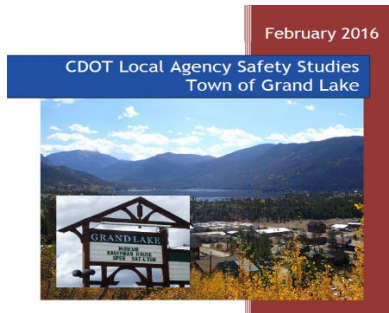


# Progress Made - Q1 2016

## SAFETY

**Local Traffic Studies Completed** - Two CDOT traffic studies were completed in February for the towns of Grand Lake and Winter Park in a program providing low-cost traffic safety improvement recommendations to smaller cities and towns. In-depth field inspections and review of traffic crash and operational data took place before recommendations were made in the studies. As part of the program, CDOT also subsidizes purchase of new traffic signs that are recommended to the towns in these and other studies.



**Spending Flexibility** - Municipalities, counties, and CDOT will have more flexibility in how they use federal Highway Safety Improvement Program (HSIP) funds. They also must show a tie between the 2014 Strategic Highway Safety Plan and projects selected for HSIP funding. These changes came about with the March 15, 2016 release of final federal rules for the HSIP, and will be reflected in the updated CDOT HSIP Procedures Manual. CDOT and local governments will see these changes in HSIP use:

- *Systemic approach permitted in selecting locations for HSIP-funded improvements.* If a roadway design has been shown to be a factor in accidents in other locations, for example, HSIP funds can be used as a preventive measure in a similar location that may not have the crash history of similar sites.
- *Funding focus on infrastructure improvements.* Examples of safety-related infrastructure improvements are: guardrail, median cable rail, rumble strips, enhanced curve delineation, and roundabouts. Use of HSIP funds for such non-infrastructure projects as law enforcement and public education programs is no longer permitted. HSIP funds may be spent on a few selected non-infrastructure projects such as planning, road safety audits, and safety data and analysis.
- *Closer tie between Strategic Highway Safety Plan and project selection.* More emphasis will be placed on projects meeting the primary goal in Colorado's 2014 Strategic Highway Safety Plan to move toward zero traffic deaths. The plan lays out action plans for these eight emphasis areas: aging road users, bicyclists and pedestrians, data, impaired driving, infrastructure, motorcyclists, occupant protection (i.e., seatbelt use), and young drivers. Some proposed projects in these emphasis areas may not qualify for HSIP funding due to the restrictions mentioned above.

# Progress Made - Q1 2016

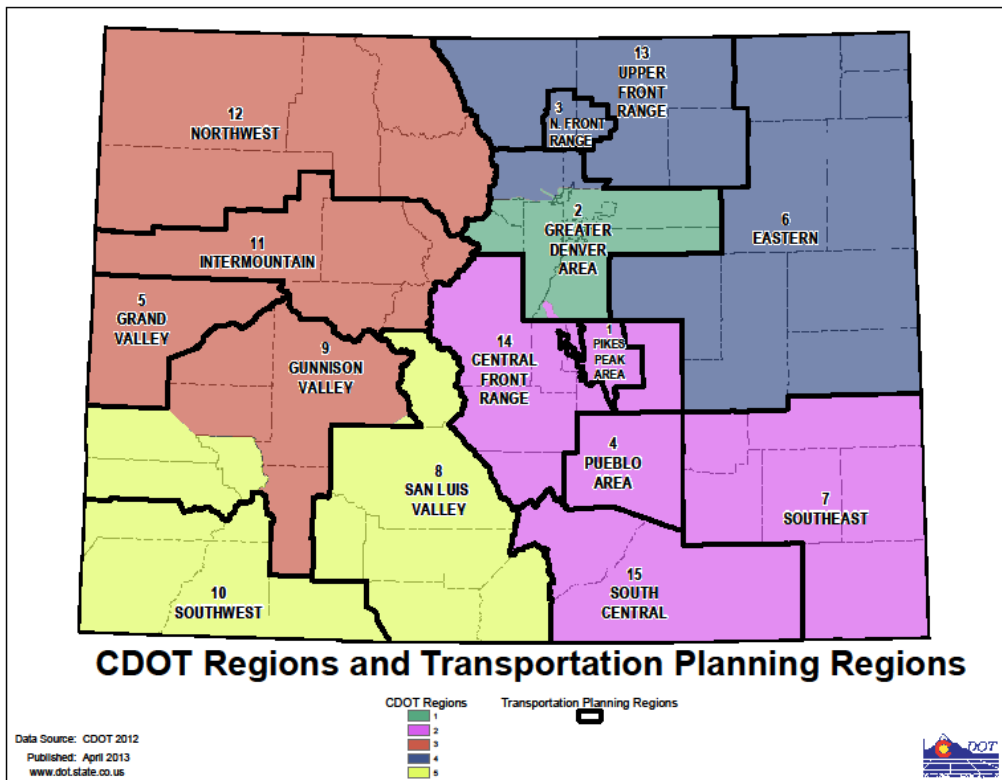


Colorado  
Highway Safety Improvement Program

## MOBILITY

***Bike-Pedestrian Facility Inventory*** - An inventory of bicycling and pedestrian facilities in CDOT Region 2 is the first step toward gaining a fuller picture of how comfortable state highways are to bicycle on or along. The approximate nine-month study began in January, and is rating the biking facilities according to the “bicycle level of traffic stress”. Some existing CDOT data sets of transportation assets will be used to compute the bicycle level of traffic stress. One of those data sets is a video log of the state roadway system, “Windshield”. The bike and pedestrian inventory will include the presence of sidewalks, but not their condition.

If the Region 2 pilot inventory is successful, it could serve as a template for other bike and pedestrian facility inventories around the state. The combined inventories could improve mobility by identifying where biking and walking conditions are less favorable. Improvements could be made to increase the comfort of bicyclists and walkers in those identified areas. These efforts could, in turn, lead to more biking and walking and less driving.



# Progress Made - Q1 2016

CDOT chose Region 2 (the violet area), for the first bike-pedestrian facility inventory in the state because it has mountainous and plains terrain, urban areas (Colorado Springs and Pueblo), and rural state highways, making it representative of the entire state.

**Ski Train Revival Possible** -A \$1.5 million grant from the Colorado Transportation Commission for improving a passenger platform at the Winter Park ski resort and installing rail improvements could be the first step toward relaunching the Winter Park Ski Train. Revival of the ski train could help ease ski traffic on I-70. The grant will allow resort officials to make repairs needed to continue negotiations with Union Pacific (the owner of the tracks) and Amtrak in order to attempt to relaunch service on January 2017. The ski train ran from Denver Union Station to Winter Park from 1940 through 2009, when then-owner Philip Anschutz shut it down because of costs. The service remained dormant until 2015, when two test runs on March 14 and 15 were made to gauge interest. The Saturday run sold out so fast a Sunday trip was added. The scenic 62-mile route includes the 6.2-mile Moffat Tunnel under the Continental Divide.



*Skiers and snowboarders gather their skis and boards after getting off the Amtrak Winter Park Resort Ski Train at Winter Park, Colorado, on March 15, 2015. (Helen H. Richardson, The Denver Post)*

## ECONOMIC VITALITY

**Transportation and the Economy** - In 2016, CDOT began the Development Program Initiative to improve how major investment needs are identified and considered for different funding opportunities. Funding of major investment needs generally has great economic impact. CDOT contracts out all construction and maintenance jobs costing more than \$150,000,

# Progress Made - Q1 2016

spurring job growth among the companies awarded bids. In addition to the direct job-creation impacts of construction, these major investments generate significant economic benefits as a result of transportation system improvements, directly affecting economic productivity. The initiative has two phases:

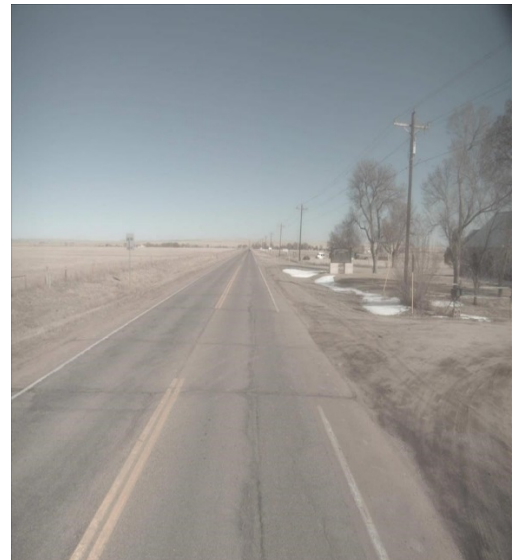
- Phase 1: A statewide inventory was developed based on major investment needs documented in Regional Transportation Plans and other planning and development studies. To date, more than 100 major highway projects totaling more than \$8 billion in funding needs have been identified, plus priorities for transit, bike/pedestrian, and operations.
- Phase 2: Currently under way, this phase involves additional outreach to planning partners - the ten rural Transportation Planning Regions and five rural Metropolitan Planning Organizations - to solicit more input to select the highest priorities for funding over the next 10 years.

Because a project is included in the Development Program does not mean that it will get built; it just means that it will be among the projects considered for new funding opportunities. Additional information is available at: <https://www.codot.gov/programs/planning/projects/development-program>.

## MAINTAINING THE SYSTEM

**Surface Treatment Meeting Goal** - From July 2015 to now, 91 percent of resurfacing projects that go out for bid in the CDOT Regions are matching recommendations in the Surface Treatment Program's Pavement Management System. This record far exceeds the 80 percent goal. The Pavement Management System is a model that predicts pavement condition trends and identifies the most cost-effective resurfacing projects for CDOT's state highways. "The Regions are doing a remarkable job of utilizing Pavement Management practices and principles to administer their Surface Treatment Programs and to maximize their overall pavement condition," said Stephen Henry, Pavement Management Program Manager.

Below are some forthcoming resurfacing projects that match Pavement Management recommendations:



## Progress Made - Q1 2016

US 6 at Milepost 285, just  
east of Idaho Springs

High-Volume Road  
Minor rehabilitation scheduled this year

SH 94 at Milepost 17, west of Yoder

Low-Volume Road  
Ultra-thin overlay scheduled this year

***Better Pavement Condition Analyses*** - CDOT's Pavement Management completed developing a new software tool that will improve pavement condition analyses for 2016. The tool is used to load data into its software and to perform regression analysis on pavement distresses. Pavement distresses include cracking, rutting, and degree of smoothness. This new tool will improve the accuracy and quality of the data that Pavement Management uses to assess highway conditions using the Drivability Life measure. This new tool also adds flexibility to the models that utilize historical pavement distress data to predict the future spread of pavement distress.