate these mistakes, as well as human's ability to tolerate crash forces before death or serious injuries occur.
Page 6 - Core Elements "Complete Streets"	It would be great if they had a brief discussion of not only designing complete streets, but how design elements go beyond ensuring facilities for all modes, but also incorporate design elements that increase adherence to context appropriate speeds, increase the priority (visibility, safety features, expectations of other modes to share space) of non motor vehicle modes, and that features are appropriate for all ages and abilities.	Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.
Page 6 - Core Elements "Complete Streets"	DRCOG's Complete Streets Toolkit (consider adding a link) does a great job of explaining modal priority, stating that the focus should not be to accommodate all modes on every street, but to create a cohesive network of streets where design priority is given to the most dominant or desired forms of travel based on the land use context. This nuance is something that could potentially be mentioned in this section.	Requested link to be added to the Complete Streets section of the plan. This section of the plan is the executive summary and more detailed information is provided further in the plan where the link will be added.
Page 6	Please cite the source of the engagement. Was it general comments left on a webpage, in person engagement, a survey people could reference in the appendix?	Text added: "Source: Survey for DRCOG's Regional Vision Zero, administered in fall 2019 "



Page 7 - Regional High-Injury Network	The plan encourages local governments to use the high injury network (HIN) information to help prioritize improvements in their communities, but it seems like a majority of the HIN roads are owned by CDOT. How can the plan support local communities who want to take a more proactive approach to safety on state-owned roads but are met with resistance?	Thank you for your comment. DRCOG continues to identify opportunities for innovative safety solutions in communities in the region and support those efforts by coordination with CDOT on state-owned roadways. Identified actions in the update also address these challenges.
Page 7 - Regional High-Injury Network	The data used to identify the HIN, and to develop various statistics, seems very old at this point. Is there a reason a more recent dataset wasn't used? Perhaps the plan should discuss why the data is almost a decade old.	The scope of the strategic update did not include an update to the regional High-Injury Network or crash data analysis of the region. DRCOG is working to address crash data challenges with the Regional Crash Data Consortium efforts.
Page 7 - Regional High-Injury Network	The map of the high injury network corridors is difficult to read when it's split onto two pages and shown at that scale. Please add a zoomed map for Broomfield/Westminster/Thornton.	Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.
Page 10	This is the statement from the first comment that uses the language "humans make mistakes." I don't love that statement in isolation. Yes they do make mistakes, but it feels like it alleviates responsibility for people being neglectful while doing an inherently dangerous activity.	Thank you for your comment. DRCOG follows the Safe System Approach used by the FHWA. It states that one of the principles of this approach to safety is that people will inevitably make mistakes that can lead to crashes. Our job is to design a transportation system that operates to accommodate these mistakes, as well as human's ability to tolerate crash forces before death or serious injuries occur.
Page 10	It would be great to get a couple of statistics for peds, bicyclists etc. All of the stats are for motorized modes of travel and we are trying to have this discussion to prevent deaths and serious injuries for all transportation system users. I bet vehicles are a factor in almost every single pedestrian death on the transportation system.	Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.

<p>Pages 73-78- Behavior Profiles and Countermeasures</p>	<p>Improving education and changing behavior is a critical piece to achieving vision zero goals. Consider adding specific countermeasures for education and enforcement to the behavior profiles in the plan. On page 78, consider expanding this section to provide more discussion related to education and enforcement strategies that can be implemented both locally and regionally. It also seems like speeding should be included as a behavioral problem and grouped along with distracted driving, careless driving, alcohol and drugs, and aggressive driving.</p>	<p>Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.</p>
<p>Page 80- Safety Countermeasures</p>	<p>As regional, state, and federal grants often ask for crash reduction factors (CRFs) associated with the proven safety countermeasures, it would be great if these tables included the CRFs.</p>	<p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>
<p>Pages 81-85</p>	<p>Consider adding links to documents that include best practices for the various Safety Countermeasures.</p>	<p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>
<p>Pages 80-85</p>	<p>The opening paragraph suggests that the countermeasures are linked to something (“to learn more about a specific countermeasure, click on the countermeasure name in the table below”). I’m not seeing this functionality in the document.</p>	<p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>
<p>Page 80- Safety Countermeasures</p>	<p>Many roadway projects will justify adding capacity by claiming the improvements will make the facility safer. However, we know that adding capacity almost always results in longer crossing distances at intersections, which negatively impacts pedestrian safety. I think the plan should discuss these competing priorities and how safety improvements for one mode may come at the expense of another mode– often vulnerable road users. For that reason, auxiliary lanes should be recommended sparingly as a safety countermeasure.</p>	<p>Thank you for your comment. DRCOG staff reviewed the countermeasures to ensure the recommendation of auxiliary lanes was limited to the addition of dedicated turn lanes, such as at intersections with high turn volumes that has a high crash history.</p>

Page 108	Regarding legislation, should DRCOG also be looking at the manufacturing side of the problem? Vehicles in the US continue to increase in size and weight, compounding the forces involved in crashes and limiting a driver's ability to see what is going on around them on a human scale. This poses a greater risk to non-motorized system users. It seems like advocating for reasonable limits on vehicle size and mass for non-commercial motor vehicles and for the requirement for better tech to be incorporated into vehicles (blind spot detection, lane correction, or other systems that help make motorists more aware of their surroundings) might help make an impact on vision zero goals.	DRCOG staff has been working with the recent SB24-036 Vulnerable Road User Protection Enterprise bill's sponsors and we recently brought it to our Board for their recommendation. As the bill currently stands, we've taken an "Amend" position. Our suggestion is for the enterprise funds to be allocated by formula back to local member governments instead of competitive grants.
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# Strategic Update Taking Action on Regional Vision Zero

Regional Transportation Committee – April 16, 2024

# Update objectives

- Holistic approach to updating *Taking Action on Regional Vision Zero* 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 (HB-1110).



# Update structure



## TAKING ACTION ON



# Taking Action on Regional Vision Zero

- Chapter 1: Background on Vision Zero
- Chapter 2: Why the Region Needs Vision Zero
- Chapter 3: DRCOG Vision Zero Principles
- Chapter 4: Community Engagement
- Chapter 5: Regional Vision Zero Toolkit
- **Chapter 6: Implementation Plan**
- Chapter 7: Additional Efforts
- Chapter 8: How to Stay Engaged
- **New! Vision Zero Story Map**

# Workshops

- Kick-off virtual workshop to check status on 2020 action items
- 6 virtual workshops on each objective
- 1 in-person workshop to determine action timelines and priority





# Public comments

- 30-day period
  - January 29 – February 27
- Outreach via Regional Vision Zero Working Group and social media
- Received 4 comments online and one email with comments
- Majority of comments were outside the scope of the update
- Feedback that was provided was addressed by staff and noted for future updates.

# Update outcomes

- Letter from DRCOG Executive Director
- Executive summary
- Updated list of Proven Safety Countermeasures
- Updated Regional Vision Zero implementation plan



From Douglas W. Rex,  
DRCOG executive director

Month, Day, 2024

Transportation safety is important to us all, and too many are killed or seriously injured on the Denver region's roadways. The people in our communities are invaluable, and our streets are public spaces to be shared by everyone, irrespective of their mode of transportation. A future with zero serious injuries and deaths on our roadways necessitates a cultural shift toward acknowledging that even one traffic-related death is unacceptable.

In 2020, the Denver Regional Council of Governments Board of Directors adopted a Regional Vision Zero commitment aiming to eliminate traffic-related fatalities and serious injuries, prioritizing safety for all users of the transportation system. While we continue to make our roads safer through engineering, education and legislation, we must take further action and work together toward an inclusive approach to roadway safety.

I am honored to present this updated Regional Vision Zero Implementation Plan, outlining our renewed strategies for achieving our shared goals. The plan is the result of months of collaboration from stakeholders across our region through the Regional Vision Zero Working Group. Building on Metro Vision's objectives, this update outlines an ambitious set of actionable strategies to address roadway safety and implement Regional Vision Zero. With the support of regional partners, stakeholders, and you, we have the capacity to bring about real change.

Sincerely,



Douglas W. Rex

Executive Director

Denver Regional Council of Governments

# Proven Safety Countermeasures

- Revised list to reflect Federal Highway Administration's list of 28 Proven Safety Countermeasures
- Each countermeasure addresses at least one safety focus area
  - Speed management
  - Intersections
  - Roadway departures
  - Pedestrians/bicyclists

# Regional Vision Zero implementation plan components

- **Action items** - A specific effort that an identified action leader and support partners can advance.
- **Timeframe** - Action items are assigned a general timeframe to help action leaders prioritize their efforts.
- **Action leader and supporting partners** - Each action item is led by an action leader and supported by various agency partners.
- **Expected impact** – Based on feedback from the Regional Vision Zero Working Group workshops.

		Timeframe	Action Leader	Support Partners	Expected Impact
	Continue monthly meetings of the Regional Vision Zero Working Group. Use the working group as a place to share updates on local safety efforts, provide information on funding opportunities related to safety and collaborate with regional safety stakeholders. Explore the creation of focus groups within the Working Group to address priority issues and assist in advancing the implementation of the plan.	Ongoing	DRCOG	Member Governments, Colorado Department of Transportation	Medium
1.2	Convene regular local safety meetings of state and local transportation and public health professionals, police and fire departments and community and advocacy organizations to collaboratively address dangerous behaviors on the roadways with strategies like culturally appropriate safety programs and educational messages, paired with outreach and investments.	Immediate	DRCOG	Colorado Department of Transportation, Colorado Department of Public Health and Environment, Federal Highway Administration, National Highway Traffic Safety Administration, Member Governments, Local Police and Fire Departments	Medium-High
1.3	Collaborate with the Advanced Mobility Partnership to support transportation technology efforts that support Regional Vision Zero through data collection, planning, programming and decision-making.	Immediate	DRCOG	Advanced Mobility Partnership stakeholders	Medium-High

# Timeline

**March 2023**

- Update Kickoff

**October 2023**

- In-person prioritization workshop

**March 2024**

- TAC recommendation

**August 2023**

- Mid-way progress report to TAC & RTC

**January – February 2024**

- Public comment period
- Progress report to TAC

**April 2024**

- RTC recommendation & Board adoption

# Proposed motion

Move to recommend to the Board of Directors the draft Taking Action on Regional Vision Zero.

# Thank you!

**Emily Kleinfelter**

Safety/Regional Vision Zero planner

303-480-5647

[ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org)

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**ATTACH D**



## Regional Transportation Committee

Meeting date: April 16, 2024

Agenda Item #: 6 (Attachment D)

### E-470 Overview

Agenda item type: Discussion

#### Summary

E-470 staff will provide an overview of the agency's background, traffic figures, regional partnerships, current capital projects, community relations activities, sustainability efforts, customer service metrics and related topics.

#### Background

E-470 is a nonstop, cashless, all-electronic toll highway for which no local, state, or federal tax funding is used for operations, maintenance or improvements. The tollway forms a 47-mile semi-circular beltway around the eastern perimeter of the Denver metropolitan area. The [E-470 Public Highway Authority](#) is a political subdivision of the State of Colorado, with a Board of Directors consisting of eight voting member jurisdictions: Adams, Arapahoe and Douglas counties and Aurora, Brighton, Commerce City, Thornton and Parker. The E-470 Board also has eight non-voting members representing Arvada, Greeley and Lone Tree, the City and County of Broomfield, Weld County, and DRCOG, CDOT, and RTD.

In recent years, the agency has engaged in multiple significant master planning efforts and project investments. At the March RTC meeting, E-470 staff will provide an overview of the agency and its recent plans, partnerships, projects, and related topics.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

None

#### Attachment

E-470 presentation

#### For more information

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





# E-470: MORE THAN A ROAD

DRCOG Regional Transportation Committee (RTC) Meeting

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Neil Thomson, E-470 Interim Executive Director

Jessica Carson, E-470 Public Affairs Director

April 16, 2024

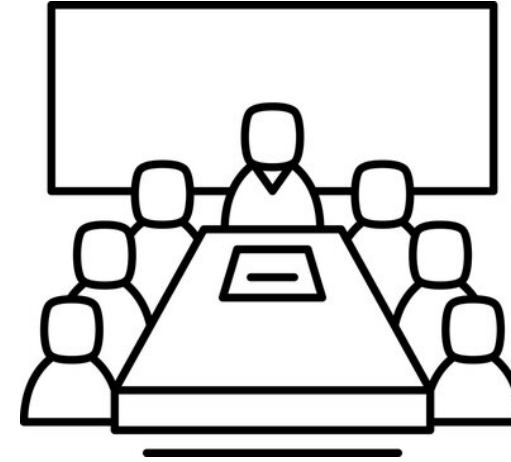
# AGENDA

1. E-470 Now Video
2. About Us and Background on E-470
3. Traffic Trends and toll rate reductions
4. In the Community
5. Regional Partner
6. Capital Projects
7. Commitment to Safety
8. Environmental Stewards
9. Tolling Services for Colorado
10. Operational and Customer Service Statistics
11. Questions and Answers
12. Contact Information

# ABOUT US

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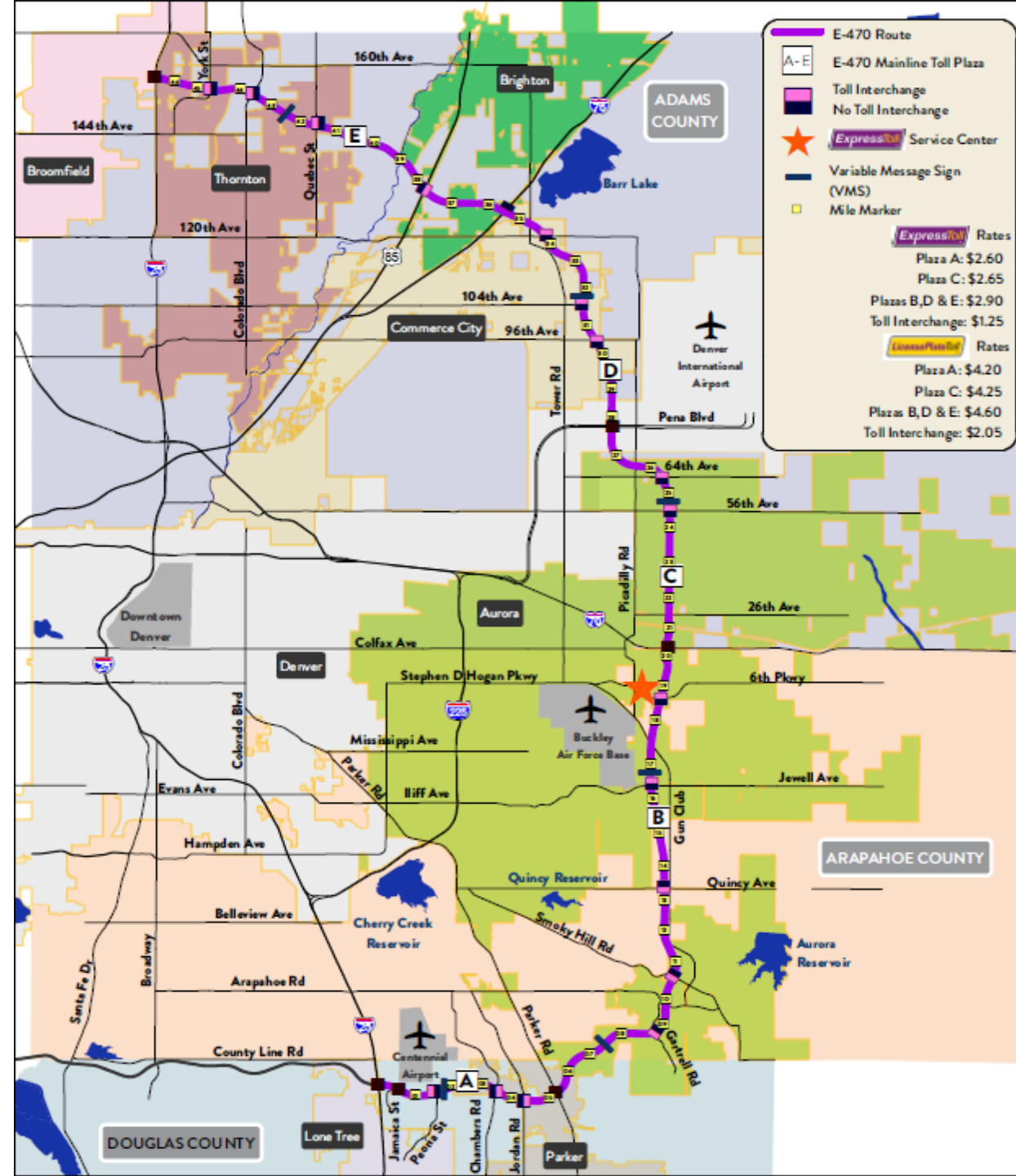
- Colorado political subdivision
- Local government owned and operated
- Governed under PHA law by a Board of Directors:
  - **8 Voting Members**
    - Parker, **John Diak, Board Chair**
    - Aurora, **Françoise Bergan, Vice Chair**
    - Brighton, **Jan Pawlowski, Treasurer**
    - Commerce City, **Steve Douglas, Mayor**
    - Adams County, **Chaz Tedesco, Commissioner**
    - Arapahoe County, **Bill Holen, Commissioner**
    - Douglas County, **George Teal, Commissioner**
    - Thornton, **Tony Unrein, Council Member**



- **8 Non-Voting Members**
  - Arvada
  - Broomfield
  - CDOT
  - DRCOG
  - Greeley
  - Lone Tree
  - RTD
  - Weld County

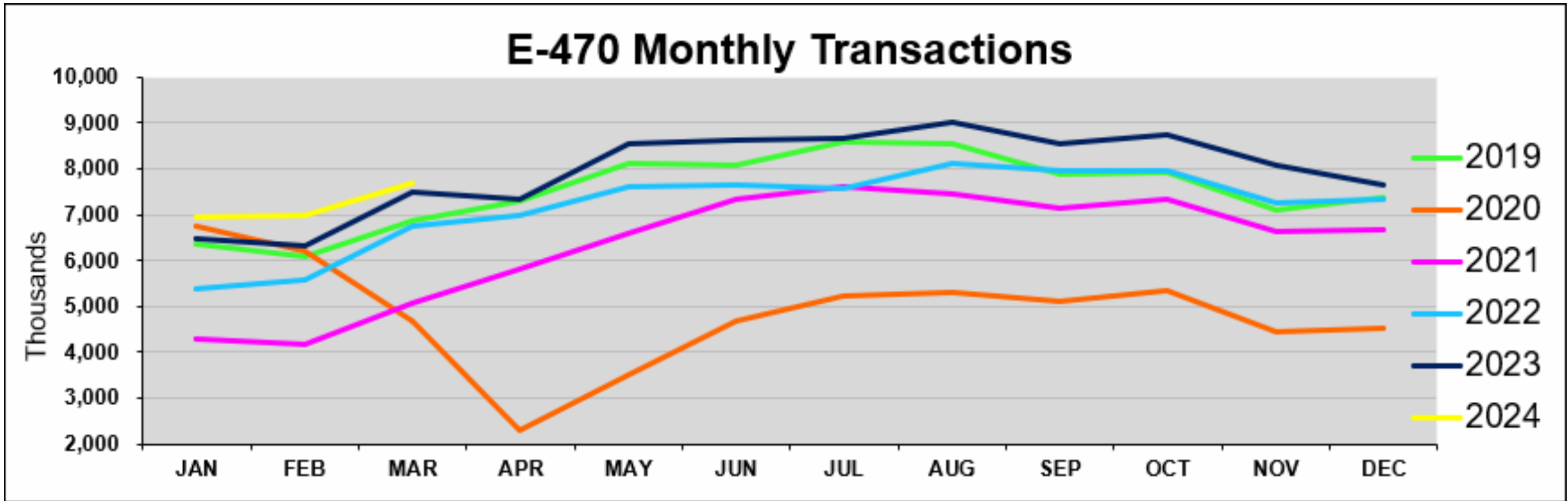
# BACKGROUND

- 47-mile all-electronic public toll road
- 1991 – Opened first segment (south)
- 2001 – Launched the Safety Foundation
- 2003 – Opened last segment (north)
- 2009 – Conversion to cashless tolling
- User-financed: **NOT TAX FUNDED**
- \$1.3 billion in outstanding bond debt
- \$100-\$115 million in annual debt payments
- Scheduled to be paid off in **2041**



# MONTHLY TRANSACTION TRENDS

Through March 2024



# REDUCING TOLLS AND ELIMINATING FEES

---

- **Toll Rate Reductions and Adjustments**
  - **2023-2024:** Froze ExpressToll and LPT rates
  - **2022:** Reduced ExpressToll and License Plate Toll® (LPT) rates
  - **2020-Present:** Reduced 3+ Axle ExpressToll® rates
  - **2020-2021:** Froze LPT rates
  - **2018-2021 (4 Years):** Froze ExpressToll rates
  - **2018:** Reduced Rate at Toll Plaza C
- **Elimination of Fees**
  - **2018:** Vehicle Registration
  - **2017:** Highway Expansion Fees





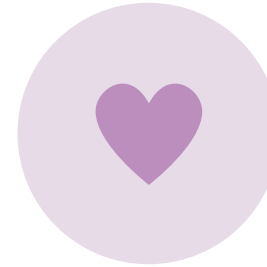
# IN THE COMMUNITY



**TRANSPORTATION  
SAFETY FOUNDATION**



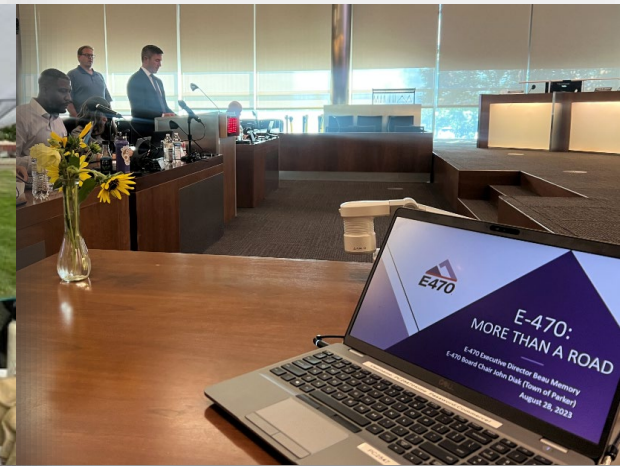
**THE E-470 GOOD  
GUYS TEAM**



**JURISDICTIONAL  
SPONSORSHIPS**



**CONNECTING WITH  
OUR PARTNERS**



# REGIONAL PARTNER

- Riverdale Bluffs Trail – **Adams County**
- Sable Interchange – **Brighton and Adams County**
- Quebec Interchange – **City of Thornton**
- Tower Road/Peña Ramp – **Commerce City**
- 120<sup>th</sup> Avenue Interchange Signals – **Commerce City**
- Quincy Avenue/Gun Club Road Interchange – **Arapahoe County and City of Aurora**
- Future Parker Road Overpass for High Plains Trail – **Arapahoe County**
- Stephen D. Hogan Parkway – **City of Aurora**
- 38th and 48<sup>th</sup> Avenue Interchange – **City of Aurora**
- Chambers Interchange – **Douglas County**
- Electrical Charging – **RAQC**
- Future Intersection Signals – **Master Plan**
- Airport Parking Partnership – **DEN Airport**





# STRATEGIC CAPITAL PROJECT PLANNING

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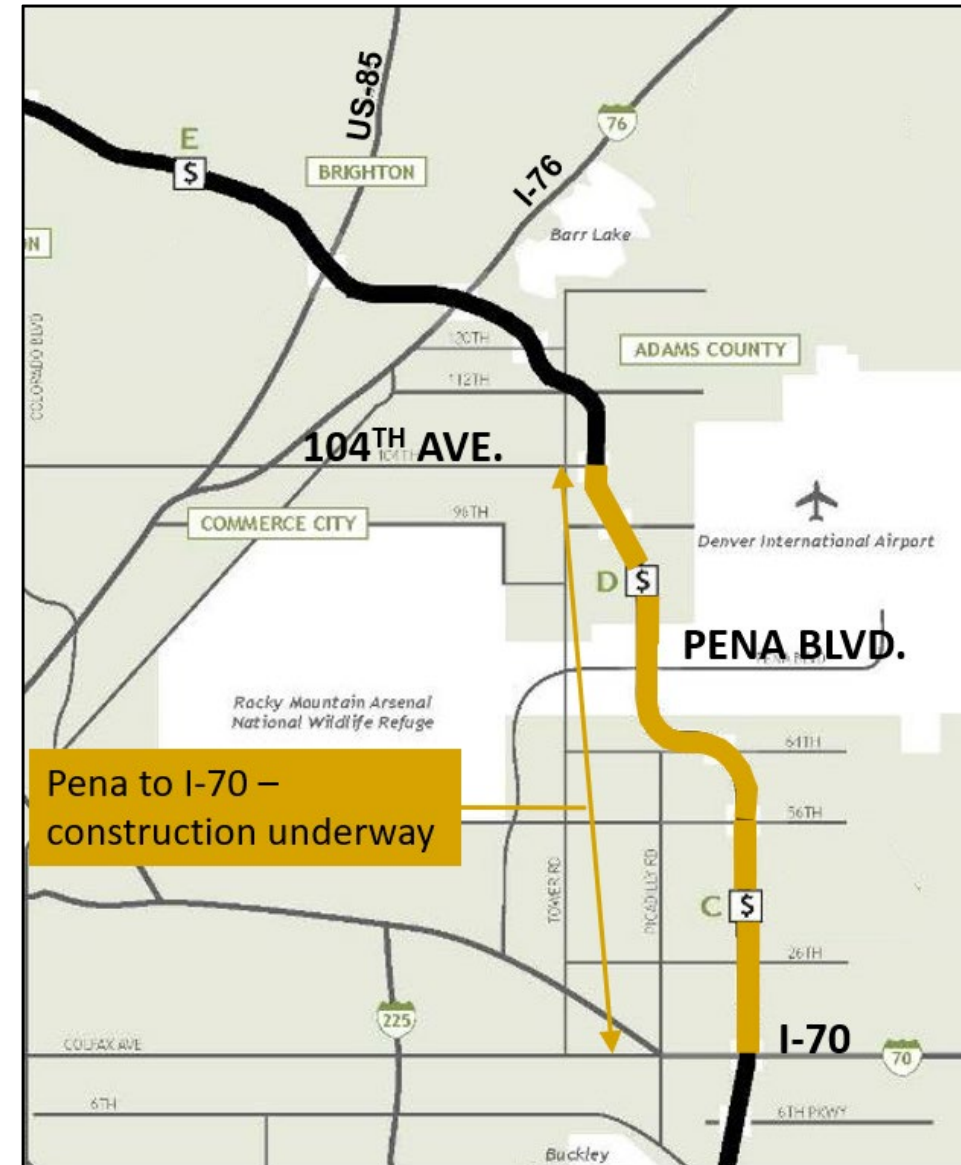
- Self-funded **Capital Plan** 2022-2026 (5 Years) estimated at \$500M
- Reinvests back into the roadway through several improvements:
  - Ongoing Road Widening Project
  - New interchanges to stay ahead of development & growth
  - Trail extensions
  - Technological advances in lane toll system & back office
- E-470's 2020 **Master Plan** identifies more than \$1.5B in capital, infrastructure, and improvements between 2020-2040
  - The Master Plan is scheduled to be updated in 2024
- New Traffic & Revenue Study in 2024 to forecast infrastructure needs based on economic growth along the corridor



# ROADWAY WIDENING & TRAIL EXPANSION PROJECT

## SCOPE OF WORK:

- 3<sup>rd</sup> lane added each direction from I-70 to 104<sup>th</sup> Ave. (11 miles)
- Construction kicked-off September 2022
- Anticipated to be complete in 2025
- Bridges/Grading/drainage built for future 4<sup>th</sup> lane
- New Interchanges to serve development:
  - 38<sup>th</sup> Ave. to connect to Aurora Highlands
  - 48<sup>th</sup> Ave. to connect to Windler
- Improved Interchanges:
  - 64<sup>th</sup> Ave. – widen to accommodate 6 lane arterial
  - Pena Blvd. – new NB collector distributor road
- Toll Plaza C relocated to accommodate new 38<sup>th</sup> Ave. Interchange
- High Plains Trail extended 6 miles – excludes Pena crossing\*
- Total project cost \$350M



# NEW 38<sup>TH</sup> AVENUE INTERCHANGE

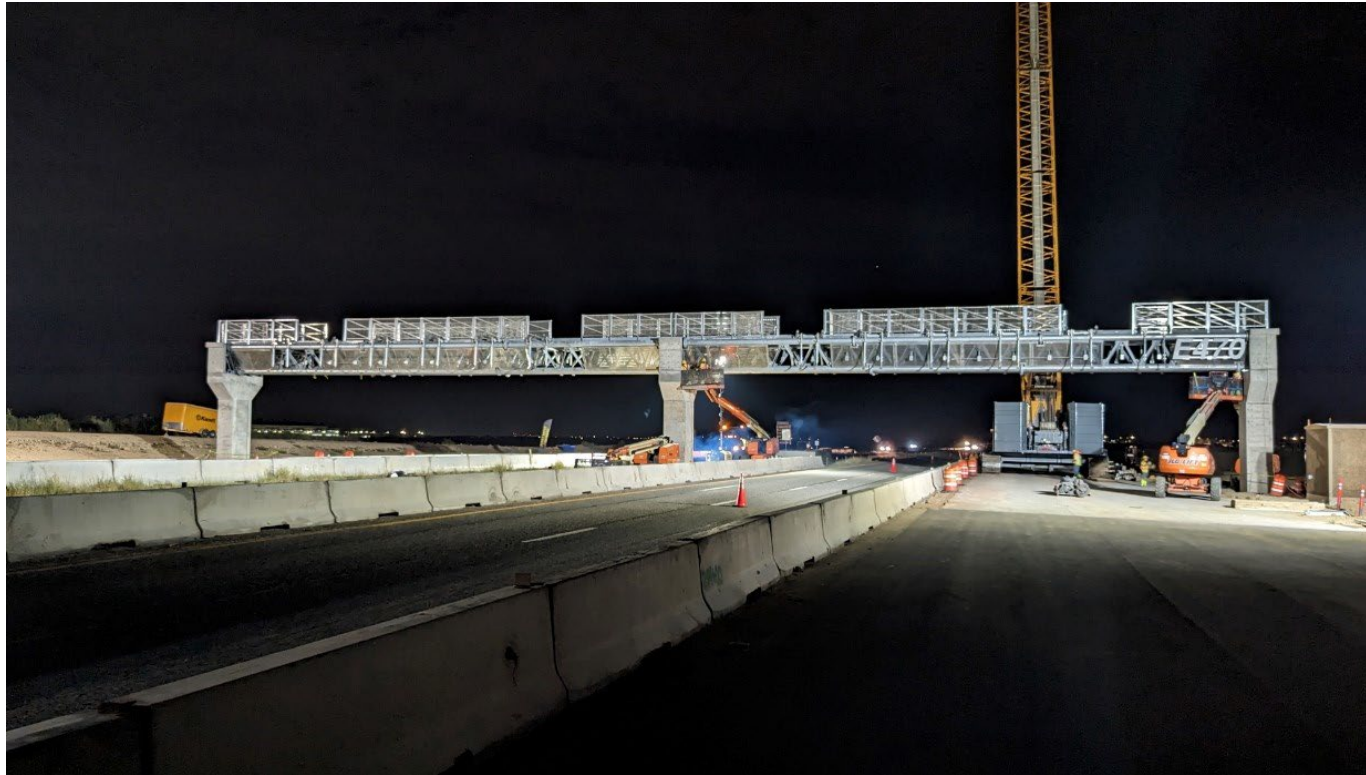
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# NEW PLAZA C TOLL GANTRY

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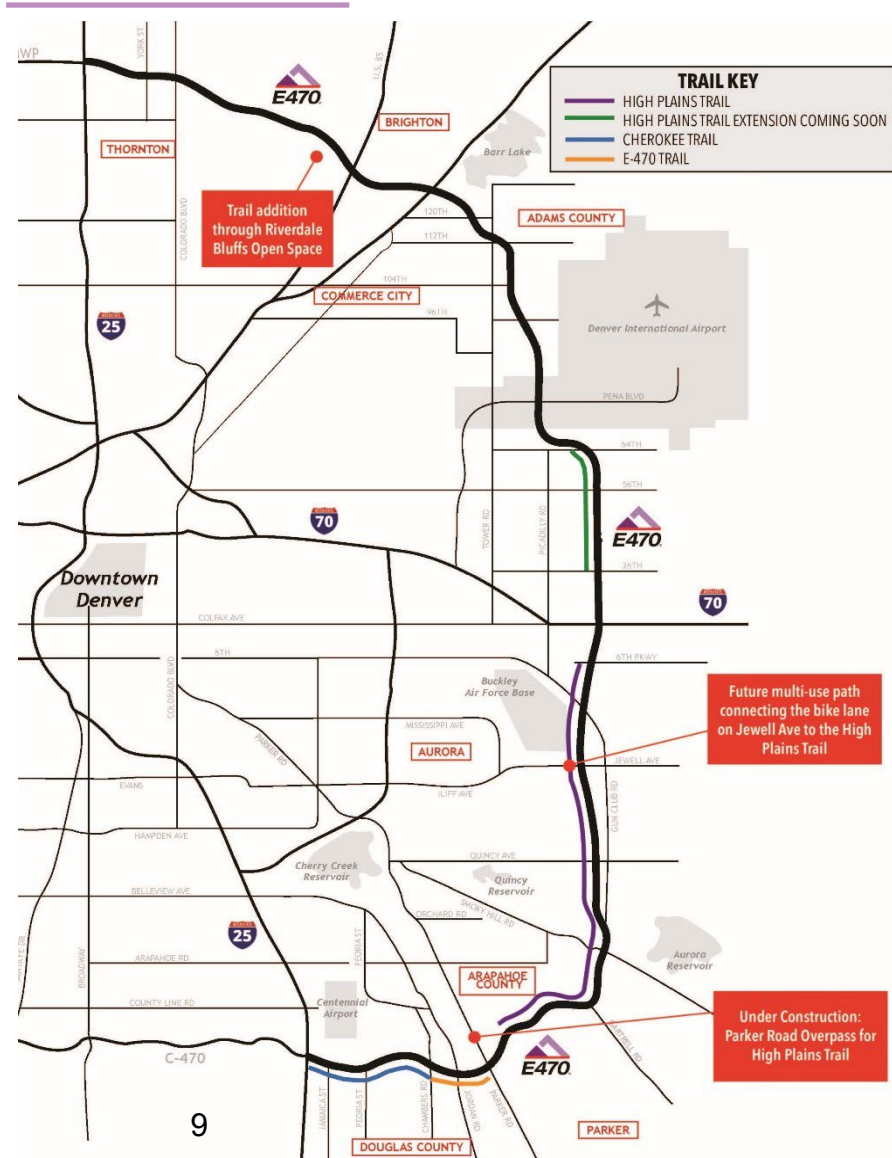
# NEW CENTRAL MAINTENANCE FACILITY



- Replaces CMF purchased by Aurora Highlands
- Accommodates future growth
- 6 service bays and wash bay
- Covered storage for 15 plows
- Fuel station
- Magnesium Chloride tanks
- Covered salt storage barn
- Summer 2024 completion
- Project budget \$42M



# FROM THE TOLLWAY TO THE TRAILWAY



- E-470 has built more than **12.5 miles** of the High Plains Trail
- Trail will be extended **another 6 miles** with latest road widening project
- Goal is to provide better connections for people on foot and on bikes to existing trails in the region including the Cherry Creek, Piney Creek, Happy Canyon, and C-470 Trails
- E-470 plans to continue partnering with its member jurisdictions on other trail projects in the region.





# HIGH PLAINS TRAIL ALIGNMENT





# PARTNERSHIPS NEEDED FOR TRAILS

---



- Potential trail crossing under Pena via future Picadilly Street underpass
- Approx. 0.5 mile trail within DEN property
- Close to Third Creek and associated erosion
- Challenges with maintenance until future Picadilly Street is constructed in the future
- FAA clearance needed
- Need IGA with DEN to build/maintain trail within DEN property

# COMMERCIAL VEHICLE SUPPORT

---

- E-470 named HAZMAT route
  - Effective Spring 2022
  - Created safer routes for neighboring jurisdictions
- Extended 3+ Axle Pilot Program
  - Offering discounts to commercial vehicles on E-470





# COMMITMENT TO SAFETY

---

- Wrong-way driver prevention
- Cable barrier to prevent crossover
- Deer fence installation
- Variable Message Signs
- 50 cameras along 47-mile corridor
- 24/7 Proactive Traffic Management
- Snow Removal
  - **4** maintenance facilities
  - **12** weather stations
  - **280,000 gallons** liquid treatment
  - **9,600 tons** solid deicer
  - **22** snowplows
  - **Snow fencing** to prevent drifting



# SAFETY MEETS SERVICE \*470

- Free 24/7 Roadside Assistance for all motorists
- Services offered free of charge:
  - Flat tire assistance
  - Fuel & fluid refills
  - Jumpstarts
  - Cell phone service
- Other services provided:
  - Debris & hazard material removal
  - Traffic control during incidents
- Roadside Assistance | By the numbers (2023):
  - **12** minute average response time
  - **30** minute average incident clearance time
  - **9,600** customer assists
  - **15,400** roadside assistance calls handled





# ENVIRONMENTAL STEWARDS

---

- **Improving Water Quality**
- The Cherry Creek and Barr Milton Watersheds adjacent to E-470
- E-470 plays a role in keeping those watersheds clean
  - Done through a Non-Standard MS4 Permit extended through 2026
  - E-470 also educates customers about reducing pollutants
  - E-470 utilizes best management practices such as spraying to remove unwanted vegetation to minimize use of herbicides



## Supporting Electric Vehicles (EV)

- Upgraded EV charging stations outside ExpressToll Service Center walk-up entrance (2022)
  - Allows four EVs to charge simultaneously vs two
  - Delivers an **80% charge** in approximately **30 minutes**



# SOLAR POWERED ROAD

---

**15**

**solar  
arrays**

**11**

**years  
energy  
production**

**12**

**million total kWh  
solar energy  
produced**

**2**

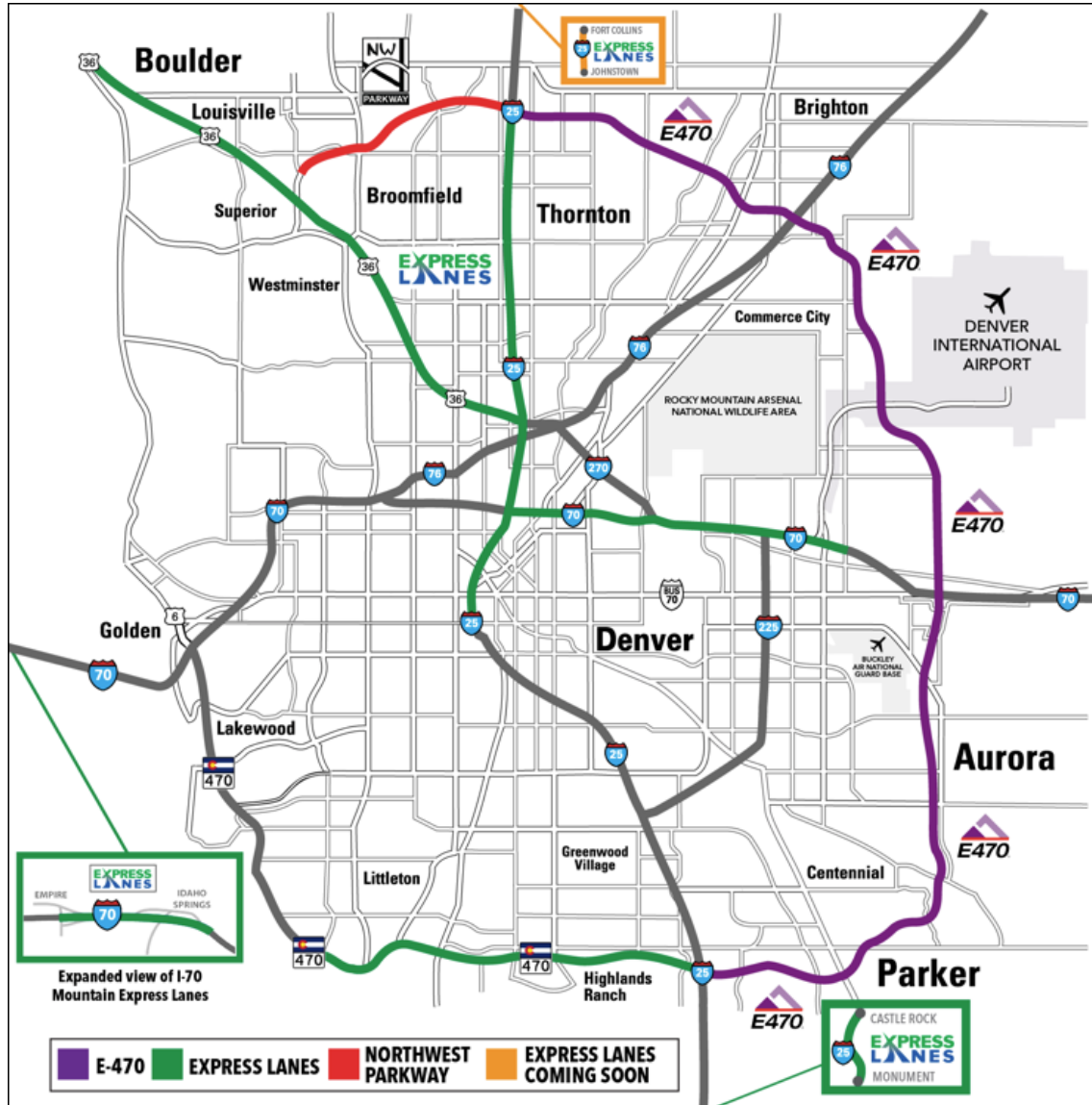
**buildings  
with solar  
arrays**

**13**

**ramps with  
solar  
arrays**



# COLORADO INTEROPERABILITY



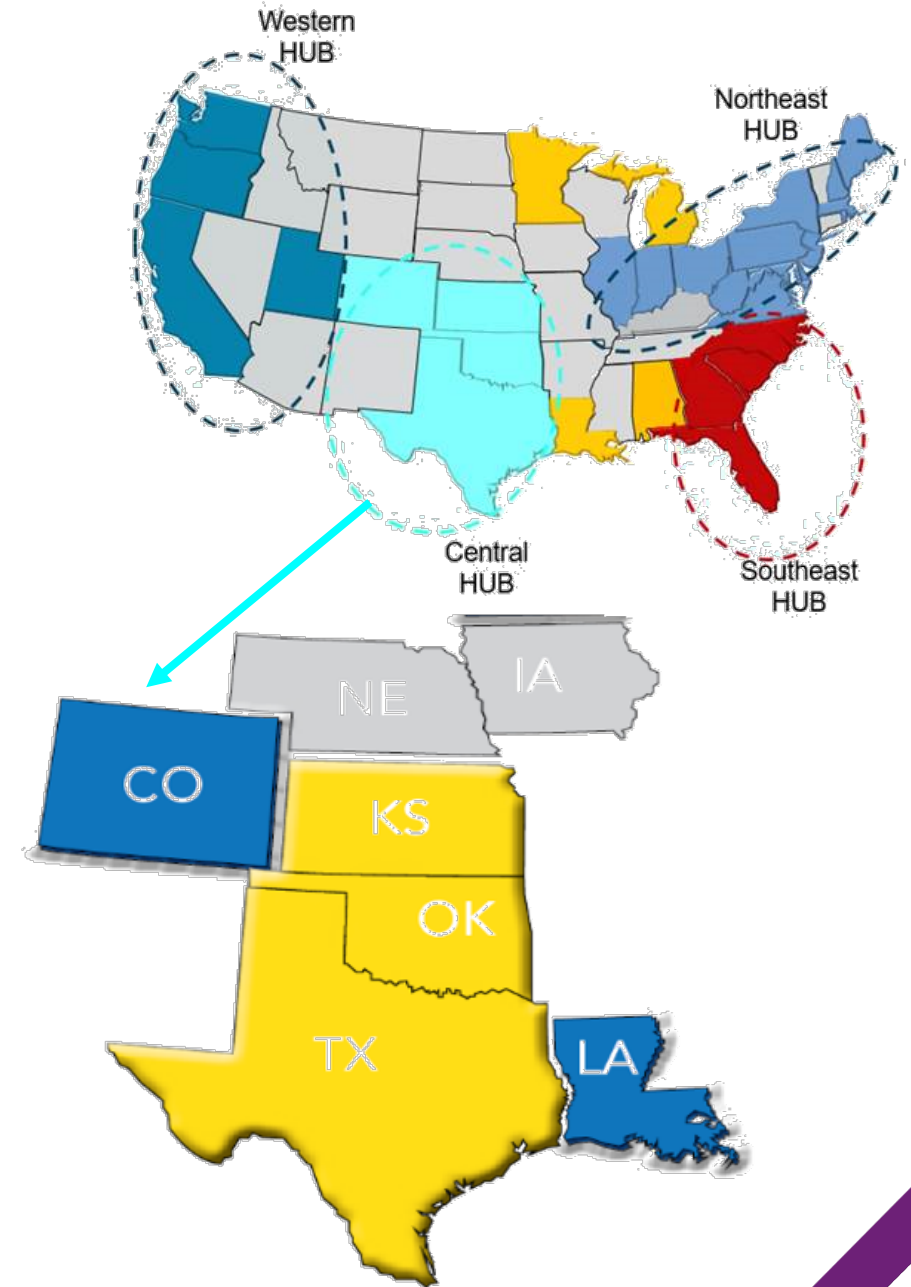
## COLORADO TOLL FACILITIES

- **Toll Roads:**
  - E-470
  - Northwest Parkway
- **Express Lanes:**
  - C-470
  - US 36
  - I-25 Central Denver
  - I-25 South
  - I-70 Central Denver
  - I-70 Mountain Express Lanes
- **Express Lanes (In progress):**
  - I-25 North

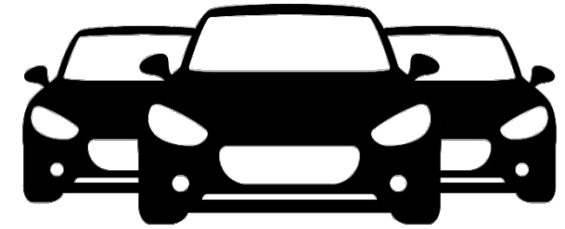


# NATIONAL INTEROPERABILITY

- The Central Hub was formed in 2016
- The Central Hub consists of:
  - Five Texas Member Agencies
  - The Oklahoma Turnpike
  - The Kansas Turnpike
  - COMING SOON: ExpressToll customers in Colorado
- Focused on customers with accounts & tags
- Eliminates Costs of mailing invoices to known out-of-state tag/plate customers



# 2023 OPERATING STATISTICS



- **Total transactions processed through E-470's back office**

- 153 million transactions
- 15% increase from 2022

- **E-470 Total Transactions**

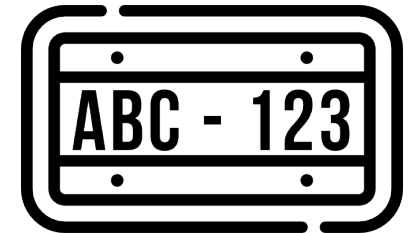
- 95.5 million transactions
- 62.5% of total transactions in CO
- 11% increase from 2022

- **Total Customer Service Calls**

- 982,445 calls serviced
- 12.8% increase from 2022

- **Total License Plate Images Reviewed**

- 79.4 Million images reviewed
- 6.8% increase from 2022



- **ExpressToll Accounts & Transponders**

- 1.3 million ExpressToll accounts
- 2.3 million transponders issued
- 175,000 new accounts opened
- 16% increase from 2022



# CUSTOMER SERVICE IS A TOP PRIORITY

---

- **ExpressToll Customer Satisfaction**
  - 4.66 Stars out of 5
- **E-470 Road Conditions Satisfaction**
  - 4.61 Stars out of 5
- **Most Important Item to Customers**
  - E-470 kept free of snow
- **#1 Reason Customers Choose E-470**
  - E-470 Saves Time!



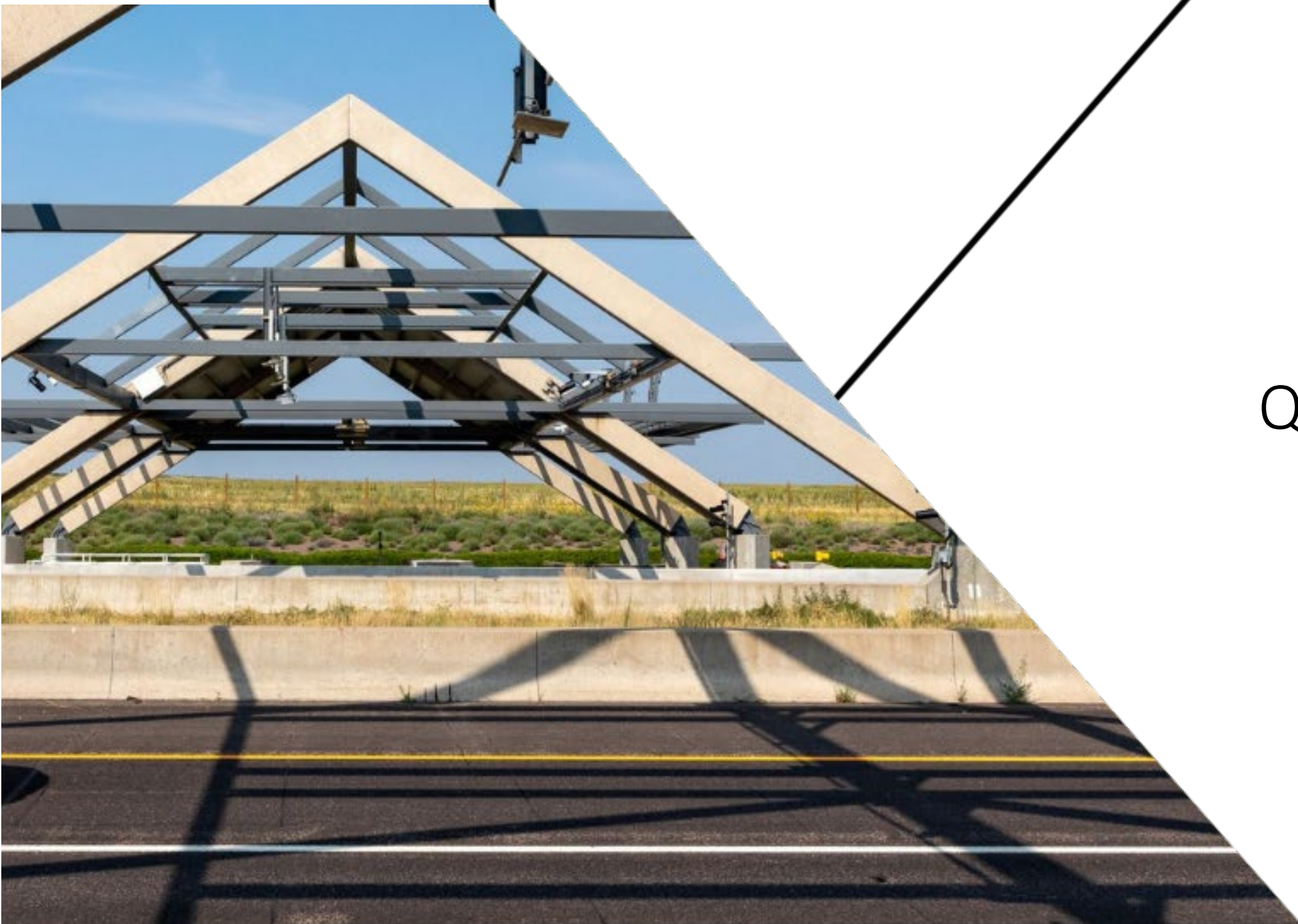
**\$354.5  
MILLION  
NET VALUE  
OF TIME**



**43.2  
MILLION  
HOURS  
SAVED**







# QUESTIONS

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# CONTACT US

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- Neil Thomson
  - E-470 Interim Executive Director
  - (303) 419-3088
  - [nthomson@e-470.com](mailto:nthomson@e-470.com)
- Jessica Carson
  - E-470 Public Affairs Director
  - (303) 877-7334
  - [jcarson@e-470.com](mailto:jcarson@e-470.com)
- Carly Cassady
  - E-470 Marketing Supervisor
  - (720) 990-3388
  - [ccassady@e-470.com](mailto:ccassady@e-470.com)





**ATTACHE**

## Regional Transportation Committee

Meeting date: April 16, 2024

Agenda Item #: 7 (Attachment E)

### Metro Vision Amendments

Agenda item type: Discussion

#### Summary

Update on proposed amendments to Metro Vision performance measures and targets.

#### Background

Concurrent with the 2050 Regional Transportation Plan 2024 cycle amendment process, staff are proposing amendments to Metro Vision performance measures and targets. As noted in Metro Vision, the Denver Regional Council of Governments may update and refine performance measures as needed, should improved methods and datasets become available. Staff are proposing the following amendments:

Measure	Baseline	Baseline year	Target	Target year
Share of the region's housing in high risk areas	<del>1.1%</del> 3.7%	2014 2020	Less than <del>0.9%</del> 3.1%	2040
Share of the region's employment in high risk areas	<del>2.9%</del> 1.8%	2014 2020	Less than <del>2.5%</del> 1.6%	2040
Number of traffic fatalities	<del>185</del> 254	2014 2020	<del>Fewer than 100</del> annually 0	2040

These performance measures can be found on pages 19, 55, and 79 of [Metro Vision](#).

Metro Vision performance measures related to housing and employment in high risk areas consider both flood and wildfire risk. These depend on the fire risk assessments produced by the Colorado State Forest Service, which have undergone significant updates to methodology and data sources. The fire threat index is no longer available. Using an alternative, burn probability, requires updates to baselines and relative adjustments to future targets via amendment to Metro Vision.

Traffic-related deaths and severe injuries are a critical and preventable public health epidemic and social equity issue in the Denver region. Since the original adoption of Metro Vision, DRCOG has adopted Taking Action on Regional Vision Zero, including a commitment to eliminate traffic-related fatalities and serious injuries on the region's roadways. As a result, staff are recommending adjusting both the baseline and target for this measure based on previous guidance by the Board.



**Action by others**

None

**Previous discussion/action**

None

**Recommendation**

None

**Attachment**

Staff presentation

**For more information**

If you need additional information, please contact Zachary Feldman, Data and Analytics Manager, Regional Planning and Development, at 303-480-5637 or [zfeldman@drcog.org](mailto:zfeldman@drcog.org) or Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, Transportation Planning and Operations, at 720-278-2341 or [asanchez@drcog.org](mailto:asanchez@drcog.org).





# Metro Vision Amendments

Regional Transportation Committee: April 16, 2024



# 16 performance measures in Metro Vision

- Help monitor progress toward desired regional outcomes.
- Not intended to evaluate individual jurisdictions or projects.



# Amending performance measures

“DRCOG may update and refine these measures as needed, should improved methods and datasets become available.”

~ *Metro Vision*, page 10



# Proposed changes to the high risk areas measures

- The proposal is to adjust the following measures via plan amendment because of new data:
  - Share of the region's housing in high risk areas.
  - Share of the region's employment in high risk areas.

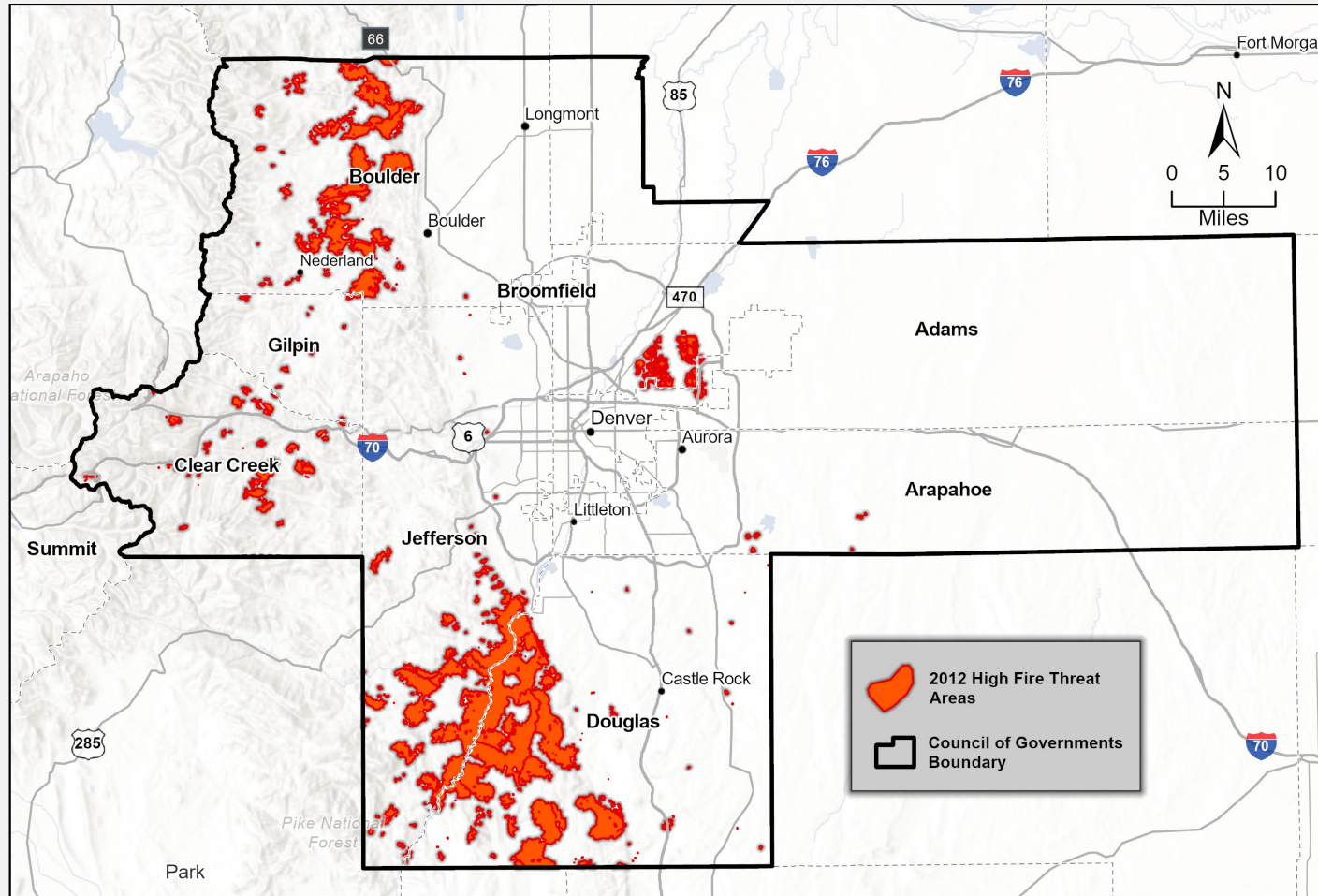




# Housing and employment in high risk areas

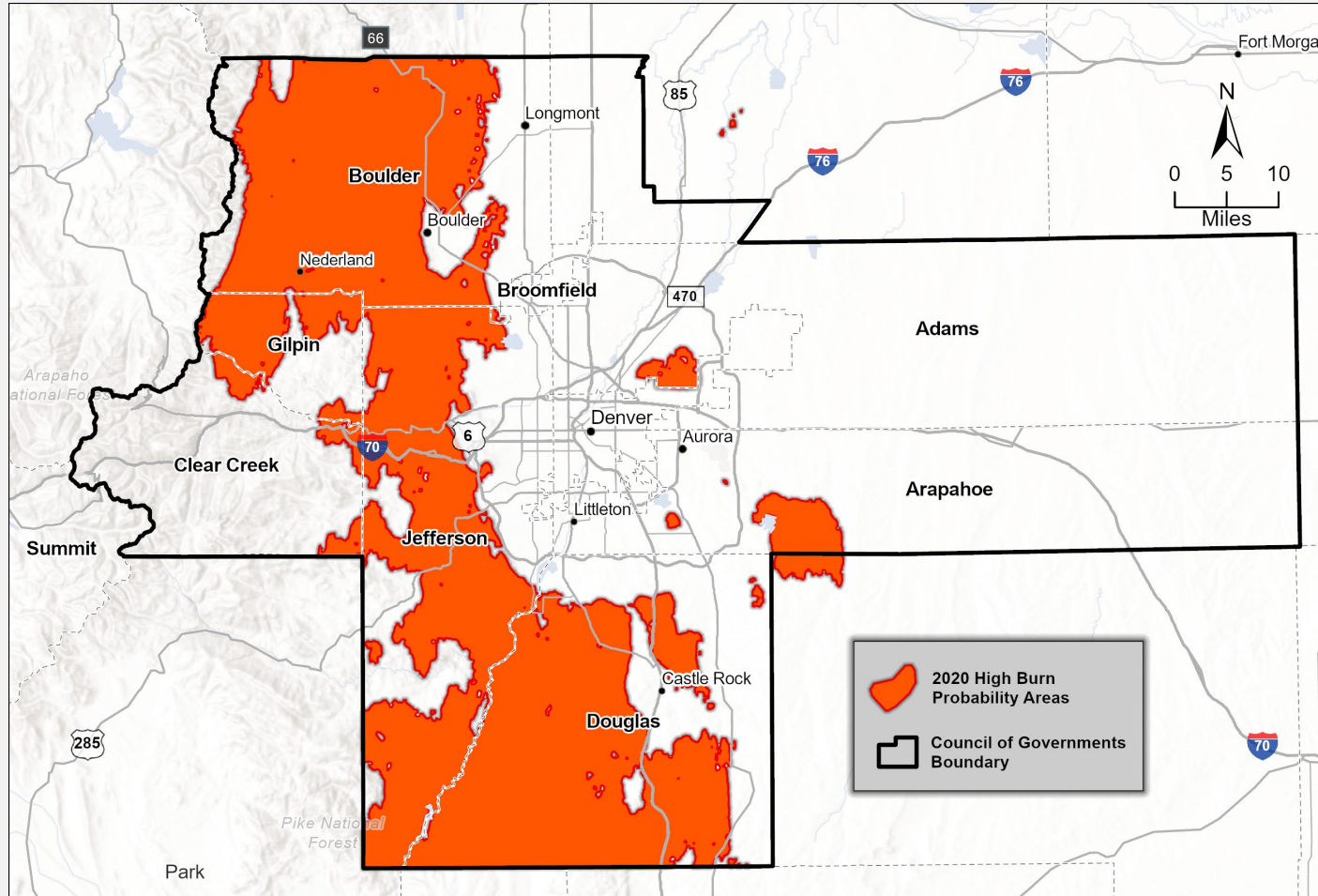
- Considers risk associated with flood and wildfire.
- Relied on **wildfire threat** data from Colorado State Forest Service published for 2012.
- Threat data analysis no longer maintained by forest service
- Alternative **burn probability** now available.
- Using new coverage requires new **baseline** and relative adjustments to the **target** via amendment.

# 2012 high fire threat map



Colorado State Forest Service, Wildfire Risk Assessment 2013, Fire Threat Index

# 2020 high burn probability map



Colorado State Forest Service, Wildfire Risk Assessment 2022, Burn Probability

# Proposed changes to baseline and target

Measure	Baseline	Baseline year	Target	Target year
Share of the region's housing in high risk areas	<del>1.1%</del> 3.7%	<del>2014</del> <u>2020</u>	Less than <del>0.9%</del> <u>3.1%</u>	2040
Share of the region's employment in high risk areas	<del>2.9%</del> <u>1.8%</u>	<del>2014</del> <u>2020</u>	Less than <del>2.5%</del> <u>1.6%</u>	2040

- Targets adjusted relative to new baselines: based on the equivalent proportional change from 2020 to 2040 as under the current baseline and target pairs.



# Proposed changes to the traffic fatalities measure

- The proposal is to adjust the following measure via plan amendment to reflect recent Board actions and guidance:
  - Number of traffic fatalities.



# Number of traffic fatalities

- Tracks the number of traffic-related fatalities (including automobile drivers, passengers in automobiles, motorcyclists, pedestrians and bicyclists).
- Taking Action on Regional Vision Zero adopted by the Board in 2020.
  - “Loss of life is not an acceptable price to pay for mobility.”
- Using previous Board guidance and the adoption of Taking Action on RVZ requires new **baseline** and **target** via amendment.

# Proposed changes to baseline and target

Measure	Baseline	Baseline year	Target	Target year
Number of traffic fatalities	<del>185</del> 254	<del>2014</del> 2020	<del>Fewer than</del> 100 annually 0	2040

# Thank you!

**Alvan-Bidal Sanchez**

Program Manager

720-278-2341

[asanchez@drcog.org](mailto:asanchez@drcog.org)

**Zachary Feldman**

Manager

303-480-5637

[zfeldman@drcog.org](mailto:zfeldman@drcog.org)

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**ATTACH F**

## Regional Transportation Committee

Meeting date: April 16, 2024

Agenda Item #: 8 (Attachment F)

### Active Transportation Plan Update

Agenda item type: Discussion

#### Summary

Overview of the upcoming update to Active Transportation Plan.

#### Background

DRCOG's current [Active Transportation Plan](#) was adopted in 2019. The [FY 2024-2025 Unified Planning Work Program](#) identifies the development of an update to the regional Active Transportation Plan as part of ongoing efforts to support walking, bicycling and active mobility in the Denver region.

The purpose of the regional Active Transportation Plan is to set a vision and goals for active mobility, envision a region-wide active transportation network, develop design and project delivery guidance, document emerging operational practices, analyze the economic impact of bicycling and walking investments and suggest policies to support active transportation in the Denver region. This plan will support Metro Vision outcomes and build from the region's 2050 Metro Vision Regional Transportation Plan and other related regional plans.

After a competitive procurement process, DRCOG is in the process of contracting with a preferred vendor. The consultant team will help DRCOG and regional partners create a plan vision and goals; assess and update the current active transportation network; develop guidance for implementing and operating active transportation infrastructure; and analyze the economic impacts of active transportation investments. The plan will focus on improving safety and comfort for active modes, expanding multimodal accessibility throughout the region, and assisting member governments with accelerating delivery of their local active transportation plans, projects and programs. The planning process will kickoff with stakeholders later this Spring.

#### Action by others

None

#### Previous discussion/action

None

#### Recommendation

N/A

#### Attachment

Active Transportation Plan Update Presentation

#### For more information

If you need additional information, please contact Aaron Villere, Senior Active Transportation Planner, at 303-480-5644 or [avillere@drcog.org](mailto:avillere@drcog.org).





# Active Transportation Plan Update

DRCOG Regional Transportation Committee, April 16, 2024

# Why update the Active Transportation Plan?

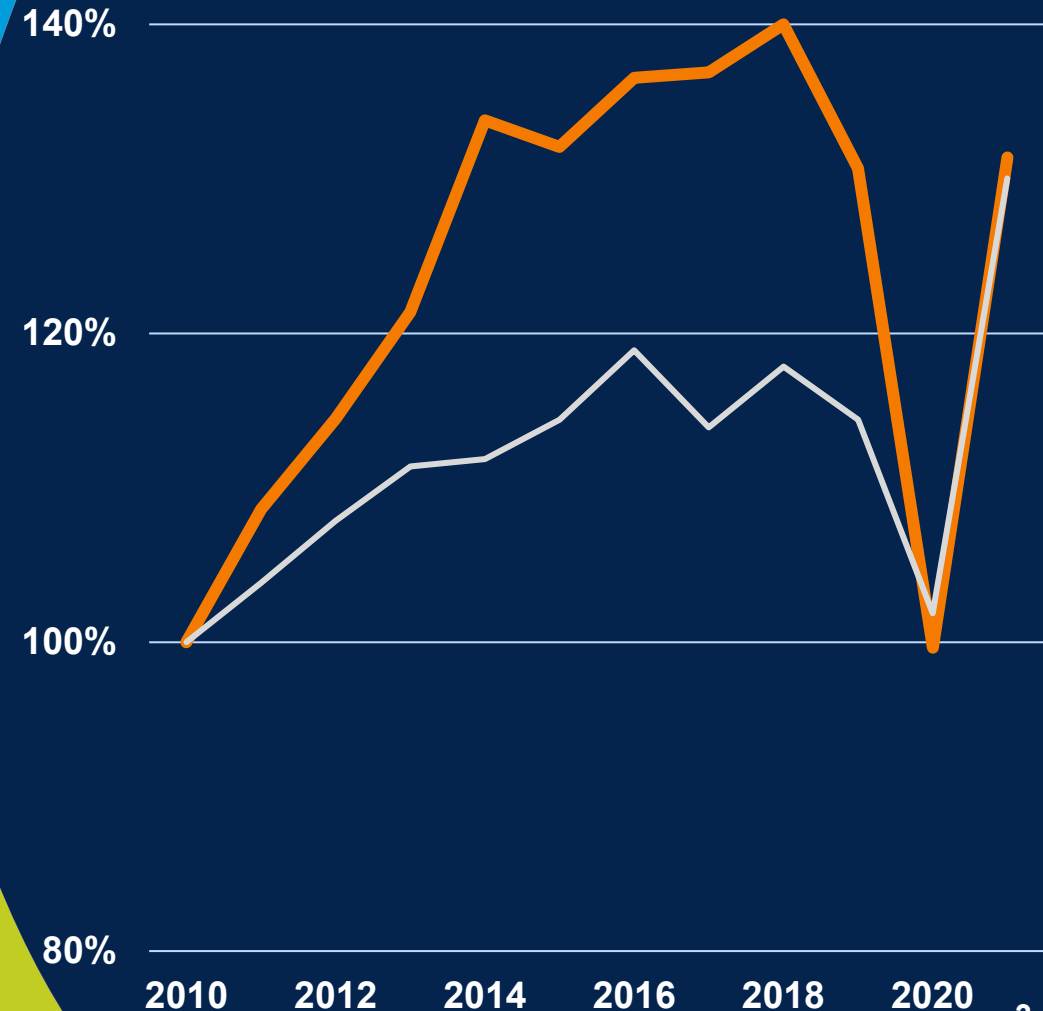
- Major update to **2019 Active Transportation Plan**
- Identified in the **FY2024-2025 UPWP**
- Support walking, bicycling and other active modes of transportation throughout the region
- Relates to DRCOG's internal programs and projects, and work with partners throughout the region
- Responds to emerging trends and challenges in active mobility



# Pressing challenges

- **Pedestrian safety** crisis
- **Escalating costs** to implement
- **New and emerging modes** using active transportation infrastructure
- Addressing **congestion and air quality** as the region grows

## Change in fatal and severe injury crashes, 2010 - 2021



# Exciting innovations

- Multimodal **design best practices**
- **Planning and delivery** approaches
- **New device types** and options for people of varying ages and abilities
- Public **incentives**
- **Funding** opportunities





# Shifting landscape

- COVID-19 **travel habits**
- **Shared micromobility** evolution
- **E-bike** and other micromobility modes expansion
- **Cost burden** and economic pressure





# Denver Regional Active Transportation Plan

January 2019



## Project purpose

To update the regional Active Transportation Plan, which will include a **vision for walking and bicycling** in the region.

The plan will **provide tools and guidance for local agencies** to implement projects in their respective jurisdictions.

The plan will also **identify actions** for DRCOG to undertake to support these activities.



# Scope elements

1. Build **member and stakeholder capacity**, and conduct **inclusive and substantive engagement**
2. Update the regional **active transportation network**
3. Develop guidance to accelerate completion of the **regional pedestrian network**
4. Update guidance for **emerging micromobility** design and infrastructure
5. Analyze the **economic benefits** of active transportation investments
6. Assess **DRCOG programs and policies**
7. Produce an **actionable plan**

# Project team and stakeholders

- **Plan advisory group**

- DRCOG
- Member governments
- CDOT
- RTD

- ***Subject matter experts***

- *Pedestrian / sidewalk program managers*
- *Bicycle program managers*
- *ADA coordinators*
- *SRTS managers*

# Project advisory group

- **Community advisory group\***
  - Bicycling, pedestrian and safe streets organizations
  - Transportation management associations
  - Parks and recreation districts
  - Accessibility advocates
  - Bike shops, organized rides and social clubs
  - Business improvement districts
  - Micromobility operators
  - *Who else?*

# Schedule

2024

2025

Spring

Summer

Fall

Winter

Spring

## ◆ Kick-off

Stakeholder engagement

Public engagement

Active transportation network development

Guidance development

Plan production



# Thank you!

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