



Executive Committee

Steve Conklin, Chair
Wynne Shaw, Vice Chair
Jeff Baker, Secretary
Colleen Whitlow, Treasurer
Kevin Flynn, Immediate Past Chair
Douglas W. Rex, Executive Director

Transportation Advisory Committee

Monday, January 22, 2024
1:30 p.m.

1001 17th St, Denver, CO
1st Floor Aspen & Birch Conference Rooms

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Agenda

1. Call to Order
2. Public Comment
3. December 4, 2023 TAC Meeting Summary
(Attachment A)

Action Items

4. Transportation Improvement Program Policy Amendments
(Attachment B) Josh Schwenk, Senior Transportation Planner
5. 2024 Federal Safety Performance Measure Targets
(Attachment C) Lauren Kirgis, Assistant Planner

Discussion Items

6. Corridor Planning Pilot Program Update
(Attachment D) Nora Kern, Manager, Subarea and Project Planning Program
7. Regional Corridor Planning Webmap Update
(Attachment E) Nora Kern, Manager, Subarea and Project Planning Program
8. 2050 Regional Transportation Plan 2024 Mitigation Action Plan Annual Report Overview
(Attachment F) Jacob Riger, Manager, Multimodal Transportation Planning
9. Advanced Mobility Partnership Annual Update
(Attachment G) Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner

Administrative Items

- 10. Member Comment/Other Matters
- 11. Next Meeting – February 26, 2024
- 12. Adjournment



ATTACH A

Attachment A
Meeting Summary
Transportation Advisory Committee
Monday, December 4, 2023

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

Members (or Voting Alternates) Present:

Shawn Poe	Adams County – City of Commerce City
Kent Moorman	Adam County – City of Thornton
Bryan Weimer	Arapahoe County
Brent Soderlin	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Jean Sanson	Boulder County – City of Boulder
Phil Greenwald (Vice Chair)	Boulder County – City of Longmont
Alex Hyde-Wright	Boulder County
Sarah Grant (Chair)	Broomfield, City & County
David Gaspers	Denver, City & County
Jennifer Bartlett (Alternate)	Denver, City & County
David Krutsinger (Alternate)	Denver, City & County
Justin Schmitz	Douglas County – City of Lone Tree
Art Griffith	Douglas County
Tom Reiff	Douglas County – City of Castle Rock
Christina Lane	Jefferson County
Mike Whiteaker	Jefferson County – City of Lakewood
Kevin Ash	Southwest Weld County – Town of Frederick
Brodie Ayers	Aviation Special Interest Seat
Rick Pilgrim	Environmental Special Interest Seat
Wally Weart	Freight Special Interest Seat
Jeffrey Boyd	Housing Special Interest Seat
Hilary Simmons	Older Adults Special Interest Seat
Mike Silverstein (Alternate)	Regional Air Quality Council
Frank Bruno	Via Mobility
Jim Eussen (Alternate)	Colorado Department of Transportation Region 4
Jessica Myklebust	Colorado Department of Transportation Region 1
Ron Papsdorf	Denver Regional Council of Governments
Chris Quinn (Alternate)	Regional Transportation District
Carson Priest	Transportation Demand Management Special Interest Seat

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

Mac Callison (Alternate)	Arapahoe County – City of Aurora
Tom Moore	Regional Air Quality Council
Matt Williams (Alternate)	Douglas County
Chris Hudson (Alternate)	Douglas County – Town of Parker
Larry Nimmo (Alternate)	Douglas County – City of Castle Pines
Michelle Melonakis (Alternate)	Boulder County – City of Lafayette

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Jordan Rudel (Alternate)	Colorado Department of Transportation Region 1
Jonathan Webster (Alternate)	Denver, City & County
Aaron Bustow (Alternate)	Federal Highway Administration
Maria D'Andrea (Alternate)	Jefferson County – City of Wheat Ridge
Kellee Van Bruggen (Alternate)	Adams County – City of Arvada
Marrissa Gaughan (Alternate)	Colorado Department of Transportation Division of Transportation Development

Public: Josh Sender, Jen Lambrick, Jan Rowe, George Gromke, Miriam Aranoff, Classic Wagner, Jason Hercules, John Gardocki, Alex Floeckher, Derek Lapa, JoAnn Mattson, Steven Sherman, Myron Hora, Jeanne Shreve, Bridget Hart

DRCOG staff: Jacob Riger, Josh Schwenk, Cam Kennedy, Ala Alnawaiseh, Nora Kern, Alvan-Bidal Sanchez, Cole Neder, Lauren Kirgis, Max Monk, Steve Cook, Erik Braaten, Todd Cottrell, Emily Lindsey, Sang Gu Lee, Kalie Fallon, Brad Williams, Aaron Villere

Call to Order

Chair Sarah Grant called the meeting to order at 1:30 p.m.

Public Comment

Mr. Jacob Riger took the opportunity to note the agenda packet looks different than previous iterations due to the ongoing work involved in becoming fully compliant with House Bill 21-1110, which relates to accessibility. Mr. Riger also pointed out that two of the committee's special interest seats are currently open, the non-motorized active transportation seat and the equity special interest seat. He encouraged committee members to spread the word to anyone who might be interested and qualified to apply for those positions.

October 23, 2023 Transportation Advisory Committee Meeting Summary

The summary was accepted.

Action Items

Election of Chair and Vice Chair

Jacob Riger, Manager, Multimodal Transportation Planning, informed the committee that after discussion and consideration, the nominating panel comprised of Frank Bruno, Bill Sirois, David Krutsinger, and Brodie Ayers recommended the following candidates for officers of the Transportation Advisory Committee for 2024 and 2025:

- Chair: Sarah Grant (City and County of Broomfield)
- Vice Chair: Justin Schmitz (City of Lone Tree)

By acclamation, Ms. Grant and Mr. Schmitz were elected Chair and Vice Chair of the Transportation Advisory Committee, respectively, for the 2024-2025 term. The motion was passed unanimously.

Transportation Improvement Program Amendments

Josh Schwenk, Senior Planner, explained that the transportation planning process allows for Board-approved amendments to the current Transportation Improvement

Program on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program. The proposed amendments have been found to conform with the State Implementation Plan for Air Quality.

Mr. Bryan Weimer moved to recommend to the Regional Transportation Committee the attached project amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*. The motion was seconded and passed unanimously.

Fiscal Year 2023 Project Delays

Brad Williams, Planner, informed the committee the *Policies for Transportation Improvement Program Development* document identifies expectations for project initiation and policy for addressing delays for projects/phases with Denver Regional Council of Governments-allocated federal funding. Delays tie up scarce federal funds that could have been programmed to other projects. The Transportation Improvement Program Project Delays Report for Fiscal Year 2023 summarizes the reasons for delays and the actions proposed by sponsors to get the project or phase(s) initiated. The report includes staff recommendations for committee and Board consideration.

Mr. Bryan Weimer moved to recommend to the Regional Transportation Committee actions proposed by Denver Regional Council of Governments staff regarding the Transportation Improvement Program Project Delays for Fiscal Year 2023. The motion was seconded and passed unanimously.

Transportation Demand Management Strategic Plan

Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner, presented the final draft of the Transportation Demand Management Strategic Plan and the Transportation Demand Management Toolkit, and provided an overview of public comments received during the October public comment period. The project team included Denver Regional Council of Government staff and a consultant team led by UrbanTrans. The project team was guided by a Stakeholder Steering Committee made up of member government staff, state, and regional transportation partners as well as transportation management associations.

Mr. Rick Pilgrim inquired about the impact on air quality when a vehicle lane is repurposed into a bike lane and the remaining vehicles are required to operate with fewer lanes, which could result in congestion. Mr. Ron Papsdorf replied that adapting to the changes will take some time but those changes are necessary to support alternative mode travel and improve air quality. Part of those changes is how transportation infrastructure is designed, constructed, and improved.

Mr. Bryan Weimer asked about how this plan addresses the diversity of communities within the Denver Regional Council of Governments region, particularly suburban and rural areas. Ms. Fallon and Mr. Riger responded that, like other plans produced by the Denver Regional Council of Governments, the Transportation Demand Management Strategic Plan is meant to provide data, tools, information, and other resources that can be customized to the unique needs of a particular jurisdiction or issue.

Mr. Weimer also inquired about how the Transportation Demand Management Strategic Plan integrates with the Colorado Department of Transportation's Policy Directive 1601 requirements for transportation demand management plans as part of interchange approvals. Ms. Fallon stated that the toolkit is a great resource for those projects and staff have been coordinating with the Colorado Department of Transportation to look at which strategies are most applicable for specific interchange projects.

Mr. Phil Greenwald moved to recommend to the Regional Transportation Committee actions the draft regional Transportation Demand Management Strategic Plan. The motion was seconded and passed unanimously.

Discussion Items

2022 Annual Report on Roadway Traffic Congestion in the Denver Region

Max Monk, Assistant Planner, and Robert Spotts, Mobility Analytics Program Manager provided a presentation of the 2022 Annual Report on Roadway Traffic Congestion in the Denver Region. This year's report addresses the following topics:

- Continued impacts of the COVID-19 pandemic on travel behavior
- Vehicle miles traveled
- Transit and shared micromobility ridership
- Congestion projections for 2050

Mr. Pilgrim inquired about how trip purposes as well as the mode of transportation have changed since the pandemic ended. Mr. Spotts replied that staff is partnering with the Colorado Department of Transportation to conduct the first comprehensive household travel surveys in a decade, which is anticipated to begin in early 2024. The survey will help us identify dynamics in traffic and inform future planning efforts. Mr. Riger added that later next year, a major update will occur to the Regional Transportation Plan and the relationships between demographics, age, housing, mobility, congestion, and others will be analyzed and will greatly influence the future plan.

Mr. Justin Schmitz stated that with more office workers returning to in-person work downtown, it is possible that vehicle miles traveled will also return to where they were before the pandemic. Mr. Riger mentioned that with the Regional Transportation Plan update starting in the middle of 2024, scenario planning will factor in a range of different scenarios and the amount of remote work compared to in-person work will be considered.

Ms. Jean Sanson inquired what types of trips are being replaced by micromobility usage, which has expanded rapidly since the pandemic. Mr. Monk replied that the data comes from Ride Report and, while the data shows trip lengths and how long the trip lasted, it does not show the purpose of specific trips.

Mr. Wally Weart mentioned that in terms of logistics, things have changed drastically regarding home deliveries since the COVID-19 pandemic. Regardless of the type of vehicle, all vehicles add to congestion, especially in neighborhoods and that must be remembered when modeling.

Mr. Alex Hyde-Wright asked if staff had looked at the congestion impact on transit, specifically how the shortage of Regional Transportation District drivers affects service. Mr. Riger replied that staff are looking at existing conditions on several corridors and are factoring in congestion, traffic operations, transit ridership, transit delays, and other metrics when looking at what is happening. Mr. Hyde-Wright also asked about the potential of a congestion pricing scenario in the Regional Transportation Plan update scenario analysis. Mr. Riger replied that such a specific scenario would not likely be tested, and that the scenario development work is several months away from scoping and initiation.

Informational Item

Fiscal Year 2023 Annual Listing of Obligated Projects

Josh Schwenk, Senior Planner, included the annual listing of obligated projects in the agenda as federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal funding obligation. A net total of \$489.7 million of federal funds was obligated in fiscal year 2023 for 80 transportation projects throughout the region.

Chair Grant encouraged members to review the agenda item on their own time.

Administrative Items

Member Comment/Other Matters

No member comments at this time.

Next Meeting – January 22, 2024

Adjournment

There were no additional comments and the meeting adjourned at 2:47 p.m.

ATTACH B

Transportation Advisory Committee

Meeting date: January 22, 2024

Agenda Item #: 4 (Attachment B)

Transportation Improvement Program Policy Amendments

Agenda item type: Action

Summary

Staff is proposing amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

Background

The region’s transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program.

The projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) have been found to comply with the current Transportation Improvement Program amendment procedures, as contained within the Board-adopted [Policies for Transportation Improvement Program Development](#) and conform with the State Implementation Plan for Air Quality.

Identification Number	Sponsor	Title	Reason for Amendment	New/ Removed Funding	Internal Funding Shifts
2020-087	CDOT Region 1	Safer Main Streets Pool	Transfer funding to existing W Colfax Safety Improvements project 2024-048	N/A	Transfer \$7,060,000 in state Legislative-Transit funds and \$2,940,000 in state Legislative funds to W Colfax Safety Improvements



Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2024-048	Lakewood	W Colfax Safety Improvements: Teller-Sheridan	Transfer funding from Safer Main Streets Pool 2020-087	N/A	Transfer \$7,060,000 in state Legislative-Transit funds and \$2,940,000 in state Legislative funds from Safer Main Streets Pool

Action by others

None

Previous discussion/action

None

Recommendation

Move to recommend to the Regional Transportation Committee the attached project amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

Attachment

Proposed Transportation Improvement Program amendments

For more information

If you need additional information, please contact Josh Schwenk, Senior Planner, Transportation Planning and Operations Division at 303-480-6771 or jschwenk@drcog.org.



Attachment 1

February 2024 Amendments to the Fiscal Year 2024-2027 Transportation Improvement Program

2020-087: Remove one pool project, \$7,060,000 in state Legislative-Transit funding, and \$2,940,000 in state Legislative funding from prior years being transferred to W Colfax Safety Improvements

Existing Project

Title: **Safer Main Streets Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-087**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Urban arterial safety investments, with a focus on bicycle and pedestrian mobility. Improvements include shoulders, striping, medians, traffic signals, and safe crossings that align with DRCOG's Vision Zero elements. Pool funding contains both DRCOG and state funding sources.



Affected County(ies)

Regional

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450	Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132	Lone Tree and Douglas County	C-470 Trail Connector to RTD/Park Meadows LRT	\$1,600
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464	Denver	SH-88/Federal Boulevard Median Gaps	\$3,600	Longmont	SH-119 & Sunset St Intersection Multimodal Safety Improvements (SDR5000)	\$1,200
Boulder	Safer Signals, Safer Streets	\$435	Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$10,000	Morrison	Morrison Main Street Revitalization	\$426
Boulder	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104	Denver	Broadway Corridor Multimodal Improvements (Elevate Project)	\$9,600	Nederland	Nederland Crosswalk Improvements	\$280
Boulder	30th Street – Separated Bike Lanes (SH-7/Arapahoe Avenue – Colorado Avenue)	\$2,300	Denver	Federal Blvd Pedestrian Improvement Project	\$3,812	Northglenn	Connect Northglenn Multimodal Improvements	\$560
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240	Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880	Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320
Broomfield	US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements	\$2,000	Englewood	West Dartmouth Ave Multimodal Safety	\$1,260	Denver	Evans Ave Vision Zero Safety Project	\$744
Broomfield	CO 128 / US 36 Bikeway Connection	\$298	Erie	County Line Road Telleen to Evans	\$2,380	Douglas County	C-470 Trail & University Blvd Ped Grade Separation	\$5,120

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	\$3,542	Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	\$10,000	Parker	Parker Rd (SH-83) Multi-Use Trail/Sidewalk	\$3,200
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400	Littleton	Mineral Station East Mobility-shed Improvements	\$1,800	RTD	Improving ADA Accessibility in Metro Denver	\$905
Centennial	S Holly St HAWK Signal and Pedestrian Improvements	\$250	Littleton	Prince Street Link Project	\$815	CDOT R1	Urban Arterials Safety Study	\$2,500
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720	Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$98,269	\$0	\$0	\$0	\$0	\$0	\$98,269

Highlighted Project to be Removed

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$88,269	\$0	\$0	\$0	\$0	\$0	\$88,269

2024-048: Add \$7,060,000 in state Legislative-Transit funding and \$2,940,000 in state Legislative funding in prior years being transferred from Safer Main Streets Pool

Existing Project

Title: **W Colfax Safety Improvements: Teller-Sheridan**

Project Type: **Other**

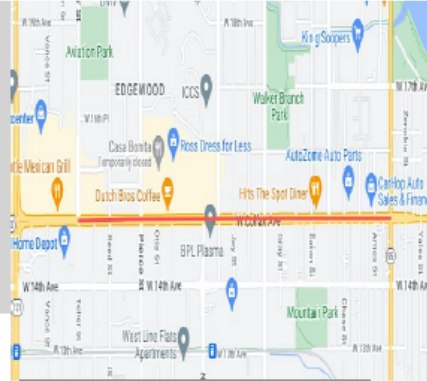
TIP-ID: **2024-048**

STIP-ID:

Open to Public: **2027**

Sponsor: **Lakewood**

Project Scope
Lighting and landscaping improvements to improve pedestrian safety along the corridor.



Affected Municipality(ies)
Lakewood

Affected County(ies)
Jefferson

Project Phases	
Year	Phase
2026	Initiate Construction
2027	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (STBG)		\$0	\$0	\$3,139	\$1,046		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$1,101	\$367		
Total	\$0	\$0	\$0	\$4,240	\$1,413	\$0	\$5,653

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$3,139	\$1,046		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$1,101	\$367		
Total	\$10,000	\$0	\$0	\$4,240	\$1,413	\$0	\$15,653

ATTACH C

Transportation Advisory Committee

Meeting date: January 22, 2024

Agenda Item #: 5 (Attachment C)

2024 Federal Safety Performance Measure Targets

Agenda item type: Action

Summary

Consideration of proposed targets for the 2024 federal safety performance measures.

Background

Federal regulations require state departments of transportation and metropolitan planning organizations to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety. Federal guidance encourages targets to be realistic and achievable because they are short-term in nature.

For the safety performance measures described below, the region has the option of supporting the state’s targets established by the Colorado Department of Transportation or establishing its own targets for the metropolitan planning organization area. As in previous years, staff proposes establishing targets specific to the metropolitan planning organization area.

PM1: Safety performance

The metropolitan planning organization must set the safety targets based on a 5-year rolling average. DRCOG has until February 29, 2024 to set the 2024 safety targets and then report them to the Colorado Department of Transportation. The proposed 2024 targets are:

Safety	Targets
Number of fatalities	290
Rate of fatalities per 100 million vehicle miles traveled	1.037
Number of serious injuries	1,683
Rate of serious injuries per 100 million vehicle miles traveled	6.022
Number of non-motorized fatalities and serious injuries	369

When the Board of Directors adopted Taking Action on Regional Vision Zero in 2020, the region committed to a target of zero traffic fatalities and serious injuries. Based on guidance from the Board at its December 2020 meeting, staff have tied these short-term federal targets to the long-term target of zero fatalities by 2040 and zero serious injuries by 2045. The proposed 2024 safety targets continue this practice. DRCOG staff intends to propose adopting



the update to Taking Action on Regional Vision Zero and amending the Metro Vision Plan in 2024 to reflect these long-term targets.

Action by others

None

Previous discussion/action

None

Recommendation

Move to recommend the Regional Transportation Committee adopt the 2024 safety targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements and adopt the horizon years of achieving zero fatalities by 2040 and zero serious-injuries by 2045.

Attachment

Staff Presentation

For more information

If you need additional information, please contact Lauren Kirgis, Assistant Multimodal Transportation Planner, at 303-480-6729 or lkirgis@drcog.org or Alvan-Bidal Sanchez, Program Manager, at 720-278-2341 or asanchez@drcog.org.



Safety Performance Measures and Targets

Transportation Advisory Committee
January 22, 2024

Lauren Kirgis, she/her
Alvan-Bidal Sanchez, AICP, he/him/el

Federal performance areas



PM1: Safety performance



PM2: Infrastructure condition



PM3: System performance, freight, and CMAQ



TAM: Transit Asset Management



PTASP: Public Transportation Agency Safety Plan

Federal Highway Administration

Federal Transit Administration



Safety performance



PM1: safety performance overview

- **Area** – Individual targets for **all public roads, developed and adopted annually**
(Covers the DRCOG MPO Region only)
- **Data** – Provided by CDOT, CDOT geo-locates “on-system” data and DRCOG geo-locates “off-system” data
- **Performance measures** –
 - Number of fatalities
 - Rate of fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Rate of serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and serious injuries
- **Calculation** – 5-Year rolling average of 5 individual, consecutive points of data
- **Federal guidance** –
 - Targets should be realistic and achievable, not aspirational
 - DRCOG can support CDOT’s state targets or set our own for the region
- **Penalty** –
 - No financial penalty or funding restriction
 - Additional scrutiny into the planning process during the quadrennial federal certification



Status on achieving previous targets

Estimated 346 fatalities in 2022

Performance Measures	Desired Trend	2018 (2014-2018)	2019 (2015-2019)	2020 (2016-2020)	2021 (2017-2021)	2022 (2018-2022)
		Achieved	Achieved	Achieved	Achieved	Achieved
Fatalities	↘↘↘	✓	✗	✗	✗	⌚
Fatality rate	↘↘↘	✓	✓	✗	✗	⌚
Serious injuries	↘↘↘	✓	✓	✓	✓	⌚
Serious injury rate	↘↘↘	✓	✓	✓	✓	⌚
Non-motorized	↘↘↘	✗	✗	✗	✓	⌚

Improve Collaboration Between Allied Agencies



- Continuing to host monthly **Regional Vision Zero Work Group** meetings

Increase Awareness and Adoption of Vision Zero



- **Strategic update to *Taking Action on Regional Vision Zero*** in 2023
- Participating in a 2-year **Vision Zero Community Peer Exchange** program with Metro, Portland's MPO
- Participating in the **Colorado Safe Routes to Schools Advisory Committee**
- **Increased local media coverage** of DRCOG's Regional Vision Zero program efforts.

Design and Retrofit Roadways to Prioritize Safety



- Developed a **Regional Complete Streets Toolkit** addressing safety-related aspects of street design, incorporating Vision Zero principles, crash profiles and countermeasures, and including further guidance for establishing safe design components.
- Conducted **Regional Complete Streets Prioritization Analysis** of the region to identify the top corridors for investing funds and resources to improve mobility and accessibility for all users.
- Supporting locals with **SS4A-funded development of local safety action plans**
- Participating on multiple **local corridor safety studies**

Increase Funding and Resources



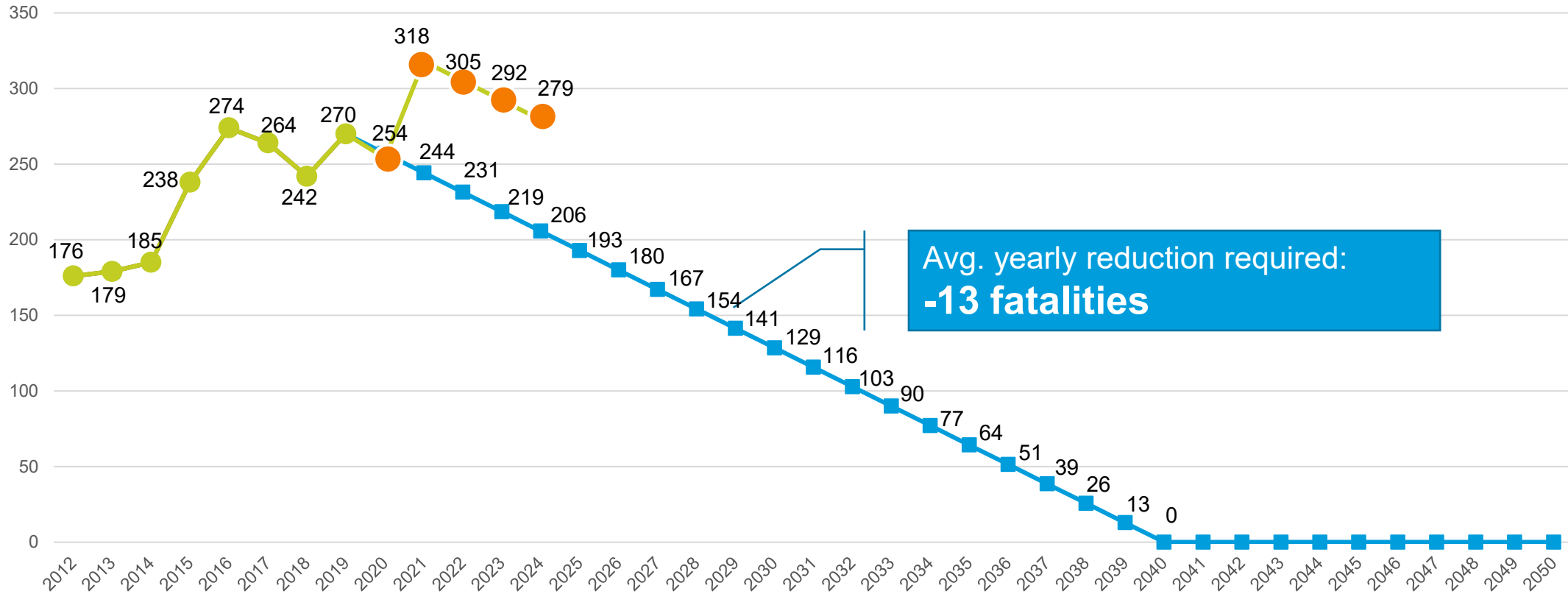
- 2024-27 TIP includes **207 TIP Projects at \$434.8 million** that will improve safety
- Exploring opportunities to apply and leverage **Bipartisan Infrastructure Law (BIL) funding**

Improve Data Collection and Reporting



- Hired **Senior Crash Data Consortium Planner** to lead inventory of the region's needs and issues surrounding crash data, working with the Department of Revenue, STRAC, and CDOT to identify solutions to address data collection, processing, and analysis and explore the creation of a **regional crash data consortium**.
- Developed a **Regional Vision Zero story map** to enhance the Regional Vision Zero toolkit and provide local governments with easy access to quick analysis of area type crash profiles and potential countermeasures.
- Continued participation in the **Colorado Statewide Traffic Records Advisory Committee (STRAC)** meetings to help improve the quality of crash data and form completeness. Exploring becoming a voting member of STRAC.
- Released the Active Modes Crash Report – an assessment of regional crash and safety trends involving people bicycling and walking from 2015-2021.

Achieving zero fatalities by 2040



Avg. yearly reduction required:
-13 fatalities

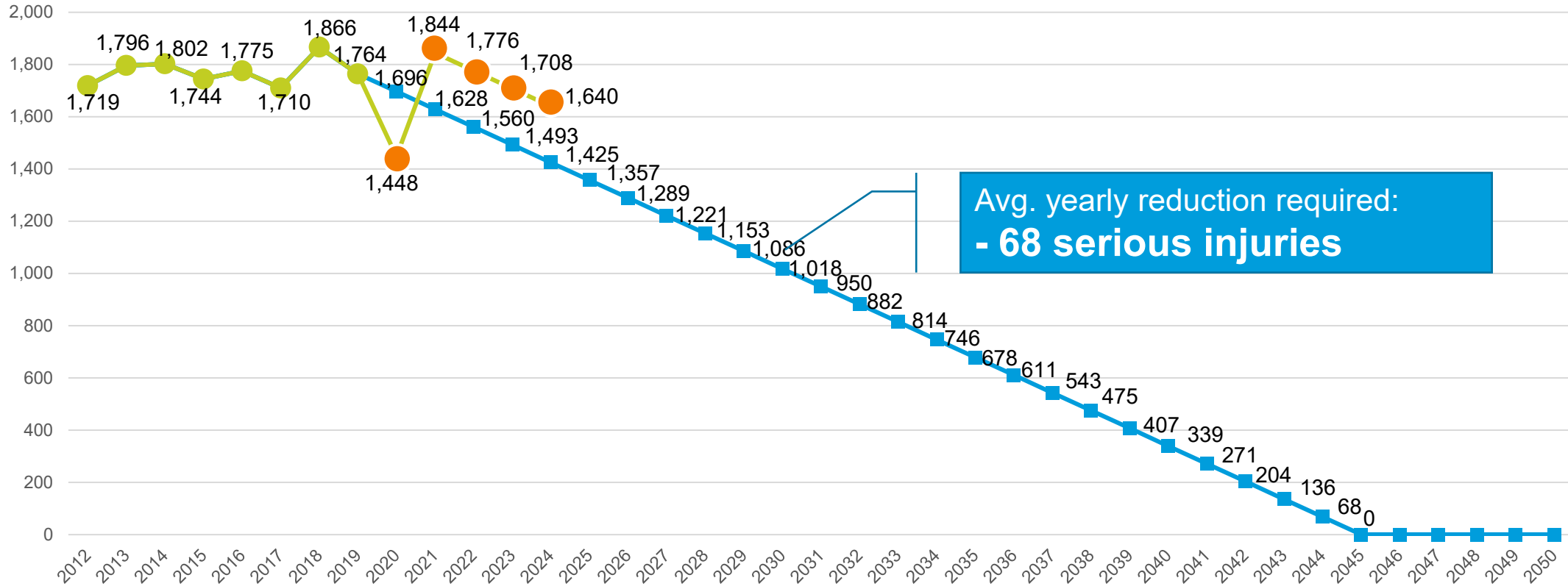
Year	2020	2021	2022	2023	2024	Calculating target
Number of fatalities	254	318	305	292	279	$(254+318+305+292+279)/5 = \underline{\underline{290}}$



Observed

Projection

Achieving zero serious injuries by 2045



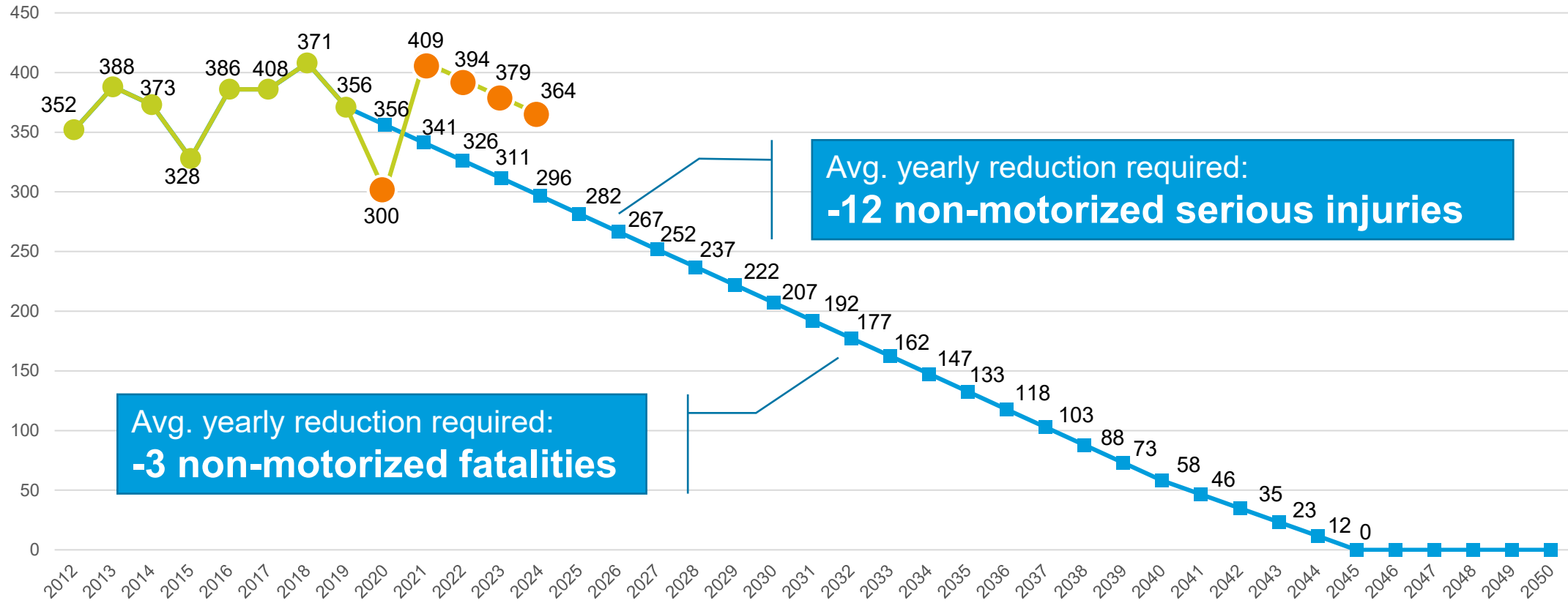
Avg. yearly reduction required:
- 68 serious injuries

Year	2020	2021	2022	2023	2024	Calculating target
Number of serious injuries	1,448	1,844	1,844	1,708	1,640	$(1,448+1,844+1,776+1,708+1,640)/5 = \mathbf{1,683}$

Observed

Projection

Achieving zero non-motorized fatalities and serious injuries



Avg. yearly reduction required:
-3 non-motorized fatalities

Avg. yearly reduction required:
-12 non-motorized serious injuries






Year	2020	2021	2022	2023	2024	Calculating target
Number of non-motorized fatalities & serious injuries	300	409	394	379	364	$(300+409+394+379+364)/5 = \underline{\underline{369}}$



Observed

Projection

Proposed 2024 safety targets

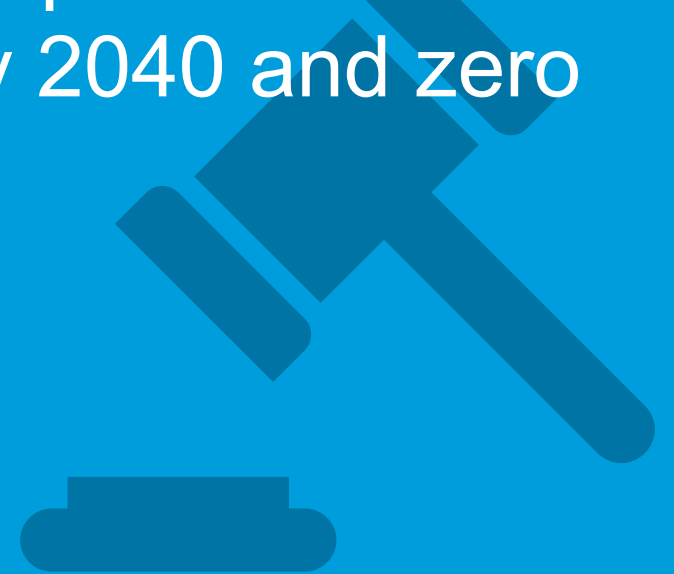
Safety	Desired Trend	Baseline (2018-2022)	2024 targets (2020-2024)
Number of fatalities		TBD	290
Rate of fatalities per 100 million vehicle miles traveled		TBD	1.037
Number of serious injuries		TBD	1,683
Rate of serious injuries per 100 million vehicle miles traveled		TBD	6.022
Number of non-motorized fatalities and serious injuries		TBD	369

- Update Taking Action on Regional Vision Zero
- Explore a regional SS4A grant
- Develop a crash data dashboard
- Active Transportation Plan update



Proposed motion

Move to recommend the Regional Transportation Committee adopt the 2024 safety targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements and adopt the horizon years of achieving zero fatalities by 2040 and zero serious-injuries by 2045.





Thank you!
Questions?

Lauren Kirgis
Assistant multimodal transportation planner
direct: (303) 480-6729
email: lkirgis@drcog.org

ATTACH D

Transportation Advisory Committee

Meeting date: January 22, 2024

Agenda Item #: 6 (Attachment D)

Corridor Planning Pilot Program Update

Agenda item type: Discussion

Summary

Update on the regional corridor planning pilot program activities.

Background

In fall 2022, DRCOG piloted the corridor planning program to support the region in advancing projects and priorities identified in the 2050 Metro Vision Regional Transportation Plan. The corridor planning program focuses on advancing infrastructure investments on key regional corridors identified in the Plan. As part of this program, DRCOG is leading initial planning efforts on two corridors starting in 2023: Alameda Avenue and South Boulder Road. Each planning effort is conducted in partnership with local governments, RTD and CDOT.

The corridor planning program was piloted in 2022 but has now been formalized as a 2024-2027 Transportation Improvement Program Set Aside.

Alameda Avenue Corridor Study

DRCOG is partnering with Lakewood, Denver, Glendale, Aurora, RTD and CDOT on the Alameda Corridor Study, which began in summer 2023. The goal of this study is to develop a shared vision for Alameda Avenue from Wadsworth to the R-Line by identifying short term safety and mobility challenges on the corridor, and future opportunities to make the corridor safer and more accessible for all road users. The corridor is identified as a regional bus rapid transit corridor in the Regional Transportation Plan.

The project team has completed an existing conditions report and an initial phase of engagement with communities along the corridor to understand immediate concerns with the corridor and ideas for improvement. In the next phase of the project the team will focus on identifying and then prioritizing proposed improvements, before developing a final corridor plan. A second engagement phase is planned in the spring to provide feedback on the proposed improvements. Additional information about the study can be found on the [study's engagement website](#). It is anticipated that this study will be completed in summer 2024.

South Boulder Road Corridor Study

DRCOG is partnering with RTD, Boulder County and the cities of Boulder, Lafayette, and Louisville on the South Boulder Road Corridor Study, which looks at the corridor between Broadway and 120th Street. The goal of this study is to develop a shared vision for the corridor by identifying current safety and mobility challenges on the corridor and future opportunities to make the corridor more accessible for all road users.

The project also began in summer 2023 and is wrapping up its existing conditions and background report. The first phase of public engagement is underway through mid-February, with a virtual public meeting scheduled for January 24. The project team is now pivoting to



develop a conceptual vision for the corridor with character area mapping and potential future cross sections. A second engagement phase is planned for March through April to review the proposed vision. Additional information, including registration for the upcoming public meeting, is available on [the study's project website](#).

Phase two of the planning work on South Boulder Road, focused in more detail on enhanced transit, has been funded through the 2024-2027 Transportation Improvement Program. [Additional information about this funded project is available here.](#)

Initial lessons learned from pilot program

DRCOG chose to pilot the corridor planning program to develop processes and lessons learned before the program was established as a set-aside in the 2024-2027 Transportation Improvement Program. A few notable lessons learned thus far are:

- DRCOG is in a unique position to bring together multiple agencies and jurisdictions on regional corridor studies that may be challenging for any one city or county to take the lead on.
- Additional resources and coordination are required for multi-jurisdictional studies, particularly for public engagement and developing implementation-orientated action items.
- DRCOG staff have improved their understanding of procurement for this type of corridor study, which will facilitate future projects in the set-aside program.

Set Aside Program

The corridor planning program is now a 2024-2027 Transportation Improvement Program set-aside. A Sheridan Boulevard safety study and East Colfax Avenue Bus Rapid Transit extension study (from I-225 to E-470) were selected for funding in 2024-2025. An additional call for proposals for 2026-2027 funds is anticipated in summer 2025.

Action by others

None

Previous discussion/action

[Transportation Advisory Committee - May 22, 2023](#)

[Transportation Advisory Committee - June 26, 2023](#)

Recommendation

None

Attachment

Pilot Corridor Planning Program Update Presentation

For more information

If you need additional information, please contact Nora Kern, Subarea and Project Planning Program Manager, at 303-480-5622 or nkern@drcog.org.





Corridor Planning Pilot Program Update

Transportation Advisory Committee

January 22, 2024

Nora Kern, Subarea and Project
Planning Program Manager



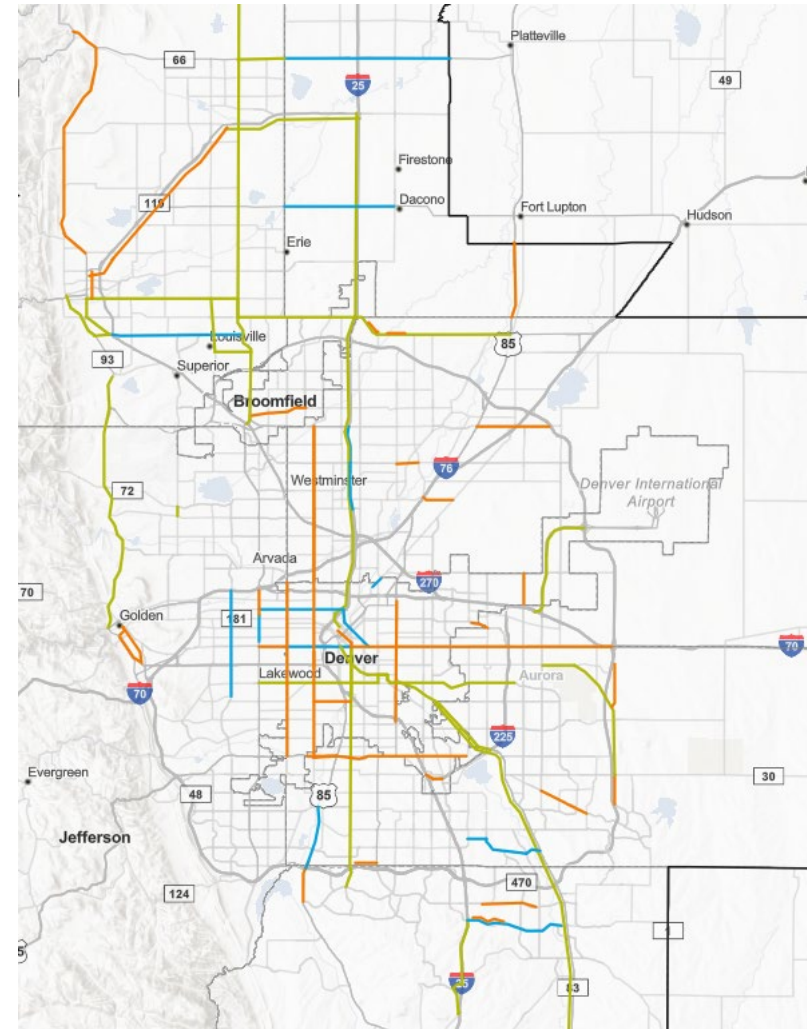
Corridor planning program



Corridor planning program

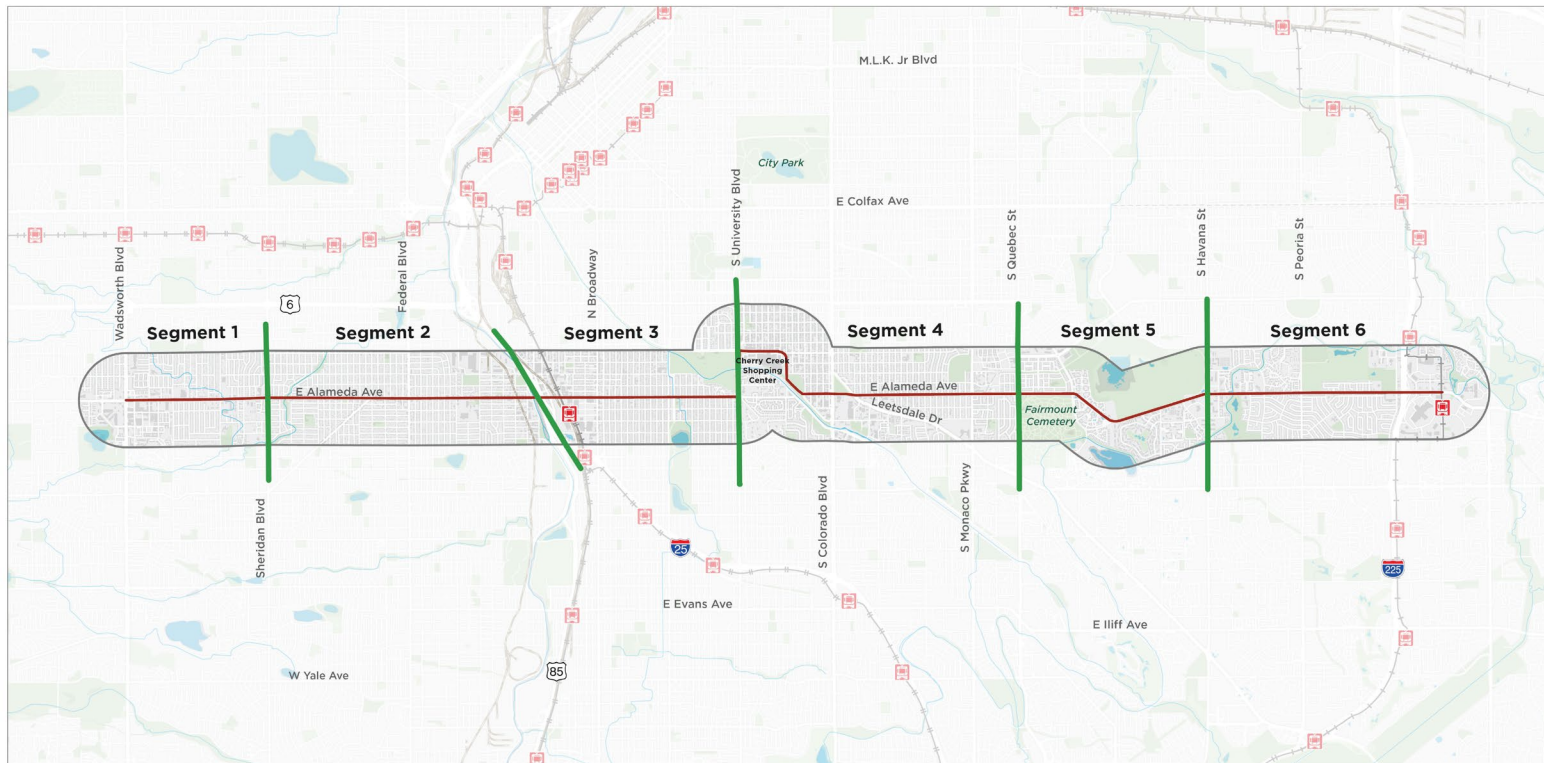


- Advancing RTP Projects and Priorities
- Focuses on corridors identified in RTP
- Pilot started in 2022. Alameda Corridor Study and South Boulder Road study first two projects in pilot program.



2050 Metro Vision Regional Transportation Plan

Alameda Corridor Segments



DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.



Study Project Team:

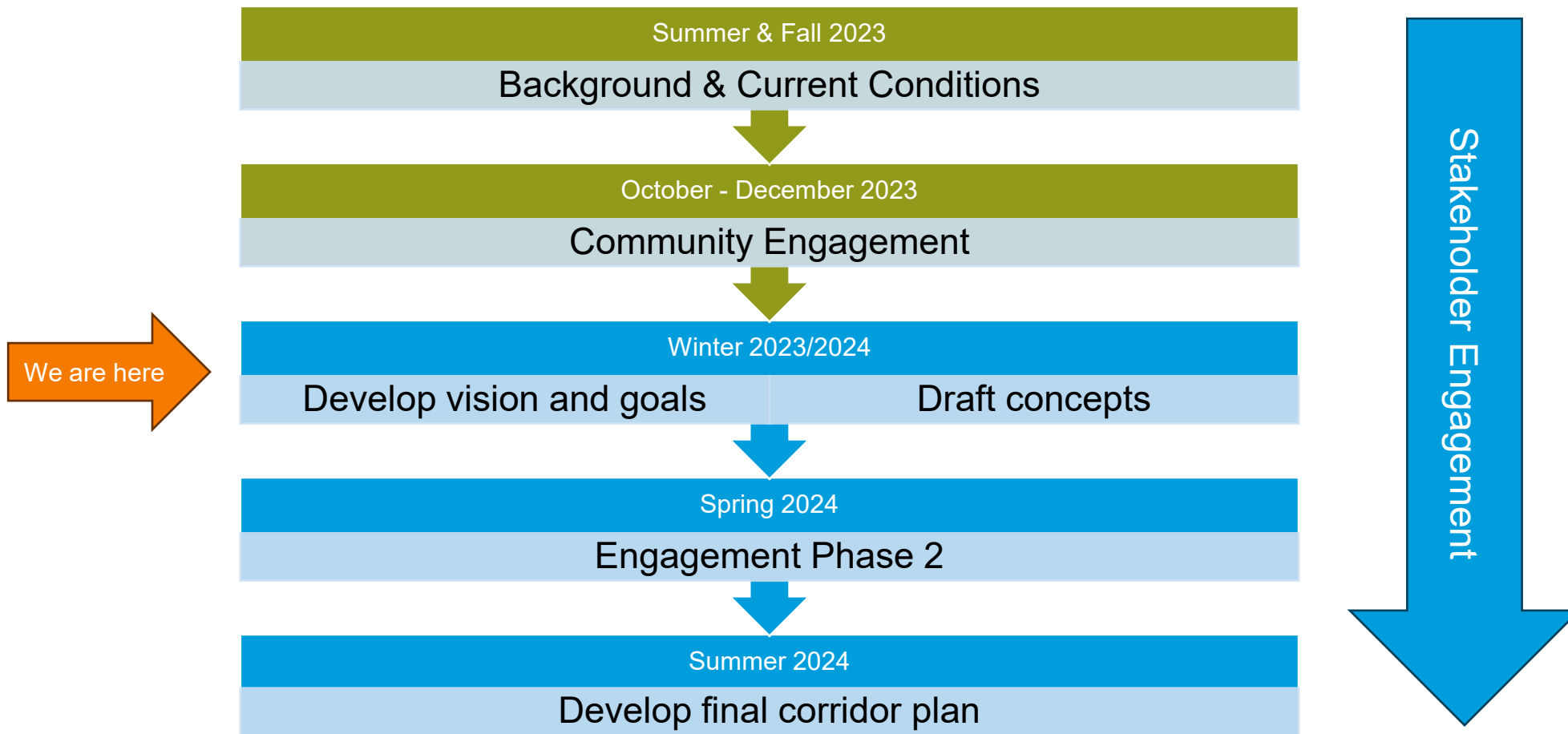
- Lakewood
- Denver
- Aurora
- Glendale
- CDOT
- RTD



Alameda corridor study



Schedule



Alameda corridor plan goals



Connectivity



Safety



Improved Transit



Accessibility

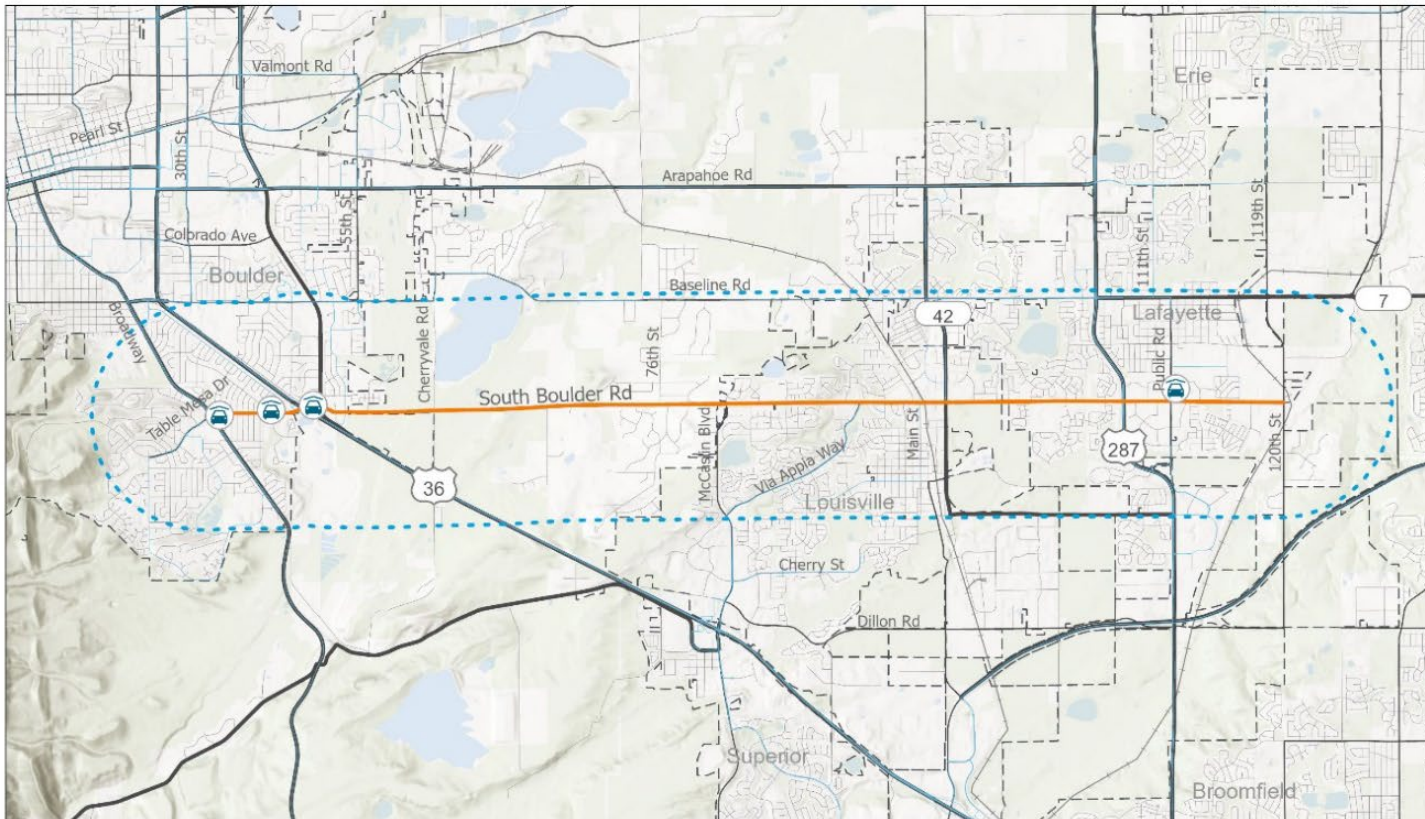


Mobility



Vibrancy

South Boulder Rd Study Area



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SOURCE DATA: DRCOG, RTD, CDOT, Boulder County, City of Boulder
 Mapbox Basemap; SR 6428
 Creator: Danielle Furukchi, 8.21.2023
 Location: Fehr & Peers GIS Server

Study Project Team:

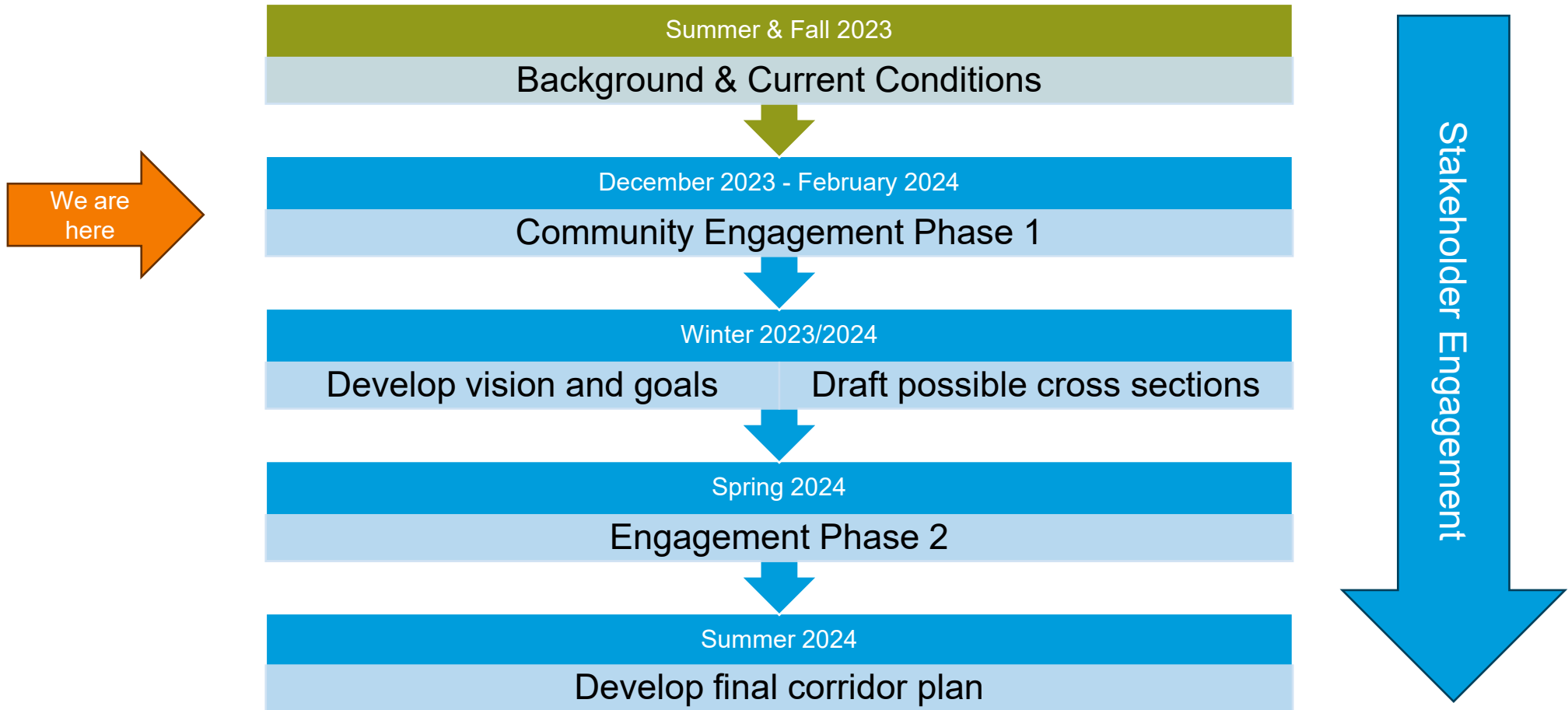
- City of Boulder
- City of Lafayette
- City of Louisville
- Boulder County
- RTD



Alameda corridor study



Schedule



Lessons learned from pilot program



- DRCOG's role as a convener lends itself to regional corridor planning.
- Coordination and engagement across multiple jurisdictions takes time and resources.
- Improved internal procurement and project management processes.
- Importance of considering “what's next” after a DRCOG led study.

2024 – 2027 transportation improvement program set aside



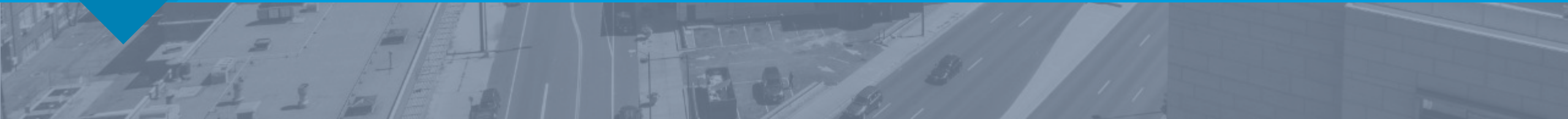
Corridor Planning Set-Aside

- \$3,000,000 over fiscal years 2024-2027
- Funding split into 2-year cycles
- Sheridan Boulevard safety study and East Colfax BRT Extension (from I-225 to E-470) funded for next two years
 - Working on scope for both, pending intergovernmental agreement with CDOT
- Next call for projects in 2025



Nora Kern, nkern@drcog.org

Questions?



ATTACHE

Transportation Advisory Committee

Meeting date: January 22, 2024
Agenda Item #: 7 (Attachment E)

Regional Corridor Planning Webmap Update

Agenda item type: Discussion

Summary

In 2022, DRCOG launched a new webmap tool to track ongoing corridor planning efforts around the region. The map shows efforts both led by DRCOG as well as by regional partners and local governments.

This map is intended to be purely informational to help DRCOG's partners and the public understand the work taking place around the region. The map can be [viewed here](#).

The regional corridor planning studies web map includes transit studies, bicycle and pedestrian studies, corridor studies, and environmental studies. The primary focus of this map is corridor studies on the regional roadway system – transit service, arterial roads, state highways, and the federal highway system. The web map also shares key information related to each study's status, whether it is funded through the Transportation Improvement Program and links to study websites for additional information.

Action by others

None

Previous discussion/action

None

Recommendation

None

Attachment

none

For more information

If you need additional information, please contact Nora Kern, Subarea and Project Planning Program Manager, at 303-480-5622 or nkern@drcog.org.



ATTACH F

Transportation Advisory Committee

Meeting date: January 22, 2024

Agenda Item #: 8 (Attachment F)

2050 Regional Transportation Plan 2024 Mitigation Action Plan Report Overview

Agenda item type: Discussion

Summary

Overview of the requirements and initial work associated with developing the 2050 Regional Transportation Plan 2024 Mitigation Action Plan Report as required by the state's Greenhouse Gas Transportation Planning Standard.

Background

As part of its review of the [2050 Regional Transportation Plan](#) under the state's [Greenhouse Gas Transportation Planning Standard](#) (known as the Greenhouse Gas Rule), the Denver Regional Council of Governments (DRCOG) adopted Greenhouse Gas Transportation Report that included a [Mitigation Action Plan](#). The Greenhouse Gas Rule requires DRCOG to complete an annual report on the status of the Mitigation Action Plan by April 1st of each year; the 2023 Report is located [here](#).

According to the Greenhouse Gas Rule and the Colorado Department of Transportation's (CDOT's) companion [Policy Directive 1610](#), the annual report must include the following information for each mitigation measure:

- The implementation timelines;
- The current status
- For measures that are in progress or completed, quantification of the annual benefit of such measures
- For measures that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will be achieved
- For project-based measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities

As a reminder, the Mitigation Action Plan details the region's approach to using mitigation measures to help achieve the greenhouse gas reduction levels required for the DRCOG metropolitan planning organization area for 2030, 2040, and 2050. DRCOG's mitigation measures are policy- (not project-) based, and include local government actions related to:

- increasing residential and employment densities



- mixed-use transit-oriented development
- reducing or eliminating minimum parking requirements
- adopting local complete streets standards

At the local government level, mitigation measures are voluntary, and the Mitigation Action Plan does not require any local jurisdiction to implement a mitigation measure in any specific location or within any specific timeframe. However, the mitigation measures were specifically chosen to build on this region's foundation of integrated transportation-land use planning, particularly around the region's existing and planned rapid transit system and urban centers.

As with the 2023 Report, the 2024 Report will focus on the broader framework of how to define the data, methodologies, processes, resources, and other elements of tracking the implementation of the mitigation measures over time. DRCOG staff has also been thinking strategically about how to leverage this work with related projects, such as the Regional Housing Needs Assessment currently underway. The ultimate objective is to continue to advance good planning in the region in addition to meeting the specific requirements of the Greenhouse Gas Rule. Finally, DRCOG staff has also been coordinating with CDOT staff on Mitigation Action Plan reporting, as CDOT also has a Greenhouse Gas Mitigation Action Plan associated with its 10-Year Plan. There are some similarities – but also key differences – between both agencies' Mitigation Action Plans.

Action by others

None

Previous discussion/action

None

Recommendation

None

Attachment

Staff presentation

For more information

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

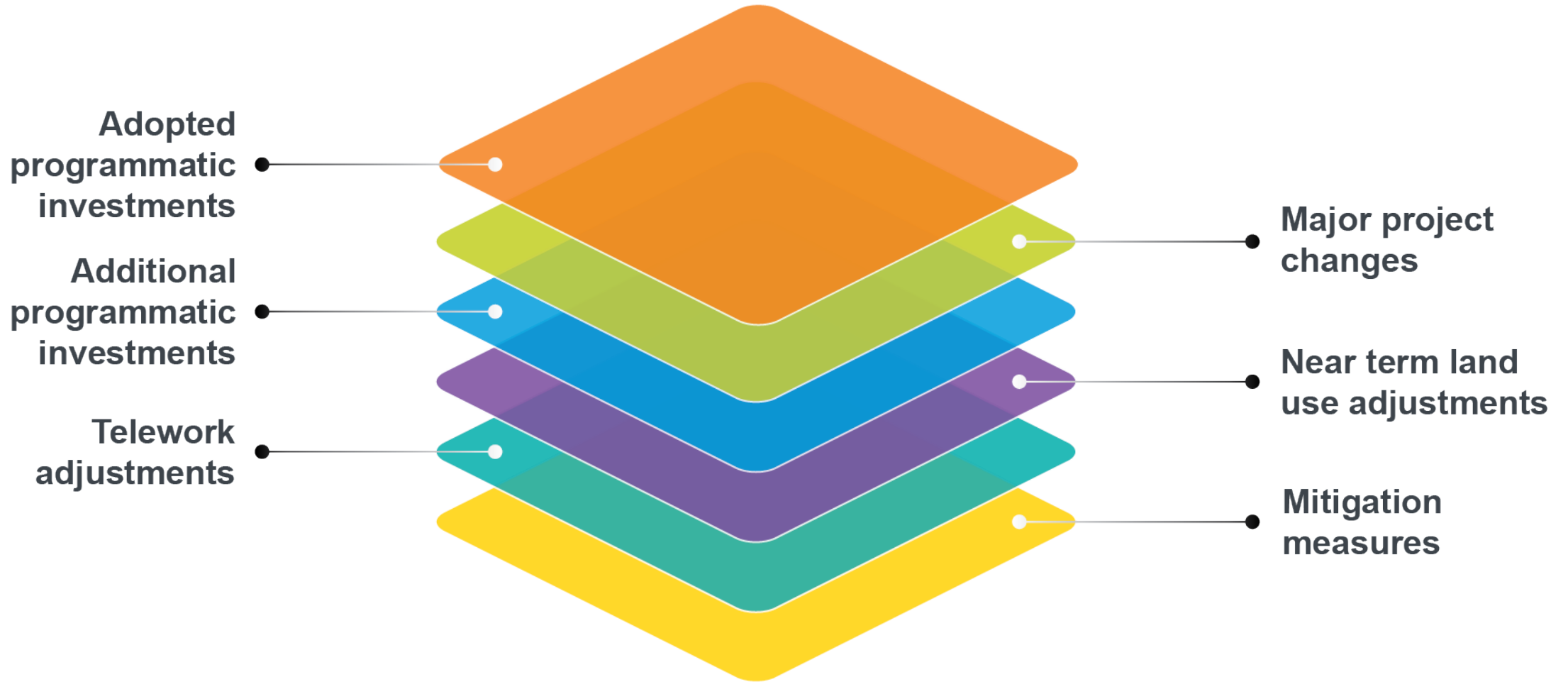


2050 Regional Transportation Plan 2024 Mitigation Action Plan Report Overview

Transportation Advisory Committee
January 22, 2024

Jacob Riger, AICP

Framework to meet GHG reduction levels



Components to achieve reduction levels

GHG emission reduction results (million metric tons per year)	2025	2030	2040	2050
2050 RTP update modeling (network updates, programmatic funding, and observed data)	0.68	0.68	0.57	0.35
Additional programmatic transportation investments (active transportation, complete street retrofits, signal timing, and CDOT Bustang)	N/A	0.07	0.05	0.03
Mitigation action plan (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
Total GHG reductions:	0.68	0.85	0.74	0.46
Reduction level requirement from GHG rule Table 1 (2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction level achieved:	Yes	Yes	Yes	Yes

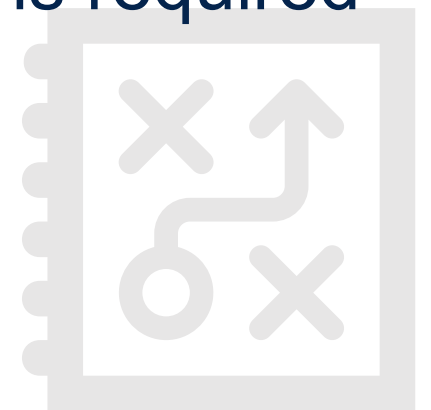
Mitigation Action Plan background

- Needed as a **last step** to close the remaining reduction level gap
- Documents the **region's approach** to using mitigation measures
- Reports & analyzes measures at the **regional level**
- Implementation anticipated in a **small fraction** of the region in strategic/applicable geographies
- Ample opportunity to implement successfully **over time** to help achieve compliance (starts in 2030)



Mitigation measures background

- Measures are **policy-based**, not project-based
- Measured **regionally**, implemented **locally**
- Mitigation measures are **voluntary and not required** to implement in any specific location
- Can be **adjusted over time** based on implementation status
- However, **annual reporting** on implementation progress is required (transmit to Transportation Commission by April 1st)



MAP mitigation measures & GHG reduction amounts

Increase residential density



40,116
metric tons

Increase job density



6,964
metric tons

Mixed-use transit-oriented development



78,921
metric tons

Reduce or eliminate minimum parking requirements



176,902
metric tons

Adopt local complete streets standards



656
metric tons

For each mitigation measure:

- Implementation timelines
- Current status
- For those in progress or completed, quantification of the annual benefit
- For those delayed, canceled, or substituted, an explanation of why and how these measures or the equivalent will be achieved
- For measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why and how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities



- How to track mitigation measures?
 - Potentially very data, staff, financial and other resource-intensive
 - What does “adequate progress” look like?
 - How to define measurement baseline and change over time
 - Policy changes (e.g., rezonings) ≠ development activity
- Local government outreach & support
 - Ongoing communication about needed information
 - What resources & supports do interested local governments need?
- Leveraging data & processes for multiple efforts and good planning



Focus areas for 2024 Report

- 2024-2025 Unified Planning Work Program mitigation measures implementation work activities
- Local government actions related to mitigation measures
- DRCOG local government outreach efforts
- DRCOG equity index
- Potential legislation (future-focused, not affecting 2024 Report)





Thank you!
Questions?

Jacob Riger, AICP | jriger@drcog.org

ATTACH G

Transportation Advisory Committee

Meeting date: January 22, 2024
Agenda Item #: 9 (Attachment G)

Advanced Mobility Partnership Annual Update

Agenda item type: Discussion

Summary

Staff will give an update on the Advanced Mobility Partnership activities throughout 2023.

Background

The Advanced Mobility Partnership is a collective effort between the Denver Regional Council of Governments, Regional Transportation District, Colorado Department of Transportation and the Denver Metro Chamber of Commerce to implement the region's [Mobility Choice Blueprint](#).

In 2023, the Advanced Mobility Partnership Working Group convened to discuss innovative topics and share information on a variety of emerging trends. Working group presentations included examples from regional, statewide and out-of-state programs. Topics discussed throughout 2023 included: curbside management, vehicle electrification and charging, state, federal and regional innovative grant opportunities, microtransit programs, shared mobility data, e-bike programs, connected vehicles and universal basic mobility pilots. Additionally, the working group conducted a site visit to Denver International Airport to discuss transportation challenges and emerging solutions unique to the airport.

The Transportation Advisory Committee has a liaison to the Advanced Mobility Partnership Working Group. Currently, Carson Priest serves in this position and provides monthly updates to the committee. As part of discussing this item at the January Transportation Advisory Committee meeting, DRCOG staff will seek informal committee concurrence for Mr. Priest to continue in this role.

Action by others

None

Previous discussion

[November 15, 2021](#)

[January 25, 2021](#)

Recommendation

None

Attachment

Staff Presentation

For more information

If you need additional information, please contact Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner, at 303-480-6740 or kfallon@drcog.org.





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MOBILITY
PARTNERSHIP

Transportation Advisory Committee

January 22, 2024

Kalie Fallon, Denver Regional Council of Governments



What is the Advanced Mobility Partnership?

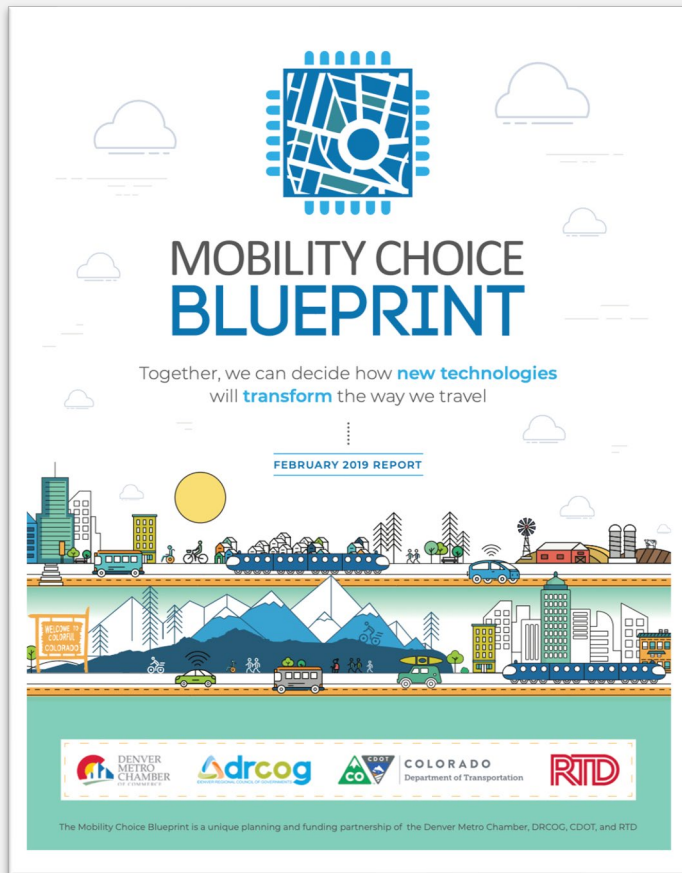
The **Advanced Mobility Partnership** was established in 2019 for partner agencies and stakeholders to **coordinate**, **collaborate** and **advance transportation technology** in the Denver region in support of the **Mobility Choice Blueprint** (2019).

Supportive of the partnership, there are two groups:

- Executive Committee (meets quarterly)
- Working Group (meets monthly)

Mobility Choice Blueprint

There are 7 objectives and 34 tactical actions within Mobility Choice Blueprint



Regional Collaboration

System Optimization

Shared Mobility

Data Security and Sharing

Mobility Electrification

Driverless Vehicle Preparation

New Transportation Funding

Mobility Choice Blueprint to the Advanced Mobility Partnership

Mobility Choice Blueprint was a **collaborative, integrated** and **regional approach** that established a **vision** and identified **tactical actions** to proactively **plan for transportation technology**.



The **Advanced Mobility Partnership** was established in late 2019 for **partner agencies** and **stakeholders** to **coordinate, collaborate** and **advance transportation technology** in the Denver region in support of the **Mobility Choice Blueprint (2019)**.



2023 Advanced Mobility Partnership Working Group

Monthly forum for coordination, briefings and discussion on transportation technology-related efforts. Since January 2023, we've discussed:

- Colorado Department of Transportation **statewide electrification**
- **Curb management** in Oakland, California
- Colorado Department of Transportation **Innovative Mobility grants**
- Denver Regional Council of Governments **Innovative Mobility Set Aside**
- **Denver International Airport** site visit
- **E-bike** programs and rebates
- Regional **Bus Rapid Transit** partnership
- Golden ORE Cart **Microtransit**
- Colorado Energy Office **Community Accelerated Mobility Project**
- Regional **Transportation Operations and Technology Set Aside** projects
- Colorado Department of Transportation **Connected Vehicles** project
- **Universal Basic Mobility** programs
- **Data sharing**
- Regional Transportation District **Partnership Program**
- **Strengthening Mobility and Revolutionizing Transportation Grants**

2023 Highlights

Denver International Airport

- May 2023
- In-person site visit

All About E-Bikes Panel

- June 2023
- In-person meeting
- Out of state speakers

Universal Basic Mobility Panel

- December 2023
- Virtual meeting
- Out of state speakers





Transportation Advisory Committee

The **Denver Regional Council of Governments Transportation Advisory Committee** has a liaison who serves on the **Advanced Mobility Partnership Working Group** and reports back monthly. Carson Priest currently serves as the liaison (thank you, Carson!).

- Committee concurrence for Carson to continue?

Looking Ahead to 2024

Meeting cadence will be every other month

- February 6, 2024
- April 2, 2024
- June 4, 2024
- August 6, 2024
- October 1, 2024
- December 3, 2024

Potential topics include

- Transit, bicycle and pedestrian detection
- AI technology, camera and sensors
- Data and evaluation methods and tools
- Funding opportunities, tax credits and rebates
- Curb management
- Mobility as a Service
- Automated and connected vehicles
- Updates on innovative projects throughout the region



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MOBILITY
PARTNERSHIP

Thank you! Interested in participating or learning more? Please reach out!

Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner
Denver Regional Council of Governments

kfallon@drcog.org