



Urban Arterial Safety & Mobility

Presented by:

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Crash History: A Call to Action



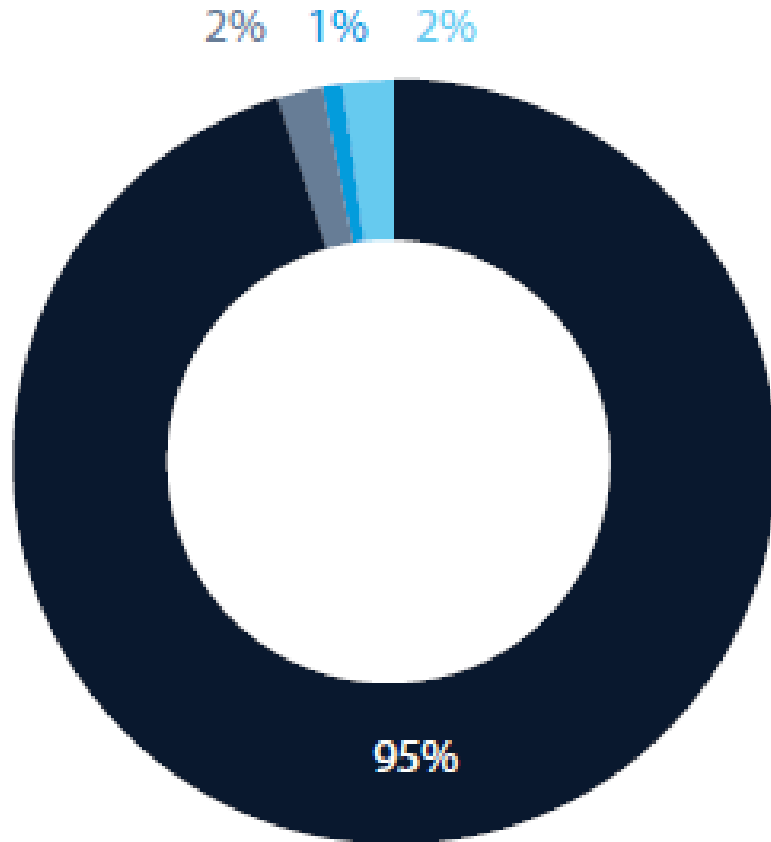
In 2017, **266 people were killed** in crashes on the Denver region's streets and highways

There were nearly **8,700 crashes** between 2013 and 2017 that resulted in a fatality or severe injury

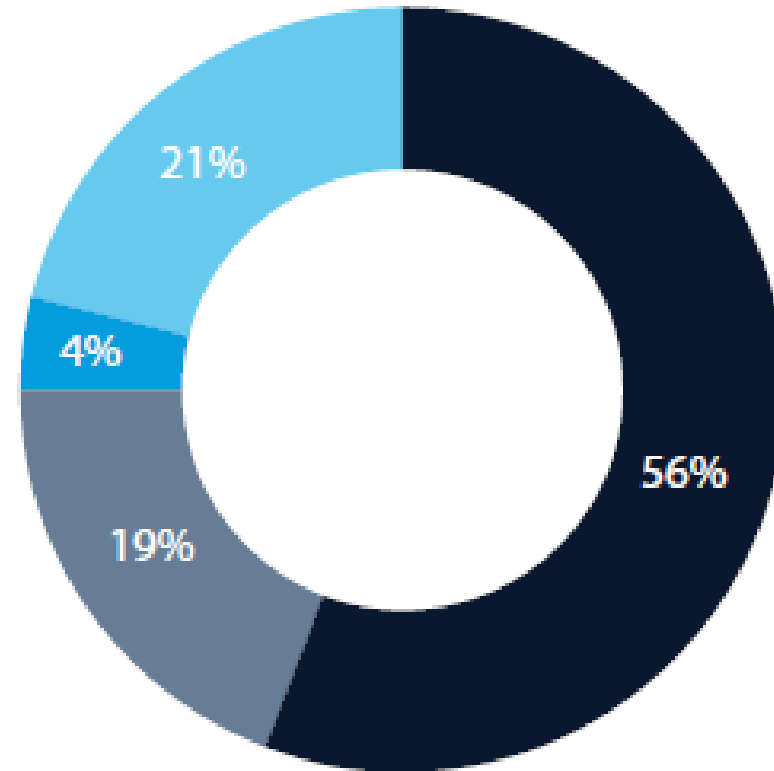
1,149 people died on Denver region roadways during that five year period



Crash History: A Call to Action



Percent of all crashes by travel mode, 2013-2017



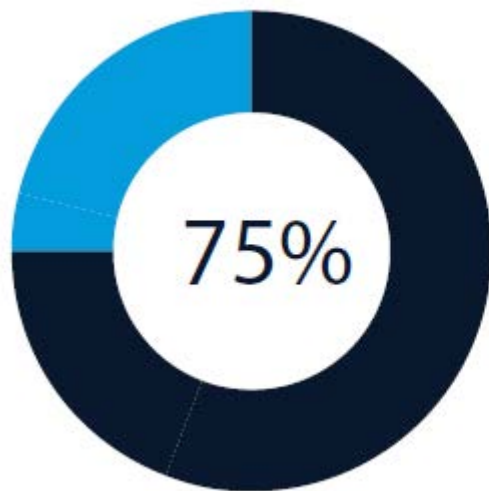
Percent of fatal crashes by travel mode, 2013-2017

- People in Cars
- People Walking
- People Biking
- People Riding a Motorcycle



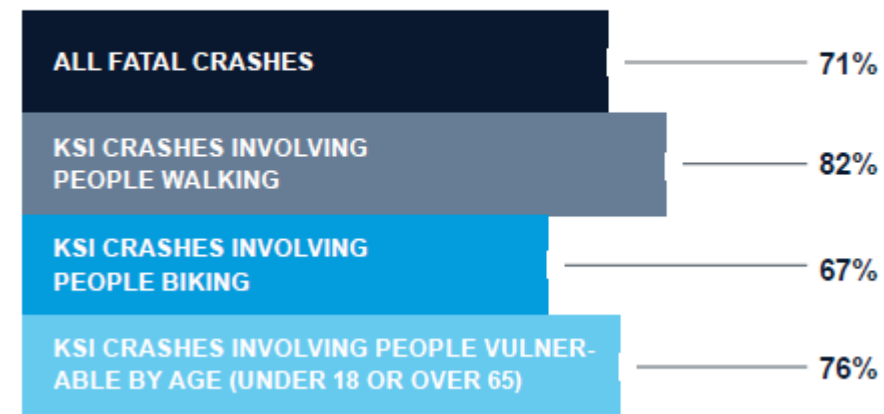
High Injury Network (HIN)

OF HIGHWAYS AND MAJOR ROADS IN THE DENVER REGION



OF FATAL AND SEVERE INJURY CRASHES IN THE DENVER REGION ARE INCLUDED ON THE REGIONAL HIN

The proposed Regional High Injury Network captures:



Streets and roadways with the highest numbers of fatal and severe injury crashes



Opportunity for Action

CDOT Region 1 SB 267 Allocation

- \$25 million – Urban Arterial Safety Improvements
- \$26 million – Arterial Street Pre-BRT and BRT Elements
- **Total - \$51 million**

Surface Transportation Block Grant Supplemental Apportionment

- \$37 million to Colorado
 - \$9 million DRCOG (STBG-Metro)
 - \$3 million other MPOs (STBG-Metro)
 - \$7 million for small urban & rural areas
 - \$17 million available statewide

Proposal: Leverage \$9 million of unanticipated STBG-Metro funds with \$17 million STBG statewide funds to create a \$26 million urban arterial multimodal safety improvements set-aside program in the DRCOG MPO area.

Pros:

- Opportunity to focus investments to address identified safety and mobility needs with a focus on locations of highest injury/crashes
- Opportunity to leverage funds nearly 2 to 1
- Allows use of STBG funds throughout the region

Cons:

- Requires an exception to the 2020-23 TIP Waiting Lists Protocol
- Funds not targeted by regional/subregional share



2020-2023 TIP Waiting Lists Protocol

- New revenues split 20% to the Regional Share and 80% to the Subregional Shares
- When either a) \$2 million is accrued, or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued for any one of the individual waiting lists (Regional Share, or any of the Subregional Share forums), staff will contact sponsors of projects to try to advance project phases and/or adjust funding types already identified in the TIP.
- Staff will then select projects in order from the appropriate waiting list of the 2020-2023 TIP to the limit of applicable funds available.
- If the amount of funds available is less than the requested cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the list.
- If the response is no, or if all the available funds have not been fully allocated, DRCOG staff will proceed to the next project on the waiting list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list.



TIP Policy Distribution

Area	Share of \$9 million
Regional Share	20% = \$1.80m
Adams County Subregion	15.17%=\$1.09m
Arapahoe County Subregion	19.37%=\$1.39m
Boulder County Subregion	9.7%=\$0.70m
City/County Broomfield Subregion	2.33%=\$0.17m
City/County Denver Subregion	24.29%=\$1.75m
Douglas County Subregion	10.04%=\$0.72m
Jefferson County Subregion	16.44%=\$1.18m
SW Weld County Subregion	2.66%=\$0.19m



Program Concept

Goals:

- Improve Safety for all modes (especially vulnerable users)
 - Improve Transit Connectivity
 - Improve Multi-modal mobility

Possible Considerations for selecting projects:

- Facilities with a high crash history or on the High Injury Network
- Routes with existing transit service and/or future BRT corridors
- Corridors that serve Urban Center(s)/Active Transportation Plan Pedestrian Focus Areas
- Collaboration between jurisdictions
- Public Support
- Readiness
- Local match

Selection Process:

- Project requests submitted through DRCOG Subregions
- Selection panel: CDOT, RTD, DRCOG, Subregion representative



Discussion Item

Should DRCOG consider a one-time exception to the TIP Waiting Lists Protocol in order to leverage \$9 million of unanticipated STBG-Metro funds with \$17 million CDOT STBG funds for an urban arterial safety and multimodal improvements program?



Discussion Item

What criteria and process should be considered for selecting projects within this program?



Discussion