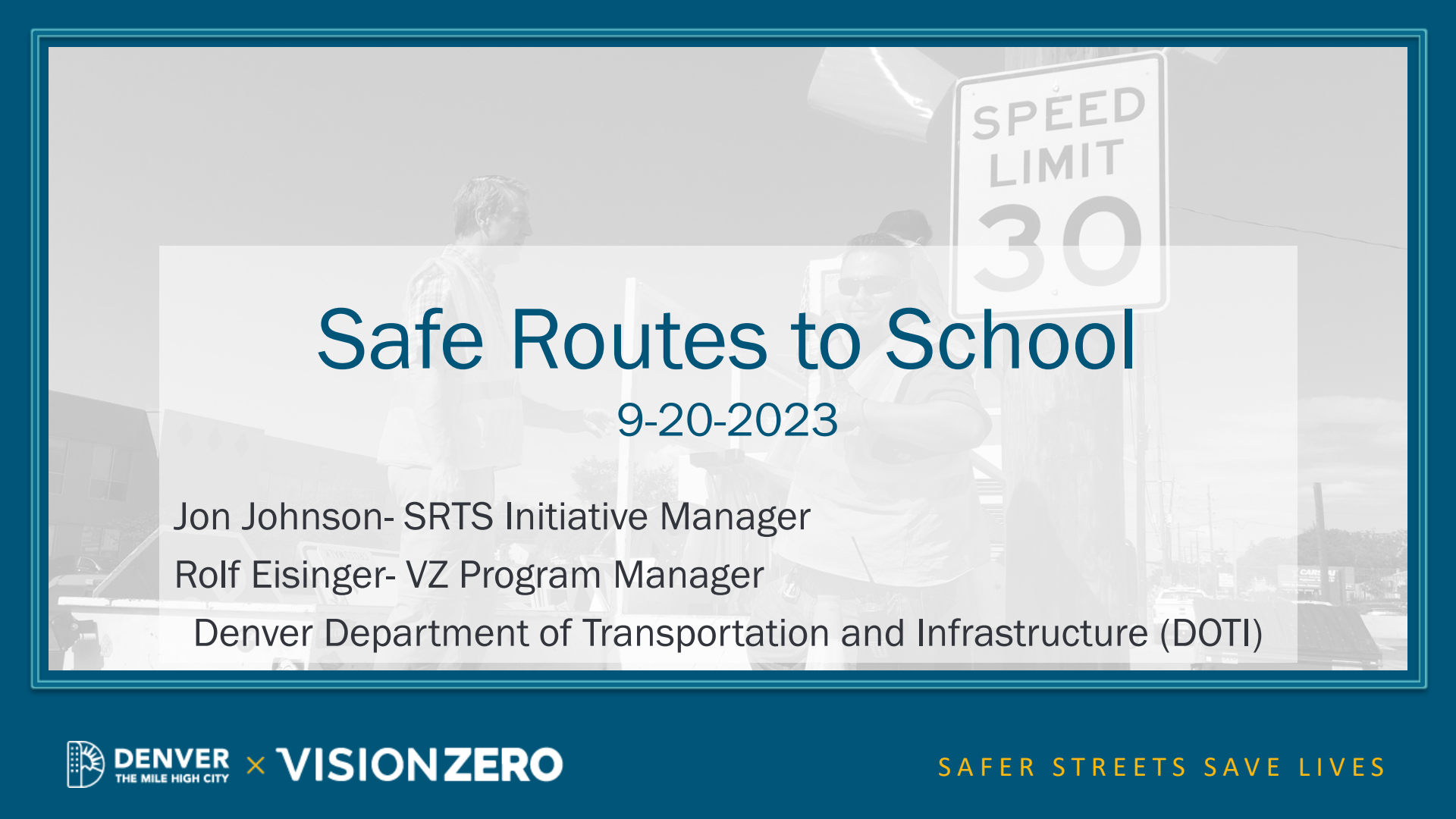




Safe Routes to School

9-20-2023

Jon Johnson- SRTS Initiative Manager

Rolf Eisinger- VZ Program Manager

Denver Department of Transportation and Infrastructure (DOTI)



× **VISION ZERO**

SAFER STREETS SAVE LIVES

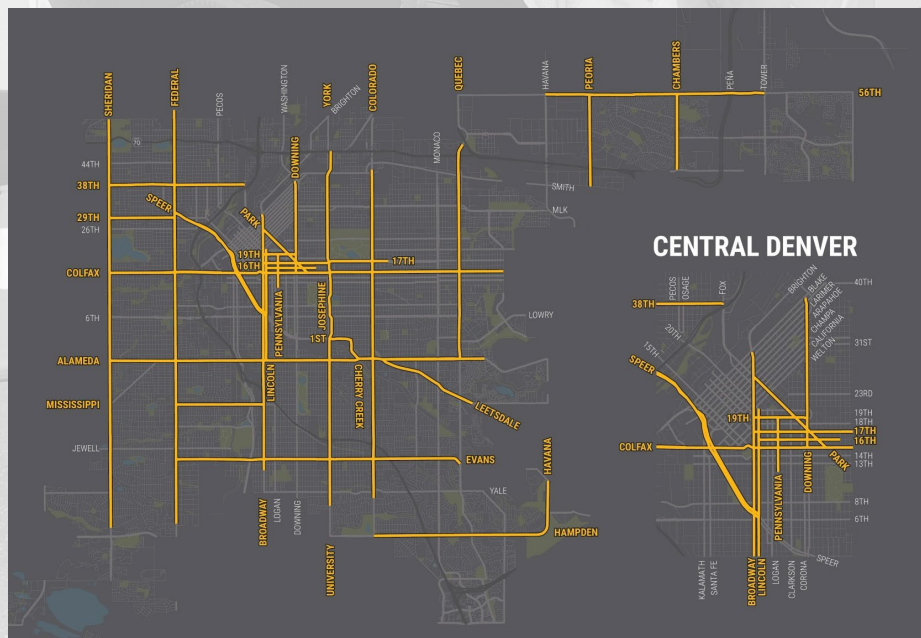
Background

Denver's Mayor formally
committed to eliminating traffic
related deaths and serious
injuries

February 17, 2016



Background



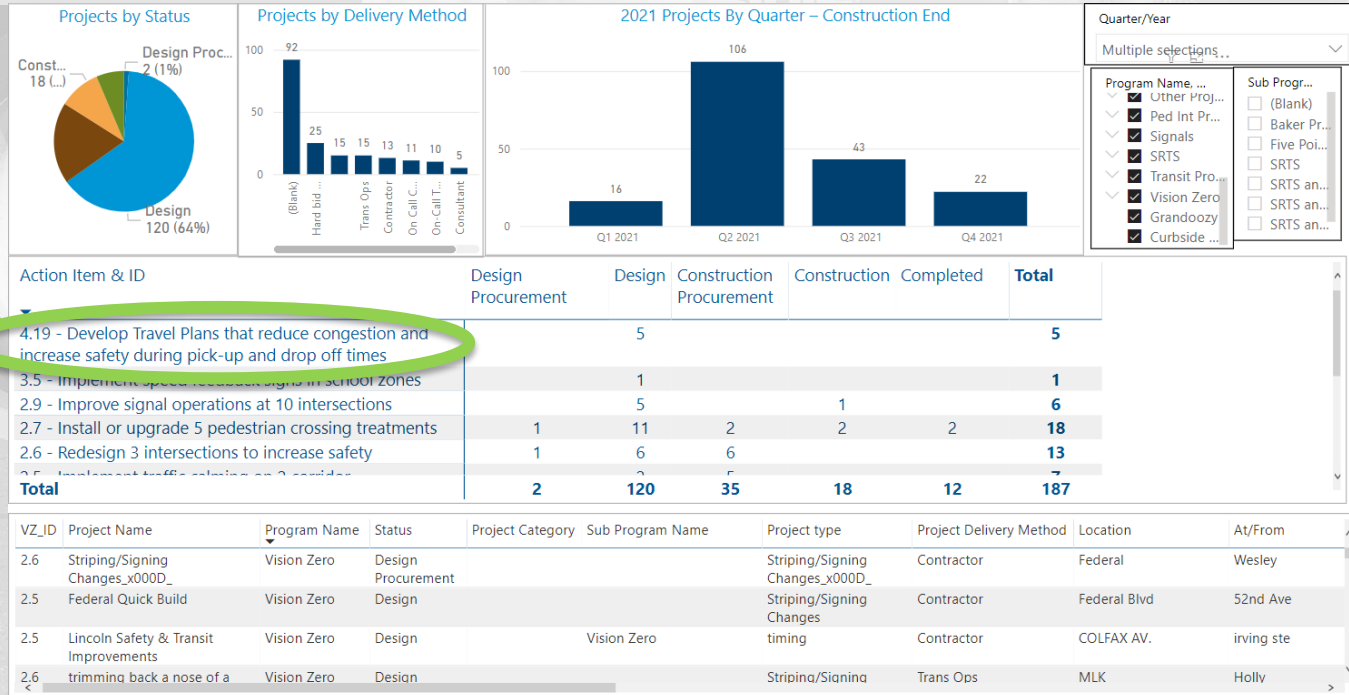
Fundamental Principles of a Meaningful Vision Zero Commitment

These principles are core to successful Vision Zero efforts.

1. **Traffic deaths and severe injuries are acknowledged to be preventable.**
2. **Human life and health are prioritized within all aspects of the transportation system.**
3. **Acknowledgment that human error is inevitable, and transportation systems should be forgiving.**
4. **Safety work should focus on systems-level changes above influencing individual behavior.**
5. **Mitigation of speed is recognized and prioritized as the fundamental factor in crash severity.**

(Source: Vision Zero Network)

Tracking Progress



Meeting frequency

Meets Quarterly
Bimonthly Memo Updates

Executive Committee (EC)

DPW, DPD, DDPHE, CDOT, RTD, DRCOG

Organizational Linkage and Priorities

- Formalize policy, program and budget recommendations from Core Group
- Agency coordination opportunities



Meets 2x month

Core Group

DPW, DDPHE, DPD

- Project Management Office
- Initiate projects and resource allocation
- Assess and draft policy, program and budget recommendations from Project Management Team via the TAC and Working Groups



Meets Weekly

Project Management Team

DPW, DDPHE, DPD

- Provide day-to-day direction on Vision Zero actions and implementation
- Provide a central repository for all projects and project information
- Assess and draft policy, program and budget recommendations from TAC and Working Groups for Core Group
- Provide a centralized management structure for all project management functions



Meets every other month

Technical Advisory Committee

All working group member organizations (DPW led)

- Review Working Groups progress provides critical and constructive feedback
- Provide recommendations to the Project Management Team to advance the Vision Zero Action Plan
- Promote the integration of Vision Zero in all plans, policies, and activities



Meets as needed

Speed & Street Design Working Group

David DiGiacomo – DPW, Lt. Rock - DPD, CDOT, VZC, MO, CPD, DFD, DDPHE, DPR, RTD, Xcel Energy, Smart City, DPS, HRCP, BIDs

Culture of Safety Working Group

Michele Shimomura- DDPHE, VZC, DPW, DPD, PIOs, MO, CDOT, DFD, Excise & Licenses, RTD, DPS, HRCP

Processes & Data Working Group

Tim Strach- DPW, Andrew McFadden- DPW, DPD, DDPHE, VZC, MO, RTD, DRCOG, CAO, City Council, TS, DOR

Communication Working Group

Sarah Stanek- DPW, CDOT, DPD, DDPHE, RTD

Schools Working Group

Brenden Paradies- DPW, DPD, DDPHE, DPS

- Implements projects
- Advise on projects, risks and progress towards goals
- Reports to Project Management Team on progress

*Lead organizations are in bold; supporting organizations are italicized

Background

Deep dive: Bicycle
Crash Analysis

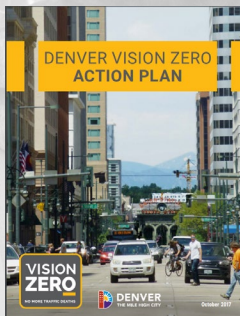
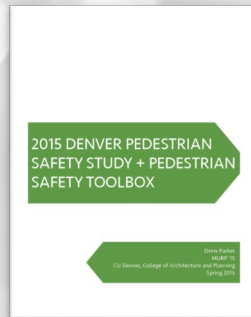
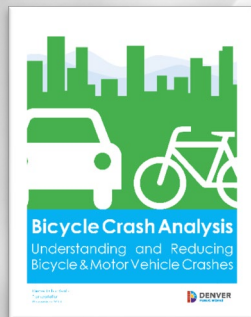
Deep dive: Bicycle
Crash Analysis

Vision Zero
Commitment
February 2016

Vision Zero Action
Plan
October 2017

Vision Zero Project
Manager Hired
October 2018

New Action Plan



#VisionZeroDenver

Vision Zero Action Plan Update Actions

1. Develop and implement DOTI safety policies
2. Create and Implement Safety Focus Area Plans
3. Develop a Citywide Speed Reduction Team
4. Develop a Citywide Crash Management Team
5. Develop a Citywide Safety Evaluation Program
6. Work with DOTI's Transit Program to couple transit investments with safety improvements to strategically transform the HIN

Vision Zero Action Plan Update Actions

7. Increase use of traffic safety cameras (speed and red-light cameras)
8. Create "car-free zone" and "slow zone" implementation guide
9. Develop a safety quick-build remediation program
10. Support build-out of the pedestrian, cyclist, micromobility and transit user network
11. Create a multimodal safety curriculum for K-12th grade
12. Targeted community engagement and dialogue
13. Support community led place making and traffic calming initiatives
14. Make the City and County of Denver as a government agency a model Vision Zero adopter



Safe Routes to School



DENVER
THE MILE HIGH CITY

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**SAFE ROUTES
TO SCHOOL**



SAFER STREETS SAVE LIVES

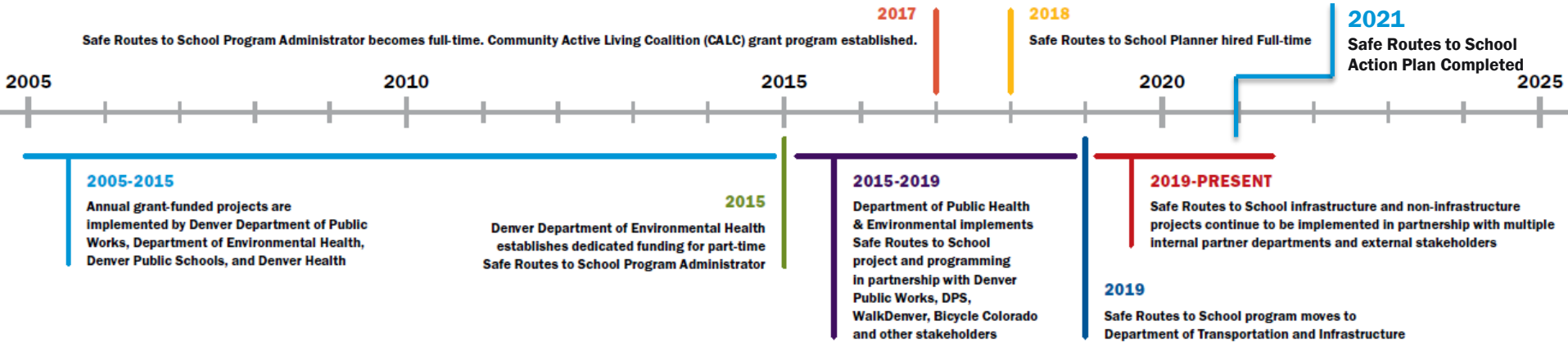
Safe Routes to School Initiative



Mission:

“Denver’s Safe Routes to School serves school communities to create safe and equitable places and opportunities that enable physical activity, lower the obesity rate and risk while traveling to and from school.”

History: Safe Routes to School in Denver



Baseline – Schools in Denver

- Schools In Denver:

300+
Schools
(approx.)



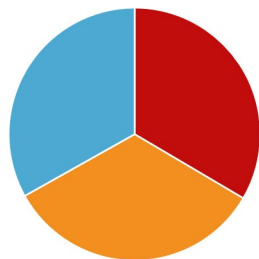
68%
Schools
½ mile to HIN



14%
Students
walk/roll
bike



- Access to active infrastructure:



Poor Active Infrastructure (100)

Moderate Active Infrastructure (100)

Good Active Infrastructure (99)

SRTS Action Plan Review



- 2 Goals:



**DOUBLE RATE OF STUDENTS
WALKING, BIKING, AND ROLLING
TO SCHOOL FROM CURRENT
14% TO 30% BY 2026**



**ZERO TRAFFIC
FATALITIES OR INJURIES
FOR YOUTH 18 OR
UNDER BY 2026**

What is the Safe Routes to School Initiative?

Emphasis Areas



STUDENT SAFETY.



FUNDING.



POLICY.



**COMMUNITY
COLLABORATION.**



**NEIGHBORHOOD
SCHOOL TRIPS.**



**LONG DISTANCE
SCHOOL TRIPS.**



EQUITY.



HEALTH.

50 Strategies across 8 Emphasis Areas

All Emphasis Areas have:

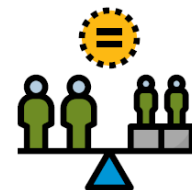
- Vision Statements
- Strategies & Definitions
- Intention of Strategy
- Year 1 Actions (if applicable)
- Evaluation Criteria

(<https://www.denvergov.org/SRTS>)

Pillars & Prioritization of the SRTS Action Plan

1. Equity

- DOTI Equity Index – **Equity Areas of Need**
- Schools with more than 40% of students receiving **Free or Reduced-Price Lunch (FRL)**



2. Trip Distance-Based Approach

Prioritizing schools identified as

- **Neighborhood Schools (63 Schools)**
- **Community Schools (98 Schools)**



Neighborhood Schools

The majority of students likely live within walking, rolling, or biking distance

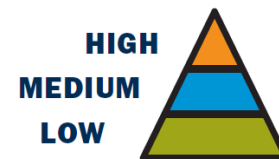


Community Schools

Some students live within walking, rolling, or biking distance, but many do not

3. Safety-Based Approach

- Prioritizing schools with **High** or **Medium** Traffic Safety Concerns



SRTS & 6 “E’s: Montbello Refuge Islands

Engagement:
Travel Plan Studies,
Construction Notification

Equity: Identified Equity Area of Need,
prioritized schools in SRTS Action Plan

Engineering: Uncontrolled Ped Crossings,
Pedestrian Refuge Islands,
Traffic Calming



*Pedestrian Refuge Islands at Bolling and Dillion Streets,
Denver Colorado*

SRTS & 6 “E’s:

Montbello Refuge Islands

Encouragement: More pedestrian activity, Neighborhood & Community Schools

Education: “Coffee with the Principal,” DPS Crossing Guard Program

Evaluation: Pre-data collected, Post-data to be collected



*Pedestrian Refuge Island at Bolling and Dillion Streets,
Denver Colorado*

Safe Routes to School Program- Action Plan Year 2 (Q3-2023)

Accountable

(Blank)

Jon

Kayla

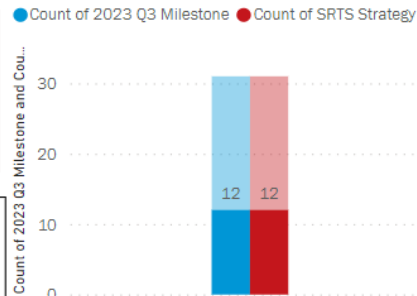
Priscilla

Shavlee

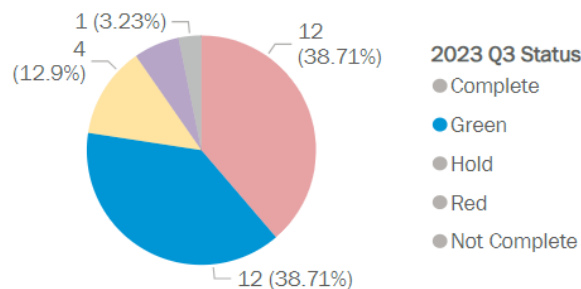
Q2 Milestones on Hold

4

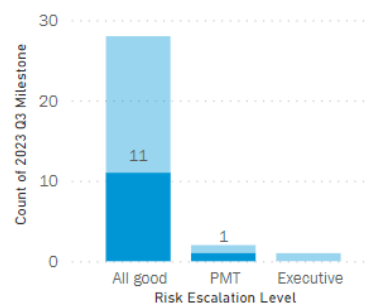
Q3 Milestone by Accountable



Q3 Milestone Status



Q3 Risk Escalation Level



ID	SRTS Strategy	Second Year Actions	Accountable	2023 Q3 Milestone	2023 Q3 Status	Known Risks
PY.04	Review school zone infrastructure.	Review list of schools that had a visit in 2022. Develop priority list of schools to determine school zone adjustments. Visit 10 schools/quarter.	Jon	Work with schools and perform site visits as requested. Try to visit 5 schools. Review schools to visit with DPS Spreadsheet.	Green	COVID-19, Staff time/resources
PY.01	Standardize school zone engineering treatments and analysis procedures	Complete Procedure T.29 update by Q2-2023. Develop implementation plan as necessary to update school zones.	Jon	Work with office of the City Traffic Engineer to work through new Policy/Procedure revisions	Green	Time
HL.04	Expand the number of schools participating in the All Kids Bike program	Identify schools in Denver that participate Identify point of contact to work with Identify schools that could benefit from	Jon	Research All Kids Bike program to determine how to build partnership in either Year 2 or Year 3.	Green	No risks identified in Q1-2022 due to no actions in Year 1.



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**SAFE ROUTES
TO SCHOOL**

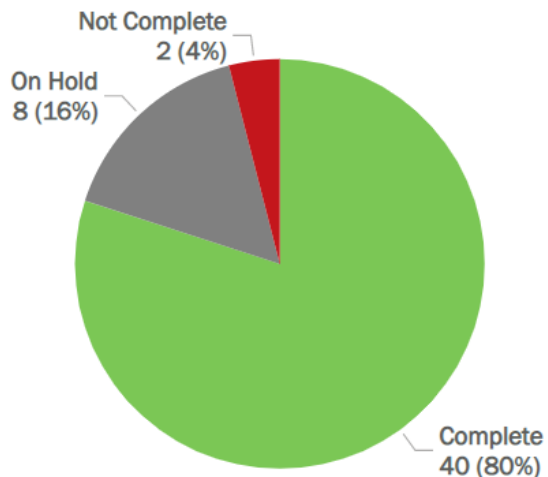


SAFER STREETS SAVE LIVES

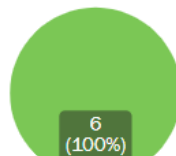
Safe Routes to School Program- Action Plan Year 1 (2022)

SRTS Action Plan, Year 1 Status

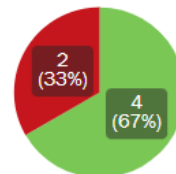
● Complete ● On Hold ● Not Complete



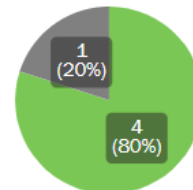
Emphasis Area: Student Safety



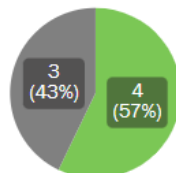
Emphasis Area: Neighborhood School Trips



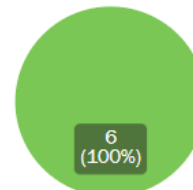
Emphasis Area: Funding



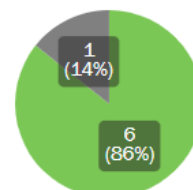
Emphasis Area: Long Distance Trips



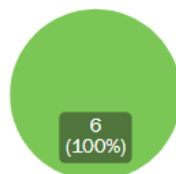
Emphasis Area: Policy



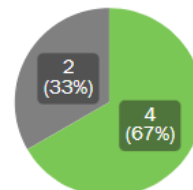
Emphasis Area: Equity

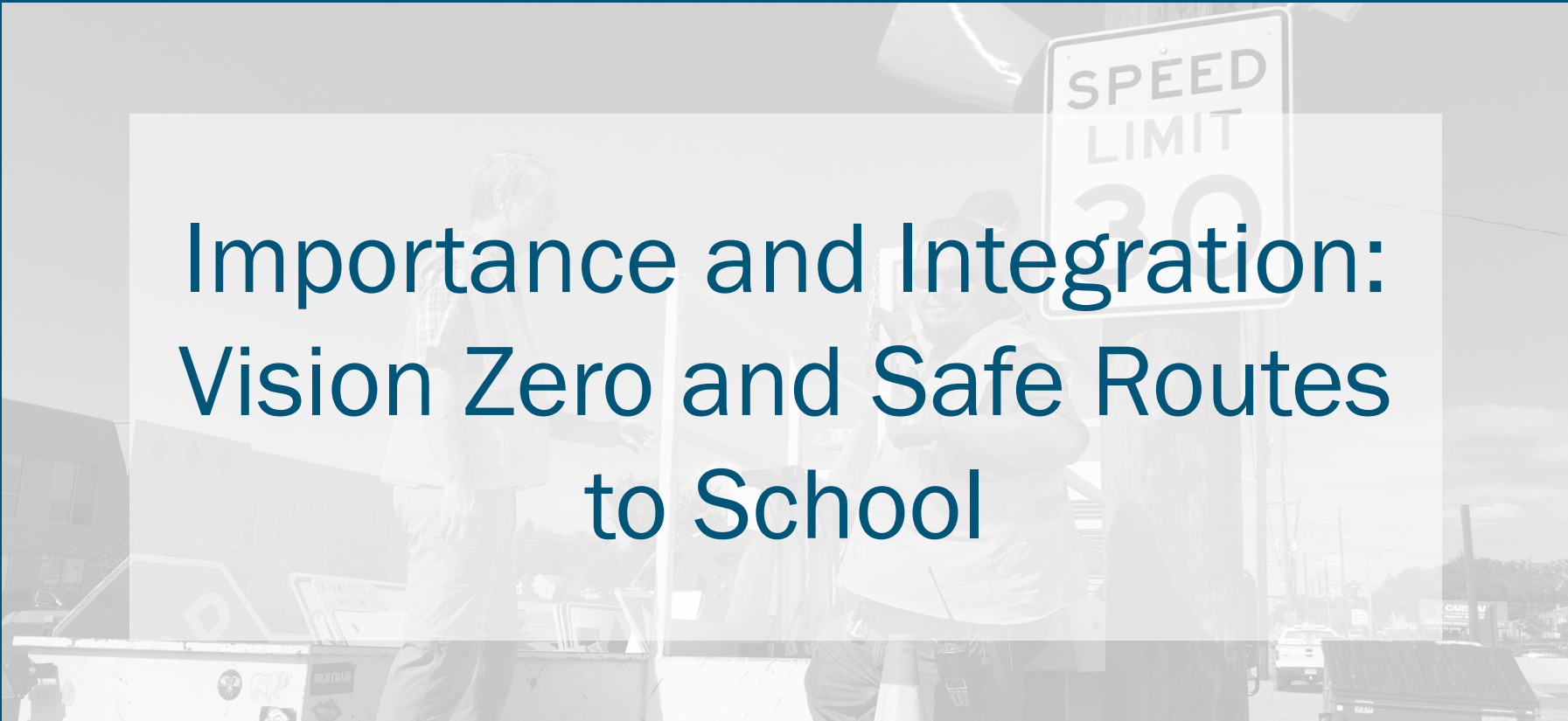


Emphasis Area: Community Collaboration



Emphasis Area: Health





Importance and Integration: Vision Zero and Safe Routes to School



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**SAFE ROUTES
TO SCHOOL**



DENVER
TRANSPORTATION &
INFRASTRUCTURE

SAFER STREETS SAVE LIVES

FHWA: Proven Safety Countermeasures

Proven Safety Countermeasures via FHWA for engineering treatments in School Zones

1 Page Flyers provide data on Crash Mitigation and Injury Reduction

Offers Engineering Countermeasures to advocate for School Zones in Denver

OFFICE OF SAFETY
Proven Safety Countermeasures

SPEED MANAGEMENT

-  Speed Safety Cameras
-  Variable Speed Limits
-  Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

-  Wider Edge Lines
-  Enhanced Delineation for Horizontal Curves
-  Longitudinal Rumble Strips and Stripes on Two-Lane Roads
-  SafetyEdge™
-  Roadside Design Improvements at Curves
-  Median Barriers

INTERSECTIONS

-  Backplates with Retroreflective Borders
-  Corridor Access Management
-  Dedicated Left- and Right-Turn Lanes at Intersections
-  Reduced Left-Turn Conflict Intersections
-  Roundabouts
-  Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
-  Yellow Change Intervals

PEDESTRIANS/BICYCLES

-  Crosswalk Visibility Enhancements
-  Bicycle Lanes
-  Rectangular Rapid Flashing Beacons (RRFB)
-  Leading Pedestrian Interval
-  Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
-  Pedestrian Hybrid Beacons
-  Road Diets (Roadway Reconfiguration)
-  Walkways

CROSSCUTTING

-  Pavement Friction Management
-  Lighting
-  Local Road Safety Plans
-  Road Safety Audit

FHWA-SA-21-082

Vision Zero Speed Limit Reduction

Reduce Default Speed Limit in Denver on Local Roadways from 25 to 20

Denver City Council, Approved 2022
Education: Yard Sign Program

Signage Installation began in 2023
New Speed Limit Sign Placement Policy



School Zone Establishment: Policy & Procedure

Alignment with SRTS Action Plan
Strategies PY.01, SS.06

Research, Revise, Propose Changes to
School Zone Establishment in Denver

Anticipate Approval in 2023
Implementation in 2024 +

Q3-2022 +

Research
Nationwide Best Practices,
Local Research & Field Visits

Q4-2022

Local Speed Limit
Ordinance Approval



Policy/Procedure Revisions



Iterate, Propose,
Review, Adjust

Q4-2023

Final Review & City Traffic
Engineer Review

2024 +

Implement

Education/ Encouragement Opportunities



SRTS Teacher Champion Program
Vision Zero Action Plan (2023): K-12 Education
Walk/Bike & Roll to School Day

Booster and Seatbelt Engagement (BASE):
via AAA Grant

Teen Safe Streets (TSS) Program: via
Federal Highway Safety Office (HSO)



Future Opportunities

- Continue development of SRTS Travel Plan Studies at prioritized schools in Action Plan
- Develop K-12 Education program that is developed to teach multimodal curriculum to school-aged students (VZ Action 11)
- Explore automated safety enforcement in School Zones in Denver
- Continue to build relationships and partnerships with Denver Public Schools and other programs with co-benefits
- Explore standardized school zone infrastructure treatments and develop an implementation plan to bring all schools to the future standard
- Safer Streets for All (SS4A) Action Plan Funding – can be used for either Vision Zero or Safe Routes!



Thank You!

Connect with DOTI/SRTS:
SRTS@Denvergov.org



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TO SCHOOL**



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