Pikes Peak Area Council of Governments
Communities Working Together

Meeting Agenda
Board of Directors
Wednesday, April 8, 2026, 9:00 AM

In-Person
Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)
www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 232 104 085 083 22
Passcode: nD36ee3D

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 589 002 235

Estimated agenda item times are provided for planning purposes and do not constitute notice of a specific time for any item. Items may take more or less time than estimated. Pikes Peak Area Council of Governments Board Directors may amend the order of items.

1. **Call to Order / Establish a Quorum / Introductions:** 9:00 a.m.
2. **Agenda Approval:** 9:10 a.m.
3. **Public Comments / Presentations:** 9:10-9:30 a.m.
   A. Public comments can be made before or during the meeting. Public comments during the meeting is limited to three minutes and can be done at the meeting location or remotely by using the posted Microsoft Teams link. Individuals are encouraged to notify the meeting organizer at ppacg@ppacg.org before the start of the meeting with the agenda item they would like to comment on. Public comments can be submitted before the meeting via email to ppacg@ppacg.org for distribution to the committee members.
   B. Farewell to Mayor Kellie Case
   C. Military Installation Reports

D. Air Quality Awareness Week Proclamation-Angie Martell, Environmental Planner ✉

E. Volunteer Appreciation Month Proclamation-Dali Moncada, Volunteer Programs Manager ✉

4. **Consent Items:** 9:30 a.m.

   These items will be acted upon as a whole, unless they are called up for discussion by a Board member or a citizen wishing to address the Board.

   A. Approval of the minutes of March 11, 2026, meeting ✉

   B. Financial Reports: Carol McBroom, Finance Director ✉

   C. Committee Membership: Water Quality Management Committee ✉

5. **Action Items:** 9:30-10:45 a.m.

   A. Legislative Update-Jared Verner, Public Policy and Communications Manager ✉

   B. Policy Position on Bustang Funding- Jared Verner, Public Policy and Communications Manager ✉

   C. Safety Action Plan Adoption- John Liosatos, Transportation Director ✉

   D. Area Agency on Aging State Fiscal of Year 2027 Regional Advisory Committee/Staff Funding Recommendations-Carol McBroom, Finance Director ✉

6. **Information Items:** 10:45-11:15 a.m.

   A. Pikes Peak Commission on Aging Annual Update-Melissa Marts, Program Development Administrator ✉

   B. Human Trafficking Initiative-Andrew Gunning, Executive Director ✉

7. **Other Reports and Minutes:** 11:15-11:45 a.m.

   A. Transportation Advisory Committee – *Minutes are included for information only – no presentation this month* ✉

   B. Community Advisory Committee – *Minutes are included for information only – no presentation this month* ✉

   C. Mobility Coordinating Working Group – *No minutes are included for information only – no presentation this month*

   D. Regional Advisory Council –*Minutes are included for information only – no presentation this month* ✉

E. Pikes Peak Commission on Aging – *Minutes are included for information only – no presentation this month* ✉

F. Air Quality Working Group – *No Minutes – no presentation this month*

G. Water Quality Management Committee - *Minutes are included for information only– no presentation this month* ✉

H. Colorado Department of Transportation Monthly Update ✉

I. Statewide Transportation Advisory Committee Update

J. Front Range Passenger Rail Update

K. Committee and Commission Vacancies ✉

L. Executive Director's Report ✉

8. **Member Entity Announcements:** 11:45 a.m.
9. **Meeting Schedule**
   A. Upcoming Meeting Schedule ✉
10. **Adjournment** 12:00 p.m.

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Pikes Peak Area
Council of Governments
Communities Working Together

Roster
Board of Directors

Chair: Holly Williams, Commissioner, El Paso County
First Vice Chair: Erik Stone, Commissioner, Teller County
Second Vice Chair: Brandy Williams, Councilmember, City of Colorado Springs
Treasurer: Todd Dixon, Mayor, Town of Green Mountain Falls
Secretary: Sharon Thompson, Mayor, City of Fountian

Thirty percent of the current voting membership (rounded up to the nearest whole number) shall constitute a quorum.

El Paso County
Cory Applegate, Commissioner
Holly Williams, Commissioner
Bill Wysong, Commissioner
Carrie Geitner, Commissioner (alternate)

Park County
Amy Mitchell, Commissioner

Teller County
Erik Stone, Commissioner
Dan Williams, Commissioner (alternate)

City of Colorado Springs
Dave Donelson, Councilmember
Roland Rainey, Jr., Councilmember
Brandy Williams, Councilmember
Kimberly Gold, Councilmember (alternate)

City of Cripple Creek
Annie Durham, Mayor
JR Gatlin, Councilmember (alternate)
Jeff Mosher (alternate, non-voting)

City of Fountain
Sharon Thompson, Mayor
Sean Verhoeff, Councilmember (alternate)

City of Manitou Springs
Natalie Johnson, Mayor
Judith Chandler, Mayor Pro team (alternate)

City of Victor
Barbara Manning, Mayor

City of Woodland Park
Kellie Case, Mayor
Catherine Nakai, Mayor Pro Tem (alternate)

Town of Alma
Bob Kassel, Mayor

Town of Calhan
Vacant

Town of Fairplay
Frank Just, Mayor

Town of Green Mountain Falls
Todd Dixon, Mayor

Town of Monument
Mitch LaKind, Mayor
Steve King, Mayor Pro-Tem (alternate)

Town of Palmer Lake
Dennis Stern, Mayor

Town of Ramah
Will Schaal, Mayor Pro-Tem

Ex-Officio, Non-Voting Members
Colorado Transportation Commission
Hannah Parsons

Colorado Department of Transportation
Shane Ferguson

Air Quality Control Commission
Dan Blankenship

Military Community Representative
Keith Klaehn

Fort Carson
Joseph Wyka

Space Base Delta 1/41
Jeff Bohn

United States Air Force Academy
Colonel David Herndon

Regional Transit Representative
Sharon Thompson, Mayor
Brandy Williams, Councilmember (alternate)

Pikes Peak Area Council of Governments
Communities Working Together

Meeting Minutes
Board of Directors
Wednesday, March 11, 2026, 9:00 AM

In-Person
Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)
www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 212 963 249 348
Passcode: X3mw7Bs7

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 871 832 99

1. **Call to Order / Establish a Quorum / Introductions**
   Chair Holly Williams called the meeting to order at 9:00 a.m. A quorum was established.

2. **Agenda Approval**
   Todd Dixon moved to approve the agenda changes to have the Safety Briefing after the Legislative Update, seconded by Bill Wysong. The motion carried unanimously.

3. **Public Comments / Presentations**
   A. Public Comments
      Welling Clark announced two weeks ago the Colorado Department of Transportation projects were shifted around due to expected funding being cut. He thanked the leadership of the Transportation Advisory Committee, El Paso County, Colorado Springs, Monument, and the Pikes Peak Area Council of Government staff for their commitment to receiving promised funds for projects. For 20 years the organization has been professional, open, transparent, and willing to work with different groups.

   B. Military Installation Reports
      Col David Herndon announced the United States Air Force Academy will be hosting Clergy Appreciation Day on March 13, 2026, and invited faith leaders across the Pikes Peak Region to attend. They welcomed Colonel James Valpiani, the new Dean of

Faculty. Cadets will be on spring break from March 20-29, 2026. The grand opening of the visitor center will take place in May. The United States Air Force Academy 2050 Strategic Vision is focusing on modernizing, sustaining, and recapitalizing on all the infrastructure.

David Tookmanian thanked the United States Air Force Academy for hosting The Front Range Partnership and Strategy Summit on February 23, 2026, and the feedback from the surveys they received. The Army is making structure changes and Fort Carson will be going from a force command to US Army Pacific. They recently hosted Brenda Lee McCullough, Senior Executive Services from Hawaii. Fort Carson soldiers are deployed to the Middle East and asked members to keep them in their thoughts and prayers.

Jeff Bohn announced the Powers and Airport interchange project is on schedule and the new routing change is working well. Space Operations Installation Compatibility Use Zone Study project continues at Schriever Space Force Base, and a workshop will be held in April 2026. In response to global events their military installations have worked with local community emergency responders and increased their vigilance and procedures to keep their service members safe and mission assured. He thanked the Pikes Peak Area Council of Governments for their help with Colorado Senate Bill 26-024 (State & Local Unmanned Aircraft Regulation) was closed out last month.

4. Consent Items

These items will be acted upon as a whole, unless they are called up for discussion by a Board member or a citizen wishing to address the Board).

A. Approval of the Minutes of January 14, 2026, meeting
B. Approval of the minutes of February 11, 2026, meeting
C. Financial Reports - Carol McBroom, Finance Director

Todd Dixon moved to approve the consent items, seconded by Bill Wysong. The motion carried unanimously.

5. Action Items

A. Legislative Update: Jared Verner, Public Policy and Communications Manager
Kellie Case moved to adopt the federal bill position for H.R. 7437 as taken by the Legislative Committee, seconded by Bill Wysong. The motion carried unanimously.
Sharon Thompson moved to oppose the state position for HB26-1226, seconded by Dave Donelson. The motion carried unanimously.
Cory Applegate moved to adopt the state bill positions as taken by the Legislative Committee, seconded by Bill Wysong. The motion carried unanimously.

B. Military Installation Resilience Review Grant-Paul Rochette, Military Planning Program Manager

Todd Dixon moved to approve submitting the Military Installation Resilience Review Grant, seconded by Erik Stone. The motion carried unanimously.

C. Transportation Improvement Program Amend #8 FY26 Reconciliation-Josh Squires, Transportation Planner
Cory Applegate moved to approve the Fiscal Year 2026 Transportation Improvement Program Reconciliation of Funds for Carbon Reduction Program, Surface Transportation Block Grant, and Transportation Alternatives Program funding categories, seconded by Todd Dixion. The motion carried unanimously.

D. Transportation Improvement Program Release for Public Comment-Josh Squires, Transportation Planner
Roland Rainey moved to approve the release of the draft Fiscal Year 2027–2031 Transportation Improvement Program for a 30-day public comment period, seconded by Sharon Thompson. The motion carried unanimously.

6. Information Items

Safety Briefing-John Liosatos, Transportation Director

7. Other Reports and Minutes

A. Transportation Advisory Committee – *Minutes are included for information only – no presentation this month*
B. Community Advisory Committee – *Minutes are included for information only – no presentation this month*
C. Mobility Coordinating Working Group – *No Minutes are included for information only – no presentation this month*
D. Regional Advisory Council – *Minutes are included for information only – no presentation this month*
E. Pikes Peak Commission on Aging – *Minutes are included for information only – no presentation this month*
F. Air Quality Technical Committee – *No Minutes – no presentation this month*
G. Water Quality Management Committee – *No meeting this month*
H. CDOT Monthly Update
I. Statewide Transportation Advisory Committee Update
J. Front Range Passenger Rail Update
K. Committee and Commission Vacancies
L. Executive Director's Report

8. Member Entity Announcement

Roland Rainey announced the Colorado Springs St. Patrick's Day parade is coming up on March 14, 2026. The National Museum of World War II Aviation in Colorado Springs is

hosting a presentation on Tuskegee Airman Frank Macon on Saturday, March 14, 2026, at 10:00 am. Major updates were announced in the news for city council and if members have any questions their legislative services is available. April 13-15, 2026 is the 41st Space Symposium at the Broadmoor.

Mitch LaKind announced the Town of Monument is having a dedication ceremony in honor of late councilman Jim Romanello on March 27, 2026. A naming contest will be held for Old Denver Road. This realignment left the road segment between Santa Fe Avenue and Wagon Gap Trail in need of a new name. On March 9, 2026, they held their quarterly informal town hall.

Dave Donelson announced that District 2 councilmember resigned. On March 11, 2026, the city website will post the District 2 vacancy information. Colorado Springs City Council passed an ordinance banning "vehicle camping" on public property, aiming to consolidate regulations against living in cars, trucks, or RVs on streets and in parks.

Kellie Case announced April will be her last board meeting and we will be welcoming George Jones. Improvements continue at the Shining Mountain Golf Course. There will be an open house held on March 17, 2026, at the Cultural Center.

Todd Dixon announced the Board of Health is having ongoing discussions in regard to the latest regulation 43 revision. Green Mountain Falls was awarded $85000 to do a feasibility study for wastewater from the United States Department of Agricultural.

Sharon Thompson announced Dan Blankenship was reappointed for three years to the Air Quality Control Commission. Fountain City Council approves 50-year water lease agreement with Security Water District.

Cory Applegate attended the 2026 NACo Legislative Conference and provided a brief overview.

JR Gatlin announced the City of Cripple Creek ice sculpture and ice castles were a success and had to be shut down early due to warm weather. The Bastard Bearded Irishmen will be performing for a St. Patrick Day event. Dueling Pianos and a Led Zeppelin tribute band will take place in April of 2026. Theater season will start in June and run to December.

Erik Stone announced Braver Angels was well attended and gave a brief overview of the challenges to get homeowners insurance in Colorado. Teller County will be submitting their Community Wildfire Protection Plan on time. Teller County is not a transfer on title county but their reviewing and discussing regulations on short-term rentals.

Amy Mitchell advised members to be careful driving through Park County due to snow and elk coming down from the high country due to weather conditions.

Holly Williams announced the 250/150 semicentennial.

9. Meeting Schedule

A. Upcoming Meeting Schedule

10. Adjournment

The meeting was adjourned at 11:10 a.m.

Attendees

Present	Name	Agency/Affiliation
X	Dave Donelson	City of Colorado Springs
X	Roland Rainey	City of Colorado Springs
X	Brandy Williams	City of Colorado Springs
	Annie Durham	City of Cripple Creek
X	Jeff Mosher	City of Cripple Creek
X	JR Gatlin	City of Cripple Creek
X	Sharon Thompson	City of Fountain
	Natalie Johnson	City of Manitou Springs
	Barbara Manning	City of Victor
X	Kellie Case	City of Woodland Park
X	Cory Applegate	El Paso County
X	Bill Wysong	El Paso County
X	Holly Williams	El Paso County
X	Amy Mitchell	Park County
X	Erik Stone	Teller County
	Dan Williams (Alternate)	Teller County
X	Todd Dixon	Town of Green Mountain Falls
	Will Schaal	Town of Ramah
	Frank Just	Town of Fairplay
X	Mitch LaKind	Town of Monument
	Steve King	Town of Monument
	Dennis Stern	Town of Palmer Lake
	Hannah Parsons	Colorado Transportation Commission
X	Shane Ferguson	CDOT REGION 2
X	John Hall	CDOT REGION 2
X	Patricia Henschen	CDOT REGION 2
	Joe Wyka	Fort Carson
X	David Tookmanian	Fort Carson
	Chris DeGaray	Fort Carson
X	Jeff Bohn	Space Base Delta 1
X	Colonel David Herndon	United States Air Force Academy
X	Andrew Gunning	PPACG
X	Staff of Member Governments and Citizens	

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: PPACG Board of Directors

From: Carol McBroom, Finance Director

Through: Andrew Gunning, Executive Director

Subject: Summary Financial Reports

Action Requested: Information Only

Summary

The February 2026 financial reports are attached.

The Balance Sheet illustrates PPACG assets, liabilities, and fund equity. Assets as of February 28, 2026, were $6,377,688. This is an increase of $671,742 over year end 2025. Total Assets include Cash of $3,023,255 and Accounts Receivable of $1,802,192. Liabilities as of February 28, 2026, were $1,828,133. This is an increase of $553,085 over year end 2025. Total Liabilities include Accounts Payable of $633,285 and Unearned Revenue of $753,515. Total Equity as of the month end February 28, 2026, was $4,549,555.

Statement of Revenue and Expenses shows year-to-date income and expenses as compared to budgeted amounts and budget variances. Year to date Revenue as of February 28, 2026, was $2,150,267. This is 81% under the total 2026 budget. Year-to-date Expenses as of February 28, 2026, were $2,031,610 and are 82% under the total 2026 budget. Net Revenue over Expense as of February 28, 2026, was $118,657.

I am available to address any questions that Board members may have about the report information.

Attachment(S)

1) 2026 Balance Sheet
2) 2026 Statement of Revenue and Expenses

Pikes Peak Area Council of Governments
Balance Sheet
As of 02/28/2026

	Current Year Total	Beginning Year Balance	YTD Change
Assets			
Cash in Bank	3,023,255	2,044,215	979,040
Accounts Receivable - Customer	1,802,192	2,103,868	(301,676)
Prepaid Expenditures	54,061	47,497	6,564
Land	15,594	15,594	0
Land Improvements	5,224	5,224	0
Building	2,062,329	2,062,329	0
Furniture	61,426	61,426	0
Equipment	118,306	118,306	0
Accumulated Depreciation	(764,699)	(752,513)	(12,186)
Total Assets	6,377,688	5,705,946	671,742
Liabilities			
Accounts Payable	633,285	690,578	(57,293)
Cafe Plan Unreimb Health Exps	1,120	5,255	(4,135)
Unearned Revenue	753,515	139,002	614,513
Employee Compensated Absences	440,213	440,213	0
Total Liabilities	1,828,133	1,275,048	553,085
Fund Equity			
New Section			
Fund Balance: Unreserved	4,430,898	4,430,898	0
Current Earnings	118,657	0	118,657
Total Fund Equity	4,549,555	4,430,898	118,657
Total Liability and Fund Equity	6,377,688	5,705,946	671,742

Pikes Peak Area Council of Governments
Statement of Revenue and Expenses
From 01/01/2026 Through 02/28/2026

	YTD Actual	Annual Budget	Budget Variance	% Budget Remaining
Revenues				
Federal/State Grants	1,084,835	5,261,157	(4,176,322)	-79%
Member Dues	103,619	539,040	(435,421)	-81%
Local Support	49,737	69,737	(20,000)	-29%
Special District Revenues	96,610	641,446	(544,836)	-85%
Project Income	43,449	38,936	4,513	12%
Miscellaneous Revenues	4,592	3,000	1,592	53%
Pass-Through Revenues	767,425	4,597,465	(3,830,040)	-83%
Total Revenues	2,150,267	11,150,781	(9,000,514)	-81%
Expenditures				
Personnel	696,645	4,591,561	(3,894,916)	-85%
Contract Services	477,798	1,200,210	(722,412)	-60%
Reproduction Services	286	78,715	(78,429)	-100%
	2,005	28,250	(26,245)	-93%
Travel	9,069	68,906	(59,837)	-87%
Office Supplies	10,580	50,851	(40,271)	-79%
Communications	7,364	67,441	(60,077)	-89%
Support Services	27,518	53,491	(25,973)	-49%
Memberships	950	44,889	(43,939)	-98%
Reference Publications	827	1,590	(763)	-48%
Equipment	7,877	65,341	(57,464)	-88%
Building Maintenance/Repairs	7,464	75,623	(68,159)	-90%
Utilities	2,888	25,953	(23,065)	-89%
Depreciation	12,187	75,000	(62,813)	-84%
Office Building	0	89,636	(89,636)	-100%
Equipment	300	35,859	(35,559)	-99%
Pass-Through Expenditures	767,852	4,597,465	(3,829,613)	-83%
Total Expenditures	2,031,610	11,150,781	(9,119,171)	-82%
Excess (Deficit) Rev Over Exp	118,657	0	118,657	

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: Staff

Through: Andrew Gunning, Executive Director

Subject: Committee Membership

Action Requested: Review and Approve

Summary

Water Quality Management Committee

Two member entities of the Water Quality Management Committee have requested to adjust their primary and alternate voting representatives:

- Security Water and Sanitation District: Brandon Bernard moves to primary and Roy Heald moves to alternate.
- Cherokee Metropolitan District: Joshua Watkins moves to primary and Kevin Brown moves to alternate.

Background

Water Quality Management Committee

The purpose of the Water Quality Management Committee is to:

- Advise the Pikes Peak Area Council of Governments and PPACG staff on current and emerging issues, goals, plans, and programs affecting water quality of the Pikes Peak Region;
- Aid in the review of site applications
- Aid in the development of the water quality management plan updates and amendments.

Proposed Motion

Confirm membership changes.

Attachments

1. Security Water and Sanitation District membership email
2. Cherokee Metropolitan District membership email

Outlook

CMD Representatives to WQMC

From Kevin Brown <kbrown@cherokeemetro.org>
Date Tue 2026-03-10 4:07 PM
To Angie Martell <amartell@ppacg.org>
Cc Brandon Zembles <bzembles@cherokeemetro.org>; Joshua Watkins <jwatkins@cherokeemetro.org>

Angie,

I was happy to learn that Joshua was nominated as vice chair of WQMC while I was away last month. This was a welcome surprise and I look forward to him representing Cherokee and helping with the committee's operations. After talking with the team, Joshua will be our primary representative, I'll be the first alternate and Brandon will be our second alternate. Let me know if there's anything else we need to do to formalize the change and I look forward to Joshua's first meeting as vice chair later this month.

Thank you,

Kevin Brown, P.E.
General Manager
Cherokee Metropolitan District
6250 Palmer Park Blvd., Colorado Springs, CO 80915
719-322-4339
kbrown@cherokeemetro.org

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Outlook

PPACG WQMC Security Sanitation District voting member

From Roy Heald <r.heald@securitywsd.com>
Date Tue 2026-03-24 2:14 PM
To Angie Martell <amartell@ppacg.org>
Cc b.bernard@securitywsd.com <b.bernard@securitywsd.com>

Hi Angie,
From last month's PPACG WQMC meeting, I was supposed to email you that Brandion Bernard is Security Sanitation District's voting member on the committee with me being the alternate.
See you tomorrow!
Regards,
Roy

Roy E. Heald, General Manager
Security Water & Sanitation Districts
231 Security Blvd
Colorado Springs, CO 80911
phone: 719-392-3475
fax: 719-390-7252
email: r.heald@securitywsd.com

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Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: Staff

Through: Andrew Gunning, Executive Director

Subject: Committee Membership

Action Requested: Review and Recommend

Previous Action

1) The Pikes Peak Area Council of Governments (PPACG) previously signed a proclamation in support of Air Quality Awareness Week (AQAW) in 2020 and 2025.

Summary

AQAW is a national event taking place in the first week of May each year. For 2026, AQAW is May 4-8. The AQAW supports efforts to encourage Americans to understand what causes poor outdoor air quality and make strides to improve overall air quality.

Background

For the Pikes Peak Region, PPACG will coordinate the planning and implementation of outreach and education measures to promote the goals of AQAW. In collaboration with Colorado Department of Public Health's Air Pollution Control Division, the Regional Air Monitoring and Messaging (RAMM), and other air quality planning agencies across the state, a theme has been identified for each day of the event. These themes facilitate planning, and allow for coordinated messaging to reach a broader audience. The 2025 AQAW themes are as follows:

- Monday, May 4 – Wildfire Smoke Preparedness
- Tuesday, May 5 – Air Pollution and Health
- Wednesday, May 6 – Air Quality Action
- Thursday, May 7 – Indoor Air Quality
- Friday, May 8 – Community Connections

PPACG is still in the process of planning outreach and education events for AQAW. Updates on AQAW week involvements will be provided through communication outlets including PPACG's website, social media, and newsletters.

Proposed Motion

Review and recommend the proclamation as presented.

Alternatives

The Board of Directors has the following alternatives to consider:

1) Disapprove the item as presented.
2) Approve the item with amendments.

Attachment(S)

1) 2026 AQAW Proclamation

Strategic Plan Goals

Please select which strategic plan goals this applies to.

☒ Advocacy: Serve as an effective advocacy voice for common ground issues.

☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.

☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.

☐ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.

☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication, and collaboration.

BOARD OF DIRECTORS

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El Paso County
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Commissioner Erik Stone
Teller County
1st Vice Chair

Councilmember Brandy Williams
City of Colorado Springs
2nd Vice Chair

Mayor Todd Dixon
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Mayor Sharon Thompson
City of Fountain
Secretary

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Councilmember Brandy Williams
City of Colorado Springs

Councilmember Dave Donelson
City of Colorado Springs

Councilmember Roland Rainey
City of Colorado Springs

Mayor Annie Durham
City of Cripple Creek

Vacant
Town of Calhan

Mayor Barbara Manning
City of Victor

Mayor Frank Just
Town of Fairplay

Mayor Sharon Thompson
City of Fountain

Mayor Natalie Johnson
City of Manitou Springs

Mayor Kellie Case
City of Woodland Park

Mayor Dennis Stern
Town of Palmer Lake

Mayor Mitch LaKind
Town of Monument

Mayor Bob Kassel
Town of Alma

Trustee Will Schall
Town of Ramah

Mayor Todd Dixon
Town of Green Mountain Falls

Commissioner Bill Wysong
El Paso County

Commissioner Cory Applegate
El Paso County

Commissioner Holly Williams
El Paso County

Commissioner Amy Mitchell
Park County

Commissioner Erik Stone
Teller County

Andrew Gunning
Executive Director

Pikes Peak Area Council of Governments
Communities Working Together

PROCLAMATION BY

THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS

IN SUPPORT OF AIR QUALITY AWARENESS WEEK May 4 – 8, 2026

April 8, 2026

WHEREAS, The Pikes Peak Area Council of Governments (PPACG) is committed to ensuring that every citizen in Park, Teller and El Paso Counties has healthy air to breathe; and

WHEREAS, poor outdoor air quality can threaten the health of our citizens; and children, people with lung disease, older adults, and people with heart disease tend to be more vulnerable to outdoor pollution, and it would be beneficial for all people to learn more about the effects air quality may have on their health; and

WHEREAS, PPACG is crafting positive strategies to reduce air pollution by empowering and motivating residents across the region to help in reducing harmful air pollutants; and

WHEREAS, PPACG**,** Colorado Department of Public Health and Environment, and the U.S. Environmental Protection Agency are supporting efforts to encourage Americans to understand what causes poor air quality, and make strides to improve the overall outdoor air quality; and

WHEREAS, the Pikes Peak Area Council of Governments is an association of three counties and 13 municipalities representing the Pikes Peak Region; and

THEREFORE, the Pikes Peak Area Council of Governments Board of Directors recognizes and encourages all of our communities to recognize and celebrate Air Quality Awareness Week, May 4, 2026 to May 8, 2026.

RESOLVED, APPROVED, AND ADOPTED by the Board of Directors of the Pikes Peak Area Council of Governments this 8th day of April, 2026, at Colorado Springs, Colorado.

Commissioner Holly Williams
Chair

ATTEST
Mayor Sharon Thompson
Secretary

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: Dali Moncada, Volunteer Program Manager

Through: Andrew Gunning, Executive Director

Subject: Proclamation Recognizing April Volunteer Appreciation Month

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Action Requested: Review and Recommend

Previous Action

The Pikes Peak Area Agency on Aging has taken time in previous years to recognize and celebrate the valuable work from our volunteers. This is the first year presenting a Proclamation in honor of volunteer contributions.

Summary

The Pikes Peak Area Agency on Aging will be celebrating the significant purpose our volunteers provide for us on April 17, 2026. Our volunteers serve in many capacities helping seniors directly as well as supporting the administrative work of the Agency.

Additionally, the Senior Resource Council hosts the annual Joe Henjum Senior Accolades on April 29, 2026, and we have nominated two volunteers to be acknowledged and possibly win the top accolade.

Background

It has been fifty years since Points of Light began celebrating the service of volunteers in 1974. April provides a great opportunity to recognize the impact of volunteer service and the power of volunteers to tackle society's greatest challenges, to build stronger communities and be a force that transforms the world.

Each year, Points of Light reminds us to shine a light on the people and causes that inspire us to serve, recognizing and thanking volunteers who lend their time, talent and voice to make a difference in their communities.

Proposed Motion

Review and recommend the proclamation as presented.

Alternatives

The Board of Directors has the following alternatives to consider:

1) Disapprove the item as presented.
2) Approve the item with amendments.

Attachment(S)

1) 2026 Volunteer Month Proclamation

Strategic Plan Goals

Please select which strategic plan goals this applies to.

☒ Advocacy: Serve as an effective advocacy voice for common ground issues.

☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.

☒ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.

☐ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.

☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication, and collaboration.

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Pikes Peak Area Council of Governments
Communities Working Together

PROCLAMATON BY
THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
IN SUPPORT OF VOLUNTEER APPRECIATION MONTH

April 8, 2026

WHEREAS, volunteers are the backbone of our community, offering their time, talents, and passion to support non-profits, schools, parks, and fellow community members; and

WHEREAS, being established in 1974 in the United States, National Volunteer Week highlights the critical role of service in creating a resilient future; and

WHEREAS, National Volunteer Week, April 19–25, 2026, encourages everyone to make to get involved and experience the power of service; and

WHEREAS, volunteers in The Pikes Peak Area Agency on Aging have shown unwavering dedication, contributing countless hours to serving older adults with compassion, dignity and equality; and

WHEREAS, the service of volunteers strengthens our community by bringing people together, developing new skills, and providing an empowering sense of purpose;

THEREFORE, the Pikes Peak Area Council of Governments, do hereby proclaim April 2026 as Volunteer Appreciation Month in the Pikes Peak Region, and call upon all residents to recognize the vital impact of volunteers and to join us in thanking them for their dedicated service.

RESOLVED, APPROVED AND ADOPTED, by the Board of Directors of the Pikes Peak Area Council of Governments this 8th day of April, 2026, at Colorado Springs, Colorado.

Commissioner Holly Williams

Chair

ATTEST

Mayor Sharon Thompson
Secretary

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: Jared Verner, Public Policy and Communications Manager

Through: Andrew Gunning, Executive Director

Subject: Legislative Update

Action Requested: Review and Approve

Summary

The Pikes Peak Area Council of Governments Board of Directors Legislative Committee is meeting every-other-week, and as needed, during the Colorado General Assembly. Since the last Board of Directors meeting, the committee reviewed bills and adopted the following new state positions for Board approval:

- Amending four bills:
  - HB26-1269: Transit Access – Passed House, awaiting Senate committee assignment
    - PPACG is advocating for amendments to address concerns from Mountain Metropolitan Transit on reporting requirements for data not currently collected
  - HB26-1289: Modification of Certain Tax Expenditures – Passed House Committee on Finance on March 23, referred to House Appropriations Committee
    - PPACG is advocating for amendments to make the local appropriation to the Highway User Tax Fund match what is being removed from HB26-1102.
  - HB26-1398: Retail Delivery Fee Revenue Allocation – Passed House Committee on Appropriations on April 6.
    - PPACG is advocating to adjusting the percentage adjustment for the Multimodal Transportation and Mitigation Options Fund closer to the original 85/15 split between local governments and the state, respectively, instead of the proposed 70/30 split.
  - HB26-1399: Eliminate General Fund Transfer to Multimodal Transportation Fund – Passed House Committee on Appropriations on April 6.
    - PPACG is advocating for the language to shift from a permanent end to a one-year suspension of the annual $10.5 million general fund transfers to the Multimodal Transportation and Mitigation Options Fund.

The next Legislative Committee meeting will take place on Monday, April 20, and any Board member may participate in the discussion and positioning process.

The Board has previously adopted positions on 15 state bills that have not changed:

- Supporting six bills:
  - HB26-1010: Older Adult Support & Representation in Workforce – Passed the House, assigned to Senate Business, Labor, and Technology Committee
  - HB26-1043: Transportation Network Company Discriminatory Practices – Passed House Finance Committee, referred to House Appropriations Committee
  - HB26-1110: Vulnerable Adult Financial Exploitation Banking – Passed the House on March 9, awaiting Senate committee assignment
  - HB26-1140: Local Government Impact Hearings – Scheduled for second reading in the House
  - SB26-022: Challenges Meeting 2030 Emissions Reduction Goals – Assigned to Senate Committee on Transportation & Energy
  - *SB26-030: Local Access Start Parks Grant Program – Postponed Indefinitely by Senate Committee on State, Veterans & Military Affairs on Feb. 10*
- Opposing seven bills:
  - *HB26-1001: Signed by the Governor on March 25*
  - HB26-1037: Ban Government Purchase of Personal Data from Third Party – House Committee on Judiciary heard public testimony on Feb. 25, no action taken or scheduled
  - HB26-1102: Funding for Colorado DRIVES Account – Scheduled for April 7 in Senate Committee on Finance
  - HB26-1114: Allowed Minimum Lot Size for Subject Jurisdictions – Passed House and assigned to Senate Local Government and Housing Committee
  - HB26-1226: Manage Emissions from Electric Generating Units – Passed House Committee on Energy and Environment, referred to House Appropriations Committee
  - HB26-1272: Extreme Temperatures Worker Protections – Passed House Committee on Health and Human Services on March 18, referred to House Appropriations Committee
  - HB26-1308: Lot Splitting Approval by Subject Jurisdictions – Assigned to Senate Committee on Local Government and Housing
- Monitoring two bills:
  - HB26-1107: Health Care in Regulated Facilities – Scheduled for April 1 in Senate Committee on Health and Human Services
  - *SB26-024: State & Local Unmanned Aircraft Regulation – Postponed Indefinitely by Senate Committee on Local Government & Housing on Feb. 25*

The previously adopted federal bill positions are included as an attachment.

Background

The Pikes Peak Area Council of Governments' Legislative Committee is a subcommittee of the Board of Directors. The purpose of the committee is to review and discuss proposed legislation and determine whether the Board of Directors would like to monitor, amend, support or oppose any bills. The scope of this committee is limited to Pikes Peak Area Council of Governments issues as identified in the Board's legislative themes and priorities documents.

Proposed Motion

Adopt the state bill positions as taken by the Legislative Committee. A two-third vote among present Board members is required to take positions.

Attachments

1) State bill status sheet
2) Federal bill status sheet

Strategic Plan Goals

☒ Advocacy: Serve as an effective advocacy voice for common ground issues.
☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☒ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.

Bowditch & Cassell PUBLIC AFFAIRS

The information contained herein is current as of today's date.

Pikes Peak Area Council of Governments

HB26-1001	**Housing Developments on Qualifying Properties**
Comment:	
Position:	**Oppose**
Calendar Notification:	NOT ON CALENDAR
News:	
Short Title:	Housing Developments on Qualifying Properties
Sponsors:	A. Boesenecker (D) | J. Mabrey (D) / T. Exum (D) | J. Gonzales (D)

Summary:

The bill requires a subject jurisdiction, on or after December 31, 2027, to allow a residential development to be constructed on a qualifying property that does not contain an exempt parcel, subject to an administrative approval process. A qualifying property is real property that contains no more than 5 acres of land and is owned by:

A nonprofit organization with a demonstrated history of providing affordable housing;

A nonprofit organization that provides public transit;

A nonprofit organization that has entered into an agreement with another nonprofit organization with a demonstrated history of providing affordable housing, provided that the agreement requires the nonprofit organization with a demonstrated history of providing affordable housing to develop a residential development on the property;

A school district;

A state college or university;

A housing authority; or

A local or regional transit district or a regional transportation authority serving one or more counties.

If a subject jurisdiction requests, as part of an initial development application, that a nonprofit organization with a demonstrated history of providing affordable housing provide documentation that it meets required criteria, the nonprofit organization shall provide the documentation. *Each housing unit in a residential development constructed on a qualifying property that meets certain affordable housing criteria is equivalent to 1.1 newly constructed affordable housing units for the purposes of the statewide affordable housing fund.*

A subject jurisdiction shall not:

Disallow construction of a residential development on a qualifying property on the basis of height if the tallest structure in the residential development is no more than 3 stories or 45 feet tall;

Disallow construction of a residential development on a qualifying property on the basis of height if the tallest structure in the residential development complies with the height-related standards for the zoning district in which the residential development will be built or any zoning district that is contiguous to the qualifying property on which the residential development will be built;

Disallow construction of a residential development on a qualifying property based on the number of dwelling units that the residential development will contain, except in accordance with standards listed in the bill; or

Apply standards to a residential development on a qualifying property that are more restrictive than the standards the subject jurisdiction applies to similar housing constructed within the subject jurisdiction, including standards related to structure setbacks from property lines; lot coverage or open

space; on-site parking requirements; numbers of bedrooms in a multifamily residential development; on-site landscaping, screening, and buffering requirements; or minimum dwelling units per acre.

Provided that the uses are allowed conditionally or by right within the zoning district in which a qualifying property is located, a subject jurisdiction shall allow the following uses in a residential development on a qualifying property:

Child care; and

The provision of recreational, social, or educational services provided by community organizations for use by the residents of the residential development and the surrounding community.

The bill requires the owner of a qualifying property to notify the county assessor that a subject jurisdiction has allowed the construction of a residential development on a qualifying property within the county.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/25/2026 Governor Signed

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1010 **Older Adult Support & Representation in Workforce**

Comment:

Position: **Support**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Older Adult Support & Representation in Workforce

Sponsors: J. Willford (D) | J. Jackson (D) / J. Danielson (D)

Summary: The bill increases participation, representation, and support for individuals ~~60~~ *55* years old or older in the Colorado workforce and in organizations related to employment and the workforce by:

Requiring the state work force development council (council), the Colorado commission on the aging, and other entities to meet twice a year, collect data, and work collaboratively on issues related to individuals in the workforce who are ~~60~~ *55* years old or older;
Requiring the department of labor and employment and the department of human services to jointly submit a report compiling the data collected by the council, the Colorado commission on the aging, and other entities to the general assembly and requiring the department of labor and employment, during the department's annual "SMART Act" hearings, to summarize the report to certain legislative committees; and
Requiring that the council, ~~the commission on higher education,~~ the state apprenticeship council, *the commission on higher education* , and the ~~state board for community colleges and occupational education~~ *advisory committee to the commission on higher education* , or their successor entities, each have at least one member serving on their governing entity that is at least ~~60~~ *55* years old and either is actively involved in or has interest, knowledge, or experience in advocating for the interests of individuals who are ~~60~~ *55* years old or older as related to the functions of each entity.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/3/2026 Introduced In Senate - Assigned to Business, Labor, & Technology

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1018 Long-term Care Services for Nursing Home Residents

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Long-term Care Services for Nursing Home Residents

Sponsors: J. Jackson (D) | J. Joseph (D) / J. Amabile (D)

Summary: The bill requires an individual being discharged from a nursing facility to be presumptively eligible for long-term services and supports under medicaid.

The bill requires the department of health care policy and financing (state department) to determine presumptive eligibility and requires county departments of human or social services (county departments) to set up the long-term services and supports for an individual being discharged from a nursing facility prior to the individual's discharge date.

The state department is required to submit an annual report to the state auditor and post the report on the state department's website detailing information about the individuals discharged from a nursing facility and the associated presumptive eligibility determinations.

The bill establishes remedial measures against a county department if the county department fails to set up long-term services and supports for the individual. The bill establishes remedial measures against a nursing facility that fails to discharge an individual on the discharge date due to a failure within the nursing facility's control or fails to cooperate in good faith with the state department to ensure long-term care services and supports are in place for the individual.

(Note: This summary applies to this bill as introduced.)

Status: 2/17/2026 House Committee on Health & Human Services Refer Amended to Appropriations

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1022 Jury Duty Opt-Out for People 72 Years or Older

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Jury Duty Opt-Out for People 72 Years or Older

Sponsors: C. Barron (R)

Summary: The bill allows a person who is 72 years old or older to choose to temporarily or permanently opt out of jury service. The judge or jury commissioner may require documentation in support of the opt-out.

(Note: This summary applies to this bill as introduced.)

Status: 1/29/2026 House Committee on State, Civic, Military, & Veterans Affairs Refer Amended to Appropriations

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1037 Ban Government Purchase of Personal Data from Third Party

Comment:

Position: **Oppose**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Ban Government Purchase of Personal Data from Third Party

Sponsors: J. Bacon (D) | K. DeGraaf (R) / L. Cutter (D)

Summary: The bill prohibits law enforcement and other government entities from purchasing, or otherwise obtaining for anything of value, certain personal data from third parties. Law enforcement agencies and other government entities are also prohibited from sharing individuals' personal data between themselves.

Exceptions are created for obtaining personal data, including after obtaining a judicial warrant, subpoena, or court order, when an individual consents to sharing their data and, in the case of an emergency, involving a threat to a person's life or physical safety.

The bill creates a private cause of action for an individual who has their personal data obtained or shared in violation of the prohibitions in the bill. Personal data obtained or shared is excluded from trial and other court proceedings, subject to certain exceptions.

(Note: This summary applies to this bill as introduced.)

Status: 2/25/2026 House Committee on Judiciary Witness Testimony and/or Committee Discussion Only

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1043 Transportation Network Company Discriminatory Practices

Comment:

Position: **Support**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Transportation Network Company Discriminatory Practices

Sponsors: G. Rydin (D)

Summary: Under current law, the public utilities commission (commission) may assess a civil penalty in an amount up to $550 against a transportation network company (TNC) if the TNC had written notice of a TNC driver's violation of certain prohibitions against discriminating against riders and the TNC failed to reasonably address the violation. Additionally, a driver is required to report to the TNC any refusal by the driver to provide services to a rider, and the TNC is required to annually report all such refusals to the commission.

The bill removes the condition that a TNC first have written notice of a driver's violation of the discriminatory prohibitions before a civil penalty may be assessed against the TNC and increases the maximum civil penalty to $5,000. The bill also requires:

A TNC to provide monthly, rather than annual, reporting to the commission regarding drivers' refusal to provide services;
A TNC to provide a mechanism to allow a consumer to report a driver's refusal to provide transport to the consumer directly on the TNC's digital platform, which information must be included in the TNC's monthly report; and
The commission to anonymize the TNCs' monthly reports and make the anonymized reports available to the public.

The commission may assess a civil penalty in an amount up to $5,000 for a TNC's failure to comply with the reporting requirements.

(Note: This summary applies to this bill as introduced.)

Status: 3/12/2026 House Committee on Finance Refer Unamended to Appropriations

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1062 Expand Deduction for Retirement Benefits

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Expand Deduction for Retirement Benefits

Sponsors: R. Weinberg (R)

Summary: Current law allows any individual to deduct amounts, up to certain caps based on the individual's age, received as pensions or annuities from any source, to the extent included in federal adjusted gross income.

Notwithstanding the caps on the deduction for amounts received as pensions or annuities from other sources, current law allows any individual who is 65 years old or older at the close of a taxable year to subtract the total amount of social security benefits that the individual received from the individual's federal taxable income, to the extent those benefits were included in federal taxable income, when determining the individual's state taxable income. This subtraction is also allowed to any individual who is 55 years old or older and has an adjusted gross income for the applicable tax year that is less than or equal to $75,000 if filing individually or $95,000 if filing jointly.

For income tax years commencing on or after January 1, 2027, the bill removes all caps on the deduction for amounts received as pensions and annuities and allows any individual who is 55 years old or older, regardless of income, to subtract the total amount that the individual received as pension or annuity income from the individual's federal taxable income, to the extent that income was included in federal taxable income, when determining the individual's state taxable income.

(Note: This summary applies to this bill as introduced.)

Status: 2/9/2026 House Committee on Finance Postpone Indefinitely

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1065 Transit and Housing Investment Zones

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Transit and Housing Investment Zones

Sponsors: J. McCluskie (D) | S. Woodrow (D) / D. Roberts (D) | T. Exum (D)

Summary: **Section 2** of the bill creates the "Transit Investment Area Act" and:

Creates a mechanism for a local government and transit agency, subject to state approval, to undertake a transit investment project (project), to designate a transit investment area (area) in which the project will be built, and to create a transit investment authority (authority) or to designate other financing entities with the power to receive and use the increment of revenue derived from the state sales tax collected in the area that is equal to the amount of state sales tax revenue collected in an area above a designated base amount plus 20% of that same revenue (state sales tax increment revenue) to be used to finance eligible improvements related to the project;

Allows a local government to apply to the office of economic development and the Colorado economic development commission (commission) to undertake a project, and, in connection with the project, to form an authority or to designate a county revitalization authority, metropolitan district, or urban renewal authority as the approved financing entity;

Specifies the information that a local government is required to include in the application for a project and the criteria that the project is required to satisfy to be approved;
Requires the director of the office of economic development (director) to review each application for a project and to make an initial determination regarding whether the application meets the specified criteria;
Requires the director to forward each application to the commission with a recommendation regarding whether the project should be approved;
Directs the commission to review each application and to approve or reject the project and, as part of the approval of a project, allows the commission to authorize the collection and use of the state sales tax increment revenue for a designated number of years not to exceed 30 years;
Allows the commission to approve no more than 3 transit investment projects in any calendar year and no more than 6 in total;
Allows the commission to dedicate no more than $75 million in a fiscal year to the transit investment projects it approves;
If requested by the local government, allows the commission to authorize the creation of an authority to receive and spend state sales tax increment revenue;
Specifies that an authority is governed by a board consisting of a certain number of members appointed by the commission and a certain number of members appointed by the local government;
Specifies the powers of the authority and the manner in which the state sales tax increment revenue is divided and used;
Requires the financing entity for a project to submit a report containing specified information to the commission; and
Authorizes a county revitalization authority, an urban renewal authority, or a metropolitan district to receive and disburse the state sales tax increment revenue generated within an area and to act as the financing entity for the area.

Section 9 creates the Colorado affordable housing in transit investment zones tax credit (tax credit). The tax credit is administered in the same manner as the Colorado affordable housing in transit-oriented communities tax credit; except that the tax credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones. The bill allows $50 million of credits to be awarded each calendar year beginning in the 2027 calendar year through the 2033 calendar year.
(Note: This summary applies to this bill as introduced.)

Status: 2/23/2026 House Committee on Finance Refer Amended to Appropriations

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1066 Tax Exemptions Low Income Rental Property Development

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Tax Exemptions Low Income Rental Property Development

Sponsors: R. Stewart (D) | K. Stewart (D) / M. Ball (D)

Summary: Current law provides an exemption for taxation on property acquired and developed for low-income housing by nonprofit housing providers, community land trusts, and nonprofit affordable homeownership developers. The bill expands the exemption to also include property intended for low-income residential rental property.

(Note: This summary applies to this bill as introduced.)

Status: 2/23/2026 House Committee on Finance Refer Amended to Appropriations

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1100 Guardianship for Incapacitated Adults

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Guardianship for Incapacitated Adults

Sponsors: R. Stewart (D) | C. Espenoza (D) / M. Snyder (D)

Summary:

The bill repeals provisions related to the guardianship of an incapacitated person and enacts provisions related to the guardianship of an incapacitated person drafted by the uniform law commission as part of the "Uniform Guardianship and Protective Proceedings Act".

The bill provides guidance for guardians and clarifies how appointees must make decisions on behalf of a person under guardianship.

The bill encourages the use of protective arrangements and less restrictive alternatives instead of guardianship if a person's needs can be met with support services and technology.

The bill establishes a bill of rights for adults subject to guardianship and expands the procedural rights for respondents in guardianship proceedings.

The bill provides for visitation and communication rights for individuals subject to guardianship or conservatorship. This includes a limitation on a guardian's ability to prevent communication, visitation, or interactions between a person subject to guardianship and a third party.

The bill prohibits courts from establishing full guardianship if a limited guardianship would meet the respondent's needs, requires a petitioner seeking full guardianship to provide support to justify full guardianship, and requires courts to provide findings to support the imposition of full guardianship.

(Note: This summary applies to this bill as introduced.)

Status: 4/1/2026 House Committee on Judiciary Refer Amended to Finance

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1102 Funding for Colorado DRIVES Account

Comment:

Position: **Oppose**

Calendar Notification: Tuesday, April 7 2026
SENATE FINANCE COMMITTEE
2:00 PM SCR 357
(3) in senate calendar.

News:

Short Title: Funding for Colorado DRIVES Account

Sponsors: M. Lindsay (D) / M. Snyder (D)

Summary: The bill makes the following changes to increase the amount of revenue that is directed to the Colorado DRIVES vehicle services account (DRIVES account) created in the highway users tax fund (HUTF):

Beginning on July 1, 2027, increases revenue to the DRIVES account by redirecting $2 of each late vehicle registration fee from the HUTF to the DRIVES account and, consistent with current law, crediting the remainder of the fees to the HUTF (**sections 1, 2,** and **4** of the bill);
Increases revenue to the DRIVES account by authorizing the department of revenue, beginning on ~~August 12, 2026~~ *July 1, 2027* , to charge a fee *, under certain circumstances,* for an individual who fails to appear at a scheduled appointment for a driver's license, identification card, or related service or who cancels a scheduled appointment within the 24-hour period preceding the appointment time, and crediting this fee to the DRIVES account (**section 3**); and
Beginning on July 1, 2026, increases revenue to the DRIVES account by redirecting fees for special vehicle registrations for personalized license plates from the HUTF to the DRIVES account, except that, consistent with current law, $2 of each fee is remitted to the county general fund (**sections 1, 2,** and **5**).

The provisions of the bill that redirect revenue to the DRIVES account from the HUTF take effect only if the section of House Bill 26-1289 concerning gasoline and special fuel taxes becomes law.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/25/2026 Introduced In Senate - Assigned to Finance

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1107 **Health Care in Regulated Facilities**

Comment:

Position: **Monitor**

Calendar Notification: Tuesday, April 7 2026
THIRD READING OF BILLS - FINAL PASSAGE
(3) in senate calendar.

News:

Short Title: Health Care in Regulated Facilities

Sponsors: L. Feret (D) | A. Paschal (D) / L. Cutter (D)

Summary:

~~**Sections 1 and 4** of the bill establish~~ *The bill establishes* information disclosure requirements for a licensed facility that ~~advertises, markets, promotes, or~~ offers *on-site and residential* services ~~, including memory care services,~~ for individuals with dementia and dementia-related conditions, including Alzheimer's disease. The bill refers to such a facility ~~or agency~~ as a 'dementia care facility'.

The bill requires the department of public health and environment (department), in consultation with the state long-term care ombudsman or the ombudsman's designee, to create a dementia care services information form (form) by ~~January~~ *July* 1, 2027. The form *created by the department* must include fields for the disclosure of certain information regarding a dementia care facility's dementia care services, including the facility's:

Dementia training requirements for staff that are in addition to statutory training requirements;
Guidelines for using restraints; and
Security features and procedures for addressing the needs of residents with dementia.

The bill authorizes the department to ~~regularly~~ review the form and update it as needed *to ensure that the form facilitates the disclosure of the required information regarding dementia care services.* After creating or subsequently updating the form, the department must provide the form to every dementia care facility in the state.

The bill requires a dementia care facility to complete the form with responsive, accurate, and complete information regarding the facility's dementia care services. Beginning ~~July~~ *October* 1, 2027, every dementia care facility ~~must~~ *shall* :

Provide its completed form to every individual who contacts the facility seeking dementia care services;
Review and update the form when a change in information occurs to ensure that the facility's information provided on the form is current, complete, and correct;
Publish the facility's current version of the completed form on the facility's website; and
At all times, maintain on the facility's premises and have available for inspection a copy of the facility's completed form with the facility's most current information and produce the form upon request by the department during a survey or inspection of the facility.

~~The bill establishes a facility's violation of the last itemized requirements regarding the form as a deceptive trade practice under the 'Colorado Consumer Protection Act'.~~ *The bill requires the department to issue a citation to a facility that fails to maintain on its premises and have available for inspection its completed form, or that fails to produce the form upon request by the department during a survey or inspection.*

The bill authorizes the department to adopt rules, as necessary, to implement the bill's requirements concerning the form; except that the rules adopted by the department must not exceed applicable national standards. The bill also authorizes the department to use money from the assisted living residence improvement cash fund for the purposes of creating the form and adopting related rules.

~~Currently, the department has the power to establish and maintain by rule a medication administration program in certain licensed or regulated facilities. Current law requires the department of human services, the behavioral health administration, the department of health care policy and financing, and the department of corrections to develop and conduct a medication administration program in certain types of residential, assisted living, and correctional facilities.~~

~~**Sections 5 and 6** modify the definition of 'administration' to include administration of medication specifically by injection and allow a licensed practical nurse (LPN) or a certified nurse aide (CNA) to administer medication by injection as part of a medication administration program if the LPN or CNA receives education and training on administering medication by injection.~~

~~The bill requires the department, in consultation with the state board of nursing, to establish by rule the education and training required for an LPN or a CNA to obtain the authorization created by the bill to administer medication by injection. A facility may not require that a registered nurse be on site as a prerequisite to an LPN or CNA administering medication by injection.~~

~~The bill also adds all facilities and agencies licensed and regulated by the department to the list of specified facilities that can have a medication administration program.~~

~~**Sections 2 and 3** modify the scope of practice for CNAs to include the administration of medication by injection as authorized under the bill.~~

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 4/6/2026 Senate Second Reading Passed - No Amendments

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1110 **Vulnerable Adult Financial Exploitation Banking**

Comment:

Position: **Support**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Vulnerable Adult Financial Exploitation Banking

Sponsors: S. Camacho (D) | J. Jackson (D) / M. Catlin (R) | J. Danielson (D)

Summary: The bill creates the 'Adults' Security and Safeguards from Exploitation in Transactions Act' or the 'ASSET Act'. The bill requires or authorizes a qualified individual at a bank or credit union (financial institution) to do the following when the individual reasonably suspects that a vulnerable adult (eligible adult) is the victim of financial exploitation:

The individual or institution must notify appropriate local law enforcement or the county agency handling adult protective services; and
The individual or institution may notify a third party previously designated by or reasonably associated with the eligible adult.

A financial institution or qualified individual may delay a disbursement from an account if the financial institution or qualified individual:

Reasonably believes that the requested disbursement may result in financial exploitation of an eligible adult;
Provides written notification of the delay and the reason for the delay to all parties authorized to transact business on the account within 2 business days after the requested disbursement; except that a party who is reasonably believed to have engaged in financial exploitation of the eligible adult need not be so notified; and
Continues its internal review of the suspected or attempted financial exploitation.

The delay may continue until:

The financial institution or qualified individual reasonably believes that the eligible adult is not subject to financial exploitation;
Local law enforcement or the county agency handling adult protective services concludes its investigation; or
A court orders that the delay be removed.

A financial institution or qualified individual must make a determination within 90 days after beginning the delay of a disbursement or, if waiting on the investigation of local law enforcement or a county agency handling adult protective services, within 180 days. The disbursement must be made or refused based on the conclusions of the investigation or the expiration of the time.

A financial institution and qualified individual are immune from liability arising from the actions or from failing to take the actions authorized in the bill if the act or failure to act was made in good faith.

A financial institution must provide access to or copies of records that are relevant to the suspected or attempted financial exploitation of an eligible adult to agencies charged with administering state adult protective services laws and to local law enforcement. The records made available to agencies are not public records, as defined in the 'Colorado Open Records Act'.
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 4/6/2026 Introduced In Senate - Assigned to Business, Labor, & Technology

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1114 Allowed Minimum Lot Size for Subject Jurisdictions

Comment:

Position: **Oppose**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Allowed Minimum Lot Size for Subject Jurisdictions

Sponsors: R. Stewart (D) | S. Woodrow (D) / M. Ball (D)

Summary: The bill requires that, on or after October 1, 2031, a subject jurisdiction shall not require:

That a ~~parcel~~ *lot* have an area larger than 2,000 square feet if the ~~parcel's~~ *lot's* residential use is limited to a single family home; *or*
Minimum lot frontage, setbacks, open space, or maximum lot coverage dimensions that have the practical effect of preventing the construction of a single family home on a lot that has an area of 2,000 square feet and that has a residential use limited to a single family home.

The bill exempts certain types of ~~parcels~~ *lots* from this requirement.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/2/2026 Introduced In Senate - Assigned to Local Government & Housing

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1140 Local Government Impact Hearings

Comment:

Position: **Support**

Calendar Notification: Tuesday, April 7 2026
GENERAL ORDERS - SECOND READING OF BILLS
(1) in house calendar.

News:

Short Title: Local Government Impact Hearings

Sponsors: T. Winter (R) / R. Pelton (R)

Summary:

The bill allows the speaker of the house of representatives, the minority leader of the house of representatives, the president of the senate, and the minority leader of the senate (legislative leadership) to each select up to 5 legislative measures to have a local government impact hearing during a regular legislative session. A local government impact hearing is a dedicated time that is at least one hour and not more than 2 hours at the beginning of a scheduled committee hearing for a legislative measure during which one or more local governments or organizations that represent local governments may present testimony to the committee regarding the potential effects of the legislative measure on local governments within the state.

If a member of legislative leadership selects a legislative measure to have a local government impact hearing, the member must:

Determine which committee of reference will hold the local government impact hearing if the legislative measure is assigned to more than one committee of reference; and

Notify the chair of the applicable committee of reference and the staff of the legislative council that the legislative measure will have a local government impact hearing.

If a member of the legislative leadership selects a legislative measure to have a local government impact hearing, the staff of the legislative council is required to include the local government impact hearing on the calendar as part of the regularly scheduled legislative hearing for the legislative measure in the applicable committee of reference.

During the local government impact hearing, one or more local governments or statewide organizations that represents local governments may provide testimony regarding the impact of the legislative measure on local governments for the duration of the local government impact hearing without other limitations on the length of testimony.

The bill requires the director of research of the legislative council to develop procedures for the implementation of local government impact hearings.

(Note: This summary applies to this bill as introduced.)

Status: 2/19/2026 House Second Reading Laid Over Daily - No Amendments

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1226 Manage Emissions from Electric Generating Units

Comment:

Position: **Oppose**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Manage Emissions from Electric Generating Units

Sponsors: J. Willford (D) | M. Froelich (D) / M. Weissman (D) | L. Cutter (D)

Summary:

Section 2 of the bill requires the air quality control commission, no later than December 31, 2029, to adopt a final rule (rule) establishing certain limits on the emission of nitrogen oxides and sulfur dioxide from an electric generating unit (unit) that is owned or operated by an electric utility, is located in the state, and emitted 200 tons or more of nitrogen oxides, sulfur dioxide, or both in calendar year 2024 (covered electric generating unit). The rule must require compliance with the emission limits as soon as practicable after December 31, 2030, and must not cover units that have ceased operations, burn natural gas or fuel oil only, or have certain systems installed before December 31, 2029. The owner or operator of a covered electric generating unit is required to provide quarterly emission reports showing compliance with the rule to the division of administration in the department of public health and environment (division).

Section 3 requires an investor-owned utility or wholesale electric cooperative that is the owner or operator of a unit, beginning 150 days after the issuance of a federal order requiring the unit to remain operating after the unit was scheduled to retire (order) and continuing every 90 days until the order is no longer in effect, to file a report with the public utilities commission (commission) that contains certain information about the costs to operate the unit and the amount of electricity generated by the unit. The commission must make these reports publicly available.

Section 3 also allows an investor-owned utility to submit an application for a financing order to recover the costs of complying with an order.

Section 3 also requires that, if the commission issues a written decision approving a portfolio that consists of supply-side resources for an investor-owned utility serving more than 500,000 customers, the commission must approve a total amount of accredited capacity for the investor-owned utility to reliably implement certain retirement dates or operational restrictions applicable to the investor-owned utility's covered electric generating unit and comply with any applicable carbon dioxide emission reduction requirements. This accredited capacity requirement applies to an investor-owned utility serving more than 500,000 customers until the division determines that the investor-owned utility has achieved certain carbon dioxide emission reductions or until the investor-owned utility has retired all covered electric generating units, whichever is later.*(Note: This summary applies to this bill as introduced.)*

Status: 2/26/2026 House Committee on Energy & Environment Refer Amended to Appropriations

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

HB26-1268 Renewable Energy Development on Disturbed Lands

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Renewable Energy Development on Disturbed Lands

Sponsors: K. McCormick (D) | L. Smith (D) / W. Lindstedt (D)

Summary:

~~**Section 1 of**~~ The bill authorizes a local government with permitting authority over land uses (local government) to designate one or more areas within the jurisdiction of the local government as renewable energy reinvestment areas for the siting of renewable energy and energy storage system projects (eligible projects). In designating an area as a renewable energy reinvestment area, the local government must hold at least one public hearing, ~~engage in~~ *ensure that any* outreach *to and engagement* of disproportionately impacted communities *is consistent with statutory requirements* , and ensure that an eligible project may be permitted and constructed pursuant to an administrative approval process based solely on the eligible project's compliance with objective standards. *A local government cannot designate an eligible site within tribal lands without first consulting with the tribe with jurisdiction over the lands.*

If an eligible project is sited in a renewable energy reinvestment area, an urban renewal authority or county revitalization authority ~~(tax increment financing~~ (authority) may distribute tax *increment* revenue to finance ~~any public infrastructure needed for~~ *or reimburse costs associated with* the eligible project ~~in a manner consistent with the tax increment financing~~ *if the renewable energy reinvestment area is included in the* authority's ~~governing statutes~~ *urban renewal plan or county revitalization plan* .

~~**Section 1 requires a utility to respond**~~ *In response* to a request made by a local government or an eligible project developer for ~~interconnection~~ information regarding ~~the proposed site of an eligible project~~ *a designated renewable energy reinvestment area, a utility is required to acknowledge the request and provide the requestor readily available information* within 30 days after the request is made.

~~**Section 2 requires**~~ The Colorado energy office is required to consolidate, publish on its website, and periodically update ~~information and~~ *technical and informational* resources concerning the process for siting, permitting, and developing eligible projects in renewable energy reinvestment areas.

~~**Sections 3 and 4 make conforming amendments.**~~

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 4/6/2026 Senate Committee on Transportation & Energy Refer Unamended to Senate Committee of the Whole

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1269 Transit Access

Comment:

Position: **Amend**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Transit Access

Sponsors: N. Ricks (D) | J. Joseph (D) / J. Marchman (D)

Summary:

The bill requires certain transit agencies *that have at least one million unlinked passenger trips in the most recent year, and that are not the Colorado department of transportation or a regional transportation authority that provides funding for but does not directly provide transit services* (covered transit agencies) , to take specific actions in the following areas to increase transit access:

~~Low-income fare discount programs;~~

~~Programs for individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency (partner pass programs);~~
Information for transit riders;
Language access initiatives;
Access to restroom amenities; and
Reporting requirements.

~~**Low-income fare discount programs.** Beginning on June 30, 2027, covered transit agencies that have at least 10 million unlinked passenger trips in the most recent year (large covered transit agencies) must offer a low-income fare discount program. Through this program, a large covered transit agency must offer, to individuals who meet income-based eligibility requirements, free or discounted fares, transit passes, or other equivalent fare benefits for the use of~~

~~the large covered transit agency's transit services, including paratransit services and any supplemental accessible transportation program. This discount is available to each eligible individual as the option to receive either:~~

~~A discount that provides at least a 50% reduction from the standard fare; or~~

~~At least 20 single-ride benefits per month, which may be provided as single-ride transit passes or, for paratransit services or a supplemental accessible transportation program, one-way trips at no fare cost.~~

~~**Partner pass programs.** Beginning on June 30, 2027, all covered transit agencies, regardless of size, must operate a partner pass program. A partner pass program is operated by a covered transit agency in partnership with public housing agencies and organizations that primarily serve individuals experiencing homelessness or who are at risk of homelessness. Through this program, a covered transit agency must offer passes for unlimited use of the covered transit agency's standard fixed-route transit services throughout the covered transit agency's service area, excluding airport fare service, for a period of at least 6 months, at no cost to the transit rider, to individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency.~~

Information for transit riders. Beginning on June 30, 2027, a ~~large~~ covered transit agency must ensure that clear, up-to-date transit system maps are displayed at all rail stations, bus stations, and bus rapid transit stops. A covered transit agency ~~of any size~~ must ensure that information on fare rates and structures and eligibility requirements and application instructions for fare discount programs is available online and displayed in all transit vehicles and at all rail stations, bus stations, and transit stops with a covered shelter. A covered transit agency may meet these requirements by displaying summary information and a link or quick response (QR) code to a website with detailed information. *A covered transit agency is not required to replace its fixed signage, displays, or maps solely to comply with these new requirements and, instead, is only required to update the required information upon the regularly scheduled replacement of any signage, displays, or maps.*

Language access initiatives. Beginning on June 30, 2027, a covered transit agency ~~of any size~~ must ensure that all publicly available information that it disseminates related to accessing its transit services, including fare structures, transit maps, service schedules, and the rights and responsibilities of transit riders, is translated into languages that are widely spoken in any county in which the covered transit agency operates or that are required by a covered transit agency's existing language access plan. *A covered transit agency may use an existing language access plan to satisfy these language access requirements.*

Access to restroom amenities. Beginning on January 1, 2028, for all long-haul transit routes for which the average scheduled end-to-end run time is at least 3 hours, a covered transit agency ~~of any size~~ must provide transit riders an alternate opportunity to access restroom facilities if an onboard restroom is out of service.

Reporting requirements. Covered transit agencies are required to annually report their progress on the action areas required by the bill, and other required information, to the governor and a joint meeting of the transportation committees of the general assembly beginning on or before January 31, 2028, and on or before each January 31 thereafter. Covered transit agencies must post this annual report on a publicly accessible website. Covered transit agencies are only required to report information that they already collect.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/30/2026 Introduced In Senate - Assigned to Transportation & Energy

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1272 Extreme Temperatures Worker Protections

Comment:

Position: **Oppose**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Extreme Temperatures Worker Protections

Sponsors: M. Froelich (D) | E. Velasco (D) / L. Cutter (D) | M. Weissman (D)

Summary: The bill requires the department of labor and employment (CDLE), on or before January 1, 2027, to begin collecting data concerning temperature-related injury or illness or temperature-related emergencies at worksites in the state, including by requiring the division of labor standards and statistics (division) to:

- Develop a platform on CDLE's website where users can provide information about occurrences of temperature-related injury or illness or temperature-related emergencies;
- Obtain from the department of public health and environment (CDPHE) data that CDPHE has collected through its syndromic surveillance program regarding occurrences of heat-related injury or illness or heat-related emergencies; and
- Collect similar data from the division of workers' compensation and the Center for Improving Value in Health Care.

On or before January 1, 2028, the bill requires the division to develop a model temperature-related injury and illness prevention plan (TRIIPP) that thereafter must be made available on CDLE's website.

Employers of workers who are exposed to extreme hot or cold temperatures at worksites are required to develop and submit a TRIIPP to the division on or before September 1, 2028, and the division is required to develop procedures regarding how often employers will be required to submit an updated TRIIPP

and how the division will handle review of TRIIPPs.

Lastly, the bill requires CDLE to develop training standards related to temperature safety and ensure that employers are providing proper training to workers who are affected by extreme temperatures.

(Note: This summary applies to this bill as introduced.)

Status: 3/18/2026 House Committee on Health & Human Services Refer Amended to Appropriations

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1289 **Modification of Certain Tax Expenditures**

Comment:

Position: **Amend**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Modification of Certain Tax Expenditures

Sponsors: L. Garcia (D) | K. Brown (D) / M. Weissman (D)

Summary: The bill adjusts several state tax expenditures as follows:

Section 2 of the bill prohibits certain local use tax ordinances, resolutions, or proposals from applying to construction and building materials used by a common rail carrier pursuant to a contract with the state, a political subdivision of the state, or a special district allows the contracting government to use the carrier's property or tracks for the provision of public passenger rail service;
Section 3 , for income tax years commencing on and after January 1, 2027, requires a taxpayer to add to the taxpayer's federal taxable income the excess of any gain excluded from federal gross income pursuant to section 1400Z-2 (a)(1)(A) of the internal revenue code over the gain invested by the taxpayer in a Colorado-qualified opportunity fund in a manner that qualifies for exclusion from federal gross income pursuant to the same section of the internal revenue code;
Section 4 , for income tax years commencing on and after January 1, 2027, creates an income tax credit for certain individuals who are 65 years old or older in the income tax year, or who are a surviving spouse of that individual, and who were previously eligible to receive a grant for real property tax assistance and heat or fuel expenses assistance;

Section 5 , for income tax years commencing on or after January 1, 2027, allows a combined group to elect to make a water's-edge filing election and describes what should be taken into account in such a filing;
Section 6 , for income tax years commencing on or after January 1, 2027, repeals the state corporate income tax deduction for wages or salaries paid that are not allowed to be deducted at the federal level pursuant to section 280C of the internal revenue code;
Section 6 , for income tax years commencing on or after January 1, 2027, also eliminates the ability of corporations to deduct from their income tax liability any amount included in federal taxable income pursuant to sections 951 (a) or 951A (a) of the internal revenue code with respect to a controlled foreign corporation incorporated in a foreign jurisdiction for the purpose of tax avoidance;

Sections 7, 12, and **13** eliminate a potential reduction in the amount available for the innovative motor vehicle tax credit, the heat pump technology and thermal energy network tax credit, and the electric bicycle tax credit, respectively, based on an economic forecast by the office of state planning and budgeting or legislative council staff;
Section 7 also increases the innovative motor vehicle tax credit from $1,000 to $2,000 for certain vehicles sold or leased during the 2027 income tax year, and from $500 to $1,000 for certain vehicles sold or leased during the 2028 income tax year. Currently, an additional $2,500 in tax credit is allowed for certain vehicles sold or leased on or after January 1, 2024, but prior to January 1, 2029, that have a manufacturer's suggested retail price (MSRP) below $35,000. **Section 7** provides that certain vehicles with an MSRP below $40,000 that are sold or leased on or after January 1, 2027, but before January 1, 2029, are eligible for the additional tax credit.
Section 8 , for income tax years commencing on or after January 1, 2027, modifies the income tax credit for wildfire hazard mitigation expenses by adding the thinning of woody vegetation that is at risk of mountain pine beetle or spruce beetle infestation or that has been killed by mountain pine beetles or spruce beetles to the definition of "wildfire mitigation measures", modifying the amount of the credit available, and allowing the credit to be carried forward for 5 years;
Section 9 , for income tax years commencing on or after January 1, 2027, expands the income tax credit for the purchase of small food business recovery grant program equipment to be available for additional food distributors and producers, adjusts the amount of the tax credit that may be offered and claimed for the purchase of small food business recovery grant program equipment or participation in the supplemental food assistance benefit program, and dictates the order in which the department of agriculture shall award these tax credits;
Sections 10 and **16** extend the electric powered lawn equipment tax credit until January 1, 2030, and allow a retailer to receive quarterly advance payments of the credit;
Section 11 , for income tax years commencing on or after January 1, 2027, allows an entity not subject to income tax to be eligible for an income tax credit for developing a qualified industrial facility, allows a taxpayer to claim the credit for installing equipment used for utilization of biomethane, and requires the Colorado energy office (CEO) to review applications for the credit within 120, rather than 90, days;

Section 11 also creates a new tax credit for geothermal energy projects for income tax years commencing on or after January 1, 2027. The amount of the credit cannot exceed $5 million per taxpayer aggregated across all income tax years for which the credit may be claimed. The total amount of credits

cannot exceed $35 million across all income tax years commencing on or after January 1, 2027, but before January 1, 2033.

Section 14 repeals the sustainable aviation fuel (SAF) production facility tax credit, effective January 1, 2027;

Section 15 establishes the sustainable aviation fuel purchase income tax credit for income tax years beginning on or after January 1, 2027, and before December 31, 2032. The amount of the credit is initially $1.50, increased by $.01 for each whole percentage of carbon emissions reduction in excess of 50%, per gallon of SAF purchased in the state by the taxpayer, and the CEO may adjust that amount annually. The total amount of credits issued cannot exceed $3 million per tax year. Taxpayers must apply to the CEO for a tax credit certificate and CEO verifies eligibility and reports approved credits to the department of revenue. The credit is refundable but may not be carried forward.

Section 17 repeals the precious metal and bullion coins sales and use tax exemption, effective January 1, 2027;

Section 18 , for tax periods commencing on or after July 1, 2027, exempts from tax the storage, use, or consumption of construction and building materials by or on behalf of a common carrier by rail operating in interstate or foreign commerce when the storage, use, or consumption of the construction and building materials is pursuant to a contract with the state, a political subdivision of the state, or a special district that allows the contracting government to use the railroad's property or tracks for public passenger rail service;

Section 19 reinstates the sales and use tax exemption for wood from salvaged trees killed or infested in Colorado by mountain pine beetles or spruce beetles, which would otherwise expire on June 30, 2026, for a period beginning on July 1, 2027, and ending June 30, 2032;

Section 20 repeals the sales and use tax exemption for property used in space flight, effective January 1, 2027;

Sections 21 and **22** change from 2% to 1% the allowance to cover losses in transit and in unloading gasoline or special fuel and repeals the 0.5% allowance for the costs of collecting the gasoline or special fuel excise tax and for uncollectible bad debts for tax periods beginning on or after January 1, 2027;

Section 23 repeals the 3% deduction for collecting and remitting the tax on the inventory of cigarette wholesalers for tax periods beginning on or after January 1, 2027;

Section 24 repeals the 0.4% discount on the face value of tax stamps affixed to packages containing cigarettes for tax periods beginning on or after January 1, 2027;

Section 26 repeals the 1.6% discount for expenses in the collection and remittance of the tax on the sale, use, consumption, handling, and distribution of tobacco for tax periods beginning on or after January 1, 2027;

Section 27 repeals the 1.1% discount for expenses in the collection and remittance of the nicotine product distributors tax for tax periods beginning on or after January 1, 2027;

Section 28 allows an income tax credit to a taxpayer who places a new renewable energy investment in service on or after January 1, 2027, and provides a 14-year carryover of any amount of the credit not used to offset the income taxes otherwise due;

Section 28 also eliminates the enterprise zone commercial vehicle tax credit for tax periods beginning on or after January 1, 2027;

Section 29 provides that on or after January 1, 2027, a taxpayer with more than 50 employees during an income tax year is ineligible for the new enterprise zone business employee tax credit in that same income tax year;

Section 30 requires, beginning January 1, 2027, a taxpayer to make at least $150,000 in expenditures in research and experimental activities to be eligible for the enterprise zone research and experimental activities tax credit;

Section 31 modifies the enterprise zone vacant building rehabilitation income tax credit so that the credit only applies to buildings that have been unoccupied for 183 days preceding when the rehabilitation is placed in service and is available in an amount equal to 25% of the aggregate qualified expenditures per building or $200,000 per building, whichever is less;

Section 32, beginning January 1, 2027, ends the availability of grants for real property tax assistance and heat or fuel expenses assistance; and

Sections 33 through **39** make conforming amendments for the changes made in **sections 4** and **32.***(Note: This summary applies to this bill as introduced.)*

Status: 3/23/2026 House Committee on Finance Refer Amended to Appropriations

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1308 **Lot Splitting Approval by Subject Jurisdictions**

Comment:

Position: **Oppose**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Lot Splitting Approval by Subject Jurisdictions

Sponsors: A. Boesenecker (D) | S. Woodrow (D) / J. Amabile (D) | M. Ball (D)

Summary: The bill provides that, on or after December 31, 2027, subject to an administrative approval process, a subject jurisdiction shall approve ~~the~~ *a lot* split of an original lot into 2 new lots if the following conditions are met:

~~The area of the original lot is 2,000 square feet or greater before the split;~~

The lot split does not create a new lot that is smaller than 1,200 square feet in area;

If the 2 new lots are not equal in area, the area of the smaller of the 2 new lots is equal to or greater than ~~40%~~ *30%* of the area of the original lot;

The original lot ~~is not subject to any previously recorded~~ *was never subject to another* lot split;
Residential use is allowed on the original lot;
It is feasible for both of the new lots to be accessed; for utility easements to serve both new lots; and for both new lots to meet land survey plat and monument records requirements;
The original lot is not an exempt lot; and
The original lot is not located within a common interest community that was created on or before December 31, 2027.

A subject jurisdiction may establish procedures to review and accept information related to a proposed lot split, including lot information related to:

Property ownership;
Physical characteristics of the lot, including geology and soils;
Proposed new lot lines and new lot areas;
Adequacy of water supply, sewer service, and drainage systems to serve the new lots;
Adequacy of electric power and natural gas service to serve the new lots;
Dedication for schools, parks, streets, and other public areas, or payment of money in lieu of such dedication; and
Guarantees of necessary public improvements.

A subject jurisdiction:

Shall not apply a setback standard that requires a setback from the lot line adjoining 2 new lots created through a lot split if no structure existed on the original lot immediately preceding the lot split; and
May apply a setback standard that requires a setback from the lot line adjoining 2 new lots created through a lot split if a structure existed on the original lot immediately preceding the lot split and if the setback is equal to or less than 5 feet.

If an original lot or any structure built on the original lot is subject to an evidence of debt constituting a ~~residential mortgage loan~~ *lien* , then prior to approving ~~the split of an original~~ *a* lot *split* , a subject jurisdiction shall verify that the ~~holder of the evidence of debt constituting a residential mortgage loan (holder)~~ *lienholder* has received notice of the proposed lot split and has consented to the lot split in writing. The ~~holder~~ *lienholder* may condition consent to the lot split on the satisfaction of specified conditions.

The written consent of the holder must *be executed in a form that is eligible for recording in the real property records of the county in which the original lot is located and must* include:

The *notarized* signature of the ~~holder~~ *lienholder* or the agent of the ~~holder~~ *lienholder* ;
The name of the record owner or ground lessee of the original lot;
The legal description of the original lot; and
The identities of all parties with an interest in the original lot, as reflected in the real property ~~records.~~ *records, including any easements and encumbrances.*

The written consent of the ~~holder~~ *lienholder* must be recorded in the office of the county recorder of the county in which the original lot is located. If the ~~holder~~ *lienholder* does not provide written consent to the lot split, the subject jurisdiction shall not approve the lot split. *A lot split that is approved before the written consent of the lienholder has been obtained and recorded is void.*

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/27/2026 Introduced In Senate - Assigned to Local Government & Housing

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1398 **Retail Delivery Fee Revenue Allocation**

Comment:

Position: **Amend**

Calendar Notification: Wednesday, April 8 2026
GENERAL ORDERS - SECOND READING OF BILLS
(38) in house calendar.

News:

Short Title: Retail Delivery Fee Revenue Allocation

Sponsors: K. Brown (D) | E. Sirota (D) / J. Amabile (D) | B. Kirkmeyer (R)

Summary: **Joint Budget Committee.** Under existing law, 28.9% of the revenue the state collects from the retail delivery fee is credited to the multimodal transportation and mitigation options fund (fund). Of the money from the retail delivery fee that is credited to the fund, currently 85% is allocated to the commission for local multimodal projects and 15% is allocated to the commission for state multimodal projects. Beginning on July 1, 2026, the bill adjusts the allocation to 70% to the commission for local multimodal projects and 30% to the commission for state multimodal projects.

(Note: This summary applies to this bill as introduced.)

Status: 4/6/2026 House Committee on Appropriations Refer Unamended to House Committee of the Whole

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

HB26-1399 Eliminate General Fund Transfer to Multimodal Transportation Fund

Comment:

Position: **Amend**

Calendar Notification: Wednesday, April 8 2026
GENERAL ORDERS - SECOND READING OF BILLS
(39) in house calendar.

News:

Short Title: Eliminate General Fund Transfer to Multimodal Transportation Fund

Sponsors: K. Brown (D) | R. Taggart (R) / J. Amabile (D) | B. Kirkmeyer (R)

Summary: **Joint Budget Committee.** Under current law, the state treasurer is required to transfer $10.5 million from the general fund to the multimodal transportation and mitigation options fund every July 1 beginning on July 1, 2024, and ending on July 1, 2031. The bill eliminates future transfers after the July 1, 2025, transfer.

(Note: This summary applies to this bill as introduced.)

Status: 4/6/2026 House Committee on Appropriations Refer Unamended to House Committee of the Whole

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

SB26-022 Challenges Meeting 2030 Emissions Reduction Goals

Comment:

Position: **Support**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Challenges Meeting 2030 Emissions Reduction Goals

Sponsors: M. Snyder (D) | C. Simpson (R) / J. Caldwell (R) | A. Paschal (D)

Summary: Current law requires certain entities to file a clean energy plan (plan) to achieve an 80% decrease of greenhouse gas emissions caused by the entity's electricity sales in Colorado by 2030 relative to 2005 levels. Other entities may voluntarily choose to file a plan.

Under current law, no later than March 31, 2026, an entity required to submit a plan may inform the division of administration (division) in the department of public health and environment in writing of challenges the entity is encountering or expects to encounter in achieving the 80% reduction of greenhouse gas emissions by 2030. The bill clarifies that an entity that has voluntarily submitted a plan may also inform the division of challenges the entity is

encountering or expects to encounter in achieving the 80% reduction of greenhouse gas emissions by 2030. The bill also extends the deadline by which an entity must inform the division of challenges from March 31, 2026, to May 31, 2026.

A cooperative electric association (association) exempted from regulation by the public utilities commission or a municipal utility (utility) that informs the division of challenges the association or utility is encountering or expects to encounter has until December 31, 2026, to submit to the division an updated plan with the earliest year, not later than 2040, that the association or utility expects to be able to achieve the 80% decrease of greenhouse gas emissions, relative to 2005 levels, without impairing the association's or utility's ability to maintain applicable electric reliability standards and without increasing the association's or utility's average annual electric rates greater than 1.5%.

The bill prohibits the air quality control commission and the division from undertaking any action that impairs the association's or utility's ability to maintain applicable electric reliability standards or that increases the association's or utility's average annual electric rates greater than 1.5%.

(Note: This summary applies to this bill as introduced.)

Status: 1/14/2026 Introduced In Senate - Assigned to Transportation & Energy

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

SB26-024 State & Local Unmanned Aircraft Regulation

Comment:

Position: **Monitor**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: State & Local Unmanned Aircraft Regulation

Sponsors: L. Liston (R) | D. Michaelson Jenet (D) / M. Soper (R)

Summary: The bill creates the "Unmanned Aircraft Systems Rights and Authorities Act". The bill does the following:

- Authorizes an individual to operate an unmanned aircraft system (drone system) for recreational purposes in this state;
- Authorizes a person to operate a drone system for commercial purposes within this state if the business is lawful and the operation is in compliance with state and federal law;
- Prohibits the state or a political subdivision of the state (local government) from requiring the registration of an unmanned aircraft or a drone system beyond what may be required by state and federal law;
- Clarifies that the operation of a drone system in compliance with federal law does not, standing alone, give rise to legal liability;
- Establishes and limits the regulatory authority of the state; and
- Establishes and limits the regulatory authority of a local government.

In connection with establishing and limiting the regulatory authority of the state, the bill authorizes the state to regulate the use of drone systems owned by or used by the state or launching from or landing on state property. Exceptions to the state's regulatory authority are made for emergencies, maintenance, technical malfunctions, and law enforcement.

In connection with establishing and limiting the regulatory authority of local governments, the bill prohibits a local government from regulating ownership, operation, design, manufacture, testing, maintenance, licensing, registration, certification, or equipment requirements or qualifications, training, or certification of a pilot, operator, or observer. A local government may regulate the use of drone systems owned by or used by the local government or launching from or landing on local government property. A local government's resolution or ordinance that is general in nature, such as a nuisance regulation, applies to a drone system.

(Note: This summary applies to this bill as introduced.)

Status: 2/25/2026 Senate Committee on Local Government & Housing Postpone Indefinitely

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

SB26-030 Local Access State Parks Grant Program

Comment:

Position: **Support**

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Local Access State Parks Grant Program

Sponsors: M. Baisley (R)

Summary:

In accordance with the "Keep Colorado Wild Pass Act", a person registering their motor vehicle in Colorado may, at the time of registration, elect to purchase a keep Colorado wild pass as an annual state parks and public lands pass for their motor vehicle. The keep Colorado wild pass provides the person access by car, bike, or foot to any Colorado state park or other participating public land for the duration of the vehicle's registration period. The option to purchase a keep Colorado wild pass is offered at the time of registration of any passenger motor vehicle, light-weight truck, motorcycle, or recreational vehicle. Currently, the cost for a keep Colorado wild pass is $29.

All money collected from the purchase and sale of the keep Colorado wild pass is remitted to the department of revenue, which in turn transmits the money, minus administrative costs, to the state treasurer.

By statute, the first $36 million collected from the keep Colorado wild pass is allocated to the following 3 funds:

$32.5 million to the parks and outdoor recreation cash fund for state parks maintenance, staffing, and resources;
$2.5 million to the backcountry search and rescue fund, in furtherance of the goal of supporting Colorado's search and rescue volunteers who respond to backcountry emergencies and who develop educational programs and campaigns to promote backcountry safety; and
$1 million to the Colorado avalanche information center fund, in furtherance of the goal of protecting winter recreationists by supporting backcountry avalanche safety and awareness.

The amounts allocated to these 3 funds are adjusted annually based on changes to the United States department of labor's bureau of labor statistics consumer price index for Denver-Aurora-Lakewood for all items and all urban consumers.

After allocating the first $36 million to the 3 funds, as specified above, statute currently directs the state treasurer to credit any remaining money collected from the purchase and sale of the keep Colorado wild pass as follows:

One-half of any remaining money is credited to the wildlife cash fund; and
One-half of any remaining money is credited to the parks and outdoor recreation cash fund, in furtherance of the goals of:
Building and maintaining new state parks on a regular basis in partnership with local governments, conservationists, recreationists, and other land management agencies; and
Funding Colorado regional outdoor partnerships to support community-driven conservation and recreation planning and projects.

The bill modifies how, after the allocation of the first $36 million, any remaining money collected from the purchase and sale of the keep Colorado wild pass is allocated. The bill creates the state park and state wildlife area access cash fund (fund) for the purpose of supporting local governments in efforts to improve roads and other infrastructure that provide local access to state parks and state wildlife areas accessed from within a local government's boundary (local access). The bill directs the entirety of any remaining money to the fund, instead of dividing and allocating the remaining money between the wildlife cash fund and the parks and outdoor recreation cash fund.

The bill also creates the state park and state wildlife area access grant program (grant program). The bill requires the division of local government (division) in the department of local affairs to administer the grant program and to award grants to local governments that apply for a grant to improve local access. Money in the fund is used to pay the grant awards.

The bill preserves the current allocation of the first $36 million, adjusted annually, to the parks and outdoor recreation cash fund, the backcountry search and rescue fund, and the Colorado avalanche information center fund. The bill also specifies that, if no applications for local access grants are received by the division by December 31, 2029, and by December 31 for each year thereafter, half of the remaining money collected from the purchase and sale of the keep Colorado wild pass is transferred to the wildlife cash fund and half is transferred to the parks and outdoor recreation cash fund in furtherance of specific goals.

(Note: This summary applies to this bill as introduced.)

Status: 2/10/2026 Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

SB26-033 **Clean Energy Permitting Processes**

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Clean Energy Permitting Processes

Sponsors: L. Liston (R) / T. Winter (R)

Summary:

The bill creates the Colorado clean energy permitting coordination office (office) in the Colorado energy office to provide coordination and technical assistance to owners or operators, local governments, and state permitting authorities regarding permitting for the construction, expansion, repowering, or material modification of a clean energy resource facility project (covered clean energy project).

At the request of the owner or operator of a covered clean energy project (owner or operator) or a local government with jurisdiction over the covered clean energy project or that the owner or operator determines is likely to experience direct and significant impacts from the covered clean energy project (host community), the office must convene a meeting (application coordination meeting) to coordinate the filing of permit applications for the covered clean energy project that includes certain interested parties. Following an application coordination meeting, the office must prepare a coordinated permitting schedule for the covered clean energy project that identifies the permits and approvals likely to be required for the covered clean energy project and certain other information (coordinated permitting schedule).

The office is required to develop and maintain a public dashboard (public dashboard) on the office's website for an owner or operator that receives a coordinated permitting schedule or that receives state technical assistance from the office.

Effective July 1, 2027, at least 90 days before the owner or operator submits the first state permit application for a covered clean energy project, the owner or operator must submit a community engagement plan to the office and relevant state permitting authorities. A community engagement plan must identify host communities for the project and describe certain other community engagement efforts regarding the project.

Effective July 1, 2027, an owner or operator must prepare a community benefit agreement and submit the community benefit agreement to the office and the parties participating in the covered clean energy project's application coordination meeting. The office is required to develop model community benefit agreement terms for a covered clean energy project and post the terms on the covered clean energy project's public dashboard or the office's website.

The office is required to prioritize technical assistance and permitting readiness support for covered clean energy projects that repower or reuse retired or retiring fossil fuel generation sites, are located in coal transition communities, or are located on brownfield sites. On or before December 1, 2027, the office shall publish and update annually an inventory identifying coal plant and industrial sites and brownfield sites suitable for redevelopment for clean energy resource facilities and other key infrastructure considerations.

Effective July 1, 2027, an owner or operator must develop and submit to the office a safety and emergency preparedness plan and coordinate with relevant local emergency management agencies and the Colorado division of homeland security and emergency management in implementing the safety and emergency preparedness plan. The office shall post a safety and emergency preparedness plan on the covered clean energy project's public dashboard or the office's website.

Effective November 1, 2027, an owner or operator of a covered clean energy project must submit to the office a grid reliability and security statement. The office must coordinate with the public utilities commission and utilities as appropriate to align permitting readiness with grid reliability needs.

On or before December 1, 2027, and on or before each December 1 thereafter, the office must submit a report to certain committees of the general assembly summarizing certain information about the functions of the office.

(Note: This summary applies to this bill as introduced.)

Status: 2/17/2026 Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

SB26-035 Increase of Traffic Violation Penalties

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Increase of Traffic Violation Penalties

Sponsors: D. Roberts (D) / C. Clifford (D)

Summary:

The bill increases the penalties for illegally overtaking a vehicle on the left in a no-passing zone and clarifies that no-passing zones are indicated by a solid yellow line or line pavement markings. The bill requires the Colorado department of transportation to prioritize installing signage on roadways with increased incidents of *crashes resulting from* illegal overtaking on the left.

The bill increases the penalties for multiple speeding violations within a one-year, 2-year, or 5-year period *and increases the penalty for drivers driving a vehicle 100 miles per hour or greater.* The bill requires that drivers who have multiple speeding violations within a one-year, 2-year, or 5-year period receive

a summons and complaint upon committing their violation instead of a penalty assessment notice.

The bill increases the penalty for violating regulations regarding transporting hazardous materials by motor vehicle, including increasing the penalty for a second or subsequent violation.

The bill appropriates $30,943 to the Colorado department of revenue from the Colorado DRIVES vehicle services account.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/31/2026 House Committee on Transportation, Housing & Local Government Refer Amended to Appropriations

Status History: Status History

Amendments Link: All Amendments

Fiscal Notes: Fiscal Note

SB26-116 Property Tax Modifications

Comment:

Position:

Calendar Notification: Tuesday, April 7 2026
SENATE FINANCE COMMITTEE
2:00 PM SCR 357
(4) in senate calendar.

News:

Short Title: Property Tax Modifications

Sponsors: M. Weissman (D) / Y. Zokaie (D)

Summary:

Sections 1, 2, and **3** of the bill give municipalities the authority, upon voter approval, to levy a lodging tax up to the same rate and for the same purposes allowed to counties to be collected, administered, and enforced by the state. The bill prohibits, commencing on and after January 1, 2027, any municipal tax on lodging or on the business of providing lodging that is not a municipal lodging tax adopted in accordance with the requirements of **section 3.** An existing municipal tax on lodging or on the business of providing lodging adopted on or before December 31, 2026, is allowed to continue under the bill. However, there can be no tax rate increase, expansion of tax base, or material change in uses of the tax revenue absent adoption of a municipal lodging tax that is in accordance with the requirements of **section 3.**

Section 4 clarifies that, notwithstanding any provision of law to the contrary, in any case in which the income approach is used to determine the actual value of any lodging property, the assessor shall include "net rental income" and "resort fee income", each income amount capitalized to value at a rate typical within the relevant market in the actual value of the lodging property. "Net rental income" means the net operating income generated from payments made in connection with the rental of the lodging property, including any unit within or connected to the lodging property, whether or not the unit is individually and separately owned, after the deduction of expenses typical in the relevant market and excluding any rents remitted to a unit owner for use of the owner's unit. "Resort fee income" means the net income generated from the collection of any fee or charge, however denominated, by the property, that is retained by the property but does not include any fee or charge amounts that the property remits to any county, city, city and county, special district, or other local government.

Sections 5 and **6** extend the portable qualified-senior primary residence benefit created for property tax years 2025 and 2026 to future property tax years.

Section 7 changes the state property tax exemption for business personal property, commencing on and after January 1, 2027, by setting the exemption threshold for such property at $60,000, without an adjustment for inflation, and by eliminating the reimbursement provision for property tax losses due to the exemption.

Sections 8 and **9** subject the municipal lodging tax authorized by **section 3** to the department of revenue's administrative scope and mandatory electronic filing and payment requirements.*(Note: This summary applies to this bill as introduced.)*

Status: 2/19/2026 Introduced In Senate - Assigned to Finance

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

SB26-150 Modernizing Regional Transportation District

Comment:

Position:

Calendar Notification: Wednesday, April 8 2026
SENATE TRANSPORTATION & ENERGY COMMITTEE
1:30 PM SCR 352
(1) in senate calendar.

News:

Short Title: Modernizing Regional Transportation District

Sponsors: M. Ball (D) | I. Jodeh (D) / M. Froelich (D) | J. Jackson (D)

Summary: The bill changes requirements for the regional transportation district (RTD). **Section 3** requires RTD, on or before December 31, 2027, to contract with a third party to complete and submit to the general assembly a comprehensive analysis and planning effort that informs a holistic vision and plan for providing service to riders with disabilities in the district and that includes:

A needs assessment of the population, needs, and service gaps for riders with disabilities in the district;
An assessment of possible improvements to the integration of access-a-ride and access-on-demand paratransit services;
An assessment of opportunities for the district to collaborate with local and regional partners to address service gaps;
Engagement with paratransit users, riders with disabilities, service providers, and other key stakeholders;
The establishment of an overarching framework and goals to guide future paratransit decision-making;
A plan for fiscal sustainability that is informed by considerations of long-term cost projections, tradeoffs between services, and peer agency comparisons; and
An assessment and plans for the use of any innovative and technology-enabled service models.

Section 4 changes elections for RTD board members (members) for the November 2028 election by requiring the office of legislative legal services and the legislative council staff to apportion the composition of the board so that the 5 elected directors will represent, to the extent practical, the people of the district on the basis of population. After the federal census in 2030, and after each federal census thereafter, the independent legislative redistricting commission is required to apportion the composition of the board so that the 5 elected directors will represent, to the extent practical, the people of the district on the basis of population. The office of legislative legal services, the legislative council staff, and the independent legislative redistricting commission are required to take into account the most recently available district ridership numbers when drawing director districts. Members elected from newly drawn districts may serve up to 2 4-year terms.

Section 5 makes conforming changes.

Section 6 specifies that the board may elect one member as chairperson of the board to serve for a term of 2 years, elect one member as chairperson pro tempore of the board, and elect one or more individuals as secretary and treasurer of the board. **Section 7** changes the number of members that constitutes a quorum of the RTD board from 8 to 5.

Section 8 changes the salary for a member that is not selected as board chairperson and is elected or appointed in 2028 or later from $12,000 to $36,000 annually, adjusted for inflation or deflation. The salary for a board chairperson selected after the general election in November 2028 equals 150% of the salary of a member who is not selected as board chairperson.

Section 9 changes the composition of the RTD board. Current law provides for 15 board members, all of whom are elected. The bill provides that, beginning January 1, 2029, the current members' terms will expire and the terms of 9 new members will begin, with 5 of those members being elected and 4 being appointed by the governor. Of the 4 newly appointed members:

2 must be appointed from a list of nominees provided by the Denver regional council of governments; and
2 must be appointed at the governor's discretion.

On and after January 1, 2029, the 4 appointed members are each required to reside within the district, represent the district at large, and must be confirmed by the senate after appointment. At least one member must be a current or former member of the union that represents the largest collective bargaining unit of employees of the district. The 4 appointed members are collectively required to possess expertise related to the following areas:

Finance;
Land use and multimodal transportation planning;
Transit operations; and
Transit agency programs serving disproportionately impacted communities.

Beginning in 2028, the Denver regional council of governments shall provide the governor with a list of nominees for board member, from which list the governor shall select members. The list must contain at least 3 times the number of qualified nominees as there are member positions to be filled, and the Denver regional council of governments is required to comply with certain requirements when compiling the list.

Newly appointed members may serve up to 2 terms, with each term expiring after a member has served for 4 consecutive calendar years; except that 2 of the initial appointees will serve an initial term of 2 years. Any term served by a member that lasts for less than 2 years does not count towards the member's 2-term limit.

The member terms are staggered such that, on January 1, 2031, 4 of the 9 members' terms expire. At the November 2030 general election, and at every general election in an even-numbered year thereafter, the number of members to be elected at the election equals the number of member terms expiring on January 1 of the following year. On or before the day of the November 2030 general election, and on or before the day of the November general election in every even-numbered year thereafter, the governor shall appoint 2 new board members, one of whom is from a list of nominees provided by the Denver regional council of governments, and one of whom is appointed at the governor's discretion.

If the seat of a member that was chosen from a list of nominees provided by the Denver regional council of governments is vacant, the Denver regional council of governments shall, within 60 days after the vacancy occurs, provide the governor with a list of at least 3 qualified nominees for the vacant member seat. The governor shall, within 60 days after receiving the list or 60 days after the vacancy occurs, whichever is later, select a member from the list to fill the vacancy. If the seat of a member that the governor appointed at the governor's discretion is vacant, the governor shall, within 60 days after the vacancy occurs, select a member to fill the vacancy at the governor's discretion.

The governor may remove an appointed member for malfeasance in office, neglect of duty, failure to regularly attend meetings, or any other cause that renders the member incapable or unfit to discharge the duties of the board. If any member is absent from 2 consecutive meetings without reasonable cause, the chairperson shall notify the governor, who may remove the absent member and appoint a qualified replacement for the unexpired term. A prospective member to be appointed shall disclose any potential conflicts of interest prior to confirmation and shall disclose any conflicts that arise during the member's term at a public board meeting. Failure to disclose, or taking action on a matter in which the member has an undisclosed conflict of interest, constitutes

cause for removal by the governor.
(Note: This summary applies to this bill as introduced.)

Status: 3/30/2026 Introduced In Senate - Assigned to Transportation & Energy

Status History: Status History

Amendments Link: No amendments found for this bill

Fiscal Notes: Fiscal Note

Pikes Peak Area Council of Governments
Communities Working Together

Current as of March 30, 2026

Jump to:

- Bills PPACG is supporting
- Bills PPACG is opposing
- Bills PPACG is monitoring

Bills PPACG is supporting

Bill #	Title	Bill Summary	Sponsors	Status
H.R. 3030	Highway Formula Fairness Act PPACG Legislative Theme: Transportation	To amend title 23, United States Code, to provide for a discretionary increase in certain highway funding to take into account population growth of a State, and for other purposes.	House: Stanton (D-AZ) Gonzales (R-TX) Neguse (D-CO)	House: Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit
H.R. 1733 S. 784	Rural Veterans Transportation to Care Act PPACG Legislative Theme: Transportation, Aging	To expand and modify the grant program of the Department of Veterans Affairs to provide innovative transportation options to veterans in highly rural areas, and for other purposes.	House: Marie Gluesenkamp (D-WA) Ciscomani (R-AZ) Vasquez (D-NM) Davis (D-NC) Johnson (R-SD) Joyce (R-OH) Golden (D-ME) Pettersen (D-CO) Fitzpatrick (R-PA) Harder (D-CA) Nunn (R-IA) Vindman (D-VA) Strickland (D-WA) Lofgren (D-CA) Schrier (D-WA) Barr (R-KY) Horsford (D-NV)	House: Assigned to Committee on Veterans' Affairs, Subcommittee on Health Senate: Committee on Veterans' Affairs Hearing on May 21

			Whitesides (D-CA) Bresnahan (R-PA) Senate: Ossoff (D-GA) Collins (R-ME) Padilla (D-CA) Rosen (D-NV)	
H.R. 502	Protecting Infrastructure Investments for Rural America Act PPACG Legislative Theme: Transportation	To ensure the rural surface transportation grant program is accessible to rural areas, and for other purposes.	House: Finstad (R-MN) Golden (D-ME) Stauber (R-MN) Mann (R-KS) Fischbach (R-MN) Van Orden (R-WI) Moolenaar (R-MI) Flood (R-NE) Tiffany (R-WI)	House: Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit
S. 2120	Older Americans Act Reauthorization Act of 2025 PPACG Legislative Theme: Aging	To amend the Older Americans Act of 1965 to authorize appropriations for fiscal years 2026 through 2030, and for other purposes.	Senate: Cassidy (R-LA) Sanders (I-VT) Scott (R-FL) Gillibrand (D-NY) Collins (R-ME) Kaine (D-VA) Mullin (R-OK) Markey (D-MA) Murkowksi (R-AK) Luján (D-NM) Justice (R-WV) Moody (R-FL) Bennet (D-CO) Warnock (D-GA)	Senate: Assigned to Senate Committee on Health, Education, Labor and, Pensions
H.R. 4585	Agricultural and Rural Road Improvement Program Act PPACG Legislative Theme: Transportation	To amend title 23, United States Code, to establish an agricultural and rural road improvement program, and for other purposes.	House: Bost (R-IL) Riley (D-NY) Mann (R-KS) Nehls (R-TX) Hurd (R-CO)	House: Assigned to Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit

			Onder (R-MO) Miller (R-IL) Feenstra (R-IA) Van Orden (R-WI) DesJarlais (R-TN) Finstad (R-MN) McClain (D-MD) Gray (D-CA) Wied (R-WI) Taylor (R-OH) Lucas (R-OK) Vasquez (D-NM) Hageman (R-WY)	
H.R. 6387	FIRE Act PPACG Legislative Theme: Air Quality	To amend the Clean Air Act to require revisions to regulations governing the review and handling of air quality monitoring data influenced by exceptional events or actions to mitigate wildfire risk.	House: Evans (R-CO) Gray (D-CA) Gosar (R-AZ) Crank (R-CO)	House: Passed by Energy & Commerce on Jan. 21, 27-23, awaiting House floor vote
H.R. 7437	BASICS Act PPACG Legislative Theme: Transportation	To improve Federal transportation programs, and for other purposes.	House: McDonald-Rivet (D-MI) Bresnahan (R-PA)	House: Assigned to Transportation & Infrastructure

Bills PPACG is opposing

Bill #	Title	Bill Summary	Sponsors	Status
H.R. 5465	GREEN Streets Act PPACG Legislative Theme: Transportation	To amend title 23, United States Code, to require transportation planners to consider projects and strategies to reduce greenhouse gas emissions, and for other purposes..	House: Huffman (D-CA) Lieu (D-CA)	House: Assigned to Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit

Bills PPACG is monitoring

Bill #	Title	Bill Summary	Sponsors	Status
H.R. 4218	CLEAR Act PPACG Legislative Theme: Air Quality	To amend the Clean Air Act to facilitate State implementation of national ambient air quality standards, and for other purposes.	House: Carter (R-GA) Griffith (R-VA) Allen (R-GA) Balderson (R-OH)	House: Passed by Energy & Commerce on Jan. 21, 27-23, awaiting House floor vote

			Latta (R-OH) Newhouse (R-WA) Weber (R-TX) Pfluger (R-TX) Obernolte (R-CA)	

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: Jared Verner, Public Policy and Communications Manager

Through: Andrew Gunning, Executive Director

Subject: Policy Position on Bustang Funding

Action Requested: Review and Approve

Summary

The Pikes Peak Area Council of Governments staff is seeking feedback and approval for submitting letters to the Colorado Transportation Commission and Colorado Transportation Investment Office about the use of Transportation Investment Office toll revenues outside of the corridor it was collected for Bustang funding. Staff is also seeking approval from the Board of Directors on a policy position to guide staff's engagement on this topic.

There have been concerns raised at these joint workshops that funds from the Colorado Transportation Investment Office are already committed to paying for the Express Lanes construction, and for funding of the Front Range and Mountain passenger rail systems. The Colorado Transportation Investment Office has been contributing to the mobility hub constructions and allows Bustang to use Express Lanes at no cost, but there is overall concern about using Colorado Transportation Investment Office funds for ongoing Bustang operations and maintenance costs.

There is no formal proposal before the Colorado Transportation Commission on how to address Bustang funding after this current fiscal year, but there is concern from staff at the Pikes Peak Area Council of Governments and the North Front Range Metropolitan Planning Organization about the continual discussion between the Transportation Commission and Transportation Investment Office on Bustang funding. The concern from staff that Transportation Investment Office toll revenue may be used outside of the corridor it is collected, and that the Transportation Commission is not conducting an evidence-based approach to determine if the current level of service is appropriate based on the needs of the ridership.

Background

The Colorado Department of Transportation operates Bustang, an intercity bus service that operates main lines along Interstates 25 and 70, and to multiple rural cities and towns. The service began in 2015 with the main routes between Fort Collins, Colorado Springs and Grand Junction to Denver, typically referred to as I-25 North, I-25 South and I-70 West, respectively.

In 2022, Senate Bill 22-180 provided $30 million over a three-year period to implement a pilot service expansion of Bustang. This increased round trips on the Interstate 25 routes from six weekday round trips to 12 and weekend round trips from two to six, and Interstate 70 from four daily round trips to 15. In that time, cumulative, system-wide ridership has increased from 175,400 in fiscal year 2022, before the pilot service began, to 353,400 in fiscal year 2025.

The three-year period ends at the end of the current state fiscal year. The Colorado Department of Transportation is proposing use of one-time funds to maintain current levels of service and bring the deficit from $28.1 million to $7 million. Future years forecast budget deficits of $31 million in fiscal year 2028, $35.4 million in fiscal year 2029 and $39.3 million in fiscal year 2030.

The Colorado Transportation Commission has discussed the long-term funding of Bustang in joint workshops with the board of the Colorado Transportation Investment Office in February and March. No decision has been made on how to fund Bustang into the future, but the discussion has largely focused on using the Colorado Transportation Investment Office to fund Bustang operations.

The Colorado Transportation Investment Office's primary sources of revenue are from tolls collected on Express Lanes and the Congestion Impact Fee, a $3 daily fee on rental cars implemented by Colorado Senate Bill 24-184. The same bill also restricted that user fees (tolls) collected from a "particular surface transportation infrastructure project must be expended" … "only for the surface transportation infrastructure process for which they were collected, to address ongoing congestion management needs related to the projects, or as a portion of the expenditures made for another surface transportation infrastructure project that is integrated with the project as part of a surface transportation system." The bill said that the Congestion Impact Fee may be applied anywhere in the state.

Proposed Motion

Approve the policy position and letters.

Attachments

1) Draft policy position on Bustang funding
2) Draft letters to the Colorado Transportation Commission and Colorado Transportation Investment Office
3) Letters submitted by the North Front Range Metropolitan Planning Organization to the Colorado Transportation Commission and Colorado Transportation Investment Office

Strategic Plan Goals

☒ Advocacy: Serve as an effective advocacy voice for common ground issues.

☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.

☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.

☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.

☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.

Pikes Peak Area Council of Governments
Communities Working Together

Pikes Peak Area Council of Governments policy position on Bustang funding

The Pikes Peak Area Council of Governments supports the goal of cost-effect methods of transit as another choice for users to move around our region and throughout the state. In the last decade, Bustang has been shown to serve a need for members of our community to move throughout the state.

The funding that supported a three-year pilot to expand Bustang service is expiring at the end of this state fiscal year. As the Colorado Transportation Commission evaluates the future of Bustang, the Pikes Peak Area Council of Governments adopts the following position for Bustang funding:

- The use of Colorado Transportation Investment Office toll revenue should follow existing state law – Colorado Revised Statues 43-4-806(5) – that it should be reinvested into the corridor it was collected from. It should not be used outside of the corridor, and legislative action to change that should not be pursued.
- The Colorado Transportation Commission should evaluate the appropriate levels of service throughout the state. Bustang's ridership by calendar year indicates that ridership on the South Line – the section serving the Pikes Peak region – appears to be less in 2025 than it was in 2019[1]. The increased number of round trips, while it is more convenient for riders, does not appear to have increased ridership on the South Line.
- The Colorado Transportation Commission should evaluate fares, and if it can lead to increased farebox recovery. While a low fare makes it competitive and more attractive for riders, the fare from downtown Colorado Springs to downtown Denver is $12[2], the same as it was in November 2018[3]. The Bureau of Labor Statistics' Consumer Price Index reports a 29.67% increase to inflation in that same time period[4].

The Pikes Peak Area Council of Governments supports the goals of multiple methods of transit for our residents, and the ability for users to choose the method that best fits their needs and goals. We believe that Bustang has a role to play in our state and region's multimodal travel, but it needs to be done in a fiscally responsible manner that balances the needs of transit riders and those who choose to travel by personal or business vehicle.

[1] https://www.codot.gov/about/transportation-commission/documents-and-resolutions/commission-materials/2026-supporting-documents/march-2026-meeting-materials/march-tc-packet.pdf - Page 15
[2] https://ridebustang.com/routes/south-line/
[3] https://web.archive.org/web/20181108162237/http://ridebustang.com/fares-tickets
[4] https://data.bls.gov/cgi-bin/cpicalc.pl?cost1=12&year1=201811&year2=202602

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Executive Director

Pikes Peak Area Council of Governments
Communities Working Together

April 8, 2026

Colorado Transportation Investment Office
Board of Directors
2829 W. Howard Pl.
Denver, CO 80204

Re: Funding Bustang Service

Dear Chair Gutierrez,

The Pikes Peak Area Council of Governments supports mode choice for our residents so they can choose the method that best fits their needs and goals. We believe that Bustang has a role to play in our state and region's multimodal travel, but it needs to be done in a fiscally responsible manner that balances the needs of transit riders and those who choose to travel by personal or business vehicle.

During the last two months, the Colorado Transportation Investment Office Board of Directors and the Colorado Transportation Commission have discussed long-term Bustang funding after the current three-year pilot expansion expires at the end of this state fiscal year. While other methods to address short- and long-term funding needs to maintain current levels of service, the longest discussions have focused on Transportation Investment Office revenues to support Bustang operations. Specifically, the Pikes Peak Area Council of Governments if concerned that user fees collected within specific corridors may be used outside of that corridor, in violation of Colorado Revised Statues 43-4-806(5). This requirement was reaffirmed and clarified in Senate Bill 24-184. While no formal proposal has been submitted to either Board, and understanding that a legislative bill would likely be needed to fulfill, the Pikes Peak Area Council of Governments wants to reaffirm the intent that tolls collected within designated corridors should only be used within that corridor.

Bustang's record in the last 10 years has shown there is a desire for this service, and the Pikes Peak Area Council of Governments supports the goal of providing choice to our residents. We are supportive of efforts to enhance the system for long-term success and encourage the Colorado Department of Transportation to take the time to fully evaluate the needs of the riders moving forward. Even with the pandemic years, we feel there is adequate data to conduct a comprehensive evaluation of the system, and the pilot service expansion provides strong before-and-after data to support changes to service and fares to maximize existing revenue

streams and minimize the need for transfers from the Colorado Transportation Investment Office or the Colorado General Assembly.

The Pikes Peak Area Council of Governments supports the work of the Colorado Department of Transportation to strength transit service in the state within the overall mission to effectively and safely move people, goods and information. We look forward to continued collaboration to ensure Bustang serves as an important component in the statewide transportation system.

Thank you for your leadership and consideration of our concerns during this important decision-making period.

Sincerely,

Holly Williams
Chair, Pikes Peak Area Council of Governments
Commissioner, El Paso County

Andrew Gunning
Executive Director, Pikes Peak Area Council of Governments

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Andrew Gunning
Executive Director

Pikes Peak Area Council of Governments
Communities Working Together

April 8, 2026

Colorado Transportation Commission
2829 W. Howard Pl.
Denver, CO 80204

Re: Funding Bustang Service

Dear Chair Cook,

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Thank you for your leadership and consideration of our concerns during this important decision-making period.

Sincerely,

Holly Williams
Chair, Pikes Peak Area Council of Governments
Commissioner, El Paso County

Andrew Gunning
Executive Director, Pikes Peak Area Council of Governments

North Front Range Metropolitan Planning Organization

March 13, 2026

Colorado Transportation Investment Office
CTIO Board
2829 West Howard Place
Denver, CO 80204

RE: Bustang Operations Funding

Dear Chair Gutierrez,

The North Front Range Metropolitan Planning Organization (NFRMPO) appreciates CDOT's continued partnership in delivering Bustang service along the North I-25 corridor. Bustang provides significant benefits to the communities across our region, and the Planning Council strongly supports and values the important role it plays in reducing reliance on single-occupancy vehicles, mitigating congestion, improving travel reliability, and extending the lifespan of critical roadway infrastructure.

The I-25 corridor is a vital statewide economic backbone that supports commuters, freight movement, tourism, and commerce throughout Colorado. Yet significant work remains to improve capacity, reliability, and safety along this corridor. For this reason, we are concerned about the proposal to use I-25 Managed Lane revenues to subsidize other Bustang routes outside of the I-25 corridor.

State law and the original intent of the managed lane program emphasized that revenues generated within a designated corridor should remain within that corridor to support mobility improvements for the users who generate those funds. Diverting these revenues to support services outside the corridor risks slowing necessary improvements on one of Colorado's most critical transportation networks.

We believe the current budget challenge highlights the importance of conducting a comprehensive, data-driven evaluation of the Bustang system. Such an analysis should examine ridership trends, travel patterns, route performance, and long-term financial sustainability. Using available travel and ridership data will help identify where demand is strongest, where service gaps exist, and where network efficiencies may be realized to maximize the effective use of limited resources.

While addressing the current funding gap is important, ensuring the long-term sustainability of Bustang service will require thoughtful analysis and strategic adjustments. Protecting the strongest routes while evaluating system performance will help ensure this valuable program remains viable for years to come.

Bustang's North I-25 route is the most heavily used in the entire state and serves a critical role in connecting workers, students, businesses, and visitors across the state. Given its strong ridership

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800-9560
nfrmpo.org

and direct connection to corridor mobility, the Planning Council supports the use of I-25 Managed Lane revenues funding sustainable Bustang operations within the I-25 corridor.

The NFRMPO appreciates the work CDOT is doing to maintain and strengthen this important transit service. We look forward to continued collaboration to ensure the Bustang program and the I-25 corridor remain strong and sustainable for the communities they serve.

Thank you for your leadership and consideration of our request as these important decisions are being evaluated.

Sincerely,

Signature: Kristin Stephens
Kristin Stephens (Mar 13, 2026 15:24:44 MDT)

Email: kstephens@larimer.org

Kristin Stephens
Chair

cc: Piper Darlington, CTIO Director

North Front Range Metropolitan Planning Organization

March 13, 2026

Colorado Department of Transportation
Transportation Commission
2829 West Howard Place
Denver, CO 80204

RE: Bustang Operations Funding

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Thank you for your leadership and consideration of our request as these important decisions are being evaluated.

Sincerely,

Kristin Stephens
Kristin Stephens (Mar 13, 2026 15:23:33 MDT)

Kristin Stephens
Chair

cc: Shoshana Lew, Executive Director
Herman Stockinger, Deputy Director
Heather Paddock, R4 RTD

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: John Liosatos, Transportation Director

Through: Andrew Gunning, Executive Director

Subject: Safety Action Plan

Action Requested: Review and Adopt

Summary

In 2024, Woodland Park and the Pikes Peak Area Council of Governments pursued and received a grant to complete a Safety Action Plan under the federal Safe Streets and Roads for All (SS4A) Program established by the Infrastructure Investment and Jobs Act (IIJA). The Safety Action Plan identifies the most significant road safety concerns in a community and the projects and strategies to address those issues. Upon approval, the plan creates eligibility of identified projects for Implementation Grant funds through Safe Streets and Roads for All. Projects not identified in the plan are ineligible for Implementation funds; no projects are eligible until the plan is approved.

Work began in early 2025 with the hiring of Fellsburg, Holt, and Ullevig to lead the Safety Action Plan. The target time for approval is April 2026, which is ahead of the application deadline for Implementation Grants. The Safety Action Plan was available for public comment February 13-March 15. Three comments were received and are attached. In addition, comments from jurisdictions were received by the consultant team. A revised copy of the plan is attached and will become final pending any additional comments made.

Background

The project team presented on the plan development to the Board of Directors in July. The plan development has also been presented twice to the Community Advisory Committee and Transportation Advisory Committee, most recently in November. As part of the development the following have occurred:

- The project team has met with or received information from all member jurisdictions as well as other partners.
- The draft High Injury Network, a key analytical product of the plan, is complete and has been through preliminary review.

- The draft High Risk Network, another key product, is complete and has been through preliminary review.

Proposed Motion

Adopt the Safety Action Plan and support the public leadership commitment.

Attachments

1. Public Comments Received
2. Safety Action Plan
3. Resolution

Strategic Plan Goals

☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.

Name	Comment
Barbara J Wind	A traffic control light is desperately needed at the intersection of East Highway 24 and Stapleton.
MM, EP County resident	We desperately need more traffic enforcement, traffic patrol, and people being pulled over for speeding, dangerous driving, etc. Driving in El Paso County and across the area of this action plan is incredibly dangerous and people do it because they no that there is no accountability and not enough CSP and other agencies to enforce traffic laws and monitor all the roadways. We need to triple the traffic officers to handle what is going on. We are super behind the 8 ball when it comes to road safety. It would be helpful to target the high volume of speeding during morning and evening commute, where there is currently no police presence at this time, except for maybe near the schools.
Donna Brazill	I am a realtor. I am on the road for thousands of miles a year all over the Teller and Park County areas. The lack of consistent phone service is ridiculous in this day and age. Many times I've seen an accident or break down on the side of the road or crazy speeders 20-30mph over limit. No way to call for help. So need to decide do I stop and waster precious moments to reach help or continue on?
El Paso County	Comments/additions to the project list and plan.

Pikes Peak Region
Comprehensive Safety Action Plan

Prepared for:

Pikes Peak Area Council of Governments
Communities Working Together

Woodland Park COLORADO

15 South 7th Street
Colorado Springs, CO 80905

Prepared by:

Felsburg Holt & Ullevig
6400 S Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111
303.721.1440

FHU Reference No. 124349-01

March 2026

Table of Contents

Acknowledgements v

Safety Action Plan Commitment viii

1. Introduction 1

1.1 The Safe System Approach 1

1.2 Safety at a Glance 3

1.3 Action Plan Development 8

2. Stakeholder and Public Engagement 9

2.1 Stakeholder Engagement 9

2.2 Public Engagement 13

3. Safety Trends and Data Analysis 17

3.1 General Trends 17

3.2 Safety Analysis 20

3.3 High Injury Network 25

4. Systemic Safety Analysis 33

4.1 Screening and Risk Factors 33

4.2 Systemic Safety Countermeasures 38

5. Implementation 41

5.1 Strategy Recommendations 41

5.2 Prioritization of Top Locations 49

5.3 Countermeasures for Project Identification 60

6. Progress and Transparency 71

6.1 Transparency and Tracking 71

6.2 Data Collection and Quality Assurance 71

6.3 Performance Tracking and Evaluation 71

6.4 Public Transparency and Reporting 72
6.5 Coordination with Federal Reporting Requirements 72

Appendices

Appendix A. Public Engagement Summary
Appendix B. Descriptive Safety Analysis
Appendix C. High Injury Network Analysis
Appendix D. Systemic Safety Analysis
Appendix E. Policy Review
Appendix F. Prioritization Worksheets
Appendix G. Countermeasure Pairing Worksheets

List of Figures

Figure 1. Annual Fatal and Serious Injury Crashes 3
Figure 2. Geographic Subareas 5
Figure 3. Total Crashes 6
Figure 4. KSI Crashes 7
Figure 5. Perceptions of Safety 14
Figure 6. Do you have concerns about traffic safety in your community or along routes you regularly use? 14
Figure 7. What keeps you/your family from walking, biking, or using non-driving options more often? 15
Figure 8. Responses to: Pick the top three things that would make you feel safer when traveling within the region. 16
Figure 9. Total Annual Crashes by Severity 18
Figure 10. Severe Vulnerable Road User Crashes by Year 19
Figure 11. Severe Crash Type by Subarea 21
Figure 12. Severe Crashes by Location and Subarea 22
Figure 13. Severe Crashes by Driver Action and Subarea 23
Figure 14. Severe Crashes by Contributing Factor and Subarea 24

Figure 15. High Injury Network Development Flowchart 26
Figure 16. Suburban/Urban High Injury Network Intersections 27
Figure 17. Suburban/Urban High Injury Network Corridor Segments 28
Figure 18. Mountain High Injury Network Intersections 29
Figure 19. Mountain High Injury Network Corridor Segments 30
Figure 20. Rural High Injury Network Intersections 31
Figure 21. Rural High Injury Network Corridor Segments 32
Figure 22. Suburban/Urban High-Risk Network 35
Figure 23. Mountain High-Risk Network 36
Figure 24. Rural High-Risk Network 37
Figure 25. Intersection Prioritization Methodology Flowchart 49
Figure 26. Corridor Prioritization Methodology Flowchart 50

List of Tables

Table 1. Crashes by Subarea Type 18
Table 2. Crash Severity by Mode 20
Table 5. Risk Factors by Subarea 34
Table 6. Recommended Systemic Safety Countermeasures for Mountain Subarea Roads 39
Table 7. Recommended Systemic Safety Countermeasures for Rural Subarea Roads 39
Table 8. Recommended Systemic Safety Countermeasures for Suburban/Urban Subarea Roads 40
Table 9. Safer Roads Strategies 43
Table 10. Safer Speeds Strategies 45
Table 11. Safer People Strategies 47
Table 12. Intersection Prioritization Ranking 51
Table 13. Corridor Prioritization Ranking 56
Table 14. Stakeholder Engagement Locations – Intersections 58
Table 15. Stakeholder Engagement Locations – Corridors 59
Table 16. Pedestrian Safety Countermeasures 61

Table 17. Bicycle Safety Countermeasures 61
Table 18. Motorcycle Safety Countermeasures 62
Table 19. Signalized Intersections Countermeasures 62
Table 20. Unsignalized Intersections Countermeasures 63
Table 21. Horizontal Curves Countermeasures 63
Table 22. Run Off the Road Crashes Countermeasures 63
Table 23. Speed-related Crashes Countermeasures 64
Table 24. Intersection Countermeasures 67
Table 25. Corridor Countermeasures 69

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Andrew Gunning, Executive Director

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Lan Rao, Mountain Metro Transit

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Ben Sheets, City of Fountain

Ben Schmitt, City of Manitou Springs

Denise Howell, City of Manitou Springs

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Gary Shugart, Citizen-at-Large

Tyler Peoples, Citizen-at-Large

Teresa Cheek, Citizen-at-Large

Steve Schleiker, Citizen-at-Large

Chuck Broerman, Citizen-at-Large

Chuck Theobald, City of Colorado Springs

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Cali Standard, City of Colorado Springs

Summer Earthsong, City of Fountain

Carey Storm, City of Manitou Springs

Brad Simmons, El Paso County

Welling Clark, El Paso County

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Andrea Perry, League of Women Voters

Kathy Hisey, Town of Calhan

Karen Lusby, Town of Monument

Ed Dills, Town of Ramah

Additional Stakeholders

Frank Salvato, City of Cripple Creek

Jeff Mosher, City of Cripple Creek

Connie Dodrill, City of Cripple Creek

Steve DiCamillo, City of Cripple Creek

Drive Smart Colorado Board

Drive Smart Colorado Coalition

John Crawford, City of Manitou Springs

Erin Ringsred, City of Manitou Springs

Alex O'Connell, City of Manitou Springs

Bobby Tech, City of Victor

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Donald Klinge, Fort Carson

Gary Goettelman, Town of Alma

Jacob Matsen, Mountain Metro Transit

Chris Kaplan, Mountain Metro Transit

Kevin Teagarden, Mountain Metro Transit

Jerry White, Bike COS

Cindy Tompkins, Town of Ramah, Town of Calhan

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Jason O'Brien, Pikes Peak Area Council of Governments

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Lisa Gagnon, Pikes Peak Area Council of Governments

Danelle Miller, Pikes Peak Area Council of Governments

Josh Squires, Pikes Peak Area Council of Governments

Gaurav Vasisht, Felsburg Holt & Ullevig

Melanie Bishop, Felsburg Holt & Ullevig

Omar Peters, Toole Design

Safety Action Plan Commitment

Preface

The Pikes Peak Region recognizes that traffic deaths are unacceptable and preventable, and as part of its role as stewards of the transportation network, the Region will commit to an effort to approach zero with a goal to end traffic-related fatalities and serious injuries among all road users.

Purpose

1. Commit to end traffic-related fatalities and serious injuries occurring on the Pikes Peak Region transportation network.
2. Commit to significantly reduce traffic-related fatalities and serious injuries by 50% occurring on the Pikes Peak Region transportation network by 2040.

   Note that the 2040 goal above supports the FY2022–2026 DOT Strategic Plan safety performance goals such as the medium-term goal of a two-thirds reduction in roadway fatalities by 2040.
3. Commit to develop and adopt a Safety Action Plan as a comprehensive and holistic strategy to support the commitment to end traffic-related fatalities and serious injuries occurring on the Pikes Peak Region transportation network.
4. Develop comprehensive strategies that unify existing efforts and elevate improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis.
5. Develop a holistic approach to the Safety Action Plan Goals through coordination with area agencies, nonprofits, community-based organizations and community members.

1. Introduction

Transportation safety is an important responsibility shared by agencies and communities throughout the Pikes Peak region. The Pikes Peak Region Comprehensive Safety Action Plan builds on existing efforts to reduce serious injuries and fatalities across the regional transportation system. Developed with support from the Safe Streets and Roads for All (SS4A) program, this plan reflects a regional commitment to improving traffic-related safety for all roadway users.

Guided by the Safe System Approach, the plan recognizes that people make mistakes and that the transportation system should be designed and operated to reduce the likelihood that those mistakes result in serious harm. Oversight committee members and agency leadership have actively shaped the plan's direction and affirmed a long-term commitment to its implementation. The Pikes Peak Region Comprehensive Safety Action Plan recognizes these shared priorities and recommends data-driven strategies for creating safer roads in the Pikes Peak region.

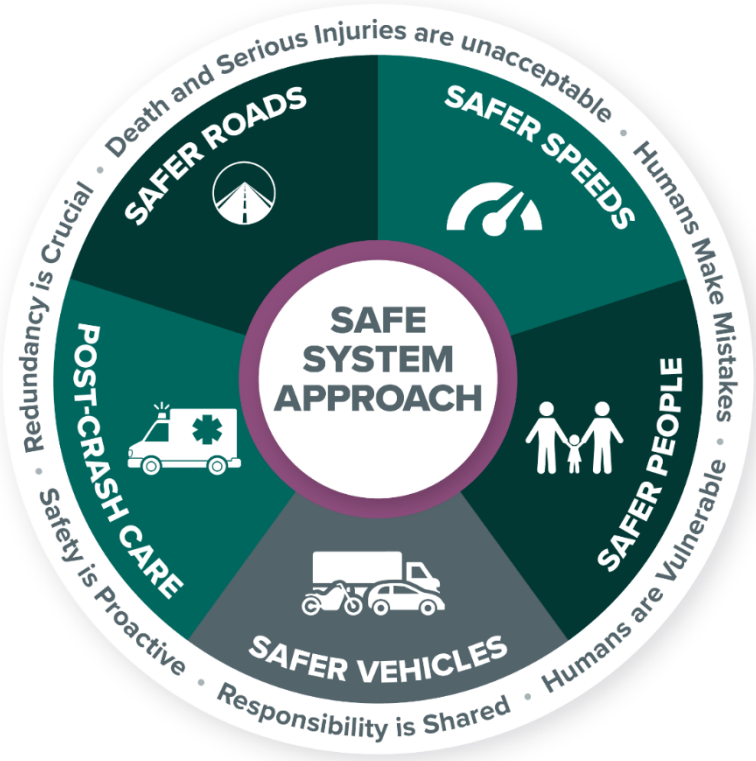
The Pikes Peak Region Comprehensive Safety Action Plan covers jurisdictions across the Pikes Peak region, including El Paso, Park, and Teller counties. However, the plan does not include the City of Colorado Springs and the City of Fountain, as each jurisdiction is undertaking an independent safety planning effort. Since the SS4A program is designed to support local and regional governments in developing and implementing safety strategies on roadways they own, operate, or directly influence, this Safety Action Plan also does not consider highways, such as I-25, that are owned and operated by the Colorado Department of Transportation (CDOT).

1.1 The Safe System Approach

The cornerstone of the Comprehensive Safety Action Plan, the Safe System Approach prioritizes the prevention of fatalities and serious injuries by proactively reducing crash risk across the entire transportation system, rather than only reacting after crashes have occurred. By focusing on high-risk locations, especially those involving vulnerable road users (VRUs), it ensures investment in safety improvements where they are most needed.

The Safe System Approach is built on six essential principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Traditionally, traffic safety campaigns have focused on human behavior and awareness, often overlooking the critical role that road design plays in safety. Many roads were designed based on historical standards that emphasized vehicle mobility and operational efficiency. As a result, some corridors include wide cross-sections, multiple travel lanes, higher operating speeds, and large intersections in both Suburban/Urban and Rural geographic subareas. While these features can support traffic flow, they may also present safety challenges for VRUs. In Mountain geographic subareas, due to topographic constraints, roadways often include sharp curves, limited sight distance, steep grades, and narrow shoulders, which can further affect safety and comfort for all users. The Safe System Approach, however, takes a holistic approach to safety, recognizing that addressing roadway design alongside human behavior is essential to preventing crashes. The U.S. Department of Transportation's (USDOT) adoption of the Safe System Approach sets a national standard for how transportation infrastructure, street design, vehicles, and users should work together to eliminate traffic fatalities and serious injuries.

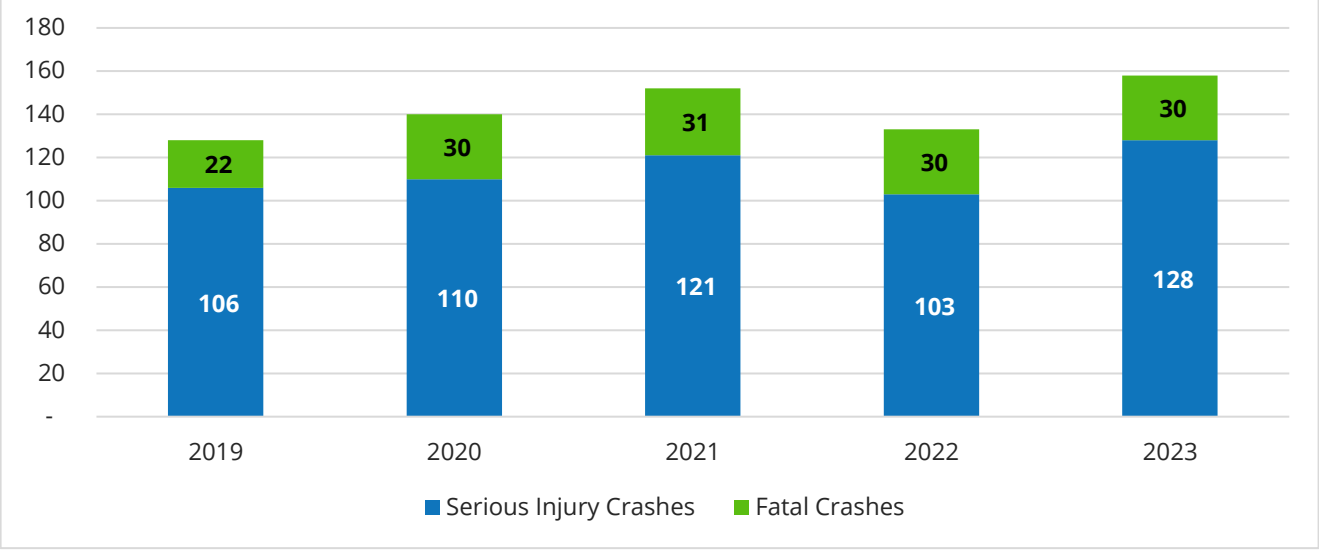
Related to this approach, the Complete Streets philosophy aims to ensure streets are safe, comfortable, and accessible for all users, regardless of age, ability, or mode of travel. This approach includes people who walk, bike, drive, use transit, or rely on other modes of transportation. It also improves safety by integrating features that calm traffic and provide safe space for all modes. Common traffic calming strategies in suburban

and urban areas include curb bulbouts, mid-block pedestrian crossings, and wider sidewalks. In mountain areas, safety improvements may focus on adding shoulder width where feasible, clear sightlines, wider edge lines, and lower speed limits. Local jurisdictions can embrace these principles and practices as desired, understanding that not all Complete Streets measures are appropriate for all locations.

1.2 Safety at a Glance

According to that latest available crash data obtained from CDOT, 2019 and 2023, there were 711 crashes involving fatalities or serious injuries in the Pikes Peak region, resulting in 143 crashes that resulted in fatalities and 568 crashes that resulted in serious injuries. As shown on **Figure 1**, crashes resulting in serious injury or fatality have increased slightly. The most common crash types include fixed object collisions, vehicle overturning, and conflicts between turning and through traffic. Key contributing factors in recorded crashes include distracted driving, reckless driving, and speeding. Conflicts between different modes of transportation are also of concern, with 287 severe motorcycle crashes and more than 100 severe bicycle- or pedestrian-involved crashes in the past five years.

Figure 1. Annual Fatal and Serious Injury Crashes



To better understand crash severity trends and contextual factors in the region across its significantly varying geographic context, the crash analyses for this plan were broken down by the three primary geographic subarea types (Suburban/Urban, Rural, and Mountain) as shown on **Figure 2**. The Suburban/Urban subarea largely includes the jurisdictions within the Pikes Peak Area Council of Government (PPACG) Metropolitan Planning Organization (MPO) boundaries, while the Rural subarea includes the eastern portion of El Paso County and the Mountain subarea includes Park and Teller counties west of CO 115.

Most severe crashes in the region occurred in the Suburban/Urban subarea surrounding the City of Colorado Springs. **Figure 3** and **Figure 4** further illustrate the distribution of crash locations, showing the total crash occurrences and killed or seriously injured (KSI) crash occurrences, respectively.

Figure 2. Geographic Subareas

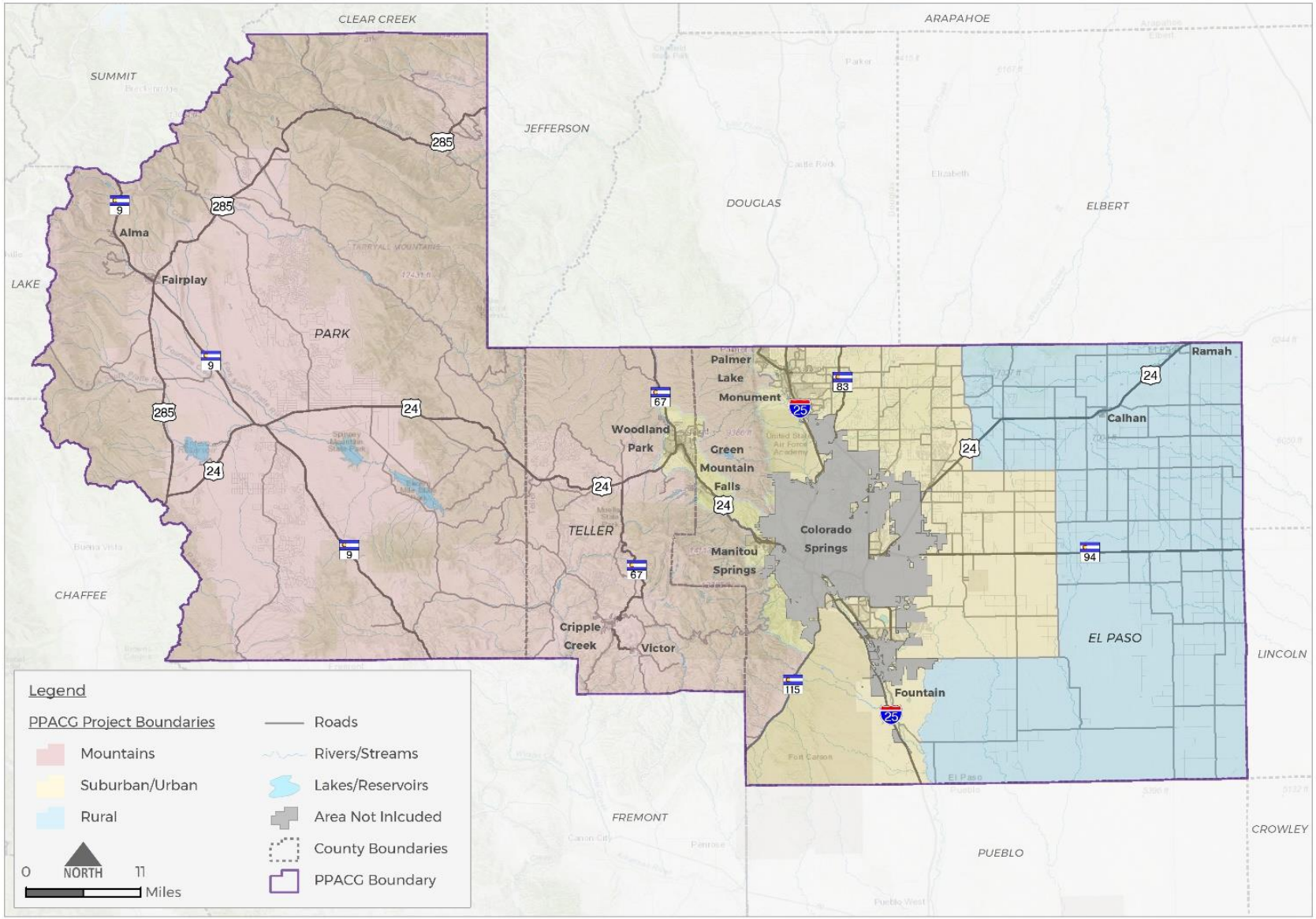


Figure 3. Total Crashes

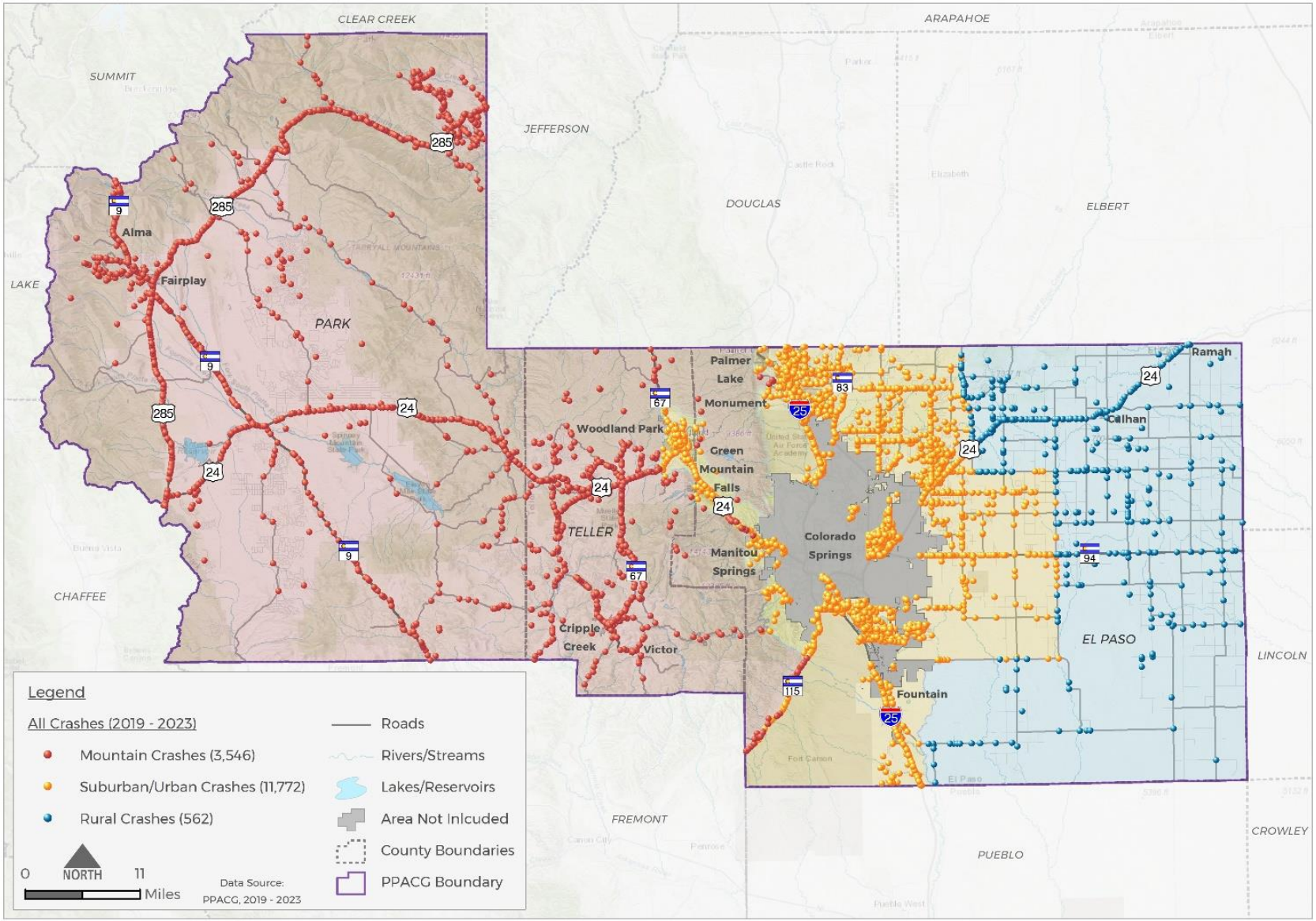
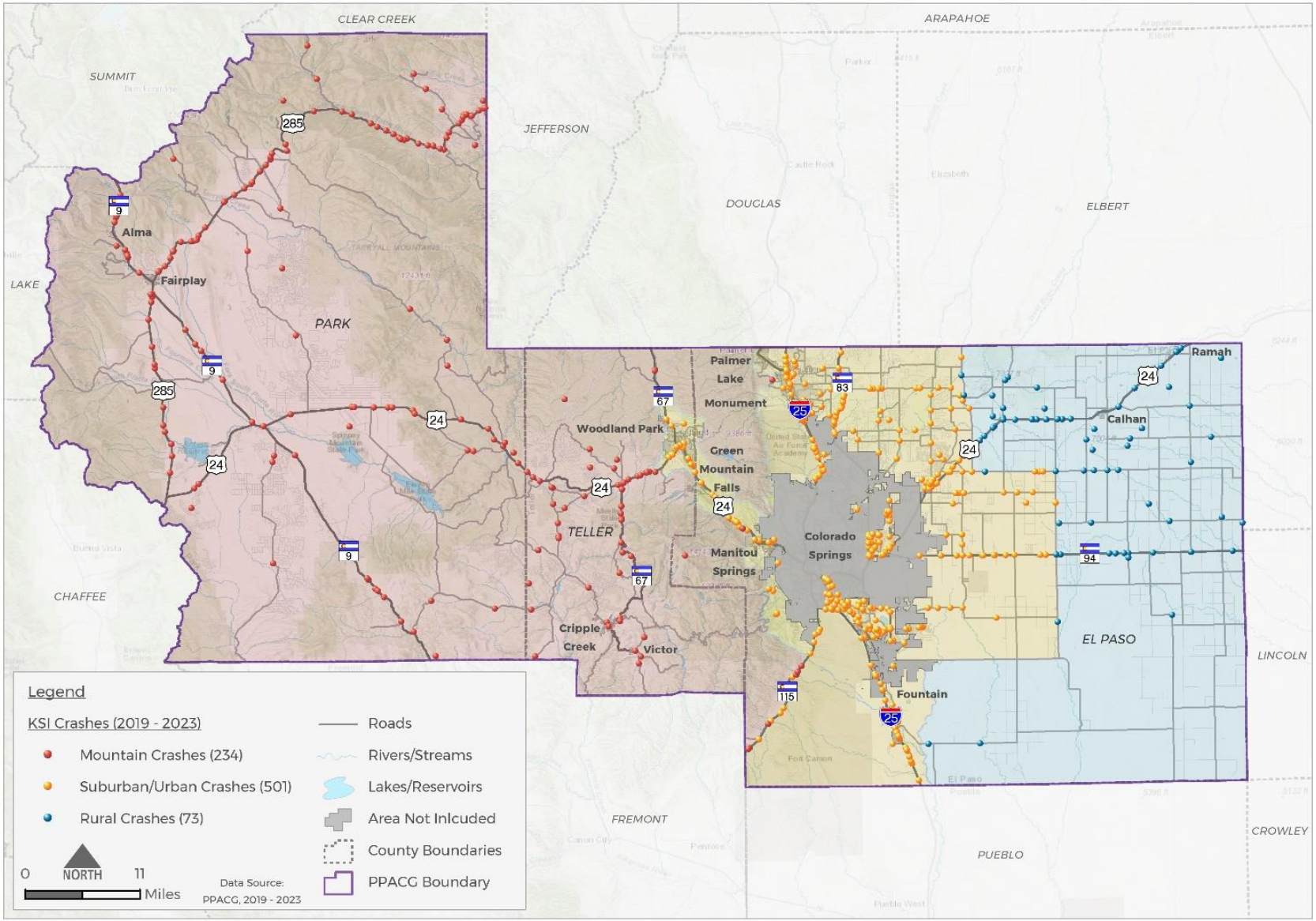


Figure 4. KSI Crashes



1.3 Action Plan Development

This section outlines leadership's commitment to the Safe System Approach and the elements that have established this plan. This section also highlights the formation of clear and specific safety goals, the selection of an oversight committee to guide progress, and the region's commitment to transportation safety.

The Comprehensive Safety Action Plan is the result of collaborative analysis and planning by PPACG, member agencies, core stakeholders, and community members. While PPACG serves as the regional Council of Governments and MPO for the Pikes Peak region, the Comprehensive Safety Action Plan extends beyond just the MPO boundaries and includes all member agencies within the region. Taking a collaborative approach results in a data-driven, comprehensive strategy that guides a community's efforts to eliminate roadway fatalities and serious injuries.

Oversight Committee

To ensure the Comprehensive Safety Action Plan stayed on track and aligned with the established goals of the SS4A program, PPACG's advisory committees provided project oversight, monitored progress, and built consensus during each project milestone. Committees consisted of the Transportation Advisory Committee (TAC) and the Community Advisory Committee (CAC), with the Board of Directors (BOD) serving as the governing body. These committees brought together diverse representatives from across the region to ensure that the perspectives of all stakeholders were heard and considered. Their involvement throughout the process guaranteed that they all had a role in shaping the future of transportation safety in the Pikes Peak region.

Leadership Commitment

PPACG leadership and agency partners have made a commitment to safer roads through the Safe System Approach. This commitment is rooted in the belief that traffic deaths are preventable and that targeted safety improvements can dramatically reduce fatalities and serious injuries.

2. Stakeholder and Public Engagement

Community and stakeholder engagement played a central role in shaping this project and in ensuring that transportation safety needs were understood from both public and agency perspectives. A combination of online public outreach and targeted stakeholder discussions allowed the project team to gather input on travel behavior, safety concerns, and local priorities across the region. This section summarizes the methods used to engage the public and stakeholders, level of participation achieved, and key insights that emerged to inform subsequent analysis and recommendations.

2.1 Stakeholder Engagement

The project team met individually with involved communities, including Alma, Calhan, Cripple Creek, El Paso County, Fairplay, Manitou Springs, Monument, Park County, Ramah, Teller County, Victor, and Woodland Park. Additional stakeholder groups included Drive Smart Colorado, Fort Carson Air Force Base, Bike COS, and Mountain Metro. The meetings served as forums for discussion of community-specific concerns, issues, and priorities related to transportation safety. Meeting attendees at each stakeholder discussion included primarily engineering and planning staff for the local agencies. **Appendix A** summarizes each meeting's key discussion points. The following subsections summarize overarching common themes and general takeaways.

Pedestrian Safety

A key theme that emerged from stakeholder engagement was pedestrian-related safety and infrastructure. Communities expressed concern about the safety and adequacy of pedestrian crossings, gaps and connectivity in the sidewalk network, and overall pedestrian comfort. Nearly all participating communities highlighted pedestrian-related issues. The following represent specific insights and concerns:

- Improving pedestrian access to schools to ensure safe travel for school children is a high priority. Many communities are also interested in increasing their use of Safe Routes to School funding.
- There is a need to enhance pedestrian crossings on state highways and major arterials, with several communities considering pedestrian overpasses or underpasses to facilitate safer crossings.

- Rectangular Rapid Flashing Beacons (RRFB), High-Intensity Activated Crosswalk (HAWK) signals, and other enhanced pedestrian crossing treatments should be considered where warranted.
- Many communities have fragmented or outdated sidewalk networks, including missing segments and a lack of Americans with Disabilities Act (ADA)-compliant sidewalks and curb ramps.
- While communities recognize the need to update sidewalk networks, many struggle to fund installation or replacement efforts.
- Tourism generates high volumes of pedestrian activity along state highways and main streets in select communities. Greater levels of separation should be explored in these areas to reduce conflicts.
- Some communities noted that the prevalence of unpaved roads contributes to limited pedestrian infrastructure and increased safety concerns.

Bicyclist Safety

Stakeholder engagement identified bicycle-related concerns as another key theme. Many communities are interested in strengthening the bicycle network by building paved shoulders and bike lanes and expanding regional trail connections. While many communities identified specific locations and project ideas, general concerns and goals across the study area include the following:

- Communities recognize the need to increase both the quantity and quality of paved shoulders and designated bike lanes.
- Many roadways throughout the study area are narrow, curved, or lack paved shoulders, creating safety concerns for all road users, especially cyclists.
- Communities desire off-street and trail connections to link towns and recreation destinations and to provide alternatives to on-road bicycle travel.
- A lack of continuity in the bicycle infrastructure network makes connections within and between communities difficult and unsafe.

Roadway Safety and Operational Concerns

More broadly, communities expressed concerns about overall roadway safety. These concerns centered on roadway conditions and paving, maintenance, speeding, congestion, and intersection safety. Stakeholders also highlighted increasing traffic volumes on state highways and the implications for congestion and intersection safety. The following represent key issues:

- Many communities identified speeding and speed management challenges, with a particular concern related to inappropriate speeds on two-lane county roads that lack shoulders.
- The roadway networks of many communities are composed largely of unpaved roads, which contribute to safety concerns for drivers and VRUs, particularly during winter driving conditions.
- In communities with paved roads, pavement conditions are a concern, especially where potholes are present and lead to swerving.
- Several communities identified driver education-related concerns, including youth driver behavior and general awareness of crossing enhancements such as HAWK signals.
- As congestion increases on state highways, communities are concerned about turning movements onto and off these facilities, along with delays and safety risks associated with higher traffic volumes.
- Sight distance concerns on hilly and curved roads in the mountain communities were frequently mentioned, especially near intersections, schools, and other areas with pedestrian traffic.
- In areas with limited or no shoulders, communities expressed a desire for guardrails to prevent roadway departures.
- Some communities would like to add shoulders on narrow two-lane roads to provide recovery areas, as well as additional space for VRUs.
- Many communities are considering safety improvements at intersections, including lighting, geometric modifications, signalization, and improved pedestrian crossings.

Emergency Response

While less unanimous than other themes, emergency response emerged as an important concern, especially in rural and smaller communities. Stakeholders emphasized challenges related to secondary crashes, response time, and long distances to medical centers. Key concerns included:

- Emergency response times after crashes have been too long in some areas, particularly where unpaved roads make it difficult to reach crash sites.
- Distance to medical centers after rural crashes remains a significant concern in many communities.
- Winter conditions create additional challenges for post-crash access and care on unpaved or steep roads.
- Secondary crashes (a subsequent crash that happens as a direct result of an earlier "primary" crash) have become increasingly prevalent, heightening the need to clear primary incidents quickly to reduce additional safety risks.

Funding

To accomplish the improvements desired throughout the study area, substantial capital investment will be required. Limited budgets and competitive grant processes pose challenges for many communities. Beyond struggling to fund new construction, several communities also need resources for reconstruction of existing infrastructure. Some communities have successfully secured funding for design but have not yet identified funding for construction. Key insights include:

- Multiple communities report having sidewalk or trail projects in planning stages or fully designed but still lack funding for construction.
- Communities with aging sidewalk networks struggle with funding eligibility, particularly in areas where utility conflicts or road reconstruction needs increase project costs beyond what safety grants typically support. Some communities have also found that they can no longer complete projects for what they had originally estimated because of the increase in costs.

Coordination with CDOT

Because many high-priority projects are located on state highways, coordination with CDOT is essential. Many communities view this coordination as a barrier to implementing desired safety improvements. Key concerns and challenges include:

- Communities feel constrained by CDOT warrants and regulations. For example, speeding or other concerns recognized by communities may not meet CDOT's thresholds for action.
- Many communities stated that their most pressing safety issues occur on state-owned roads over which they have limited control.
- Stakeholders expressed a need for more consistent and transparent communication with CDOT about how to move needed projects forward.
- Communities noted that CDOT projects often do not include multimodal elements, resulting in gaps in pedestrian and bicycle infrastructure along state highways and between communities.

Intersections and corridors identified as having safety concerns by the communities are listed in **Section 5.2, Prioritization of Top Locations**.

2.2 Public Engagement

Public input for the project was gathered through the project website featuring an interactive commenting map and integrated survey questions. The site was open for comments from July 2 to October 6, 2025, and received 123 total contributions from 60 individual contributors.

The survey revealed that most respondents primarily travel by car, highlighting a strong car-centric travel pattern across the region. Only a small share reported walking or biking as their typical mode, underscoring the importance of addressing roadway safety for people who drive while also improving conditions for those who travel outside a vehicle. Across every travel mode outside of driving, most community members reported feeling unsafe—including when walking, biking, and crossing major roads, as shown on **Figure 5**. Mobility device users also have very low perceived safety, with no respondents reporting feeling "safe" and only 6 percent reporting feeling "neutral." Overall, 83 percent of respondents expressed concerns about traffic safety in their community or along routes they regularly use, as shown on **Figure 6**.

Figure 5. Perceptions of Safety

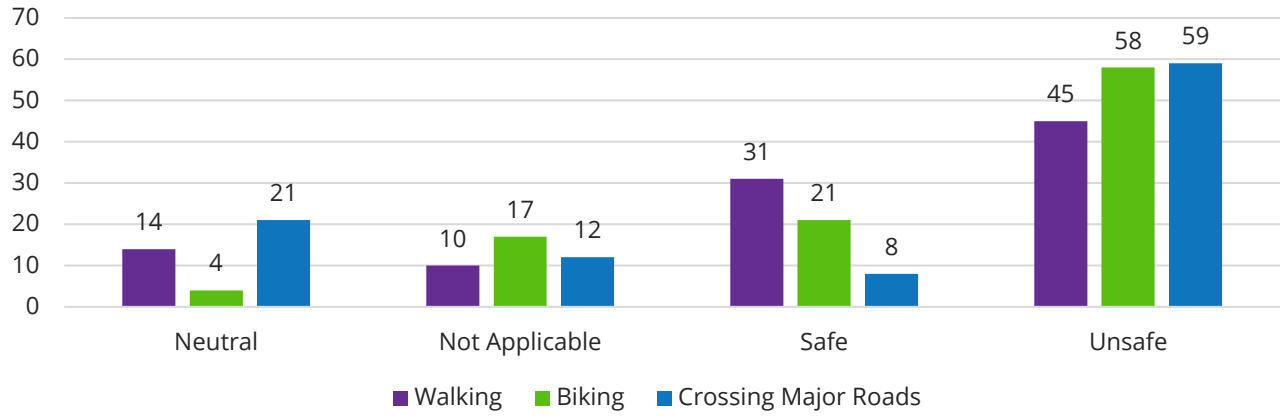
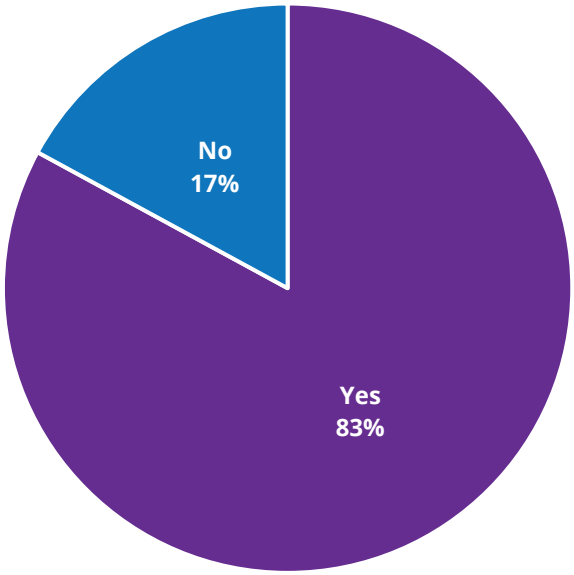
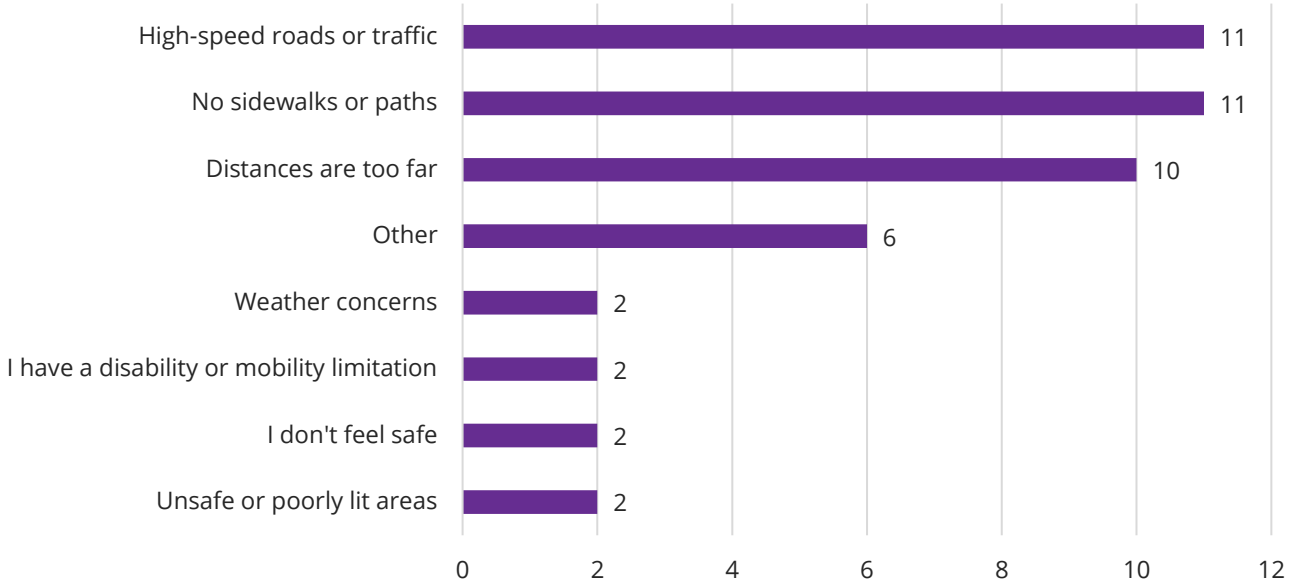


Figure 6. Do you have concerns about traffic safety in your community or along routes you regularly use?



When asked about factors that limit walking, biking, or other non-driving travel, respondents most frequently cited high-speed roads and traffic, along with a lack of sidewalks or paths. Respondents also commonly identified long distances between destinations as a barrier, as shown on **Figure 7**.

Figure 7. What keeps you/your family from walking, biking, or using non-driving options more often?

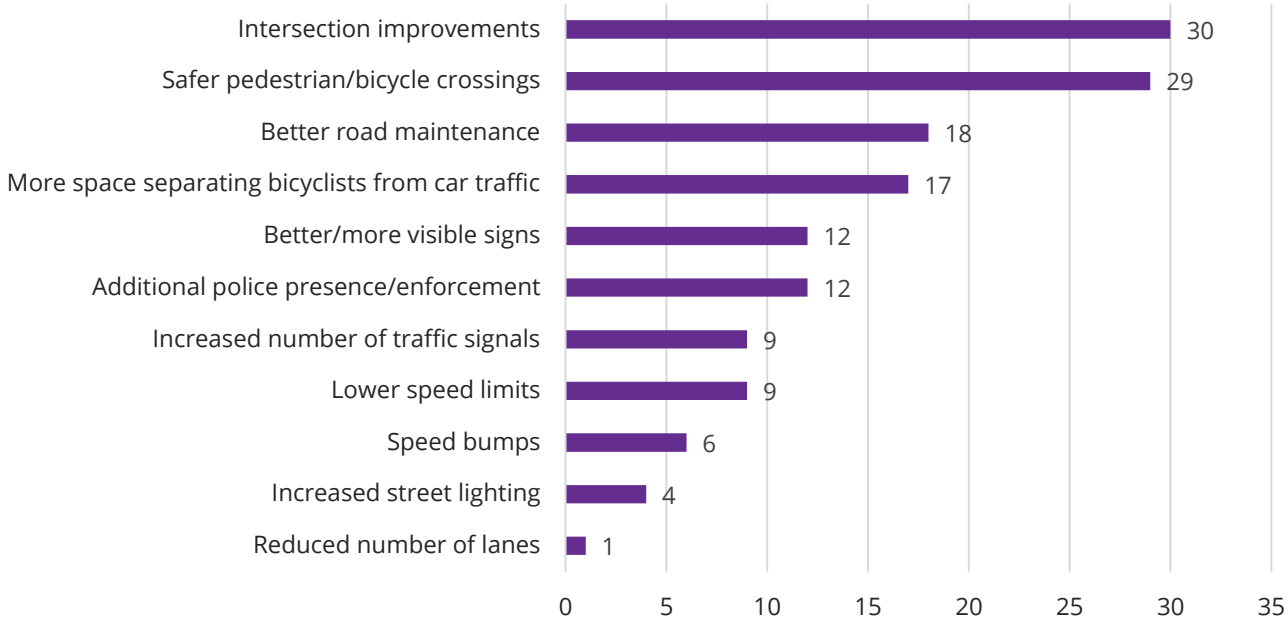


In addition to responding to survey questions, participants could place a pin and leave a comment on the interactive map. Common themes from map comments included:

- A strong desire for multimodal alternatives to driving
- Concerns about pavement conditions, upkeep, and overall roadway quality
- Need for traffic calming efforts in neighborhoods, especially where children walk
- Insufficient sidewalk infrastructure, especially near schools and parks
- Need for safer intersection controls (stops/signals/crosswalks)
- Concerns about how changing land use and growth are impacting neighborhood safety and comfort

After placing a pin, respondents were asked to identify the top three improvements that would make them feel safer traveling in the region. Intersection improvements and safer pedestrian/bicycle crossings emerged as the top two priorities, as shown on **Figure 8**.

Figure 8. Responses to: Pick the top three things that would make you feel safer when traveling within the region.



Overall, community input aligns with what has been heard from previous planning efforts, including the El Paso County Road Safety Plan, PlanCOS, and the results of the Long Range Transportation Plan survey. The results point to a clear set of priorities for improving safety, comfort, and mobility across the region. Community members are primarily calling for:

- Better bike/ped connectivity (regional trails + local sidewalks)
- Traffic calming measures to address neighborhood speeding
- Safer crossings and improved intersection controls
- Ongoing road maintenance and pavement improvements
- Community-level solutions to address the impacts of continued growth and increasing tourism

3. Safety Trends and Data Analysis

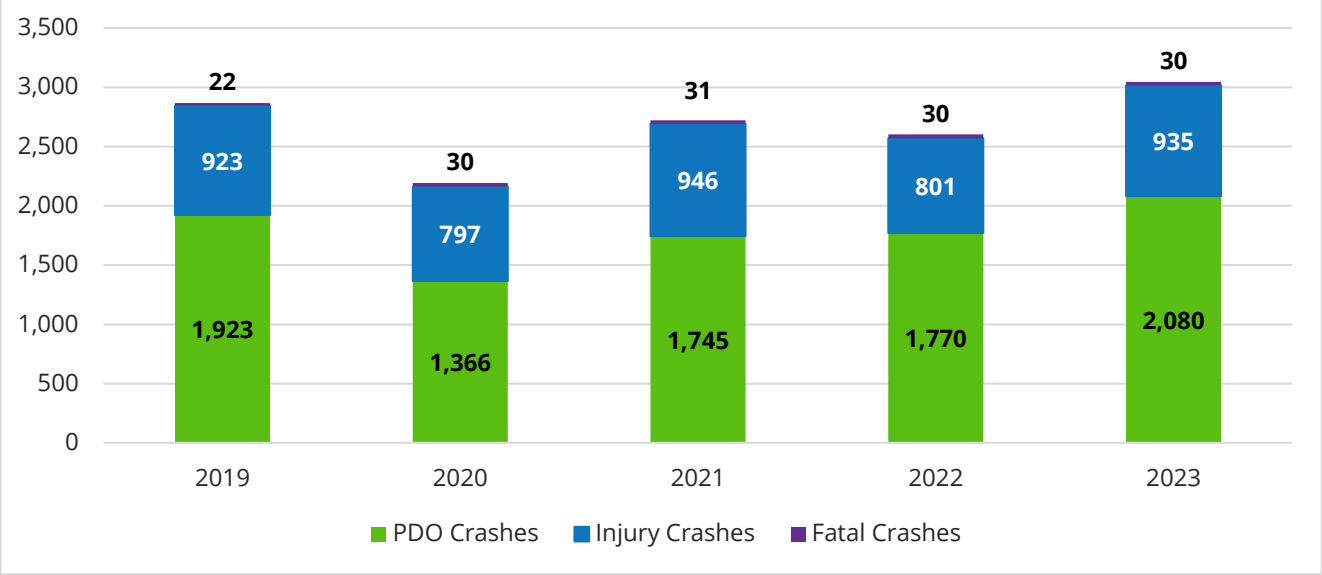
This section analyzes safety trends and crash data to diagnose and address roadway safety issues on the regional roadway system. Since the SS4A program is designed to support local and regional governments in developing and implementing safety strategies on roadways they own, operate, or directly influence, this Safety Action Plan does not consider highways such as I-25 that CDOT owns and operates. The analysis primarily focuses on severe crashes—those that result in injuries or fatalities—and KSI (killed or seriously injured) Crashes. Examining patterns in these more serious crashes, including those involving VRUs such as pedestrians, bicyclists, and motorcyclists, offers insight into the most critical traffic safety issues in the region.

The crash analysis explores various crash types, driver behaviors, and contributing factors and uncovers valuable information to guide decisions to improve road safety. This analysis directly contributes to the creation of the High Injury Network (HIN), which identifies the most dangerous areas across the region's roadway system—those with a higher frequency of injury and fatal crashes.

3.1 General Trends

Between January 1, 2019, and December 31, 2023, nearly 13,500 crashes were reported in the Pikes Peak region (not including I-25), equating to roughly 7.4 crashes every day. Of these crashes, 3,834 resulted in minor injuries, 568 resulted in serious injuries, and 143 resulted in fatalities. **Figure 9** presents the distribution of crashes by year and severity. Following a substantial decline in total crashes in 2020, attributable to the COVID-19 pandemic, total crashes, injury crashes, and fatal crashes increased to surpass their 2019 values in 2023.

Figure 9. Total Annual Crashes by Severity



As mentioned in **Section 1.2, Safety at a Glance**, to better understand crash severity trends in the region across geographic contexts, the crash analyses were broken down into three primary geographic subarea types (Suburban/Urban, Rural, and Mountain), as shown on **Figure 2**. **Table 1** indicates that nearly 70 percent of recorded crashes during the study period occurred in the Suburban/Urban subarea representing the area surrounding the City of Colorado Springs, with 26 percent in the Mountain subarea and 6 percent in the Rural subarea. Slightly larger proportions of just the region's severe crashes occurred in Suburban/Urban and Rural subareas.

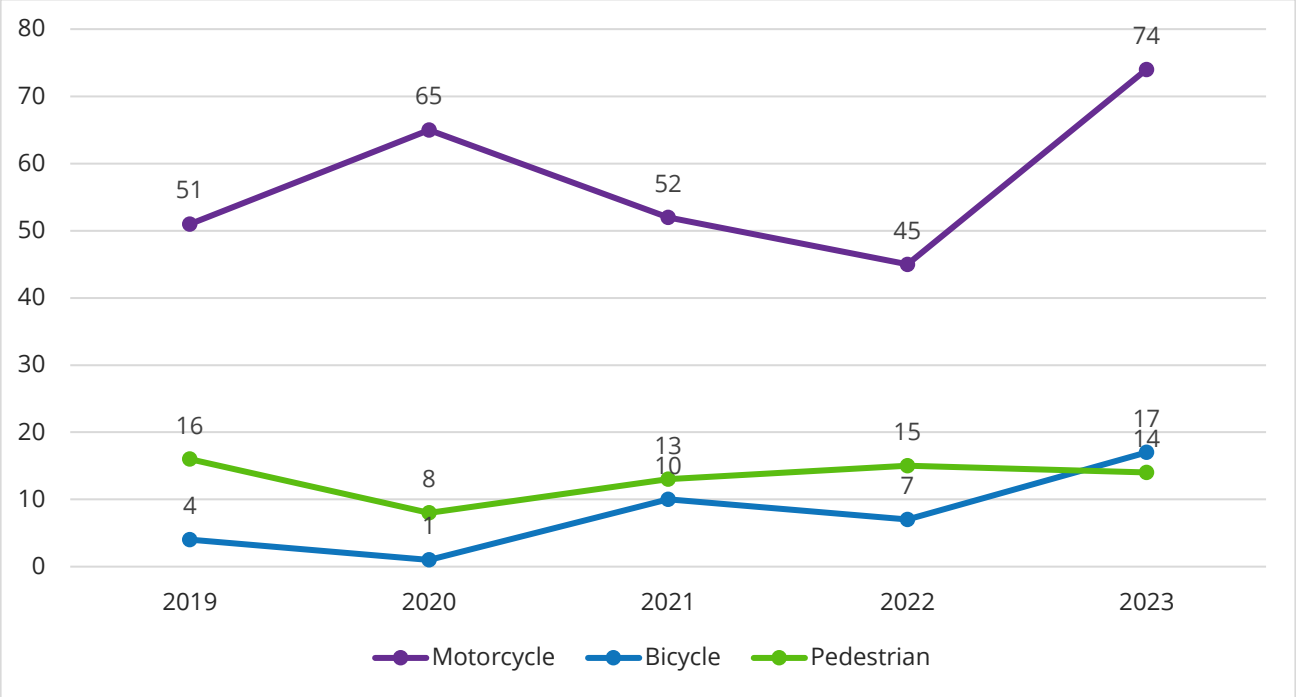
Table 1. Crashes by Subarea Type

Subarea Type	Total Crashes	% of Total Crashes	Severe Crashes	% of Severe Crashes
Suburban/Urban	9,321	69.41%	3,252	71.55%
Rural	562	4.18%	260	5.72%
Mountain	3,546	26.41%	1,033	22.73%
Total	**13,429**	**100%**	**4,545**	**100%**

Vulnerable Road Users

While most recorded crashes in the Pikes Peak region (over 95 percent) do not involve a VRU—defined as a pedestrian, bicyclist, or motorcyclist—it is important to specifically analyze VRU crash patterns since they are much more likely to result in severe outcomes. As shown on **Figure 10**, the region saw between 70 and 105 severe VRU crashes annually over the study period with the highest total in 2023. Annual pedestrian crash totals stayed relatively consistent between 2019 and 2023, while motorcycle crashes and bicycle crashes saw notable peaks in 2023.

Figure 10. Severe Vulnerable Road User Crashes by Year



VRUs tend to be substantially overrepresented in severe crash totals due to their greater susceptibility to serious injury in the event of a collision compared to those protected inside vehicles. This tendency is apparent in the region's crash history. **Table 2** shows that more than 75 percent of crashes involving pedestrians, bicyclists, or motorcyclists were severe in nature, compared to only 32 percent of crashes involving only motor vehicles. As such, prioritization of improvements at locations where these VRU crashes are prevalent is critical to mitigating severe crash risk.

Table 2. Crash Severity by Mode

Mode	Total Crashes	Severe Crashes	Percent Severe
Motor Vehicle Only	12,967	4,153	32%
Motorcycle	331	287	87%
Bicycle	51	39	76%
Pedestrian	80	66	83%

3.2 Safety Analysis

Crash Type

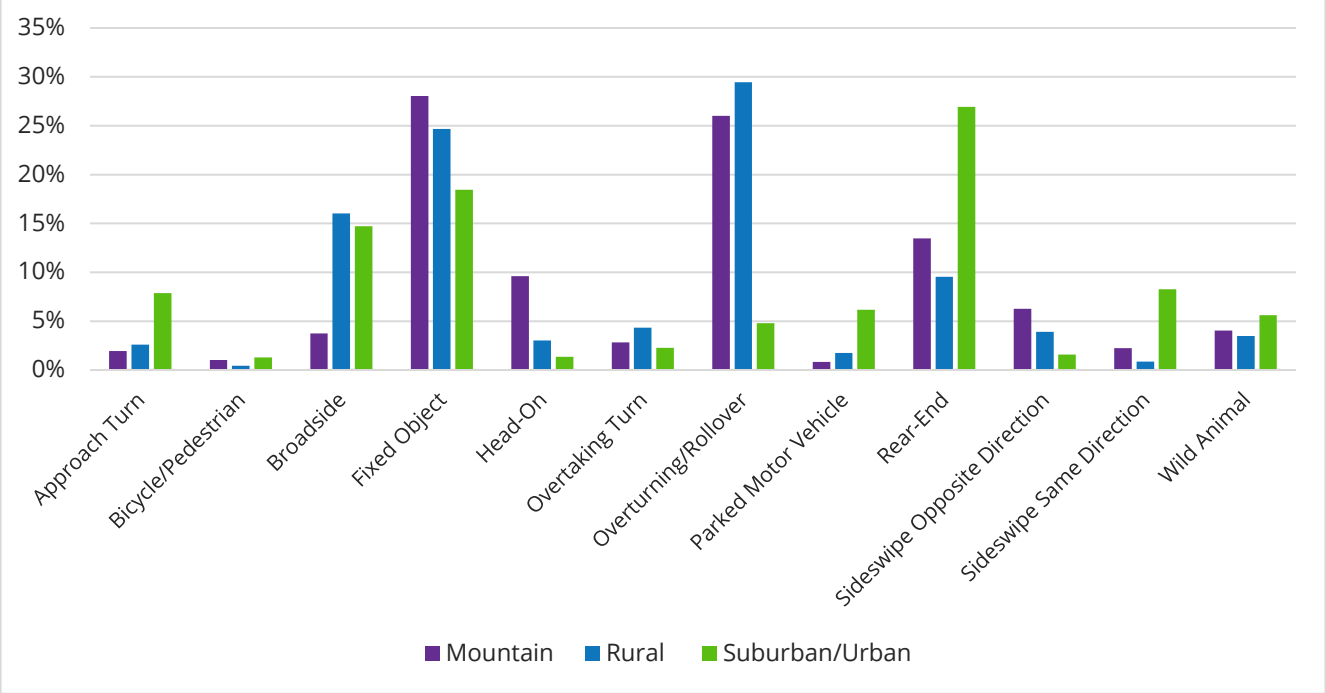
Between 2019 and 2023, various crash types contributed to the total number of traffic collisions in the region, with notable differences by geographic subarea:

- In Suburban/Urban subareas, Rear-End crashes were the most common crash type (34 percent of all crashes), followed by Fixed Object (26 percent) and Broadside (16 percent).
- In both Rural and Mountain subareas, Fixed Object crashes made up the largest share (30 percent and 38 percent, respectively), with Overturning/Rollover and Wild Animal the second and third most common.

The high prevalence of Rear-End crashes in Suburban/Urban subareas is indicative of the higher intersection density and traffic volumes in those parts of the region, while the high prevalence of Overturning/Rollover and Wild Animal in Rural and Mountain subareas is indicative of generally higher speeds and less human development.

Diving deeper into the crash type data, certain types of crashes are overrepresented when just considering severe crashes. Most notably, Overturning/Rollover crashes make up a substantially higher proportion of severe crashes than all crashes in every geographic subarea—indicative that these crashes carry a higher risk of serious harm. In the Suburban/Urban subarea, bicycle or pedestrian crashes constitute 1 percent of the total crashes and 2 percent of the severe crashes.

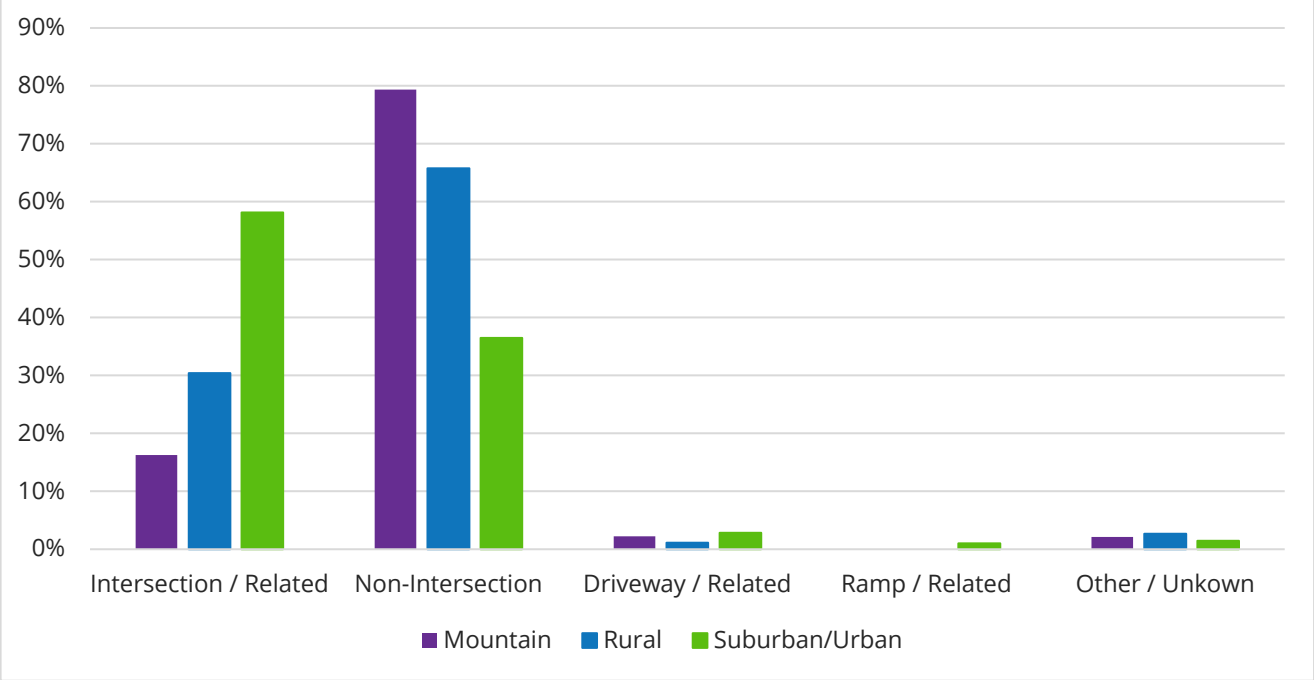
Figure 11. Severe Crash Type by Subarea



Crash Location

Assessing crashes by location helps establish which types of features and facilities within the roadway network are most susceptible to crashes. Across all geographies in the region, most total crashes and severe crashes occurred at non-intersection locations; however, the margin of that majority varies substantially. In Suburban/Urban subareas, 42 percent of total crashes and 36 percent of severe crashes occurred at intersections. In Rural subareas, nearly 70 percent of severe crashes occurred at non-intersection locations, and in Mountain subareas, 79 percent of severe crashes occurred at non-intersection locations. The region's Mountain roadways generally have the lowest intersection density, while Suburban/Urban roadways generally have both the highest intersection density and busiest/most complex intersections, helping explain why crashes are more concentrated at intersections in Suburban/Urban subareas.

Figure 12. Severe Crashes by Location and Subarea

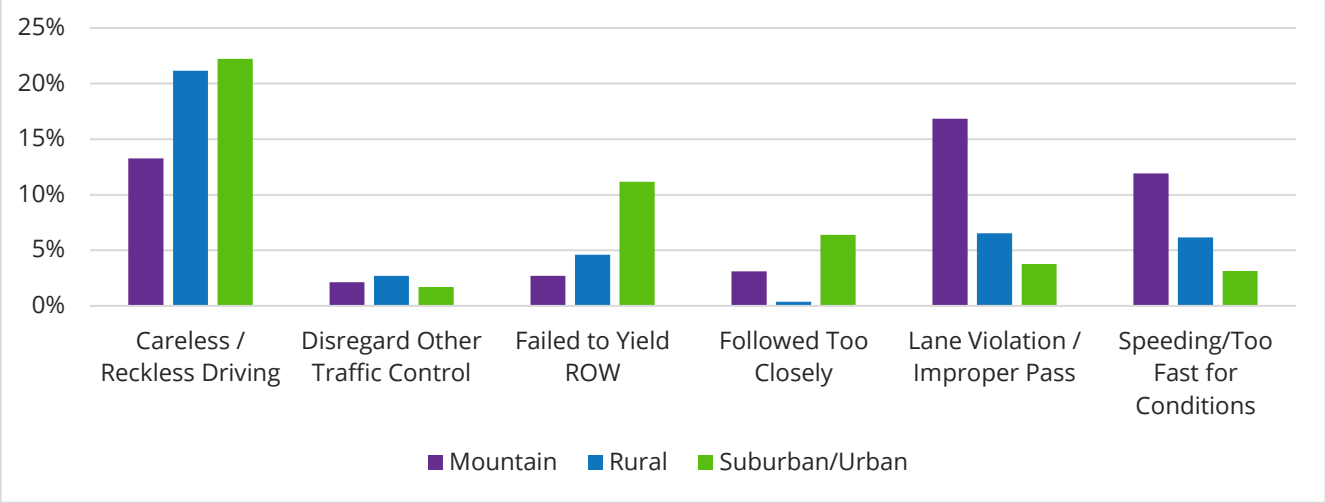


Driver Action

Careless or reckless driving is the most frequently cited driver action contributing to severe crashes in the Suburban/Urban and Rural subareas, accounting for just over 20 percent of severe crashes in both, while lane violations at 17 percent were the most frequently cited action for severe crashes in Mountain subareas (careless or reckless driving was cited in 13 percent). Note: Only about one-half of all recorded crashes cited a contributing driver action, though this data is still helpful in informing how to account for user errors.

A notable discrepancy between driver action frequency between all crashes versus just severe crashes can be seen with lane violation crashes in Mountain subareas. While this driver action was cited for 11 percent of all Mountain crashes, it was cited for 17 percent of severe Mountain crashes. This discrepancy indicates mitigating the chances of lane violations along the region's Mountain corridors, which often have significant sight distance constraints, should be a particular focus for improving safety. **Figure 13** presents the most commonly involved driver action types in severe crashes by subarea.

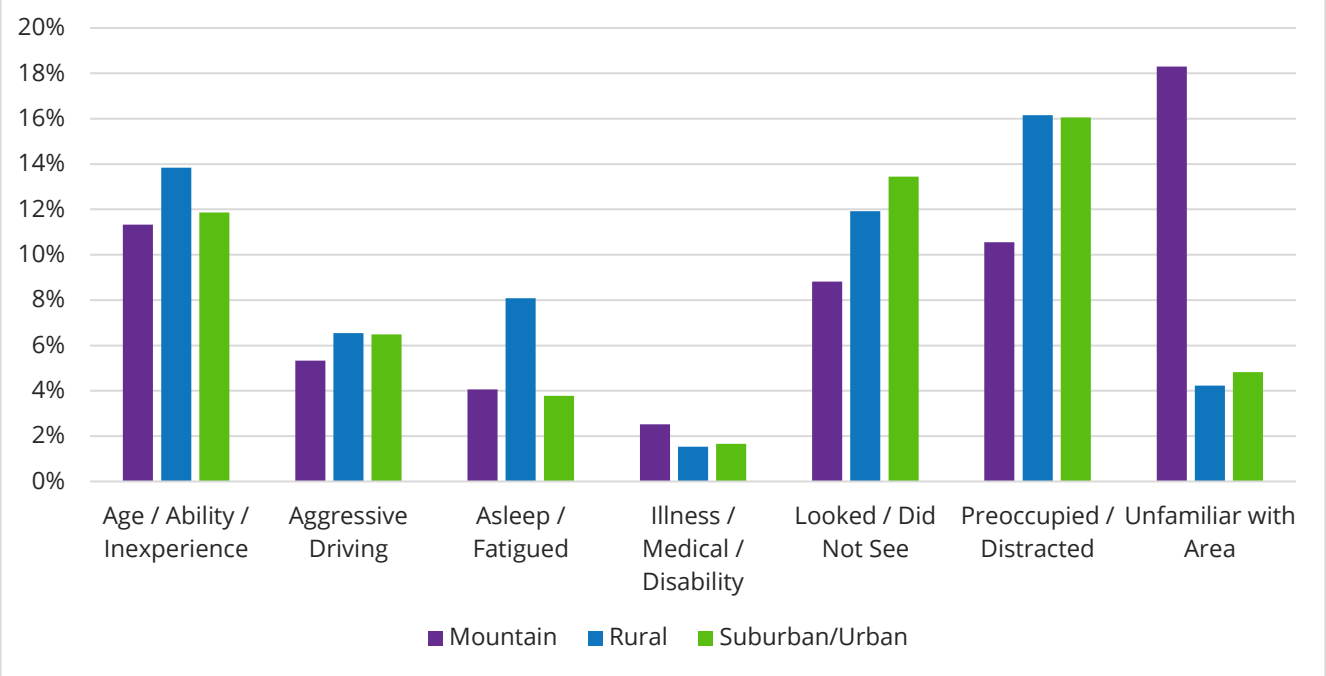
Figure 13. Severe Crashes by Driver Action and Subarea



Driver Contributing Factor

As with contributing driver actions, only about one-half of all recorded crashes in the region cited a driver contributing factor due to the difficulty in accurately identifying such factors. However, the relative prevalence of various contributing factors is still useful to analyze to understand which types of programs and policies may be most effective for enhancing safety. The most frequent contributing factor for severe crashes varied across geographies: preoccupied/distracted driving for both Suburban/Urban and Rural subareas (16 percent each), and unfamiliarity with the area for Mountain crashes (18 percent). In all three geographic subareas, preoccupied/distracted driving was overrepresented among severe crashes relative to all crashes, demonstrating the importance of strategies that focus on addressing distracted driving. **Figure 14** presents the most involved driver contributing factors in severe crashes by subarea.

Figure 14. Severe Crashes by Contributing Factor and Subarea



Key Takeaways

This analysis identifies clear safety concerns across the Pikes Peak region that directly inform priorities for the Safety Action Plan. From 2019 to 2023, nearly 13,500 crashes occurred, with more than 4,500 resulting in serious injury or fatal outcomes. After a decline in 2020, crash totals, injuries, and fatalities rebounded and exceeded pre-pandemic levels by 2023.

Suburban and Urban subareas account for most crashes and severe crashes, reflecting higher traffic volumes and intersection density. However, Rural and Mountain subareas experience a disproportionate share of severe crashes relative to total crashes, indicating elevated risk on higher speed and more constrained roadways. VRUs are especially at risk, as more than three-quarters of pedestrian, bicycle, and motorcycle crashes result in serious injury or death, despite representing a small share of total crashes.

Crash patterns vary by geography, with Rear End crashes most common in Suburban and Urban subareas and Fixed Object and Overturning or Rollover crashes more prevalent in Rural and Mountain settings. Overturning and Rollover crashes are consistently overrepresented among severe crashes. Most severe crashes occur at non-intersection locations, particularly in Rural and Mountain subareas, while

intersections remain a key concern in Suburban and Urban subareas. Driver behaviors such as careless or reckless driving, lane violations, and distracted driving are frequently associated with severe crashes, with distracted driving overrepresented across all geographies. These findings underscore the importance of context sensitive strategies to reduce severe injuries and fatalities across the region.

3.3 High Injury Network

The HIN highlights areas of the region's roadway system that are susceptible to higher rates of injury and fatal crashes by mapping crash density and identifying patterns of severe crashes. The HIN was developed by analyzing crash frequency and severity and using a weighted crash severity index (WCSI) to identify intersections and roadway segments with the greatest safety concerns. HIN intersections were then divided into two tiers for each geographic area: Tier 1 encompassed the top 25 percent of intersections by WCSI and the next 25 percent were categorized as Tier 2.

The final HIN resulted in a region-wide total of 109 intersections and 42 corridors totaling 205 centerline miles. These intersections and corridors account for 41 percent of all injury and fatal crashes in the region despite representing less than 5 percent of the total number of intersections and centerline miles. Of the 109 HIN intersections, 66 are in Suburban/Urban subareas, 25 in Mountain subareas, and 18 in Rural subareas. Of the 205 HIN centerline miles, 84 are in Suburban/Urban subareas, 106 in Mountain subareas, and 15 in Rural subareas.

Level of Service of Safety

Following HIN development, Tier 1 HIN locations were evaluated to determine Level of Service of Safety (LOSS) and diagnostic crash patterns based on techniques from the Highway Safety Manual (HSM). LOSS is a data driven measure used to evaluate how safely a roadway or intersection is performing relative to expected crash outcomes. It compares observed crash frequencies and severities to statistically expected values based on roadway characteristics, traffic volumes, and context. Locations with poorer LOSS indicate a higher than expected risk of crashes and signal where safety performance is not meeting acceptable levels. Unlike traditional mobility focused measures, LOSS provides a consistent way to assess and compare safety performance across different roadway types and geographic settings.

Along with LOSS, diagnostic crash pattern analysis was conducted to identify recurring patterns such as rear end crashes, roadway departures, pedestrian conflicts, or turning movements that are overrepresented. Evaluating LOSS alongside diagnostic crash patterns helps identify where safety issues exist, why they are occurring, and supports the selection of countermeasures.

Figure 15 depicts the HIN development process, and **Figure 16** through **Figure 21** illustrate the HIN for each geographic subarea, split out into intersection and corridor locations. **Appendix C** includes LOSS worksheets.

Figure 15. High Injury Network Development Flowchart

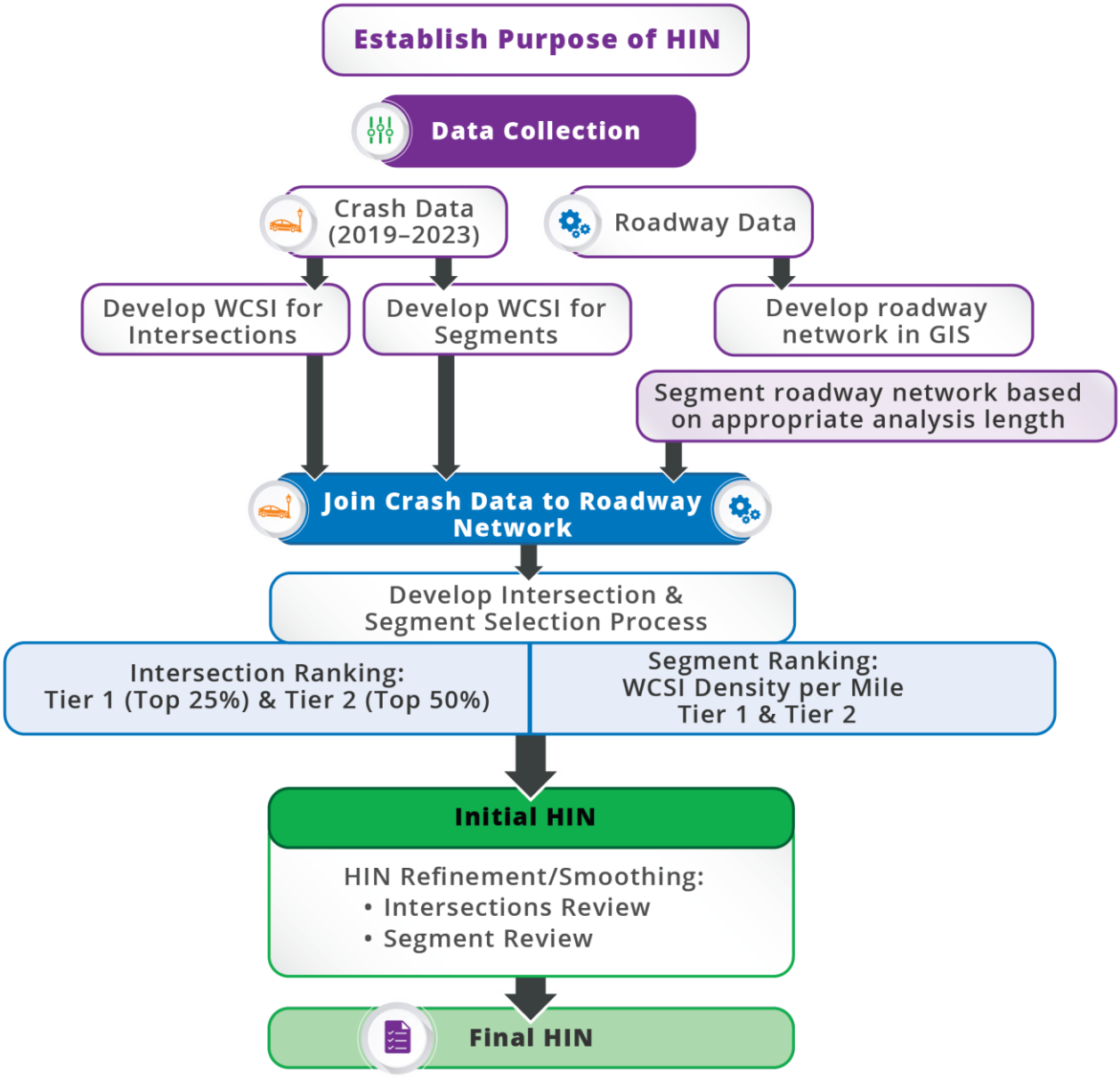


Figure 16. Suburban/Urban High Injury Network Intersections

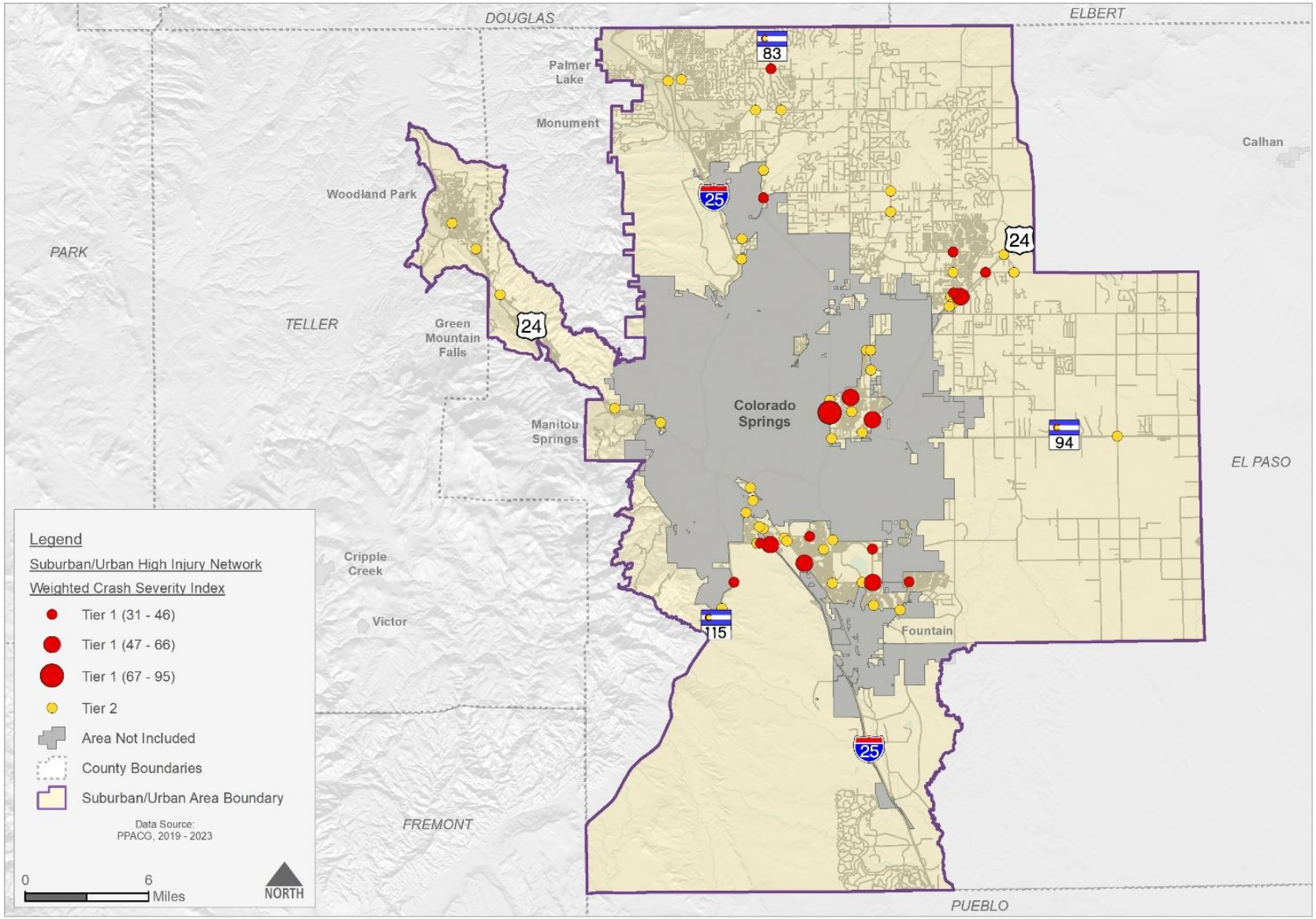


Figure 17. Suburban/Urban High Injury Network Corridor Segments

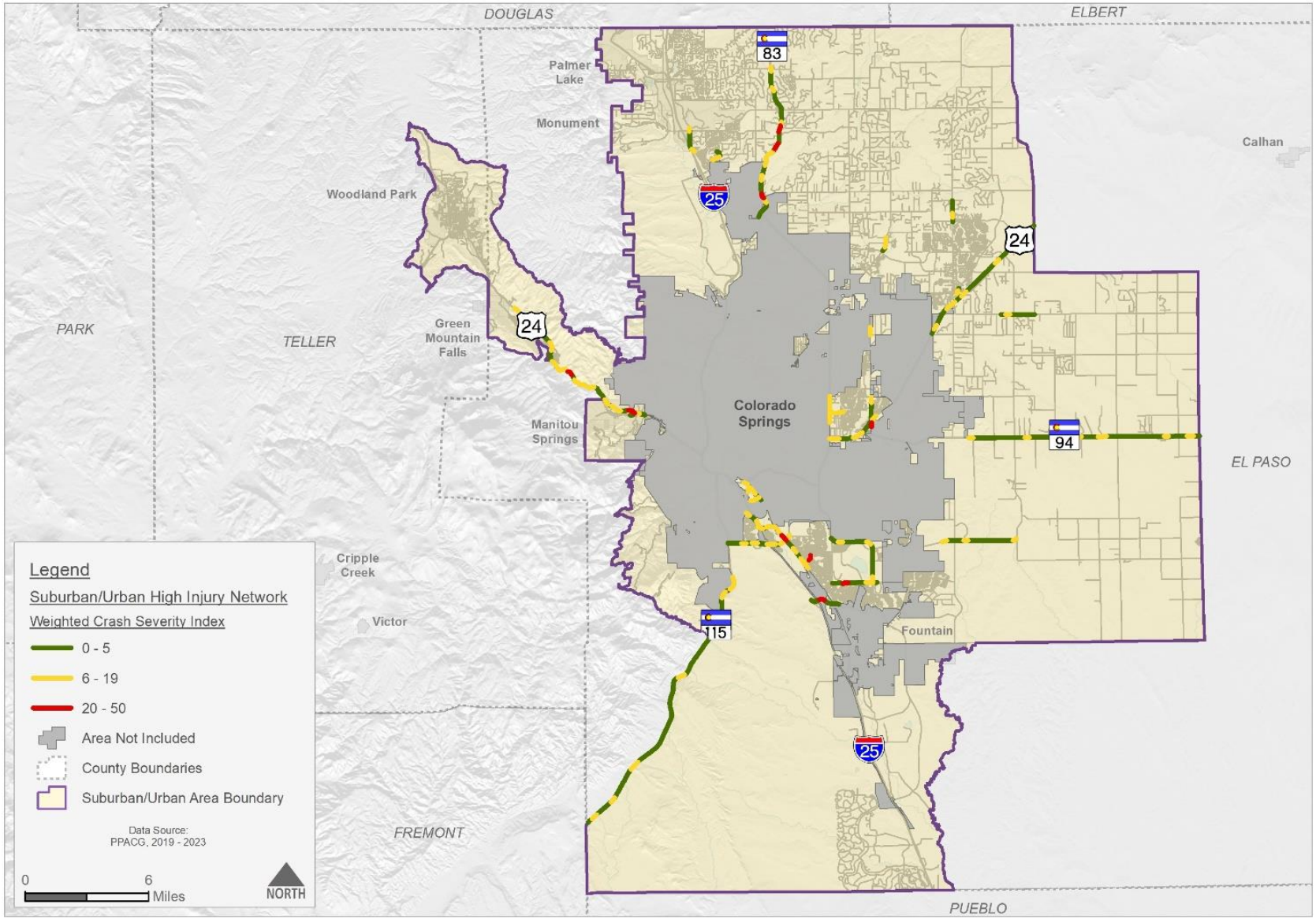


Figure 18. Mountain High Injury Network Intersections

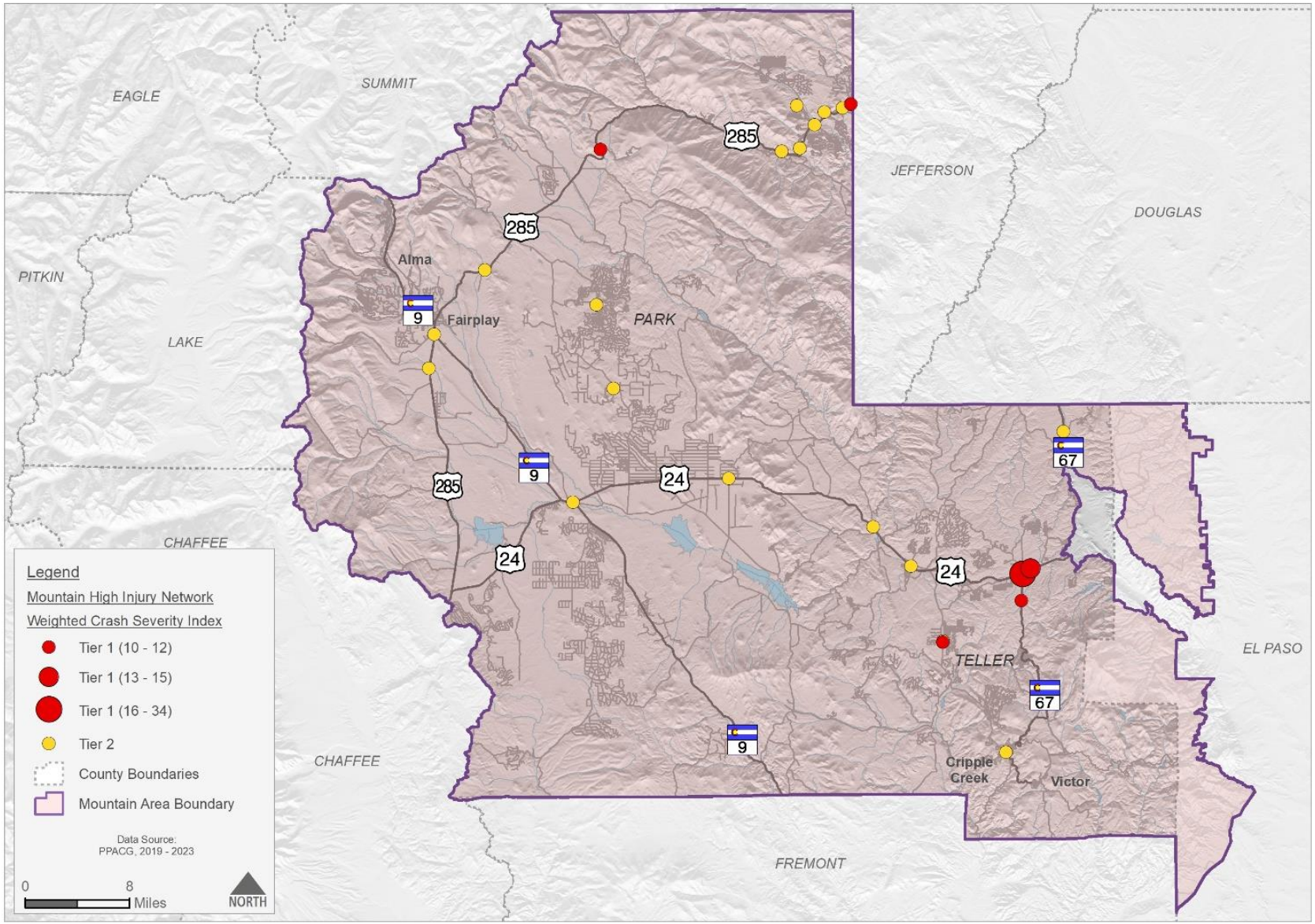


Figure 19. Mountain High Injury Network Corridor Segments

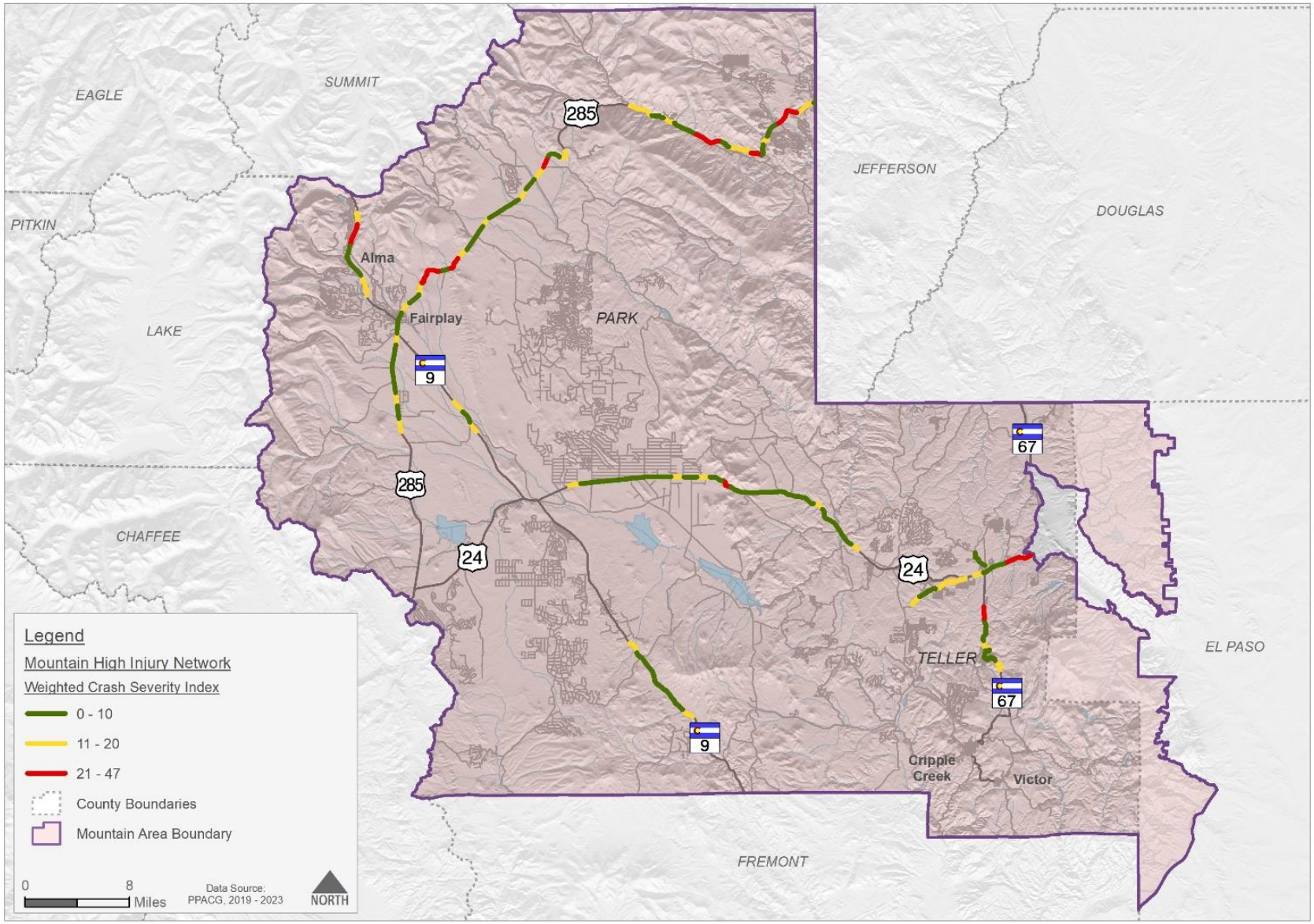


Figure 20. Rural High Injury Network Intersections

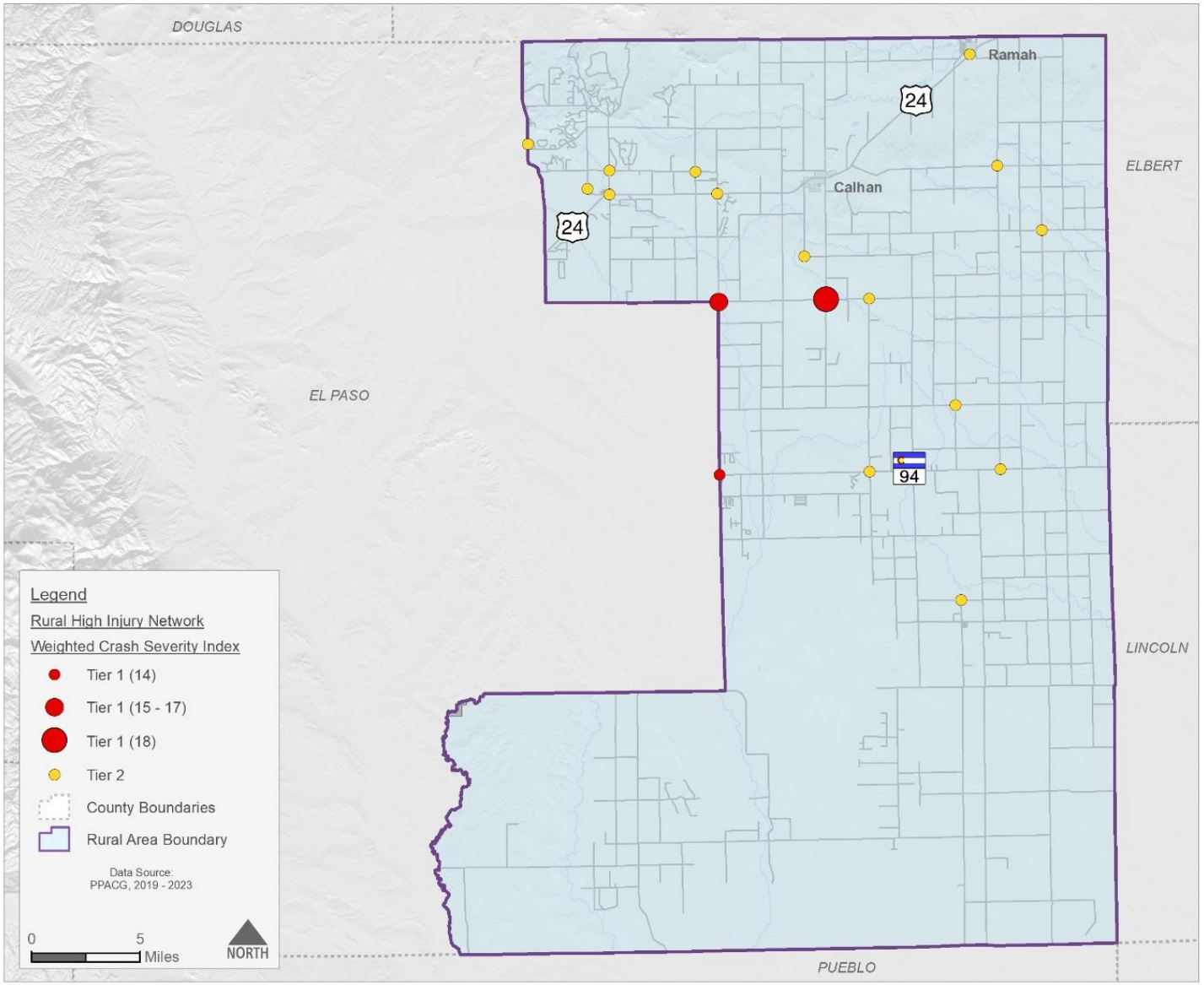
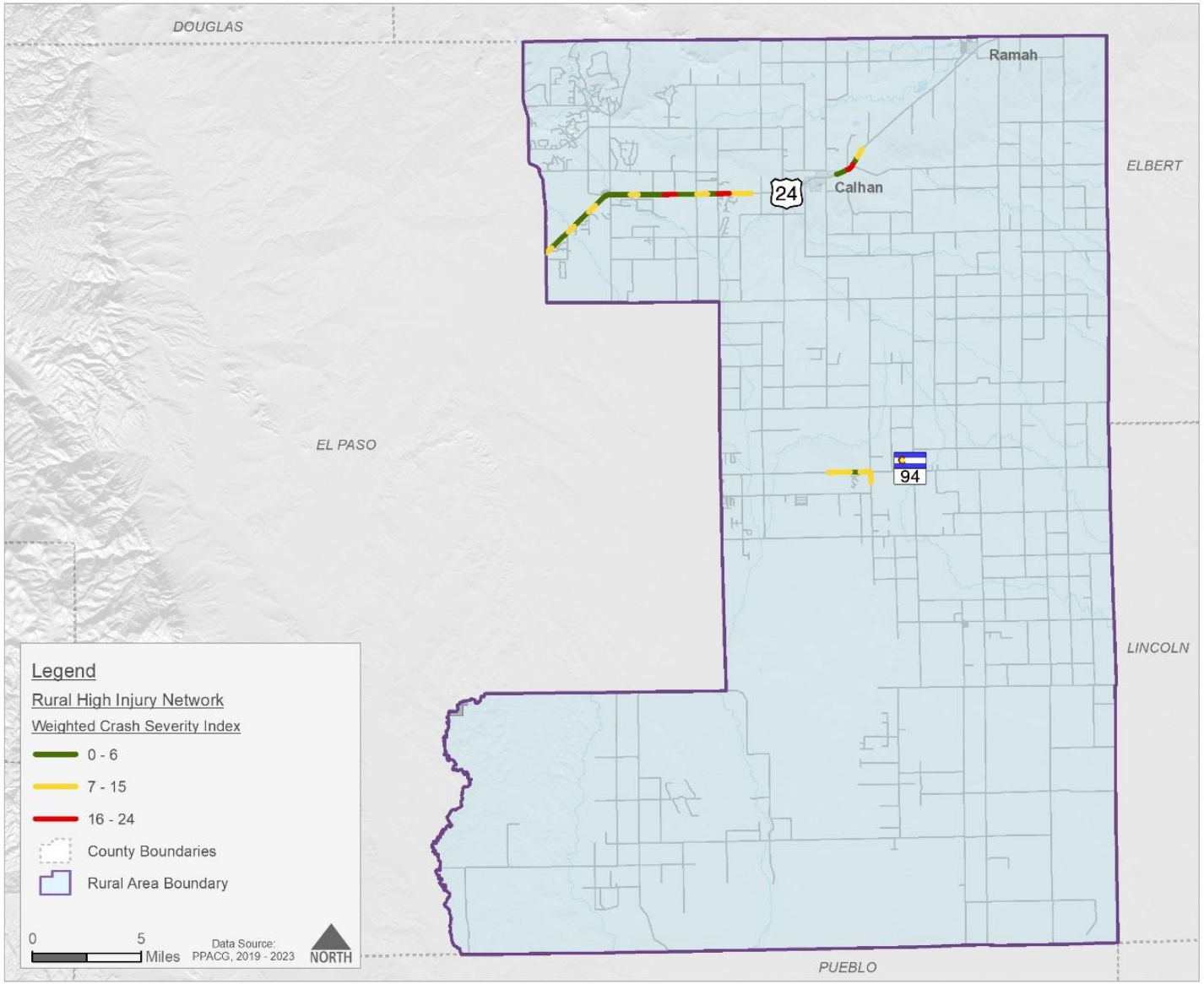


Figure 21. Rural High Injury Network Corridor Segments



4. Systemic Safety Analysis

The systemic safety analysis identifies roadway characteristics and land use contexts associated with a higher frequency of crashes resulting in a fatality or serious injury, referred to as KSI Crashes. The analysis examines locations with a history of KSI Crashes, identifies the roadway and contextual factors most closely correlated with those crashes, and then evaluates the broader roadway network to find locations with similar characteristics.

The resulting High-Risk Network, or HRN, enables communities in the Pikes Peak region to proactively prioritize roads that are at higher risk for experiencing KSI Crashes, including locations without a documented crash history. This approach differs from that of the HIN development, which identifies corridors where a high number of severe crashes have already occurred. The HRN instead highlights locations where severe crashes are more likely to occur due to shared risk characteristics.

4.1 Screening and Risk Factors

The initial step of the systemic safety analysis is identifying road characteristics that correlate with high crash frequency. These are also known as systemic screening factors or risk factors. Combinations of these factors result in road profiles that are associated with higher crash frequencies.

The Federal Highway Administration (FHWA) lists potential risk factors that should be considered in systemic safety analysis. However, local data availability can limit the consideration of risk factors because those that have data that is sparsely available or have accuracy concerns cannot provide reliable systemic analysis results; therefore, they were excluded. In addition to having quality or completeness issues, some factors such as number of lanes, are typically highly correlated with other, more complete factors, such as functional classification, and were therefore excluded to focus analysis on more reliable data.

Table 5 lists risk factors considered for the analysis based on the completeness and accuracy of data available for the Pikes Peak region and that are most strongly associated with elevated KSI Crash risk by subarea.

Risk factors captured in the systemic analysis are mapped for each study subarea on **Figure 22** through **Figure 24**. Locations on the Critical, High, and Medium tiers should be targeted for improvements, regardless of crash history (i.e., a proactive approach as opposed to a reactive approach). Risk factors identified in the systemic analysis will be used to identify safety countermeasures recommended for the region and local jurisdictions to apply systemically across the road network, regardless of an individual location's crash history.

Table 5. Risk Factors by Subarea

Risk Factor	Suburban/ Urban	Rural	Mountain
Functional Classification (Roadway Type) • High or low functional classification	No	No	Yes
Household Poverty • Percent of households below 100% of the poverty level	No	Yes	No
Limited English Proficiency Rate • Percent of the population that speaks limited English	No	Yes	No
Presence of Median • Presence of median on the roadway	Yes	No	No
Proximity to Schools • Presence of a school within ¼ mile	Yes	Yes	No
Senior Population • Share of the population 65 or older	No	Yes	Yes
Speed Limit • Categorized as ≤30 miles per hour (MPH), 35-45 MPH, ≥50 MPH	No	Yes	Yes
Traffic Volume (Average Annual Daily Traffic [AADT]) • Categorized as 0–1,000 AADT, 1,000–5,000 AADT, 5,000–10,000 AADT, >10,000 AADT	Yes	Yes	Yes
Zero Vehicle Households • Percent of households in adjacent census tracts with zero vehicles	Yes	No	Yes

Figure 22. Suburban/Urban High-Risk Network

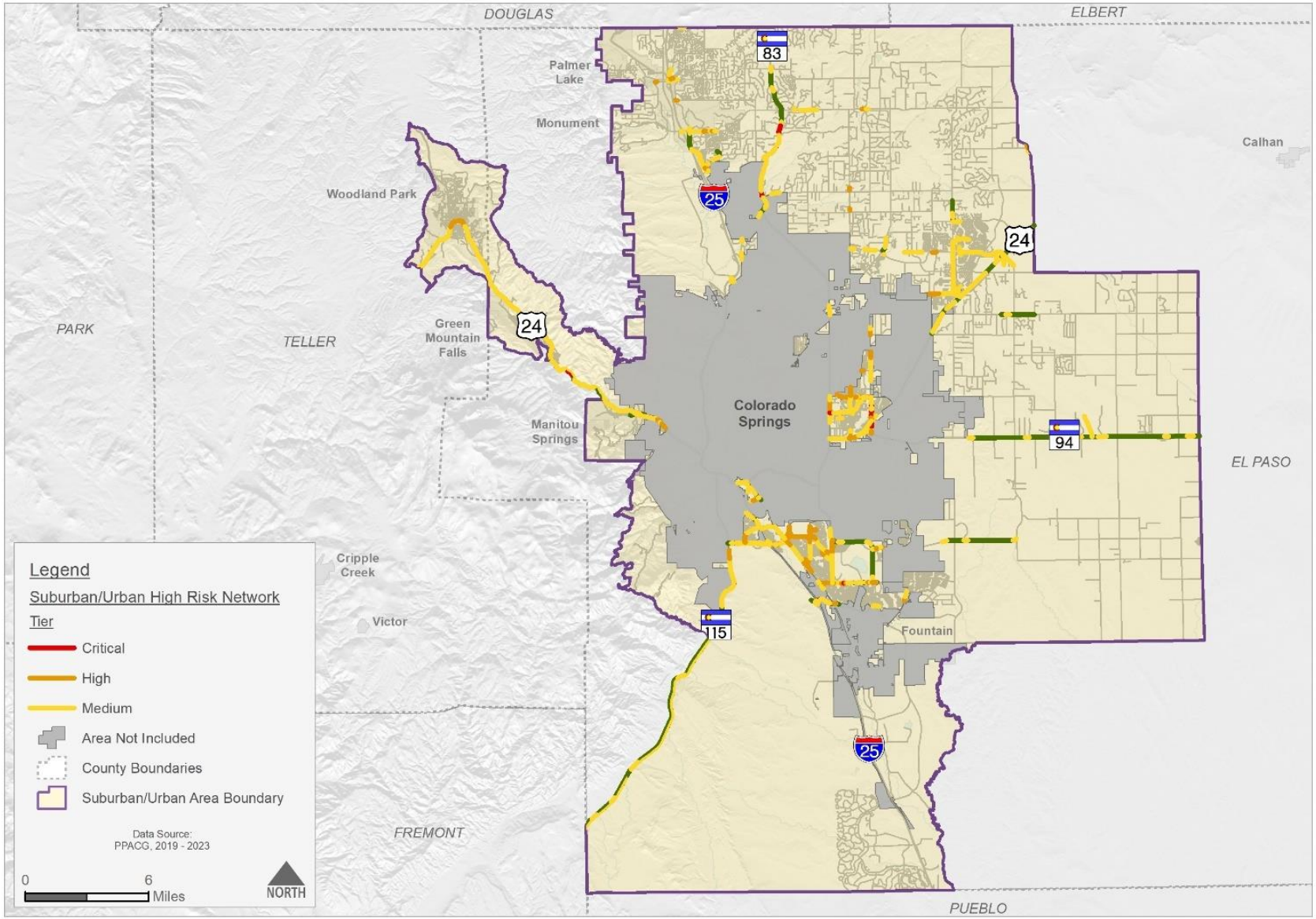


Figure 23. Mountain High-Risk Network

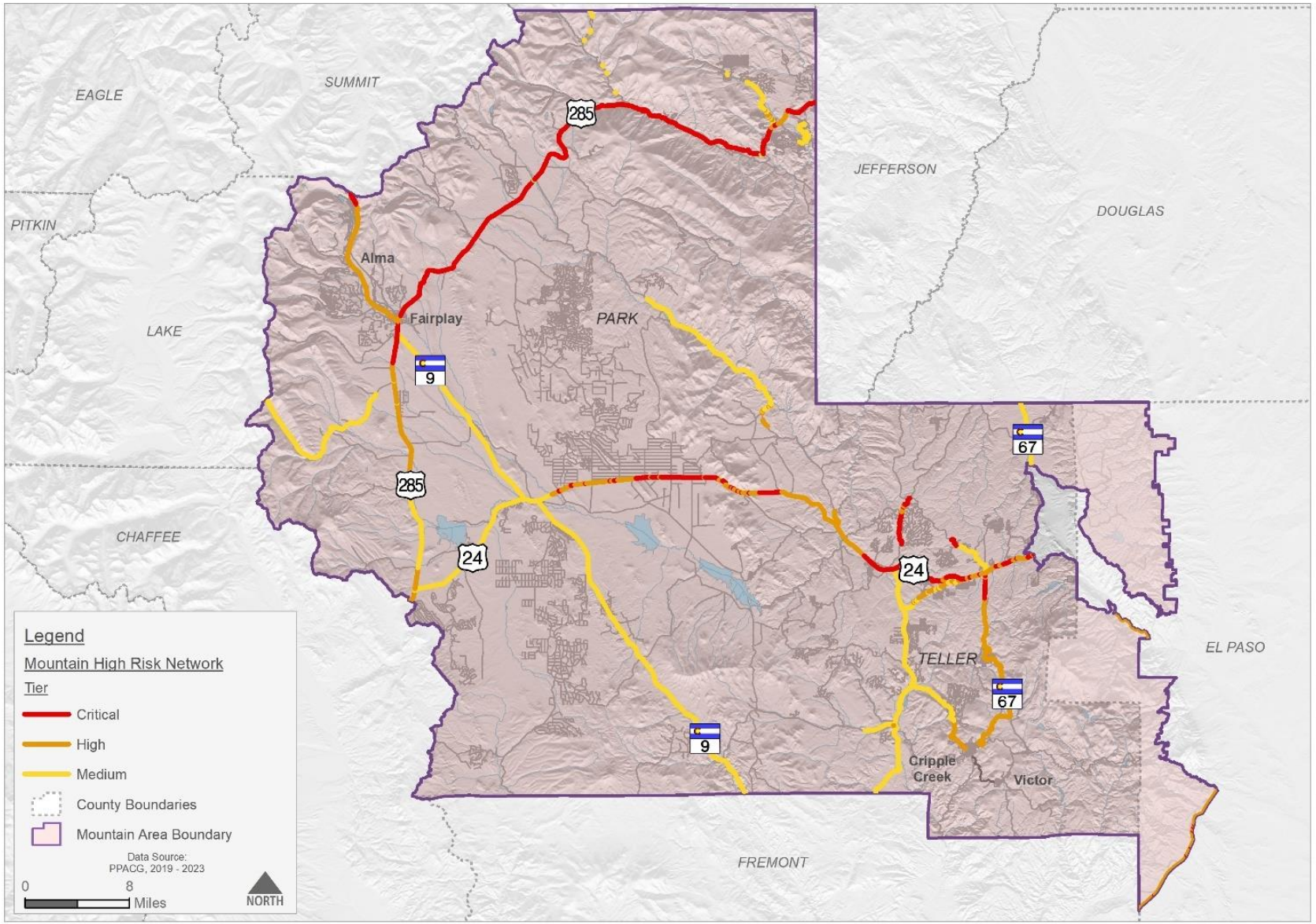
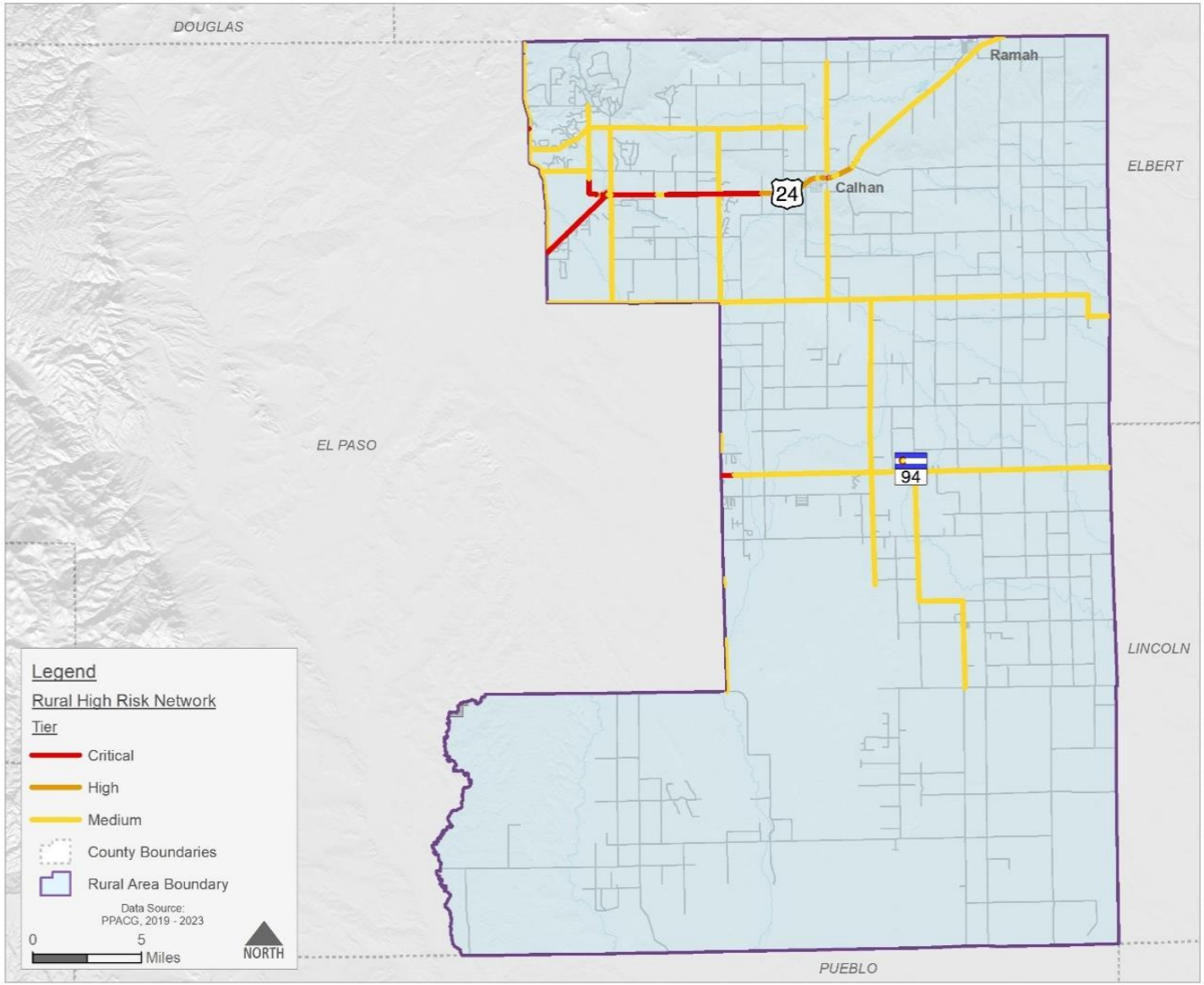


Figure 24. Rural High-Risk Network



4.2 Systemic Safety Countermeasures

This section presents a matrix of recommended systemic safety countermeasures for the Pikes Peak region by subarea. The discussion for each subarea first summarizes the systemic safety analysis results to describe high-level takeaways about the risk factors for roads in that subarea. The discussion then lists recommended countermeasures that could be applied systematically in the subarea to address the risk factors.

Countermeasures are drawn from FHWA's Proven Safety Countermeasures, a collection of countermeasures that have demonstrated effectiveness in reducing KSI Crashes across a range of roadway contexts. Additional detail on each countermeasure, including documented safety benefits and implementation considerations, is available through that guidance.

These countermeasures are selected as items most appropriate for the systemic risk factor identified in the region. FHWA's Safe System Roadway Design Hierarchy inform selection and organization of the countermeasures. This framework emphasizes that the most reliable safety improvements come from roadway designs that prioritize countermeasures that:

1. Remove severe conflicts (Tier 1)
2. Reduce vehicle speeds (Tier 2)
3. Manage conflicts in time (Tier 3)
4. Increase road user awareness (Tier 4)

In addition, the recommendations reflect the Safe System principle of redundancy. The Safe System Approach emphasizes that no single countermeasure can eliminate crash risk on its own. Instead, the greatest safety benefits are achieved by layering multiple complementary countermeasures so that if one is less effective under certain conditions, other countermeasures continue to reduce risk or crash severity. Note that the tables of recommendations are intended as a practical reference tool for transportation professionals, but they do not represent an exhaustive list.

Table 6 presents recommended systemic safety countermeasures for HRN in the Mountain subarea. Countermeasures should emphasize self-enforcing design strategies that reduce speeds, improve roadway departure safety, and enhance visibility on curved and constrained roadways.

Table 6. Recommended Systemic Safety Countermeasures for Mountain Subarea Roads

Countermeasure	How to Implement to Address the Risk
Road Diets	Screen higher functional classification roads with medium volumes for excess capacity and implement during resurfacing or restriping projects.
Median Barriers	Prioritize high-speed, high-volume divided roadways with limited median width and elevated cross-median crash risk.
Pedestrian Hybrid Beacons (PHBs)	Install at midblock locations with pedestrian demand on roads with speeds >35 mph or volumes >9,000 vehicles per day.
Rectangular Rapid Flashing Beacons (RRFBs)	Apply at uncontrolled marked crossings on roads with moderate volumes (<5,000 vehicles per day) and lower speeds (<40 mph).
Enhanced Curve Delineation	Apply chevrons, enhanced curve warning signs, and high-visibility pavement markings on curves with limited sight distance.
Roadside Design Improvements	Improve clear zones, widen shoulders, flatten slopes, or install barriers on the outside of curves.
Wider Edge Lines	Apply wider edge lines systemically during routine striping to improve lane guidance.
SafetyEdge	Adopt SafetyEdge as standard practice on all paving projects without curb or barrier.
Pavement Friction Management (HFST)	Apply HFST at curves and downgrades with elevated friction demand and bundle installations.

Table 7 presents recommended systemic safety countermeasures for the HRN in the Rural subarea. These recommended countermeasures focus on managing speed, reducing lane and roadway departures, and improving pedestrian safety near schools and community destinations.

Table 7. Recommended Systemic Safety Countermeasures for Rural Subarea Roads

Countermeasure	How to Implement to Address the Risk
Road Diets	Implement in rural town centers or near schools where excess capacity exists.
Median Barriers	Install on high-speed rural highways that lack medians.
Pedestrian Refuge Islands	Install on multilane rural roads near schools and similar pedestrian generators to shorten crossing distances.

Countermeasure	How to Implement to Address the Risk
Pedestrian Hybrid Beacons (PHBs)	Apply on higher-volume, higher-speed rural roads serving schools and similar pedestrian generators with uncontrolled crossings.
Local Road Safety Plans (LRSPs)	Develop LRSPs to prioritize corridors serving underserved rural communities.
Variable Speed Limits	Apply on corridors with changing conditions such as congestion that changes based on time-of-day.
Speed Safety Cameras	Deploy on corridors with documented speeding issues/citations or speed-related crash patterns.
Stop-Controlled Intersection Countermeasures	Bundle signing, marking, and sight distance improvements across unsignalized intersections.

Table 8 presents recommended systemic safety countermeasures for the HRN in the Suburban/Urban subarea. These countermeasures emphasize reducing pedestrian exposure, managing turning conflicts, and improving safety on high-volume multimodal corridors.

Table 8. Recommended Systemic Safety Countermeasures for Suburban/Urban Subarea Roads

Countermeasure	How to Implement to Address the Risk
Road Diets	Implement on arterials with excess capacity to reduce speeds and crossing distances, and to add separate facilities for people bicycling and walking.
Pedestrian Refuge Islands	Install on multilane roads near schools, parks, transit stops, commercial areas, and other pedestrian generators.
Pedestrian Hybrid Beacons (PHBs)	Install at midblock crossings on roads with higher volumes and higher speeds (>35 mph).
Rectangular Rapid Flashing Beacons (RRFBs)	Apply at uncontrolled crossings on lower-speed arterials and collectors.
Leading Pedestrian Intervals (LPIs)	Implement systemwide at signalized intersections with pedestrian demand.
Walkways	Close sidewalk gaps and provide walkways on both sides of the roadway.
Dedicated Left-Turn Lanes	Add turn lanes at intersections with high turning volumes or crash history.
Access Management	Reduce conflict density through driveway consolidation and median treatments.
Retroreflective Backplates	Install at signalized intersections to improve visibility for older drivers and at night.

5. Implementation

5.1 Strategy Recommendations

The impact of the Safety Action Plan will depend partly on the policies, processes, and programs that shape how transportation decisions are made. This chapter provides recommendations for policy, process, and program improvements that PPACG member governments can adapt to their local context. These recommendations are intended to guide long-term planning and inform annual capital investments, maintenance practices, enforcement strategies, and community engagement efforts, while identifying, prioritizing, and justifying the safety strategies and projects most likely to reduce traffic fatalities and serious injuries.

The recommendations are organized under the principles of the Safe System Approach: Safer Roads, Safer Speeds, and Safer People. By aligning policies with the Safe System Approach, agencies can ensure that safety remains a central priority in decision-making. While individual agencies may already have strategies aligned with these themes, this chapter identifies opportunities for greater region-wide consistency and coordination.

To inform development of recommendations for new and/or enhanced strategies related to safety in the region, the project team conducted a comprehensive review of what already exists. The review identified the following categories of existing safety strategies for PPACG, as well as for each member jurisdiction:

- Transportation Plan
- Bicycle/Pedestrian Plan
- Crash Data/Dashboard
- Safety Focused Education Campaigns
- Funding Mechanisms Specific to Safety Improvements
- Safe Routes to School Program or Site/School Specific Plans
- Traffic Calming Program or Toolkit
- Complete Streets Policy or Resolution
- Transit Planning/Bus Rapid Transit (BRT) Studies
- Safety Planning/Vision Zero Resolution
- Roadway Design Standards

PPACG and El Paso County have documented existing safety strategies relating to most of these categories. Meanwhile, for most other member jurisdictions, transportation safety is primarily addressed on a policy/program level via goals and objectives in strategic plans and comprehensive plans. While transportation safety is universally a priority among the region's communities, gaps exist in how safety is incorporated in decision-making.

Strategy recommendations for the Comprehensive Safety Action Plan were informed by the assessment of documented community and regional priorities and by a data driven analysis of recent crash trends. The review of existing documents helped identify where safety strategies are already established, as well as gaps or inconsistencies in how safety is addressed across jurisdictions. Separately, the crash analysis identified the most significant safety trends, risk factors, and locations associated with crashes resulting in serious injuries and fatalities. Strategy selection focused on reinforcing strategies that align with documented goals, introducing new or enhanced strategies where gaps exist, and ensuring that recommended actions directly respond to the safety concerns revealed by the crash data.

Table 9 through **Table 11** recommend specific strategies categorized by the Safe System Approach.

Table 9. Safer Roads Strategies

ID	Strategy	Strategy Description	Strategy Type
SR1	Evaluate Intersection/Segment Lighting	Evaluate and upgrade lighting conditions at intersections, crosswalks, and mid-block crossings to meet illumination standards and ensure pedestrian-level lighting.	Analysis
SR2	Upgrade Intersection and Signal Safety	Upgrade intersections including roundabouts, signage and markings, restrict permissive left turns where unsafe, maintain vegetation for visibility, maintain retroreflective backplates, adjust clearance intervals, improve signal head visibility, and replace outdated signal head designs with Manual on Uniform Traffic Control Devices (MUTCD)-compliant flashing yellow arrows.	Engineering
SR3	Implement Quick-Build Solutions	Develop and deploy quick-build solutions such as temporary barriers, paint, or signage to rapidly address urgent safety issues while permanent infrastructure changes are being planned.	Engineering
SR4	Reference Transportation and Active Transportation Plans	Use the PPACG Active Transportation Plan and the most recent local Transportation Master Plan to identify and address gaps in the sidewalk and bike network.	Planning
SR5	Establish a Sustainable Funding Source for Safety Projects	Secure or evaluate options for a sustainable, safety-focused funding source for annual capital projects, systemic safety improvements, and matching grant opportunities.	Planning
SR6	Evaluate Intersection Control	Establish a policy requiring formal evaluation of alternatives (e.g., roundabout vs. signal vs. all-way stop) at key intersections to prioritize safety performance over throughput.	Policy
SR7	Establish Left-Turn Management Policy	Create a region-wide left-turn policy to reduce conflict points, standardize left-turn phasing analysis methodology, and consider protected phasing in high-risk areas.	Policy

ID	Strategy	Strategy Description	Strategy Type
SR8	Develop an Access Management and Driveway Consolidation Policy	Reduce conflict points and improve corridor safety by using medians, limiting the number of driveways along arterial roads, consolidating access points, and encouraging shared driveways where possible.	Policy
SR9	Establish Local Policies for Winter and Roadway Safety	Adjust pavement maintenance priorities for high-risk roads, adapt treatments for winter conditions, ensure visibility, and update traffic signals to enhance safety year-round.	Policy
SR10	Update Traffic Impact Analysis (TIA) Standards to Prioritize Safety in Street Improvement Projects	Update Traffic Impact Analysis standards to ensure that street improvement projects triggered by new developments incorporate safety enhancements aligned with technical standards.	Process
SR11	Prioritize Safety in Capital Improvement Projects	Embed safety as a high priority in the Capital Improvement Projects process to ensure that infrastructure investments contribute to safer transportation systems.	Process
SR12	Establish Roadway Lighting and Visibility Policy	Establish minimum standards for roadway lighting, with a focus on intersections, pedestrian crossings, and high-injury corridors.	Process
SR13	Track and Monitor Crash Data Before and After Safety Improvements	Systematically collect, analyze, and publish crash data to track injury and fatality frequency trends, evaluate safety improvements, and guide future interventions.	Tracking
SR14	Invest in Collision Avoidance for Work Zones	Invest in a shared truck-mounted attenuator to protect staff working on road projects.	Program
SR15	Implement the Gravel Road Safety Paving Program	Pave gravel roads that exceed capacity for safe travel on unpaved roads, add multi-use shoulders, improve intersections, line of sight and other safety improvements.	Program
SR16	Establish Major Road and Bridge Safety Standards	This program includes road and bridge projects that improve safety by updating to current engineering and safety standards. These projects may also install shoulders, convert gravel to paved roads that are over capacity for safe travel, provide safety edges, enhanced striping, rumble stripes and other countermeasures to prevent crashes.	Program

Table 10. Safer Speeds Strategies

ID	Strategy	Strategy Description	Strategy Type
SS1	Address High-Speed Right-Turn Slip-Lanes	Identify and modify high-risk slip-lanes (e.g., narrow radii, raised crossings) to improve pedestrian safety. Standardize right-turn slip lane design based on FHWA recommendations that prioritize pedestrian visibility and safety.	Engineering
SS2	Guide Enforcement Priorities	Use crash history and High Injury/High Risk Network corridors to guide where to concentrate enforcement. May include additional funding or resources for police enforcement.	Analysis
SS3	Develop a Safe Ride Home Program	Expand program started by Colorado Springs Police Department to partner with businesses and organizations to provide free or discounted ride options during high-risk times (e.g., holidays, weekends) to reduce impaired, drowsy, or distracted driving.	Program
SS4	Update Design Standards with Safe System Approach/Vision Zero Principles	Review and revise transportation/street design standards to integrate Safe System and Vision Zero principles, focusing on reducing traffic fatalities and serious injuries. Considerations may include policies for protected turns, signal timing (crosswalks, leading pedestrian intervals [LPIs]), and target operating speeds. Other considerations may include Complete Streets design and application guidelines.	Process
SS5	Develop a Road Safety Audit (RSA) Program	Develop a program to conduct annual RSAs to identify locations of high safety improvement needs. Require RSAs on all major roadway reconstruction or resurfacing projects and encourage their use in identifying systemic risks.	Program
SS6	Implement and Publicize a Traffic Calming Program	Reconfigure roads with excess capacity to reduce vehicle speeds and improve safety for all users. Promote traffic calming programs and educate residents on how to request neighborhood traffic calming improvements, with consistent criteria for evaluation, prioritization, and implementation.	Engineering

ID	Strategy	Strategy Description	Strategy Type
SS7	Develop Signal Timing Policy for Safety	Develop signal timing policies that prioritize pedestrian and bicycle safety over vehicle throughput. Additionally, develop guidelines for clearance intervals at signalized intersections.	Policy
SS8	Match Fines with Safety Outcomes	Adjust fines for traffic violations to reflect the severity of safety risks posed, with higher fines for repeat offenders and high-risk behaviors.	Policy
SS9	Reevaluate Posted Speed Limits / Establish Target Operating Speeds	Establish context-based target operating speeds on streets identified for speed management and adjust posted speed limits as appropriate to match those targets. Pair with roadway design and enforcement measures to reduce the likelihood and severity of crashes. Ensure that the design speed of streets matches the posted speed limit.	Policy
SS10	Explore Advanced Technology Systems and Enforcement	Explore the use of technology systems in priority areas such as school zones, supported by high-visibility signage and publicity, to deter speeding and red-light violations.	Policy

Table 11. Safer People Strategies

ID	Strategy	Strategy Description	Strategy Type
SP1	Enhance Crosswalk Visibility	Install enhancements such as advanced stop bars, high-visibility striping, positive lighting, refuge islands, and signage to improve crosswalk visibility.	Engineering
SP2	Enhance Bike Lanes	Upgrade existing bike facilities with buffered/separated lanes, pavement markings, green paint, bicycle detection signals, and physical barriers for greater safety.	Engineering
SP3	Enhance Pedestrian Signals	Install enhancements such as audible signals, countdown timers, retimed clearance intervals, LPI, exclusive phases, and accessible pedestrian signals (APS).	Engineering
SP4	Implement Sidewalk Infill, Inspection, and Maintenance	Implement sidewalk upgrades to address infrastructure gaps and inadequate conditions, prioritizing areas in High Injury Networks or near schools.	Engineering
SP5	Complement Local Transportation Plans for Vulnerable Road Users	Ensure bicycle and pedestrian needs identified in local and regional plans are prioritized and funded within capital improvement programs.	Planning
SP6	Coordinate with Transit Agency for Safer Bus Stops, Access, and Amenities	Evaluate and upgrade bus stops for safe, convenient, and ADA-compliant access. Include bus stop improvements in new development and capital projects. Consider bus stop relocation if needed to improve pedestrian safety and crossing access.	Planning
SP7	Implement Targeted Education Campaigns	Develop and implement education campaigns for drivers to learn about pedestrian/bicycle/motorcycle awareness and for pedestrians and bicyclists to learn about safe riding skills, practices, and road rules. Refine campaigns with community input and conduct on an ongoing basis.	Education
SP8	Pair Education with Key Engineering Countermeasures	Provide education on how to use unfamiliar safety treatments (e.g., pedestrian hybrid beacons (PHBs), roundabouts, protected bikeways) through signage, campaigns, and demonstration materials.	Education

ID	Strategy	Strategy Description	Strategy Type
SP9	Publicize Sobriety Checkpoints	Regularly conduct and widely publicize sobriety checkpoints in high-risk areas and times to deter impaired driving.	Enforcement
SP10	Incorporate Safe Routes to School Programs	Conduct Safe Routes to School studies, audits, and capital improvement planning to identify and address barriers to safe walking and biking for students. Prioritize campuses on or near High Injury or High-Risk Networks and integrate findings into infrastructure/non-infrastructure projects.	Planning
SP11	Combine Safety Improvements with Events or Publicity	Pair safety improvement projects with community events or publicity campaigns to raise awareness and encourage public engagement in road safety.	Program
SP12	Create Child Passenger Safety Program	Create or promote existing car seat education programs.	Program
SP13	Implement Safety and Multimodal “Spot Improvement” Program	This program includes analysis, engineering, and construction of intersection, multimodal, and corridor “spot” improvements to mitigate safety deficiencies. Proposed projects of this type will include the construction of traffic signals, roundabouts, auxiliary traffic lanes, traffic calming features, trails, multiuse shoulders, sidewalks and other lower cost countermeasures and geometric improvements. These projects may also install guard rail, construct/reconstruct medians, and install traffic control devices where warranted to improve bike and pedestrian crossings, emergency repairs, traffic operations and safety.	Program
SP14	Implement Safe Streets for All ADA Program	Work will occur on a variety of roads in the unincorporated area to carry out an ADA Compliance Program. Design and construct ADA improvements, missing sidewalk/trail connections, intersections, signal and signing improvements.	Program

5.2 Prioritization of Top Locations

Although safety needs and opportunities for improvement are present throughout the region, constraints on available funding and resources necessitate a systematic and defensible prioritization process. Accordingly, the project team used an integrated quantitative and qualitative scoring methodology designed to identify and rank locations exhibiting the highest levels of safety need to prioritize project locations for the Comprehensive Safety Action Plan.

The prioritization process ranked HIN locations using a weighting system that considered crash severity, potential for safety improvement, crash risk, and community input. Prioritization was conducted separately for intersections and corridors using this process, outlined in more detail on **Figure 25** and **Figure 26**, respectively.

Figure 25. Intersection Prioritization Methodology Flowchart

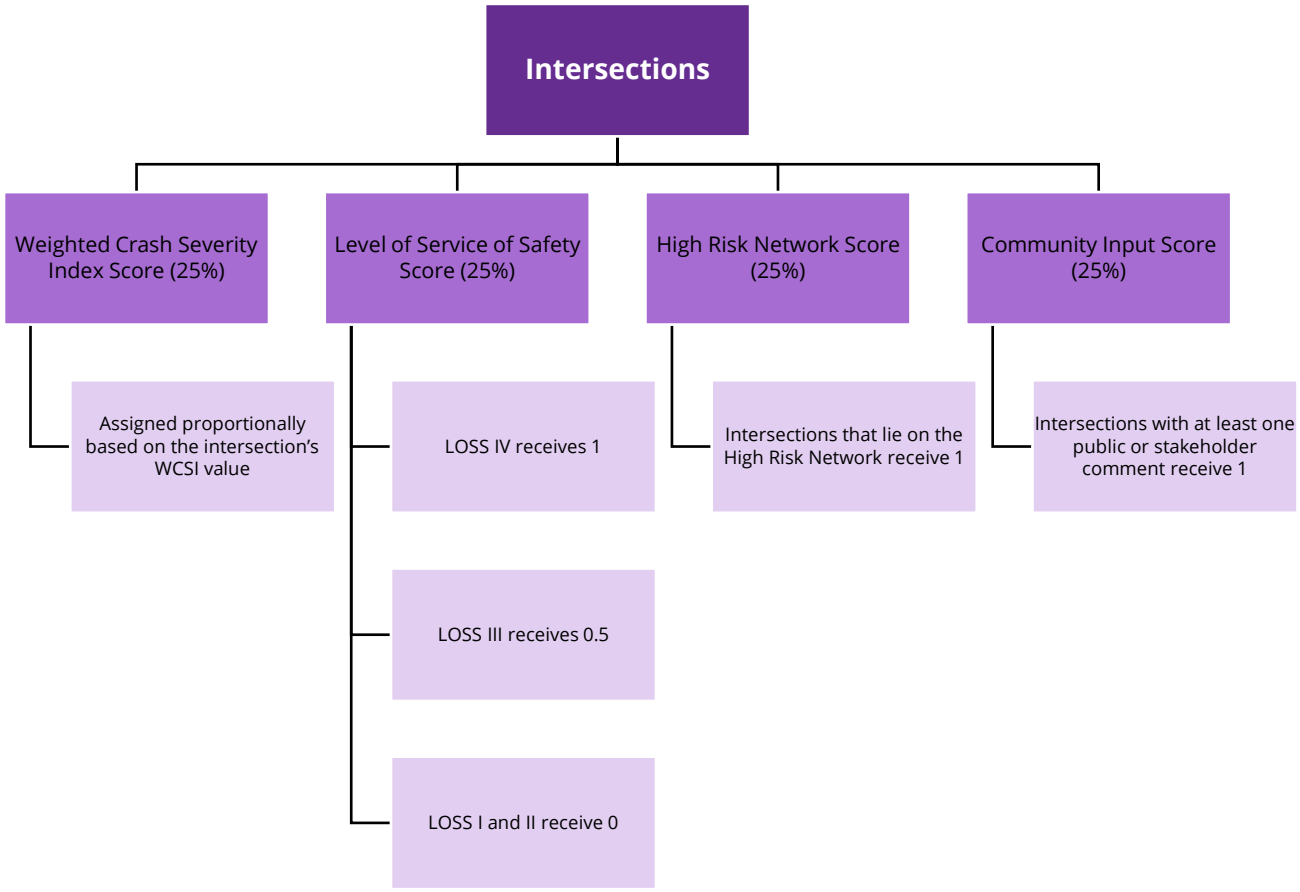


Figure 26. Corridor Prioritization Methodology Flowchart

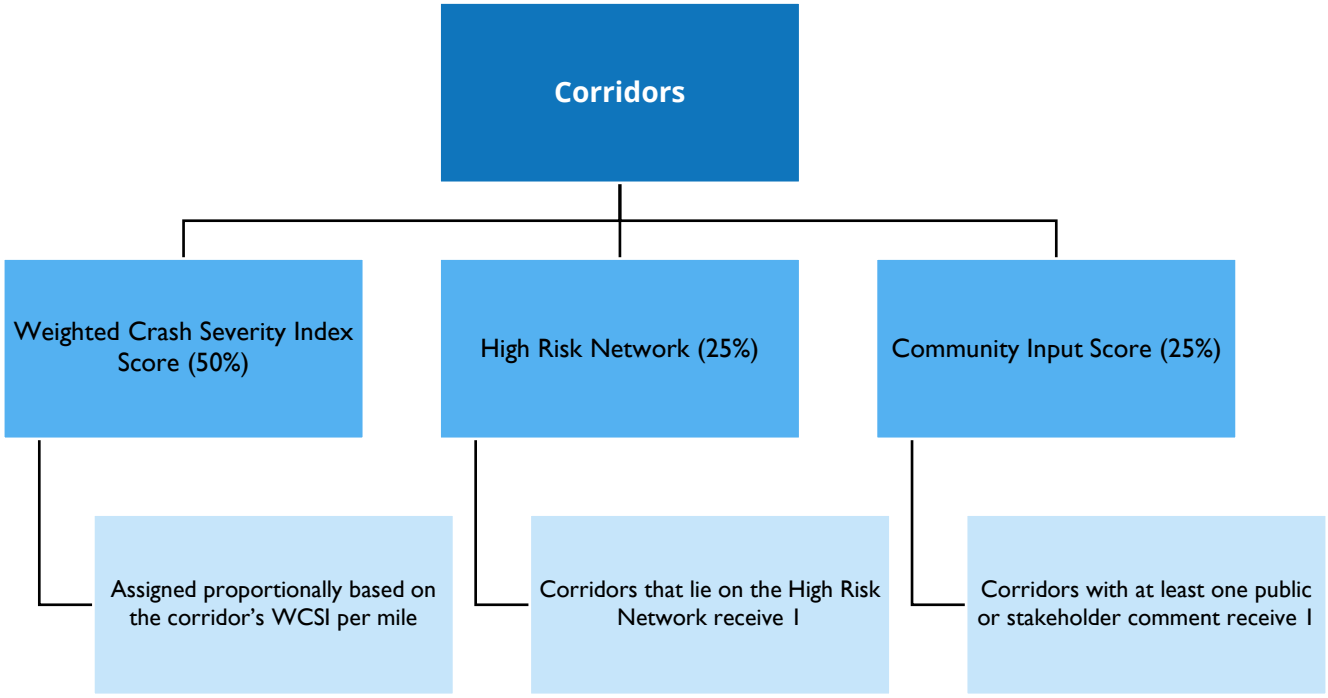


Table 12 and **Table 13** present the results of the prioritization process for intersections and corridors, which includes the full set of evaluated locations and their component score, total score, and resulting ranking.

The scores and rankings are intended to support, not dictate, project prioritization decisions. A higher ranking does not necessarily determine the order in which projects should be implemented, nor does a lower ranking preclude a project from receiving funding. Member agencies should consider rankings as one input within their broader decision-making processes and balance them alongside other key factors such as project readiness, cost, funding availability, implementation timelines, and local priorities.

Table 12. Intersection Prioritization Ranking

Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Suburban / Urban Subarea						
Powers Blvd/Fontaine Blvd	0.68	1.00	1.00	1.00	0.92	1
Constitution Ave/Peterson Rd	0.62	1.00	1.00	1.00	0.91	2
Hancock Expy/Bradley Rd	0.43	1.00	1.00	1.00	0.86	3
Powers Blvd/Bradley Rd	0.37	1.00	1.00	1.00	0.84	4
State Highway 83/Shoup Rd	0.33	1.00	1.00	1.00	0.83	5
Powers Blvd/Palmer Park Blvd	1.00	1.00	1.00	0.00	0.75	6
S Academy Blvd/I-25 Ramps	0.61	1.00	1.00	0.00	0.65	7
State Highway 24/Woodmen Rd	0.53	1.00	0.00	1.00	0.63	8
Meridian Rd/Stapleton Dr	0.48	1.00	1.00	0.00	0.62	9
S Academy Blvd/Venetucci Blvd	0.39	1.00	1.00	0.00	0.60	10
State Highway 24/Judge Orr Rd	0.37	1.00	0.00	1.00	0.59	11
Marksheffel Rd/Fontaine Blvd	0.37	1.00	0.00	1.00	0.59	11
State Highway 83/State Highway 105	0.33	1.00	0.00	1.00	0.58	13
State Highway 24/Green Mountain Falls Rd	0.27	0.00	1.00	1.00	0.57	14
State Highway 83/N Gate Blvd	0.25	0.00	1.00	1.00	0.56	15
Palmer Park Blvd/Peterson Rd	0.25	0.00	1.00	1.00	0.56	15
Bradley Rd/Wageman Dr	0.22	0.00	1.00	1.00	0.56	17
E Woodmen Rd/Meridian Rd	0.20	0.00	1.00	1.00	0.55	18
State Highway 24/State Highway 67	0.18	0.00	1.00	1.00	0.54	19
Fontaine Blvd/Grinnell Blvd	0.18	0.00	1.00	1.00	0.54	19

Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
State Highway 85/B St	0.18	0.00	1.00	1.00	0.54	19
E Woodmen Rd/McLaughlin Rd	0.18	0.00	1.00	1.00	0.54	19
State Highway 105/2nd Street	0.17	0.00	1.00	1.00	0.54	23
Main St/Security Blvd	0.16	0.00	1.00	1.00	0.54	24
State Highway 85/Main St	0.52	0.50	1.00	0.00	0.50	25
Woodmen Rd/Meridian Rd	0.38	0.50	0.00	1.00	0.47	26
State Highway 115/Nelson Blvd	0.37	1.00	0.00	0.00	0.34	27
S Academy Blvd/I-25 SB Ramps	0.32	0.00	1.00	0.00	0.33	28
State Highway 24/Morning Sun Dr	0.25	0.00	1.00	0.00	0.31	29
Platte Ave/State Highway 24 Off Ramp	0.29	0.00	1.00	0.00	0.32	29
State Highway 24/State Highway 94	0.29	0.00	1.00	0.00	0.32	29
Vollmer Rd/Burgess Rd	0.29	0.00	0.00	1.00	0.32	29
State Highway 85/Academy Blvd EB Ramps	0.26	0.00	1.00	0.00	0.32	32
State Highway 85/Maxwell St	0.22	0.00	1.00	0.00	0.31	34
Fontaine Blvd/Goldfield Dr	0.22	0.00	0.00	1.00	0.31	34
State Highway 24/31st St	0.21	0.00	1.00	0.00	0.30	36
Voyager Pkwy/Old Ranch Rd	0.21	0.00	1.00	0.00	0.30	36
Venetucci Blvd/Cheyenne Meadows Rd	0.21	0.00	1.00	0.00	0.30	36
Circle Dr/Janitell Rd	0.21	0.00	1.00	0.00	0.30	36
Vollmer Rd/Shoup Rd	0.21	0.00	0.00	1.00	0.30	36
State Highway 24/Meridian Rd	0.20	0.00	1.00	0.00	0.30	41
State Highway 24/Marksheffel Rd	0.69	0.50	0.00	0.00	0.30	42

Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Powers Blvd/Mesa Ridge Pkwy	0.19	0.00	1.00	0.00	0.30	43
Powers Blvd/Omaha Blvd	0.18	0.00	1.00	0.00	0.29	44
State Highway 24/Lincoln Rd	0.16	0.00	1.00	0.00	0.29	45
Voyager Pkwy/Briargate Pkwy	0.16	0.00	1.00	0.00	0.29	45
State Highway 24/Stapleton Dr	0.16	0.00	1.00	0.00	0.29	45
Judge Orr Rd/Curtis Rd	0.16	0.00	0.00	1.00	0.29	45
Baptist Rd/Roller Coaster Rd	0.31	0.00	0.00	0.00	0.08	49
S Marksheffel Rd/Mesa Ridge Pkwy	0.31	0.00	0.00	0.00	0.08	49
Marksheffel Rd/Carefree Cir	0.23	0.00	0.00	0.00	0.06	51
State Highway 94/Peyton Hwy	0.23	0.00	0.00	0.00	0.06	51
State Highway 83/Hodgen Rd	0.22	0.00	0.00	0.00	0.06	53
State Highway 24/Old Meridian Rd	0.22	0.00	0.00	0.00	0.06	53
Las Vegas St/Janitell Rd	0.20	0.00	0.00	0.00	0.05	55
State Highway 115/Titus Blvd	0.18	0.00	0.00	0.00	0.04	56
Barnes Rd/Marksheffel Rd	0.18	0.00	0.00	0.00	0.04	56
Meridian Rd/Flower Rd	0.18	0.00	0.00	0.00	0.04	56
State Highway 105/Knollwood Dr	0.17	0.00	0.00	0.00	0.04	59
Barnes Rd/Antelope Ridge Dr	0.17	0.00	0.00	0.00	0.04	59
Mountain Subarea						
State Highway 24/State Highway 67	1.00	1.00	1.00	1.00	1.00	1
State Highway 24/Meadow Park Dr	0.44	1.00	1.00	0.00	0.61	2
State Highway 285/S Wandercrest Dr	0.35	1.00	1.00	0.00	0.59	3

Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
State Highway 285/FS Road 126	0.29	1.00	1.00	0.00	0.57	4
County Road 1/Matterhorn Dr	0.29	1.00	1.00	0.00	0.57	4
State Highway 67/Divide South Dr	0.29	1.00	1.00	0.00	0.57	4
State Highway 24/High Chaparral Rd	0.21	1.00	1.00	0.00	0.55	7
State Highway 285/Old Stagecoach Rd	0.18	1.00	1.00	0.00	0.54	8
State Highway 24/County Road 77	0.18	1.00	1.00	0.00	0.54	8
State Highway 67/County Rd 79	0.18	1.00	1.00	0.00	0.54	8
State Highway 285/Roland Valley Dr	0.18	0.50	1.00	0.00	0.42	11
State Highway 24/Wilson Dr	0.18	0.50	1.00	0.00	0.42	11
Arrowhead Dr/Aqua Ct	0.21	1.00	0.00	0.00	0.30	13
State Highway 285/County Road 20	0.15	0.00	1.00	0.00	0.29	14
State Highway 285/Highway 9	0.15	0.00	1.00	0.00	0.29	14
State Highway 285/County Road 77	0.15	0.00	1.00	0.00	0.29	14
State Highway 24/Valley Dr	0.15	0.00	1.00	0.00	0.29	14
County Road 43/Conestoga Rd	0.15	0.00	1.00	0.00	0.29	14
State Highway 285/Lower Crow Hill Rd	0.15	0.00	1.00	0.00	0.29	14
State Highway 285/County Rd 43	0.15	0.00	1.00	0.00	0.29	14
State Highway 285/Wisp Creek Dr	0.15	0.00	1.00	0.00	0.29	14
County Road 1/Garfield Cir	0.15	0.00	1.00	0.00	0.29	14
State Highway 24/Ryolite City Rd	0.15	0.00	1.00	0.00	0.29	14
Galahad Way/Camelot Dr	0.15	0.00	0.00	0.00	0.04	24
W May St/S A St	0.15	0.00	0.00	0.00	0.04	24

Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Rural Subarea						
Judge Orr Rd/S Calhan Rd	1.00	1.00	1.00	0.00	0.75	1
N Ellicott Hwy/Judge Orr Rd	0.94	1.00	1.00	0.00	0.74	2
State Highway 94/N Ellicott Hwy	0.78	1.00	1.00	0.00	0.69	3
Judge Orr Rd/Calhan Hwy	0.50	1.00	1.00	0.00	0.63	4
State Highway 24/Peyton Hwy	0.39	1.00	1.00	0.00	0.60	5
Elbert Rd/Sweet Rd	0.28	0.00	1.00	1.00	0.57	6
Peyton Hwy /Murphy Rd	0.28	0.00	1.00	0.00	0.32	7
State Highway 24/N Ellicott Hwy	0.28	0.00	1.00	0.00	0.32	7
State Highway 94/S Calhan Rd	0.28	0.00	1.00	0.00	0.32	7
Fossinger Rd/Boone Rd	0.28	0.00	1.00	0.00	0.32	7
State Highway 24/S Commercial St	0.28	0.00	1.00	0.00	0.32	7
State Highway 94/N Ramah Hwy	0.28	0.00	1.00	0.00	0.32	7
Bradshaw Rd/Peyton Elem. School	0.28	0.00	1.00	0.00	0.32	7
Murphy Rd/McClelland Rd	0.28	0.00	0.00	0.00	0.07	14
Sengbeil Rd/Big Springs Rd	0.28	0.00	0.00	0.00	0.07	14
Harrisville Rd/Ramah Rd	0.28	0.00	0.00	0.00	0.07	14
Oil Well Rd/Funk Rd	0.28	0.00	0.00	0.00	0.07	14
Washington Rd/Hahn Rd	0.28	0.00	0.00	0.00	0.07	14

Table 13. Corridor Prioritization Ranking

Corridor	Corridor Limits	WCSI Score	HRN Score	Community Input Score	Total Score	Rank
Suburban / Urban Subarea						
Main St	Holly Dr to US Hwy 85	1.00	1.00	1.00	1.00	1
US Highway 24	Manitou Ave to s.o. Lucky 4 Rd	0.59	1.00	1.00	0.80	2
State Highway 16	w.o. I-25 to w.o. Syracuse St	0.59	1.00	1.00	0.79	3
Circle Dr S	w.o. Hancock Expy to e.o. Janitell Rd	1.00	1.00	0.00	0.75	4
Palmer Park Blvd	N Powers Blvd to Pima Dr	0.90	1.00	0.00	0.70	5
State Highway 83	n.o. New Life Dr to n.o. Walker Rd	0.39	1.00	1.00	0.70	6
Manitou Ave	w.o. Columbia Rd to Oak Pl	0.39	1.00	1.00	0.70	7
Struthers Rd	Lyons Trail Rd to Air Garden Ln	0.39	1.00	1.00	0.70	8
Meridian Rd N	Ayer Rd to Rex Rd	0.37	1.00	1.00	0.68	9
Marksheffel Rd N	s.o. Tarren Hts to Huber Rd	0.85	1.00	0.00	0.67	10
Fontaine Blvd	Grinnell Blvd to e.o. Powers Blvd	0.35	1.00	1.00	0.67	11
N Powers Blvd	n.o. Waynoka Rd to s.o. Omaha Blvd	0.79	1.00	0.00	0.64	12
US Highway 24	n.o. Garrett Rd to Elbert Rd	0.26	1.00	1.00	0.63	13
Mc Laughlin Rd	Eastonville Rd to E Woodmen Rd	0.73	1.00	0.00	0.61	14
Academy Blvd S	State Highway 115 to n.o. Bradley Rd	0.72	1.00	0.00	0.61	15
Marksheffel Rd N	Constitution Ave to n.o. Air Ln	0.57	1.00	0.00	0.54	16
Vollmer Rd	Wildflower Rd to n.o. Dines Blvd	0.57	0.00	1.00	0.54	17
US Hwy 85	Venettucci Blvd to s.o. Main St	0.54	1.00	0.00	0.52	18
US Highway 24	N Powers Blvd to n.o. Marksheffel Rd	0.46	1.00	0.00	0.48	19
Venetucci Blvd	Cheyenne Meadows Rd to US Hwy 85	0.41	1.00	0.00	0.45	20
Janitell Rd	E Las Vegas St to Fountain Creek	0.81	0.00	0.00	0.40	21
Falcon Hwy	e.o. Good Fortune Rd to Falcon Grassy Hts	0.26	0.00	1.00	0.38	22

Corridor	Corridor Limits	WCSI Score	HRN Score	Community Input Score	Total Score	Rank
Powers Blvd	n.o. Grinnel Blvd to s.o. Fontaine Blvd	0.20	1.00	0.00	0.35	23
Bradley Rd	w.o. S Meridian Rd to Drennan Rd	0.19	1.00	0.00	0.34	24
Las Vegas St E	E Fountain Blvd to s.o. S Circle Dr	0.68	0.00	0.00	0.34	25
State Highway 115	n.o. Nelson Blvd to s.o. Barrett Rd	0.18	1.00	0.00	0.34	26
State Highway 94	e.o. Aztec Raceway to N Ellicott Highway	0.17	1.00	0.00	0.33	27
Gleneagle Dr	Latrobe Dr to Doral Wy	0.44	0.00	0.00	0.22	28
Mountain Subarea						
US 24	Edlowe Rd to e.o. Robinhood Dr	1.00	1.00	1.00	1.00	1
CO 9	County Rd 1 to s.o. County Rd 4	0.79	1.00	1.00	0.89	2
US 285	County Rd 62 to w.o. Mt Evans Blvd	0.76	1.00	1.00	0.88	3
CO 9	n.o. County Rd 460 to s.o. County Rd 24	0.56	1.00	1.00	0.78	4
US 285	n.o. County Rd 24 to s.o. FS Road 126	0.54	1.00	1.00	0.77	5
CO 9	n.o. County Rd 258 to n.o. County Rd 88	0.36	1.00	1.00	0.68	6
CR 42	US Highway 24 to e.o. County Rd 1	0.61	1.00	0.00	0.56	7
CO 67	s.o. Divide South Dr to n.o. Lazy S Ranch Rd	0.57	1.00	0.00	0.54	8
US 24	e.o. County Rd 443 to w.o. County Rd 31	0.32	1.00	0.00	0.41	9
CR 51	County Rd 5 to County Rd 511	0.25	1.00	0.00	0.37	10
Rural Subarea						
Calhan Hwy S	State Highway 94 to N Dinner Bell Dr	1.00	1.00	0.00	0.75	1
US Hwy 24	e.o. N Calhan Hwy to w.o. Barney Rd	0.80	1.00	0.00	0.65	2
State Hwy 94	S Calhan Hwy to e.o. Baggett Rd	0.76	1.00	0.00	0.63	3
US Hwy 24	Elbert Rd to Carter Ln	0.66	1.00	0.00	0.58	4

Table 14 and **Table 15** list the intersections and corridors identified as having safety concerns by the communities with which we engaged, respectively.

Table 14. Stakeholder Engagement Locations – Intersections

Intersection	Community
Highway 9 and Buckskin Street	Alma
Highway 9 and East Buckskin Street	Alma
Highway 67 and Carbonate Street	Cripple Creek
Highway 67 and East Pikes Peak Avenue	Cripple Creek
Highway 67 and Bison Street	Cripple Creek
S Second St and W Bennett Ave	Cripple Creek
Roller Coaster Road and Hogden Road	El Paso County
Black Forest Road and Shoup Road	El Paso County
Burgess Road and Vollmer Road	El Paso County
Constitution Avenue and Piros Drive	El Paso County
Constitution Avenue and Leoti Drive	El Paso County
Constitution Avenue and Peterson Road	El Paso County
Constitution Avenue and Canada Drive	El Paso County
Highway 105 and Furrow Road	El Paso County
Baptist Road and Jackson Creek Parkway	El Paso County
Burgess Road and Black Forest Road	El Paso County
Ellicott Highway and Judge Orr Road	El Paso County
Hancock Expressway and Clearview Drive/Yucatan Drive	El Paso County
Meridian Road and Flower Road	El Paso County
Shoup Road and Vollmer Road	El Paso County
Security Boulevard and Willis Drive	El Paso County
Highway 16 and Bandley Drive	Fort Carson
Magrath Avenue and Charter Oak Ranch Road	Fort Carson
I-25 and Highway 16 Interchange	Fort Carson
Highway 105 and Beacon Lite Road	Monument
Lyons Tail Road and Jackson Creek Parkway	Monument
Jackson Creek Parkway and Harness Road	Monument
County Rd 68 and County Rd 62	Park County
Highway 24 and Highway 67	Woodland Park

Table 15. Stakeholder Engagement Locations – Corridors

Corridor	Limits	Community
County Road 10	County Road 12 to Highway 9	Alma
Highway 9	Singleton Road to 4th Street	Alma
Highway 9	North of County Road 4 to Singleton Road	Alma
Peterson Road	Galley Road to North of Leoti Drive	Colorado Springs
Mountain Metro Route 32	NA	Colorado Springs
Golden Avenue	West of North C Street to Aspen Street	Cripple Creek
Prospect Street	North of East Galena Avenue to East Golden Avenue	Cripple Creek
B Street	West of I-25 to South Academy Boulevard	El Paso County
Bradley Road	Powers Boulevard to Cassidy St	El Paso County
Bradley Road	Hancock Expressway to Grinnell Boulevard	El Paso County
Burgess Road	Milan Road to Meridian Road	El Paso County
Fontaine Boulevard	South Marksheffel Road to Mountain Mesa Road	El Paso County
North Curtis Road	Highway 94 to Falcon Highway	El Paso County
Eastonville Road	Mclaughlin Road to Bandanero Drive	El Paso County
Elbert Road	Highway 24 to El Paso County Line	El Paso County
Highway 24	Fountain Avenue to French Creek	El Paso County
Highway 105	Furrow Road to Highway 83	El Paso County
Hogden Road	Black Forest Road to Eastonville Road	El Paso County
Highway 105	Lake Woodmoor Drive to Furrow Road	El Paso County
Judge Orr Road	Eastonville Road to Peyton Highway	El Paso County
Lake Woodmoor Drive	Highway 105 to Woodmoor Drive	El Paso County
Meridian Road	Rex Road to Hogden Road	El Paso County
Meridian Road	East Woodmen Road to Stapleton Drive	El Paso County
Callhan Highway	Paint Mine Road to Highway 24	El Paso County
Old Stage Road	Milepost 0.75 to Milepost 4.157	El Paso County
Eastonville Road	Latigo Boulevard to Coyote Crossing Lane	El Paso County
Shoup Road	Highway 83 to Meridian Road	El Paso County
Briargate Parkway	Black Forest Road to Vollmer Road	El Paso County
Vollmer Road	Tahti Drive to Shoup Road	El Paso County
Walker Road	Steppler Road to Black Forest Road	El Paso County
Woodmen Road	Golden Sage Road to Highway 24	El Paso County
Railroad Street	Bradshaw Road to Main Street	El Paso County
Main Street	Railroad Street to West of Pueblo Street	El Paso County

Corridor	Limits	Community
Front Street	Railroad Street to North of Main Street	El Paso County
5th Street	Castello Avenue to Front Street	Fairplay
Highway 9	4th Street to Highway 285	Fairplay
I-25 SB Ramps	I-25 to Highway 16	Fort Carson
El Paso Boulevard	Highway 24 to Manitou Avenue	Manitou Springs
Crystal Park Road	Manitou Avenue to South of Crystal Kangaroo Campground	Manitou Springs
Manitou Avenue	Ridge Road to Highway 24	Manitou Springs
Manitou Avenue	South Path to East of Old Mans Trail	Manitou Springs
Ruxton Avenue	Manitou Avenue to West of Fairview Avenue	Manitou Springs
Highway 105	2nd Street to Beacon Lite Road	Monument
2nd Street	Old Denver Road to Adams Street	Monument
Jackson Creek Parkway	Lyons Tail Road to Higby Road	Monument
Jackson Creek Parkway	Higby Road to Highway 105	Monument
Woodmoor Drive	Highway 105 to Woodstone Way	Monument
Highway 105	Jackson Creek Parkway to I-25 SB Ramps	Monument
County Road 64	River Drive to Virginia Road	Park County
Highway 9	Highway 285 to North of County Road 275A	Regional
Highway 67	Shelf Road to Golconda Court	Victor
Highway 24	Panther Way to Highway 67	Woodland Park
Research Drive	Highway 67 to Longs Point	Woodland Park

5.3 Countermeasures for Project Identification

Countermeasures are actions and strategies implemented to reduce or eliminate specific risks or hazards within the transportation network, either at targeted locations or systemwide. The implementation of these countermeasures represents the primary means by which agencies address transportation safety issues identified through planning and safety analysis efforts such as this.

Focus Areas

For the purposes of this Comprehensive Safety Action Plan, Focus Areas are defined as data-driven priority categories that target locations and crash patterns associated with a disproportionate share of fatal and seriously injured crashes. Focus Areas were established using historical crash data, severity analysis, and exposure considerations to ensure that safety strategies are directed where they will achieve the greatest impact.

Strategies for addressing common crash types and high-risk road conditions are drawn from the National Cooperative Highway Research Program (NCHRP) 500 Series. Safety Action Plan Focus Areas include the following categories:

- Pedestrian
- Bicycle
- Motorcycle
- Signalized Intersections
- Unsignalized Intersections
- Horizontal Curves
- Run Off the Road Crashes
- Speed-related Crashes

Table 16 through **Table 23** list countermeasures for each Focus Area. Note that the tables include relevant countermeasures and do not represent an exhaustive list.

Table 16. Pedestrian Safety Countermeasures

Safety Goal	Countermeasure
Reduce pedestrian exposure to traffic	Construct sidewalks, shared use paths, curb ramps, pedestrian overpasses or underpasses, and restrict vehicle movements in high pedestrian activity areas
Improve pedestrian visibility	High visibility crosswalk markings, pedestrian scale lighting, advance yield lines, and removal of sight obstructions near crossings
Reduce vehicle speeds	Road diets/roadway reconfiguration, curb extensions, raised crosswalks, narrowed lanes, and school zone improvements
Improve pedestrian safety behavior	Public safety campaigns, school based education, and targeted enforcement at high risk crossings

Table 17. Bicycle Safety Countermeasures

Safety Goal	Countermeasure
Reduce bicycle crashes at intersections	Improved signal detection for bicycles, better pavement markings, upgraded signage, turn restrictions, and bicycle friendly roundabouts
Reduce bicycle crashes along roadways	Buffered or separated bike lanes, improved shoulders, contraflow lanes, and bicycle tolerant rumble strips
Reduce motor vehicle speeds	Traffic calming treatments and focused speed enforcement on corridors with bicycle activity
Improve bicyclist visibility and awareness	Lighting, reflective markings, public education campaigns, and enforcement of bicycle related laws
Reduce crash severity	Repair surface irregularities, routine maintenance of bike facilities, and debris removal

Table 18. Motorcycle Safety Countermeasures

Safety Goal	Countermeasure
Improve roadway compatibility for motorcycles	Full paved shoulders, motorcycle safe barrier selection, high traction pavement treatments, and debris removal
Reduce impairment related crashes	Targeted impaired riding campaigns, enforcement during motorcycle events, and rider awareness programs
Improve rider training and licensing	Expanded rider education programs, improved licensing access, and removal of barriers to endorsements
Increase motorcyclist visibility	Promotion of high visibility clothing, reflective materials, and emerging visibility technologies
Reduce crash severity	Helmet use promotion, protective gear campaigns, and safety partnerships with rider organizations

Table 19. Signalized Intersections Countermeasures

Safety Goal	Countermeasure
Reduce conflict frequency	Optimized signal timing, improved clearance intervals, signal coordination, and removal of unwarranted signals
Reduce conflict severity	Improved turn lanes, channelization, and redesigned complex intersections
Improve sight distance	Clearing sight triangles and adjusting approach geometry
Improve driver awareness	Enhanced signal visibility, advance warning signs, and improved lighting
Improve compliance	Red light cameras, speed cameras, targeted enforcement, and public education campaigns
Improve access management	Driveway closures, turn restrictions, and cross median access management near intersections

Table 20. Unsignalized Intersections Countermeasures

Safety Goal	Countermeasure
Reduce conflict points	Added turn lanes, offset turn lanes, acceleration lanes, and conversion to roundabouts or T intersections
Improve sight distance	Clearing sight triangles, eliminating parking near intersections, and adjusting alignment
Improve gap selection	Pavement markings, roadside markers, and signal retiming on nearby corridors
Improve driver awareness	Enhanced signage, flashing beacons, lighting, rumble strips, and advanced warning markings
Improve compliance	Targeted enforcement of stop control violations and public outreach
Reduce approach speeds	Traffic calming, speed enforcement, and appropriate speed limit setting

Table 21. Horizontal Curves Countermeasures

Safety Goal	Countermeasure
Prevent lane departure	Advance curve warning signs, enhanced chevrons, dynamic curve warning systems
Improve vehicle control	Skid resistant pavement, improved superelevation, grooved pavement, and widened lanes
Reduce run off road risk	Centerline and shoulder rumble strips, curve lighting
Minimize crash severity	Flattened slopes, object removal, improved guardrail and attenuation systems

Table 22. Run Off the Road Crashes Countermeasures

Safety Goal	Countermeasure
Keep vehicles on the roadway	Shoulder and centerline rumble strips, enhanced pavement markings, shoulder treatments
Reduce roadside hazards	Removal or relocation of fixed objects, delineation of trees and utility poles
Reduce crash severity	Breakaway supports, improved guardrails, and energy absorbing attenuation systems

Table 23. Speed-related Crashes Countermeasures

Safety Goal	Countermeasure
Set appropriate speeds	Speed limits that reflect roadway design, surrounding land use, and operating conditions, including use of variable speed limits where appropriate
Design roadways to support safe speeds	Lane narrowing, gateway treatments, appropriate intersection design, signal timing that supports target speeds, and adequate sight distance
Reduce speeding through physical measures	Speed humps, curb extensions, chicanes, road diets, and neighborhood traffic calming in residential and downtown areas
Increase driver awareness of speeding risks	Public safety campaigns, neighborhood speed watch programs, and community based traffic safety initiatives
Improve compliance with speed limits	Targeted speed enforcement, automated speed enforcement, increased penalties in school zones or high risk areas
Clearly communicate expected speeds	Improved speed limit signage, active speed feedback signs, in pavement markings, and variable message signs

Countermeasure Pairing

Countermeasures are typically categorized into two types: location-specific or systemic. An agency's approach to project development and implementation can differ depending on which type is the focus.

Location-Specific Countermeasures

For the top locations identified by the Comprehensive Safety Action Plan, the project team selected potential countermeasures from two primary sources: the FHWA Proven Safety Countermeasures and the CMF Clearinghouse, which provides treatments supported by crash modification factors. The project team then matched those countermeasures to the prioritized intersections and corridors based on contextual conditions and identified safety needs. For each location, the project team evaluated observed crash patterns alongside field reviews to confirm that the selected countermeasures are feasible and appropriately address the documented safety issues.

The resulting countermeasure pairing matrices, combined with planning-level cost estimates prepared for the Action Plan, will support future decision-making to move from initial location screening to specific project definition. Once a responsible agency

narrows down applicable countermeasures to a particular location to preferred improvements and reviews associated cost estimates, the agency can package a selected set of context-targeted improvements into a project that can advance into scoping, design, and/or grant pursuits. While the countermeasure pairing worksheets included in **Appendix G** have identified specific recommended countermeasures for top locations based on their key crash types, ultimately the responsible agency should select those countermeasures most appropriate for their community context, needs, and implementation resources.

Systemic Countermeasures

In a systemic approach, a responsible agency selects countermeasures that address issues that frequently occur across the transportation network and applies those countermeasures consistently to all applicable locations. This approach is well suited to treatments that address recurring issues and can produce broad improvements when deployed at scale and relatively low cost. Alternatively, with the location-specific approach, countermeasure and project selection centers on reviewing paired countermeasures at high-priority locations and narrowing down to those of greatest interest and/or that fit within expected funding ranges. This approach is well suited to areas/agencies where major safety issues are highly concentrated at a few locations rather than distributed throughout a system.

At the systemic level, a responsible agency prepares a list of countermeasures that reflect widely used and well-established strategies. The agency then applies those strategies across the transportation network to address recurring safety issues. The countermeasures listed below provide a comprehensive guide that can be applied and are grouped into the following major categories:

- **Geometric Improvements**: These countermeasures focus on modifying the physical layout of intersections or roadway segments to improve safety. Examples include adding turn lanes, changing the geometry of turn lanes, including positive offset turn lanes, or improving roadside design to reduce severity of Run Off the Road crashes.
- **Signal Timing and Phasing Enhancements**: These strategies improve control of traffic flow and reduce the likelihood of angle and left-turn crashes. Examples include split phases, protected left-turns, leading pedestrian intervals, and signal progression and coordination improvement. Other enhancements include improved clearance interval calculation procedures applied systemwide.

- **Access Management Strategies**: These countermeasures reduce conflict points along corridors and at approaches to intersections. Examples include consolidation of access points, turn restrictions, and raised medians.
- **Speed Management**: These treatments aim to lower operating speeds or improve speed compliance, especially in high-risk or multimodal environments. Examples include traffic calming features and speed limit reductions. Other considerations include more robust approaches such as self-enforcing roadway design, which is intentional design of streets and highways so that the physical characteristics of the roadway naturally encourage safe behavior, particularly appropriate speeds, without relying primarily on enforcement or driver compliance.
- **Signing, Lighting, and Delineation**: These measures enhance driver awareness and roadway guidance by improving the visibility and clarity of intersection controls and traffic movement. Examples include lighting upgrades, enhanced pavement markings, larger stop signs, and improved retroreflective materials on signs.
- **Pedestrian and Bicyclist**: These measures are specifically targeted at enhancing safety for vulnerable road users, who, as has been shown, are highly prone to severe crash outcomes. Examples include pedestrian refuge islands, separated bike lanes, rectangular rapid flashing beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs), ADA-compliant sidewalks and curb ramps, and bulbouts.
- **Advanced Technology and ITS**: These measures leverage intelligent systems, sensors, and automation to improve traffic safety, efficiency, and management. Examples include speed-enforcement cameras, variable message signs, pedestrian detecting systems, etc.

Countermeasure by Crash Pattern

The crash pattern of a given intersection or a corridor is the most important factor in determining appropriate countermeasures—improvements must be specifically targeted toward the observed hazards and behaviors to be effective. While each intersection and corridor is unique, and specific site details such as geometry, sight distance, lighting conditions, grade, and land use must be considered when developing recommendations, some general countermeasure identification is possible simply by understanding prevailing crash profiles.

Intersection Countermeasures

For intersections, countermeasures to improve visibility and reduce speeds, such as speed limit reductions, enhanced lighting, and clearer and larger signage and striping, should generally be considered in all circumstances. In the Pikes Peak region, there is some variability in the relevance of countermeasures by geographic subarea. **Table 12** presents all the intersection countermeasures that were considered for specific locations and identifies the geographic subareas to which they apply.

Rear-End, Approach Turn, Broadside, and Fixed Object are the most frequently observed primary crash types across the region's priority intersections, and there are differences in the types of countermeasures that are generally most effective for addressing each crash type. **Table 24** provides countermeasures identified for application in the PPACG region to address these common crash types and the Focus Areas identified previously.

Table 24. Intersection Countermeasures

Countermeasure	Suburban/Urban	Rural	Mountain
Retroreflective Backplate	Yes	Yes	Yes
Improved Lighting	Yes	Yes	Yes
Curb Extensions	Yes	No	Yes
Geometric Sight Line Improvements	Yes	Yes	Yes
Roundabouts	Yes	Yes	No
Right-Turn Lane Geometric Improvements	Yes	Yes	Yes
Upstream Stop Bar	Yes	Yes	Yes
Oversized Stop Sign	No	Yes	Yes
Raised/Flush Median	Yes	Yes	Yes
Advance Warning Signs	Yes	Yes	Yes
Speed Limit Reduction	Yes	Yes	Yes
Turn Lane Installation	Yes	Yes	Yes
Intersection Signalization	Yes	Yes	Yes
Positive Offset Left-Turn	Yes	Yes	Yes
Reduced Left-Turn Conflict Intersection	Yes	No	No
Left-Turn Flashing Yellow Arrow (FYA)	Yes	Yes	Yes
Protected Left-Turn	Yes	No	No
Lane Assignment Signage	Yes	Yes	Yes

Countermeasure	Suburban/Urban	Rural	Mountain
Increased Walk Time	Yes	Yes	Yes
Exclusive Pedestrian Phase	Yes	Yes	Yes
Leading Pedestrian Interval	Yes	No	No
Pedestrian Countdown Timer	Yes	Yes	Yes
Raised Crosswalk	Yes	No	No
Increased Median Width	Yes	Yes	Yes
Road Diet	Yes	No	No
Separated Bike Lane	Yes	Yes	No
Sidewalk	Yes	Yes	Yes
Pedestrian Refuge Island	Yes	Yes	Yes
Pedestrian Push Button	Yes	No	No
ADA-Compliant Curb Ramps	Yes	Yes	Yes
High-Visibility Crosswalks	Yes	Yes	Yes
Added Pedestrian Crossings	Yes	Yes	Yes
Reduced Crossing Distance	Yes	Yes	Yes
Pedestrian Recall	Yes	Yes	Yes
Added Signal Heads	Yes	Yes	Yes
Signal Mast Arms	Yes	Yes	Yes
Red Light Camera	Yes	No	No
Modified Clearance Interval	Yes	Yes	Yes
Right Turn On Red Prohibition	Yes	No	No
Wide Edge Lines	No	Yes	Yes
Raised Pavement Markers	No	Yes	Yes
High Friction Surface Treatments	Yes	Yes	Yes
Safety Edge	No	Yes	Yes
Rumble Strips – Shoulder and/or Centerline	No	Yes	Yes

Corridor Countermeasures

For corridor segments, distinct crash patterns are generally less apparent than at those at intersections due to variability in curvature, grade, visibility, and other contextual features from one end to the other. Where a crash occurs along a segment is often a major factor in the specific details and outcomes of the crash. While generalized crash patterns are less applicable to corridors than to intersections, there are general categories of countermeasures that can be considered for corridors based on context. **Table 25** presents the corridors that were considered and identifies the geographic subareas to which they apply.

Table 25. Corridor Countermeasures

Countermeasure	Suburban/Urban	Rural	Mountain
Speed Limit Reduction	Yes	Yes	Yes
Speed Feedback Signs	Yes	Yes	Yes
Traffic Calming	Yes	Yes	Yes
Lane Repurposing	Yes	No	Yes
Automated Speed Enforcement	Yes	Yes	Yes
Signal Coordination	Yes	No	Yes
Improved Lighting	Yes	Yes	Yes
Median Installation	Yes	Yes	Yes
Barrier Widening	Yes	No	No
Roadway Curve Improvements	Yes	Yes	Yes
Enhanced Curve Delineation	Yes	Yes	Yes
Advance Warning	Yes	No	No
Roundabouts	Yes	Yes	Yes
New/Upgraded Pedestrian Crossing	Yes	No	Yes
HAWK Signal	Yes	No	No
Rectangular Rapid Flashing Beacons	Yes	No	No
New/Upgraded Bicycle Facilities	Yes	No	No
New/Upgraded Sidewalks	Yes	No	Yes
Pedestrian Refuge Island	Yes	No	No
Bus Stop Relocation	Yes	No	No
Speed Management	No	No	Yes

Countermeasure	Suburban/Urban	Rural	Mountain
Dedicated Turn Lanes	Yes	Yes	No
Access Consolidation	Yes	No	Yes
Access Conversion to Right Turn On Red or ¾	Yes	Yes	Yes
Signal or All-Way Stop	Yes	No	Yes
Pavement Overlay	No	Yes	No
Designated Passing Zones	Yes	Yes	Yes
No Passing Zones	Yes	Yes	Yes
Wide Edge Lines	Yes	Yes	Yes
Raised Pavement Markers	Yes	Yes	Yes
High Friction Surface Treatment	Yes	Yes	Yes
Safety Edge	Yes	Yes	Yes

6. Progress and Transparency

6.1 Transparency and Tracking

Transparency and performance tracking are key to the success of a Safety Action Plan. PPACG will integrate SS4A tracking into its existing annual crash data reporting processes to ensure consistency, efficiency, and public accountability.

6.2 Data Collection and Quality Assurance

PPACG will continue to collect crash data annually. PPACG will continue to use existing protocols for data quality control for accuracy and to maintain consistency across reporting years. These efforts typically include routine review of location accuracy and consistent classification of fields like roadway characteristics and road user types.

By aligning Action Plan performance measures with the same datasets used for annual crash analysis, PPACG will maintain a single source for safety performance monitoring for the region. Taking this approach minimizes duplication of effort while strengthening the accuracy of reported outcomes.

6.3 Performance Tracking and Evaluation

PPACG will establish baseline safety performance measures using the most recent five years of crash data. Progress toward the Safety Action Plan goals will be tracked annually using updated crash datasets as they are published each year.

Key performance measures may include, but are not limited to:

- Fatalities and serious injuries
- High injury network crash trends
- Crashes involving vulnerable road users

PPACG will review results internally on an annual basis to assess whether implemented strategies are producing desired safety outcomes and to inform adjustments to priorities, countermeasures, or implementation timelines as needed.

6.4 Public Transparency and Reporting

Transparency will be achieved by sharing progress and results through existing public facing platforms and reporting mechanisms. PPACG will document results as summaries highlighting progress toward achievement of Safety Action Plan goals, identifying emerging trends, and explaining how data informed investment and policy decisions.

6.5 Coordination with Federal Reporting Requirements

Tracking and transparency efforts will also support SS4A reporting requirements. PPACG will use data and performance measures developed through the annual crash data process to inform annual performance reports. Using a coordinated approach provides transparency for tracking progress and communicating results for the life of the Pikes Peak Region Safety Action Plan.

Appendix A. Public Engagement Summary

Appendix A: Public Engagement Summary

Cripple Creek

Date: April 21, 2025

This meeting focused on identifying transportation safety priorities and funding strategies for Cripple Creek as part of a broader regional safety planning effort. Discussion emphasized positioning projects to compete for safety focused grant programs by framing infrastructure needs through a safety lens rather than general infrastructure replacement.

Key themes included proactive safety improvements, particularly addressing pedestrian and trail crossing risks even where historical crash data is limited. Participants discussed dangerous pedestrian crossings along Highway 67 and the need for safer trail connectivity, including potential underpasses. Improvements such as flashing beacons, lighting, crossings, and sidewalk connections were framed as eligible safety countermeasures when tied to risk reduction.

The conversation also addressed the intersection between safety projects and broader infrastructure needs such as utilities and sewer replacement. While general paving and utility work is typically ineligible for safety funding, projects that integrate sidewalks, crossings, lighting, or traffic calming may qualify when safety outcomes are clearly demonstrated.

Community priorities identified through prior public engagement strongly emphasized pedestrian crossings, especially during events and in areas with constrained geometry. Several high risk locations were discussed, including the east side of town, northern access points, and corridors connecting residential areas, schools, and recreational destinations.

Additional discussion covered data needs such as guardrail inventories, sidewalk coverage, roadway characteristics, and crash trends, including storm related incidents not always captured in official records. The importance of packaging related improvements into cohesive safety projects and demonstrating project readiness through preliminary design and documentation was emphasized.

Next steps included compiling existing plans and data, identifying priority locations, coordinating with state agencies on specific improvements, initiating public outreach, and beginning project development later in the year with the goal of identifying a prioritized regional project list.

Manitou Springs

Date: May 30, 2025

This meeting centered on aligning Manitou Springs' existing transportation and mobility planning efforts with the regional Safe Streets and Roads for All framework. Discussion focused on adoption processes, safety goal setting, and identification of candidate projects that could advance through safety focused funding programs.

Key themes included the use of crash data to prioritize high severity locations, with particular attention to vulnerable road users such as pedestrians and bicyclists. High injury network mapping and killed or seriously injured crash data were identified as core tools for project selection, while property damage only crashes were noted as outside the program's scope.

Several priority corridors and locations were discussed, including Manitou Avenue, Crystal Park Road, Ruxton Avenue, El Paso Boulevard, and trail connections near parks and downtown areas. Emphasis was placed on projects that separate pedestrian and bicycle traffic from high volume roadways, address sidewalk gaps, and improve crossings in high tourism areas with frequent modal conflicts.

Funding considerations included eligibility for design, environmental review, right of way, and construction, along with the requirement for a local funding match. Existing plans, studies, and cost estimates were identified as critical inputs to strengthen future applications.

The meeting concluded with agreement on next steps, including compiling project summaries with defined limits and costs, completing regional crash analysis, coordinating through upcoming advisory committee meetings, and initiating early discussions on plan adoption and safety target alignment.

Victor

Date: June 3, 2025

This meeting addressed transportation safety challenges in Victor, a small community characterized by unpaved roadways, steep terrain, and harsh winter conditions. The discussion focused on mobility limitations, safety risks for pedestrians and older adults, and opportunities to leverage safety focused funding to address critical needs.

Major themes included the lack of sidewalks and pedestrian infrastructure, frequent vehicle run offs during winter conditions, and the absence of safe nonmotorized connections both within the community and to nearby towns. Demographic trends, including a high proportion of older residents, reinforced the importance of accessible and safe pedestrian facilities.

Participants discussed the distinction between roadway paving and safety improvements. While paving itself is not eligible for safety funding, improvements such as sidewalks, trails, crossings, and guardrails were identified as potential candidates when clearly tied to safety outcomes. Alternatives such as multi use paths were discussed as interim solutions, though long term preferences lean toward full roadway and sidewalk reconstruction through other funding sources.

Connectivity to neighboring communities was identified as a critical issue, particularly the lack of a safe walking route to Cripple Creek. Guardrail installation at crash prone locations was also highlighted as a near term safety opportunity.

Next steps included identifying specific locations for safety improvements, continuing mobility planning efforts, developing conceptual designs and cost estimates, and coordinating funding strategies across multiple programs to address both short term safety and long term infrastructure needs.

Park County

Date: June 9, 2025

This meeting focused on integrating Park County's recent safety studies and data into the regional safety planning effort. Discussion emphasized the unique traffic patterns driven by recreational travel, seasonal congestion, and detours from state highways onto county roads.

Key topics included the availability of a recent county safety review and the need to incorporate identified high crash locations, particularly in recreation areas. Participants discussed constraints related to limited county budgets, which have historically limited improvements to signage and small scale measures rather than systemic safety upgrades.

Several high priority routes were identified where recent crashes, rollovers, and serious injuries have occurred. The lack of shoulders, narrow roadways, and driver behavior related to congestion avoidance were highlighted as contributing factors. The importance of documenting crashes not yet reflected in shared databases was emphasized.

Funding discussions addressed eligibility for safety improvements on local roads impacted by state highway incidents, the use of planning documents to leverage future funding, and the need for conceptual designs and cost estimates to improve competitiveness.

Next steps included sharing existing studies and crash data, integrating county information into regional analysis, developing conceptual project estimates, and maintaining coordination through advisory committee processes.

Fairplay

Date: July 2, 2025

This meeting addressed Fairplay's transportation safety priorities, with a strong focus on state highways passing through town. Discussion emphasized pedestrian safety, speeding, and the challenges posed by congestion and recreational traffic.

Key corridors discussed included Highway 9 and Highway 285, particularly near school zones, downtown areas, and major intersections. Concerns included crosswalk safety,

poor pavement conditions contributing to erratic driving, and the need for shoulders, bike lanes, and grade separated crossings.

Recent investments in sidewalks and ADA improvements were noted, along with continued needs near event areas and visitor destinations. Speeding was identified as a persistent issue, with enforcement data indicating a high number of crashes within town limits.

The meeting also explored the role of complete streets design in addressing unfamiliar driver behavior, potential limitations on funding for transit operations, and long term regional transit aspirations.

Next steps focused on sharing existing plans and studies, coordinating with state agencies, conducting detailed crash analysis, and developing a prioritized project list aligned with safety outcomes and funding timelines.

Woodland Park

Date: July 8, 2025

This meeting centered on identifying pedestrian and corridor safety concerns in Woodland Park within the context of regional safety planning. Discussion emphasized high injury locations, tourism related traffic patterns, and the need for coordinated data sharing.

Primary concerns included pedestrian safety along major corridors, confusing crossing treatments, speeding, and constrained roadway geometry. Several intersections and local roads were identified as high risk due to curvature, lack of sidewalks, and limited multi modal accommodations.

The importance of aligning safety projects with broader planning documents and Vision Zero principles was discussed. Ongoing and upcoming projects such as repaving and ADA ramp installation were noted, along with the need to integrate these efforts into a cohesive safety strategy.

Next steps included sharing additional traffic and GIS data, continuing crash analysis that accounts for seasonal traffic, and participating in upcoming regional coordination meetings.

Monument

Date: August 6, 2025

This meeting focused on identifying safety priorities and jurisdictional challenges in Monument as part of ongoing comprehensive planning. Discussion emphasized major corridors, school access, and gaps in pedestrian and bicycle connectivity.

Key areas of concern included segments of Jackson Creek Parkway, intersections with documented safety issues, and corridors under state jurisdiction lacking sidewalks and bike infrastructure. Several locations were identified where design work is complete but funding remains a barrier.

The conversation highlighted the need for coordination with state and county partners, particularly for projects outside town jurisdiction. Downtown safety was noted as relatively stable, while access to trails, schools, and regional connections remains limited.

Next steps included clarifying grant requirements, sharing planning materials, and continued participation in regional advisory processes.

Fort Carson

Date: August 28, 2025

This meeting addressed transportation safety and congestion impacts associated with gate operations and regional traffic patterns around Fort Carson. Discussion focused on how gate closures and construction have shifted traffic flows and created new congestion and safety challenges.

Key topics included severe congestion at major interchanges, high injury network intersections, secondary crash risks, and the interaction between civilian and military traffic. The importance of crash clearance and operational strategies to reduce secondary incidents was emphasized.

Future expectations include continued pressure on key corridors until construction projects are completed, with anticipated improvements once major roadway work concludes.

Alma

Date: September 3, 2025

This meeting focused on safety and connectivity priorities in Alma, particularly related to a proposed bike path connecting Alma and Fairplay. The project was discussed as a multifunctional facility providing both safety and emergency access benefits.

Additional safety concerns included pedestrian crossings, speed management, and roadway conditions on steep and erosion prone routes. Discussion also covered funding strategies, matching requirements, and coordination with state agencies.

Transit and transportation hub concepts were also discussed, including site constraints and opportunities to enhance transit stop amenities.

Mountain Metro

Date: September 4, 2025

This meeting explored transit related safety issues and opportunities to integrate transit considerations into regional safety planning. Discussion emphasized pedestrian access to transit, crossings near transit facilities, and operational constraints.

Key locations included mobility hubs and constrained circulation areas where roadway geometry and closures create safety challenges. Systemic issues such as sidewalk quality, signal operations, and future regional expansion were also discussed.

Bike COS

Date: September 10, 2025

This meeting focused on bicycle safety culture, infrastructure quality, and policy considerations within the regional safety framework. Discussion emphasized the role of crash data in identifying risk, while also recognizing limitations in capturing near misses and behavioral factors.

Key themes included the need for safer facility design, cultural and political barriers to implementation, and the value of case studies demonstrating successful safety improvements. The importance of education, messaging, and institutional commitment to long term safety goals was emphasized.

Ramah and Calhan

Date: September 26, 2025

This meeting addressed safety concerns in two small rural communities along Highway 24. Discussion focused on whether local plans were needed or whether the regional plan could sufficiently represent community needs.

Key issues included increasing highway traffic, problematic intersection geometry, pedestrian access to schools, and future growth pressures. Coordination with state agencies was identified as essential due to jurisdictional control over key corridors.

Next steps focused on integrating these concerns into the regional plan and maintaining representation in advisory committees.

Appendix B. Descriptive Safety Analysis

Memorandum

TO:	Jason O'Brien, PPACG
FROM:	Gaurav Vasisht, FHU
DATE:	June 26, 2025
SUBJECT:	Pikes Peak Region SS4A CSAP Descriptive Safety Analysis (FHU No. 124349-01)

Felsburg Holt & Ullevig (FHU) has prepared this memorandum to present the findings of a descriptive safety analysis conducted in support of the Pikes Peak Region Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP). This analysis aims to identify patterns, trends, and contributing factors associated with vehicular crashes to inform safety improvements across the region.

This memorandum focuses on evaluating historical crash data within the primary geographic subareas of the Pikes Peak region, with an emphasis on severe crashes that resulted in minor injuries, serious injuries, or fatalities, or KSI (Killed or Seriously Injured) crashes. The analysis considers crash locations, types of crashes, time of day, driver actions, and contributing factors.

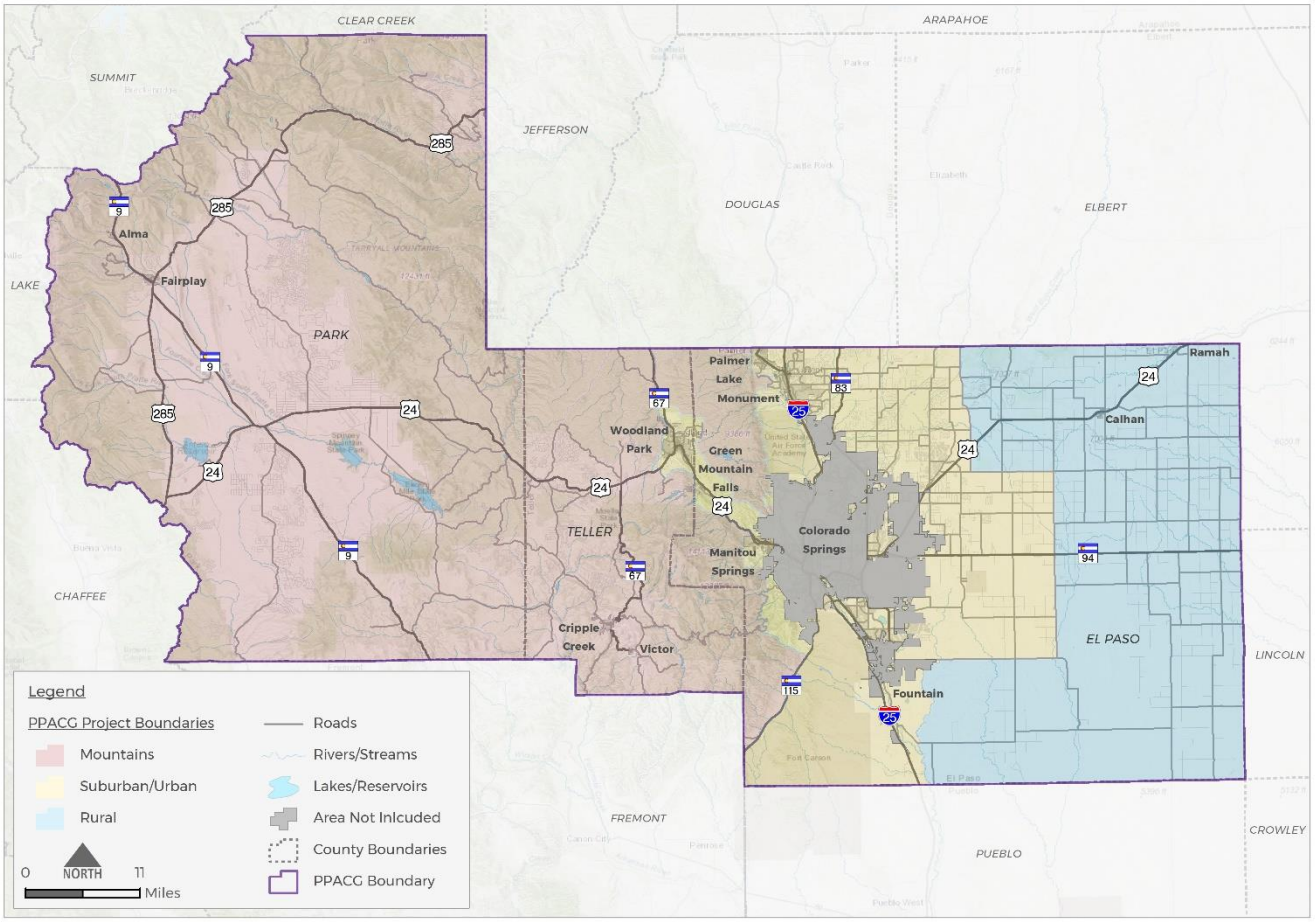
Data Collection and Methodology

Crash data for this analysis was provided by the Pikes Peak Area Council of Governments (PPACG), covering the most recent five-year period from January 1, 2019, through December 31, 2023. Note the crash history from 2020 was impacted by the widespread impacts to travel patterns and subsequently crash frequency stemming from the COVID-19 pandemic.

The project team conducted data cleaning procedures to enhance accuracy, consistency, and analytical utility. Following this process, crashes were spatially categorized and analyzed by geographic context: urban and suburban areas, rural areas, and mountainous areas, as illustrated in **Figure 1**. The urban and suburban classification generally includes the PPACG Metropolitan Planning Organization (MPO) area. The mountainous classification includes Park and Teller counties, while the rural classification covers the eastern portion of El Paso County.

The geographic subarea breakdown helps identify crash trends more clearly, supporting the development of safety strategies that fit the specific needs of each area in the Pikes Peak region.

Figure 1. Regional Map of Subareas



Crash History

During the study period, 15,880 crashes were recorded, of which 10,515 resulted in Property Damage Only (PDO), 5,202 resulted in injuries (4,557 in minor injury, 645 in serious injury), and 163 were fatal collisions. KSI (Killed or Seriously Injured) crashes totaled 808. **Table 1** summarizes the total crashes by severity over the five-year study period.

Table 1. Annual Crash History (2019–2023)

Year	PDO Crashes	Minor Injury Crashes	Serious Injury Crashes	Fatal Crashes	*KSI Crashes*	Total Crashes
2019	2,282	997	117	27	*144*	3,423
2020	1,622	812	129	33	*162*	2,596
2021	2,062	965	134	35	*169*	3,196
2022	2,080	839	123	36	*159*	3,078
2023	2,469	944	142	32	*174*	3,587
Total	**10,515**	**4,557**	**645**	**163**	***808***	**15,880**
Average	**2,103**	**911.4**	**129**	**33**	***161.6***	**3,176**

To further understand the geographic distribution of crashes, **Table 2** summarizes the number of crashes that occurred in suburban/urban, rural, and mountainous areas over the same five-year period.

Table 2. Geographic Distribution of Crashes (2019–2023)

Subarea Type	Total Crashes	% of All Crashes
Suburban/Urban	11,772	74.13%
Rural	562	3.54%
Mountainous	3,546	22.33%
Total	**15,880**	**100%**

To better understand crash severity trends across different geographic contexts, **Table 3, Table 4**, and **Table 5** provide annual breakdowns of crash types for each subarea type, including PDO, Injury, Fatal, and Total Crashes by year.

Table 3. Annual Crash History – Suburban/Urban Area (2019–2023)

Year	PDO Crashes	Minor Injury Crashes	Serious Injury Crashes	Fatal Crashes	*KSI Crashes*	Total Crashes
2019	1,680	786	69	16	*85*	2,551
2020	1,104	620	81	21	*102*	1,826
2021	1,557	750	80	18	*98*	2,405
2022	1,555	659	78	21	*99*	2,313
2023	1,804	756	95	22	*117*	2,677
Total	**7,700**	**3,571**	**403**	**98**	***501***	**11,772**
Average	**1,540.0**	**714.2**	**80.6**	**19.6**	***100.2***	**2,354.4**

Table 4. Annual Crash History – Rural Area (2019–2023)

Year	PDO Crashes	Minor Injury Crashes	Serious Injury Crashes	Fatal Crashes	*KSI Crashes*	Total Crashes
2019	68	47	11	4	*15*	130
2020	52	34	12	5	*17*	103
2021	52	46	7	8	*15*	113
2022	64	27	12	5	*17*	108
2023	66	33	6	3	*9*	108
Total	**302**	**187**	**48**	**25**	***73***	**562**
Average	**60.4**	**37.4**	**9.6**	**5.0**	***14.6***	**112.4**

Table 5. Annual Crash History – Mountainous Area (2019–2023)

Year	PDO Crashes	Minor Injury Crashes	Serious Injury Crashes	Fatal Crashes	*KSI Crashes*	Total Crashes
2019	534	164	37	7	*44*	742
2020	466	158	36	7	*43*	667
2021	453	169	47	9	*56*	678
2022	461	153	33	10	*43*	657
2023	599	155	41	7	*48*	802
Total	**2,513**	**799**	**194**	**40**	***234***	**3,546**
Average	**502.6**	**159.8**	**38.8**	**8.0**	***46.8***	**709.2**

Crash Analysis

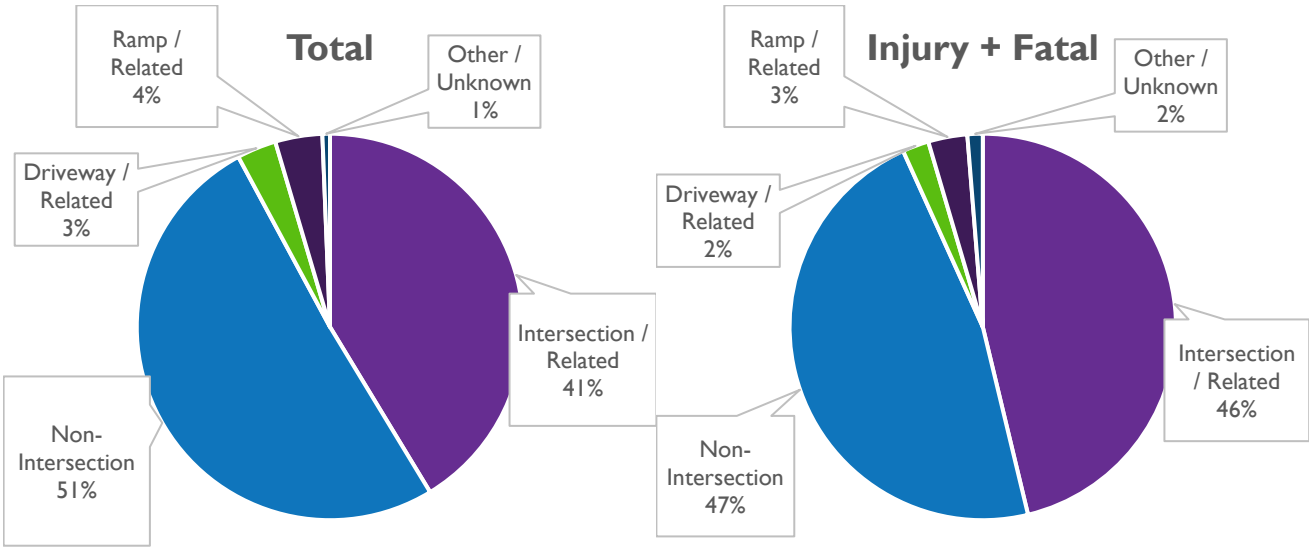
Crash Locations

The project team evaluated crash locations to understand which types of facilities within the Pikes Peak Area are more susceptible to injury and fatal crashes. **Figure 2, Figure 4**, and **Figure 5** compare the distribution of total and severe (minor injury, serious injury, and fatal) crashes across different geographic settings: suburban/urban, rural, and mountainous areas, respectively.

Suburban/Urban

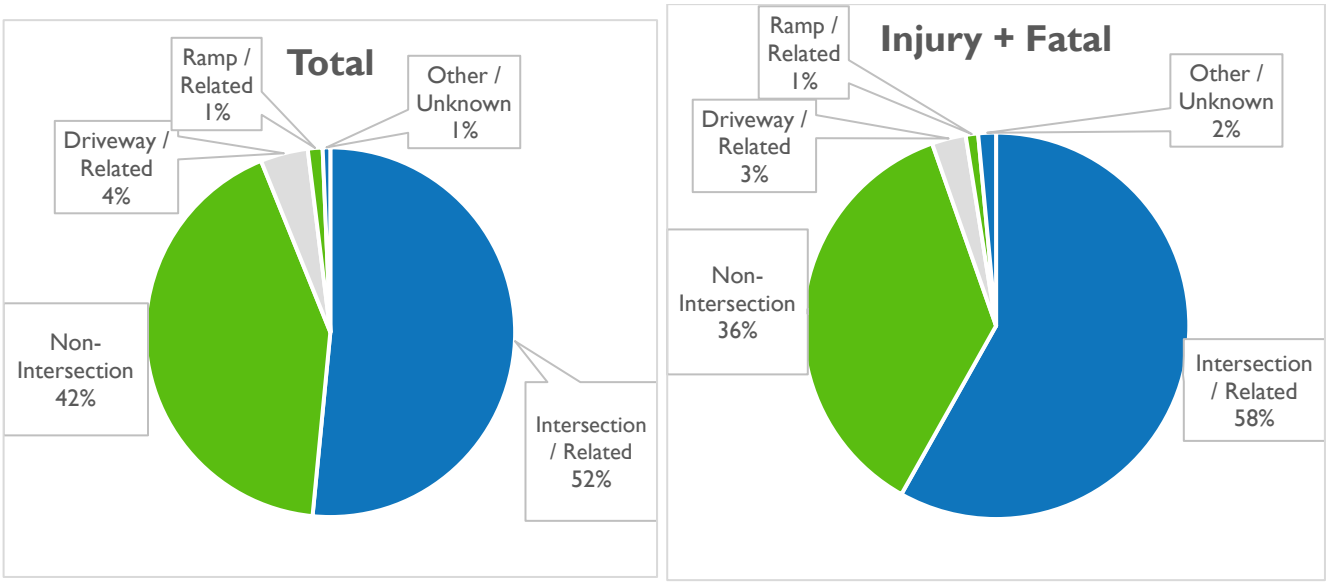
In suburban/urban areas with I-25, as shown on **Figure 2**, while non-intersection locations account for the majority of total crashes (51 percent, 5,969 crashes), intersection-related locations make up a nearly equal share of severe crashes (46 percent, 1,879 crashes) despite representing only 41 percent (4,855) of all crashes. This suggests that while non-intersections see more overall crash activity, intersection-related locations are more susceptible to injury and fatal outcomes.

Figure 2. Crash Frequency by Location – Suburban/Urban (With I-25)



In suburban/urban areas without I-25, as shown on **Figure 3,** intersection-related locations account for most total crashes (52 percent, 1,841 crashes) and severe crashes (58 percent, 204 crashes). Non-intersection locations make up 42 percent (1,155) of total crashes and 36 percent (181) of severe crashes. This suggests that both intersection-related and non-intersection locations observe high shares of crashes, but intersection-related locations are more susceptible to injury and fatal outcomes.

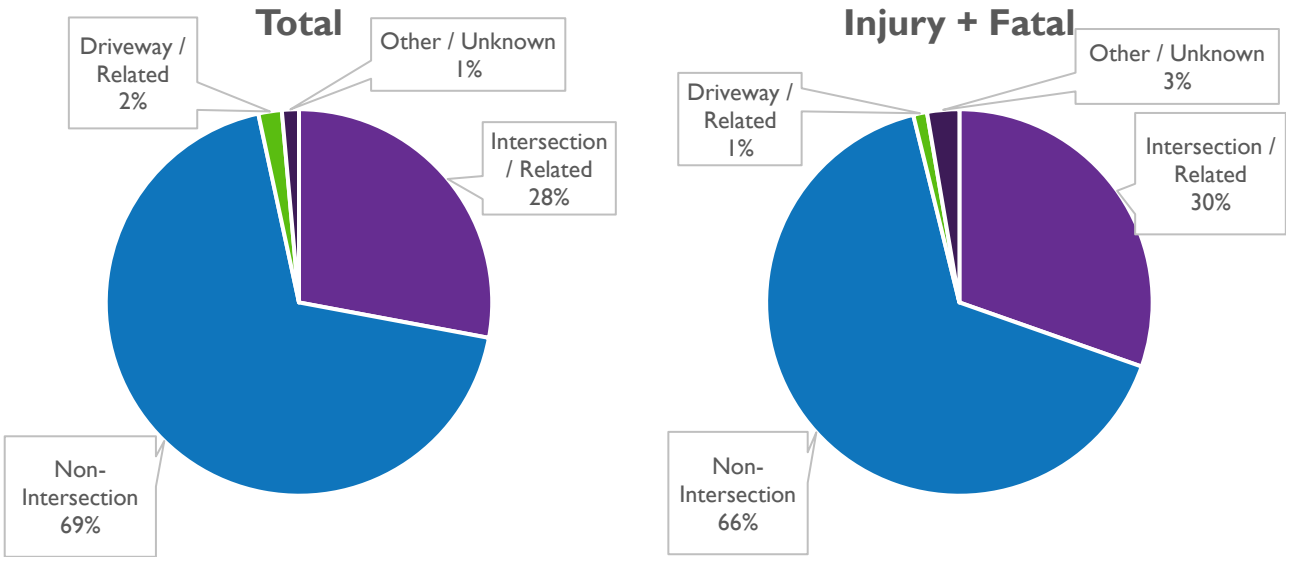
Figure 3. Crash Frequency by Location – Suburban/Urban (Without I-25)



Rural

In rural areas, as shown on **Figure 4**, non-intersection locations represent the majority of crashes, accounting for 69 percent (386) of all crashes. However, they also represent 66 percent (171) of severe crashes, indicating a relatively consistent relationship between frequency and severity. Intersection-related crashes make up 28 percent (157) of total crashes and 30 percent (79) of severe crashes.

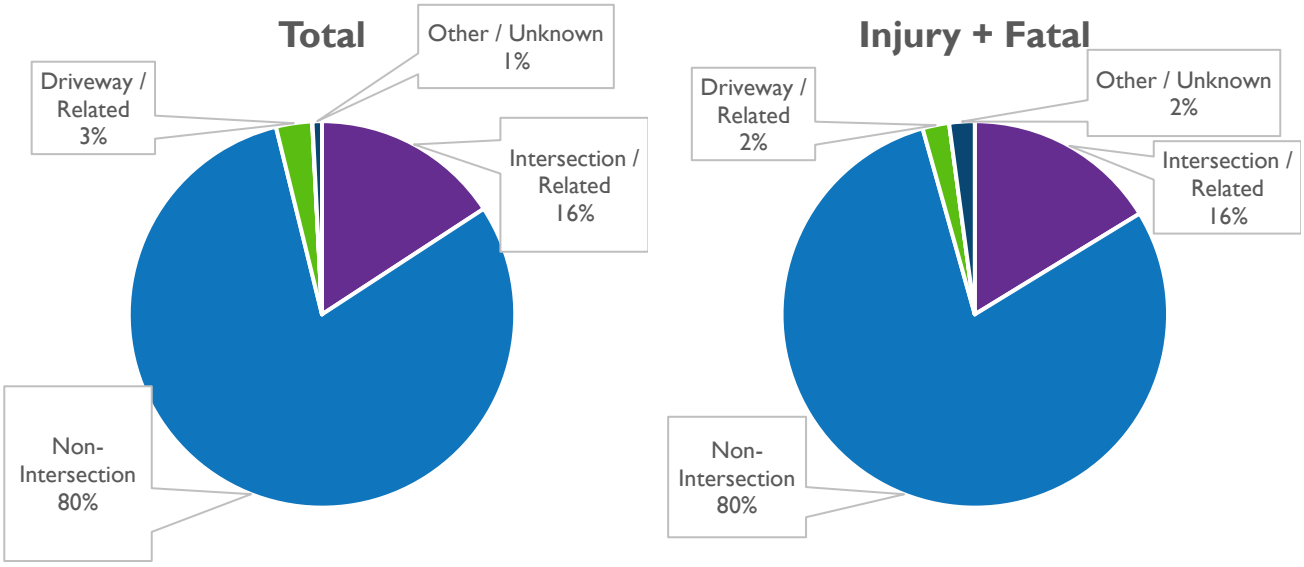
Figure 4. Crash Frequency by Location – Rural



Mountainous

As shown on **Figure 5**, mountainous crash data reveal that non-intersection locations account for 80 percent (2,850) of total crashes and 80 percent (820) of severe crashes, highlighting both a heightened crash frequency and safety risk. Crashes at non-intersections in mountainous terrain are especially susceptible to severe outcomes. Intersection-related crashes make up 16 percent (560) of all crashes and the same share (168) of severe ones, suggesting fewer but still relatively impactful incidents at these locations.

Figure 5. Crash Frequency by Location – Mountainous



Crash Types

The project team evaluated crash types to understand which movements and collision types are most common and most likely to result in severe crashes. **Figure 6, Figure 8**, and **Figure 9** show the distribution of recorded crash types for total and severe crash frequencies across different geographic settings: suburban/urban, rural, and mountainous areas, respectively.

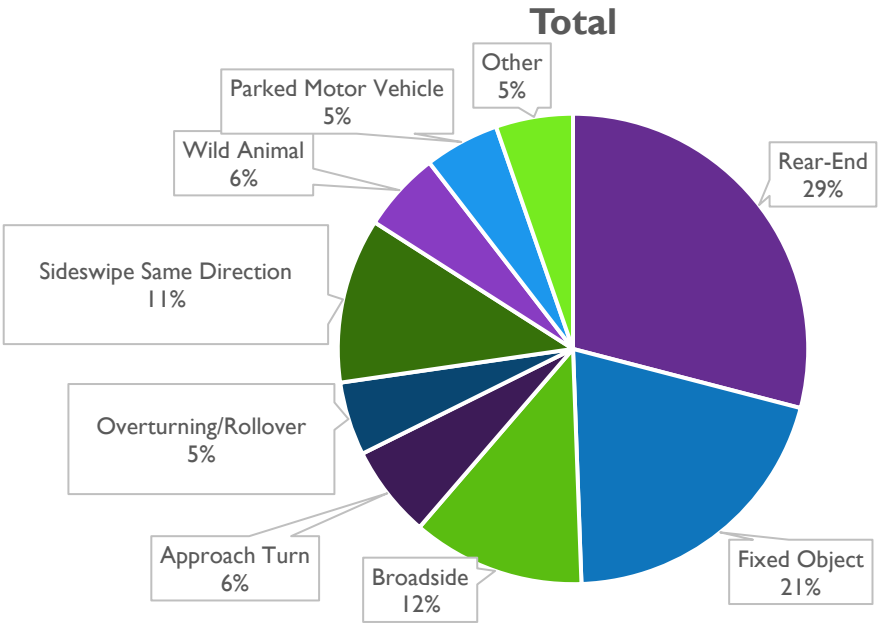
Suburban/Urban

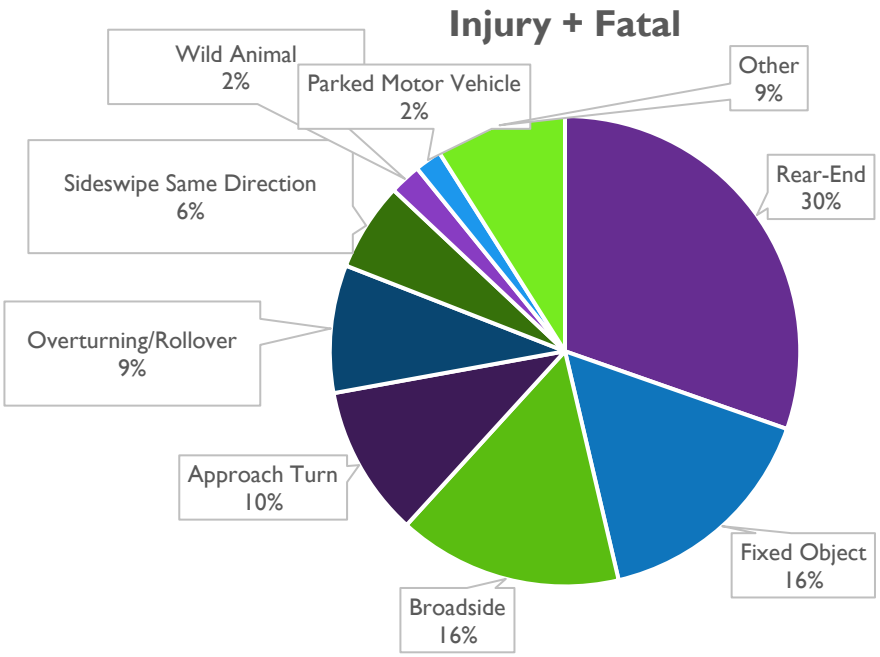
As shown on **Figure 6,** Rear-End crashes were the most common in suburban/urban areas, representing 29 percent (3,362) of total crashes. Fixed Object (21 percent, 2,359 crashes), Broadside (12 percent, 1,376 crashes), and Sideswipe – Same Direction (11 percent, 1,312 crashes) crashes were also among the more frequent types.

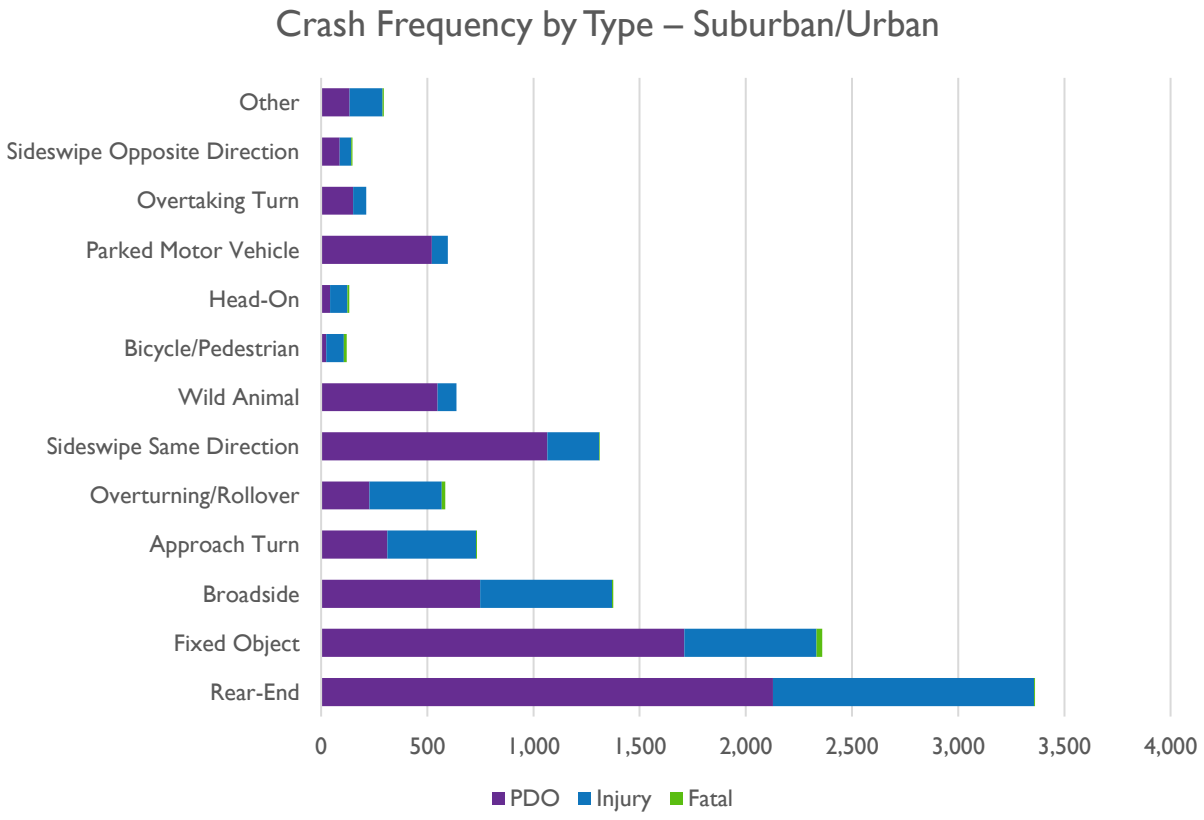
The distribution of crash types shifts when looking at severe crashes. This shift indicates certain crash types are more susceptible to injury or fatal outcomes. For example:

- Broadside crashes represent 12 percent (1,376) of total crashes but 16 percent (620) of severe crashes.
- Overturning/Rollover crashes account for 5 percent (585) of total crashes but 9 percent (340) of severe crashes.
- Pedestrian and Bicycle crashes, while each represents only 1 percent (121) of total crashes, rise to 2 percent (83) each in severe crashes.

Figure 6. Crash Frequency by Type – Suburban/Urban (With I-25)




Injury + Fatal
Wild Animal 2%
Parked Motor Vehicle 2%
Other 9%
Sideswipe Same Direction 6%
Rear-End 30%
Overturning/Rollover 9%
Approach Turn 10%
Fixed Object 16%
Broadside 16%

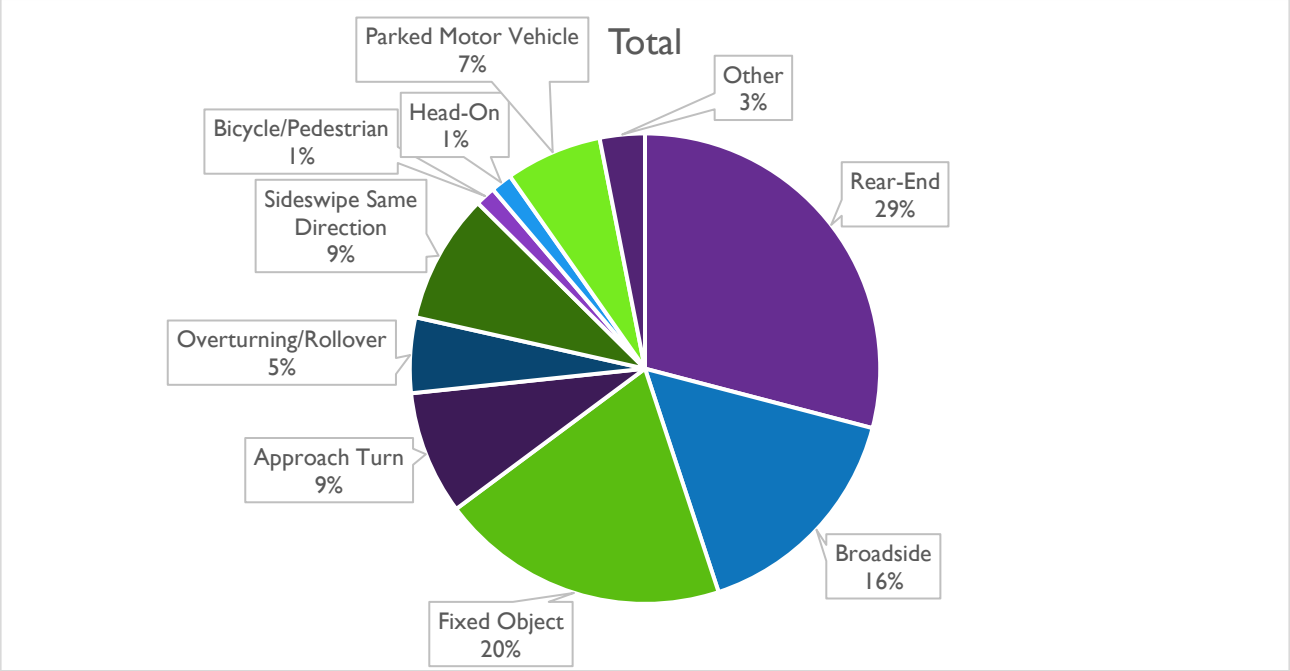

Crash Frequency by Type – Suburban/Urban
Other
Sideswipe Opposite Direction
Overtaking Turn
Parked Motor Vehicle
Head-On
Bicycle/Pedestrian
Wild Animal
Sideswipe Same Direction
Overturning/Rollover
Approach Turn
Broadside
Fixed Object
Rear-End
0
500
1,000
1,500
2,000
2,500
3,000
3,500
4,000
PDO
Injury
Fatal

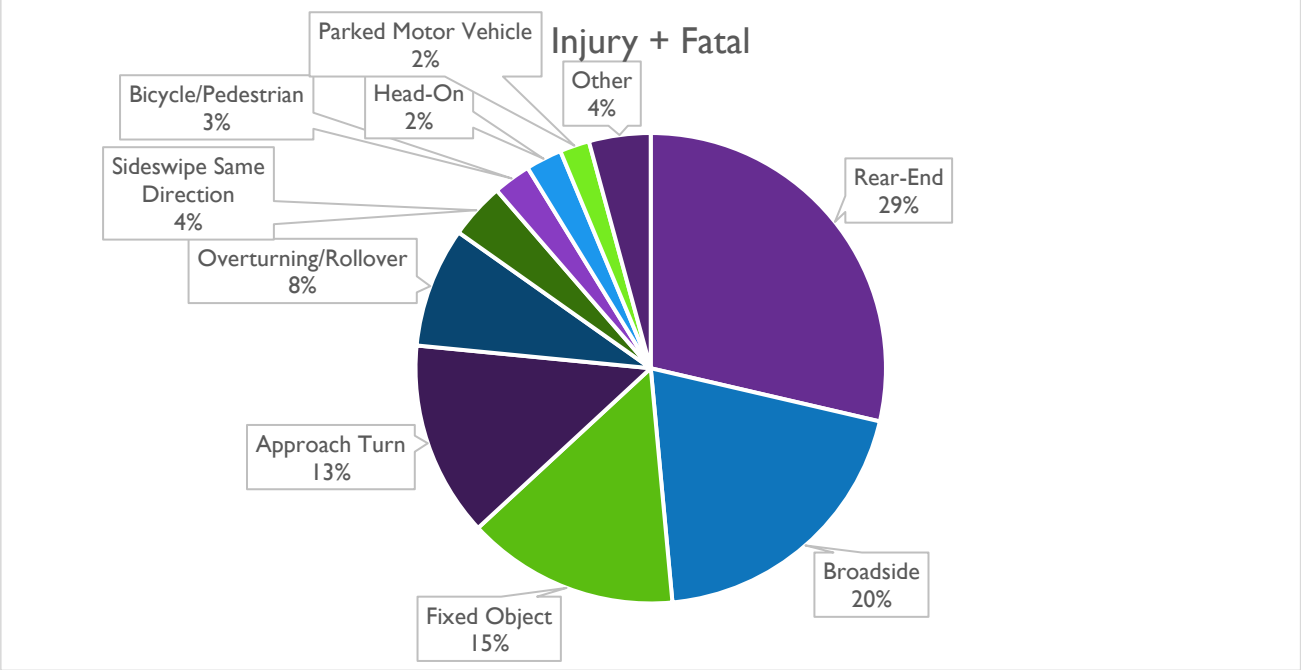
As shown on **Figure 7**, Rear-End crashes were the most common in suburban/urban areas, representing 29 percent (2,496) of total crashes. Fixed Object (20 percent, 1,708 crashes), Broadside (16 percent, 1,362 crashes), and Sideswipe – Same Direction (9 percent, 765 crashes) crashes were also among the more frequent types.

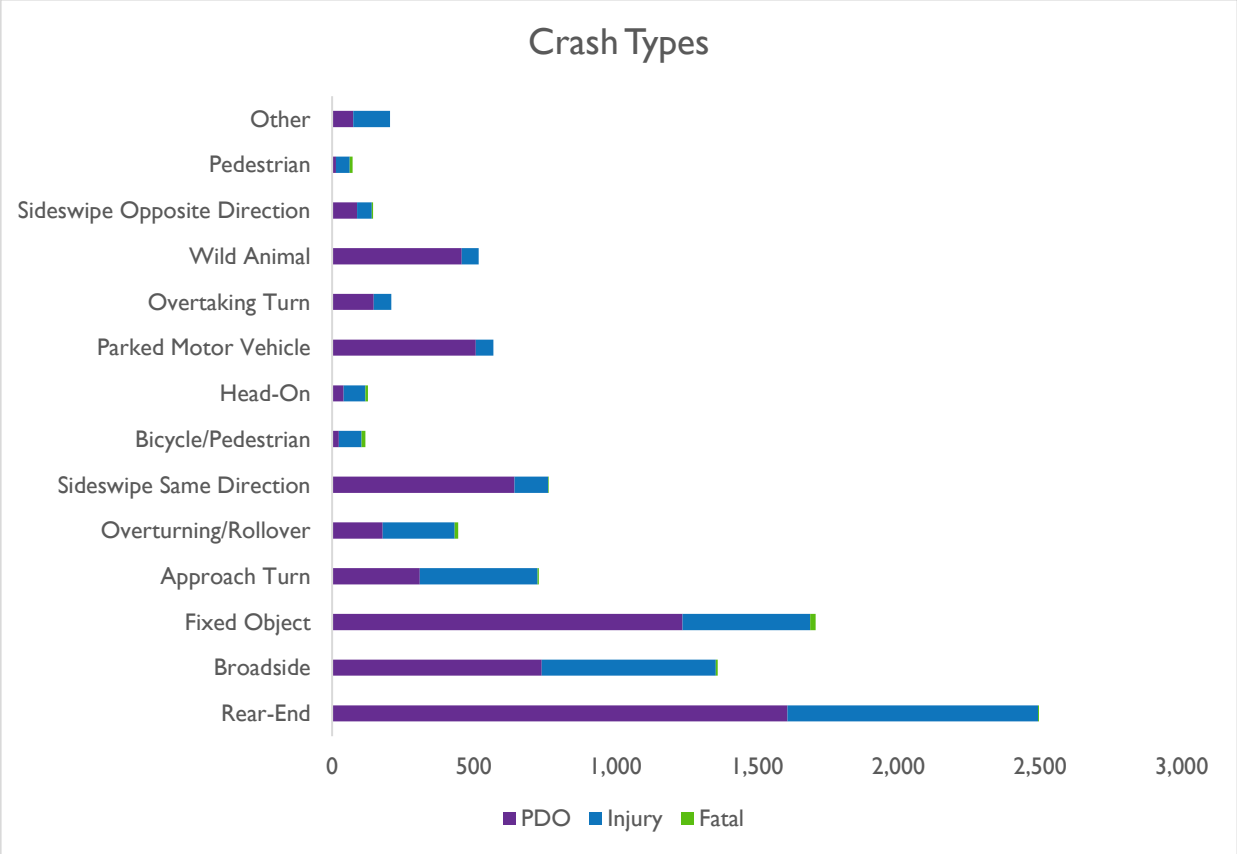
The distribution of crash types shifts when looking at severe crashes. This shift indicates certain crash types are more susceptible to injury or fatal outcomes. For example:

- Broadside crashes represent 16 percent (1,362) of total crashes but 20 percent (615) of severe crashes.
- Overturning/Rollover crashes account for 5 percent (445) of total crashes but 8 percent (255) of severe crashes.
- Pedestrian and Bicycle crashes, while each represents only 1 percent (118) of total crashes, rise to 3 percent (80) each in severe crashes.

Figure 7. Crash Frequency by Type – Suburban/Urban (Without I-25)



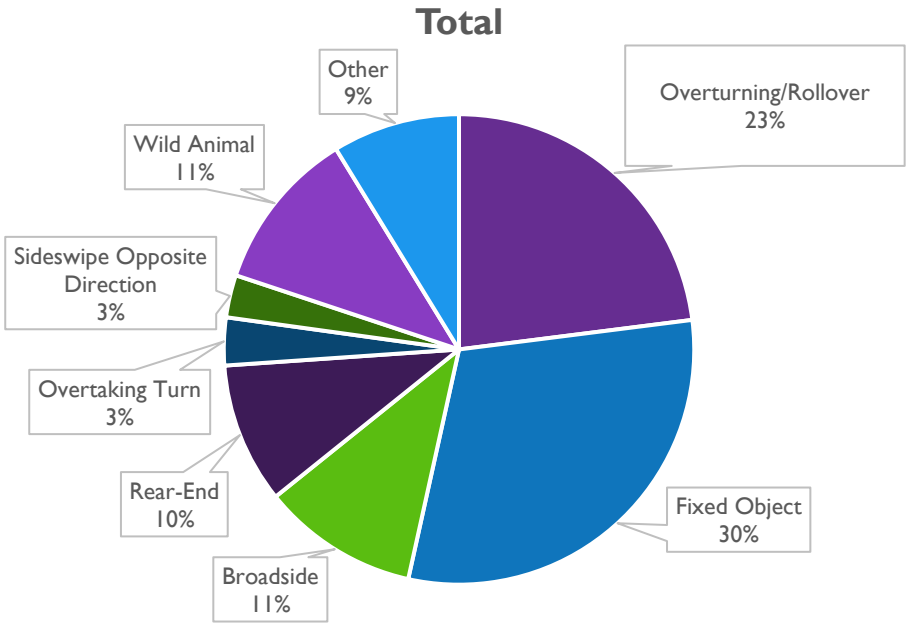

Injury + Fatal
Parked Motor Vehicle 2%
Other 4%
Bicycle/Pedestrian 3%
Head-On 2%
Sideswipe Same Direction 4%
Rear-End 29%
Overturning/Rollover 8%
Approach Turn 13%
Broadside 20%
Fixed Object 15%

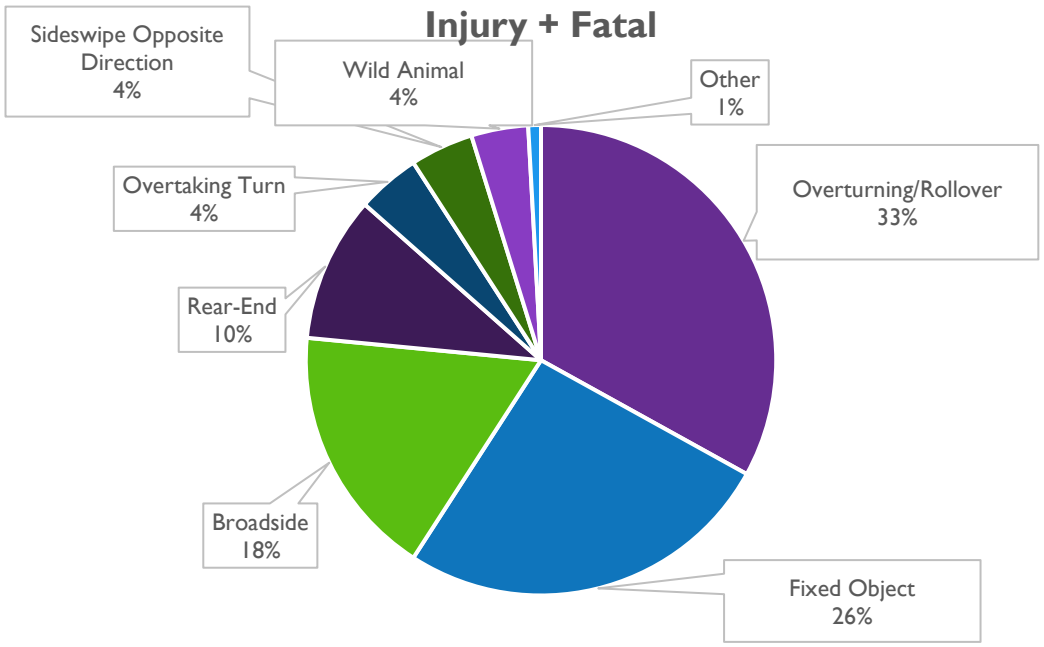

Crash Types
Other
Pedestrian
Sideswipe Opposite Direction
Wild Animal
Overtaking Turn
Parked Motor Vehicle
Head-On
Bicycle/Pedestrian
Sideswipe Same Direction
Overturning/Rollover
Approach Turn
Fixed Object
Broadside
Rear-End
0
500
1,000
1,500
2,000
2,500
3,000
PDO
Injury
Fatal

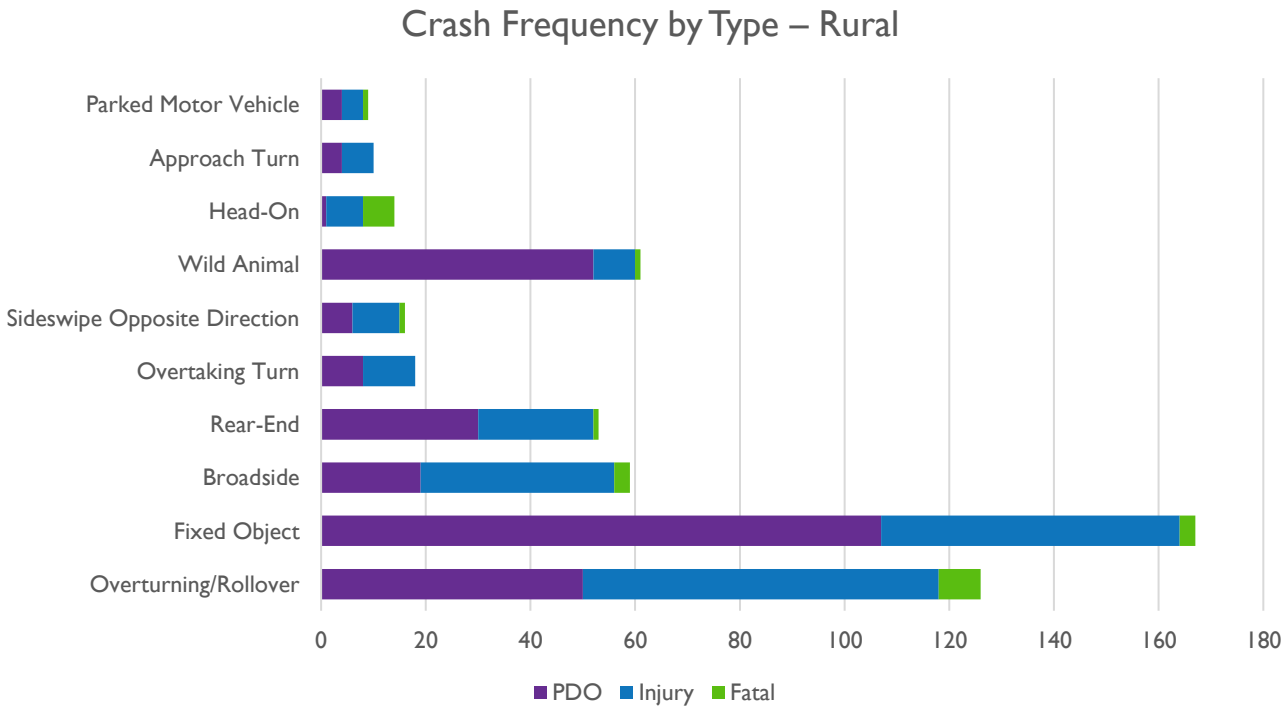
Rural

As shown on **Figure 8**, Fixed Object crashes were most common in rural areas, representing 30 percent (167) of total crashes. Overturning/Rollover (23 percent, 126 crashes), Wild Animal (11 percent, 61 crashes), and Broadside (11 percent, 59 crashes) were also common. The distribution changes notably when examining severe crashes, where Overturning/Rollover crashes increase from 23 percent (126) of total crashes to 30 percent (76) of severe crashes.

Figure 8. Crash Frequency by Type – Rural



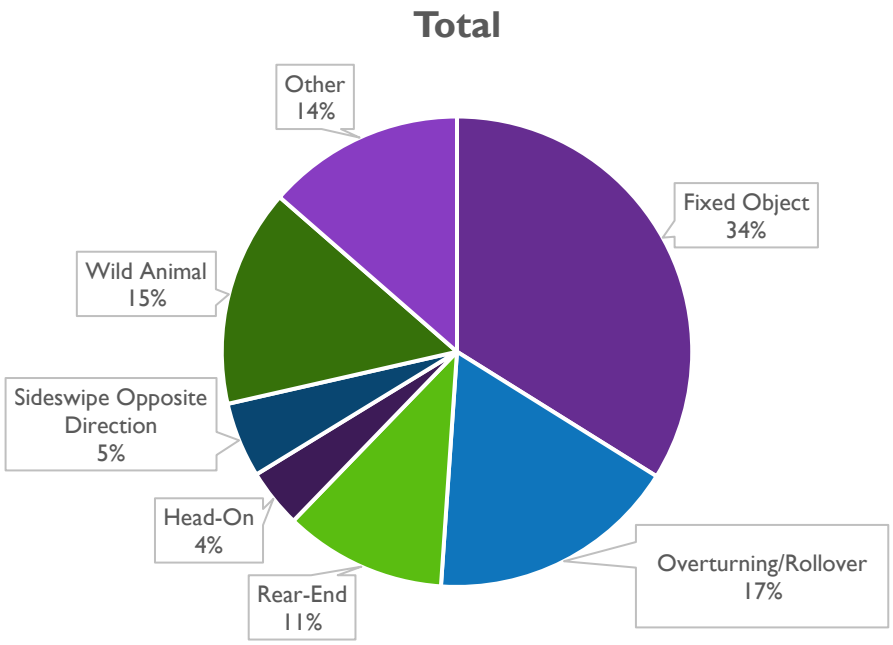

Injury + Fatal
Sideswipe Opposite Direction 4%
Wild Animal 4%
Other 1%
Overturning/Rollover 33%
Overtaking Turn 4%
Rear-End 10%
Broadside 18%
Fixed Object 26%

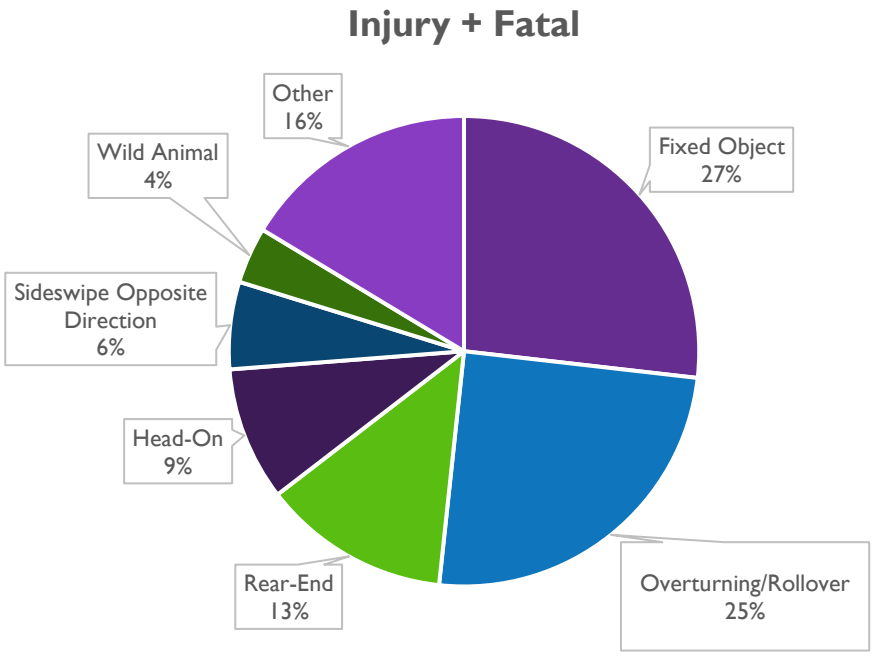

Crash Frequency by Type – Rural
Parked Motor Vehicle
Approach Turn
Head-On
Wild Animal
Sideswipe Opposite Direction
Overtaking Turn
Rear-End
Broadside
Fixed Object
Overturning/Rollover
0
20
40
60
80
100
120
140
160
180
PDO
Injury
Fatal

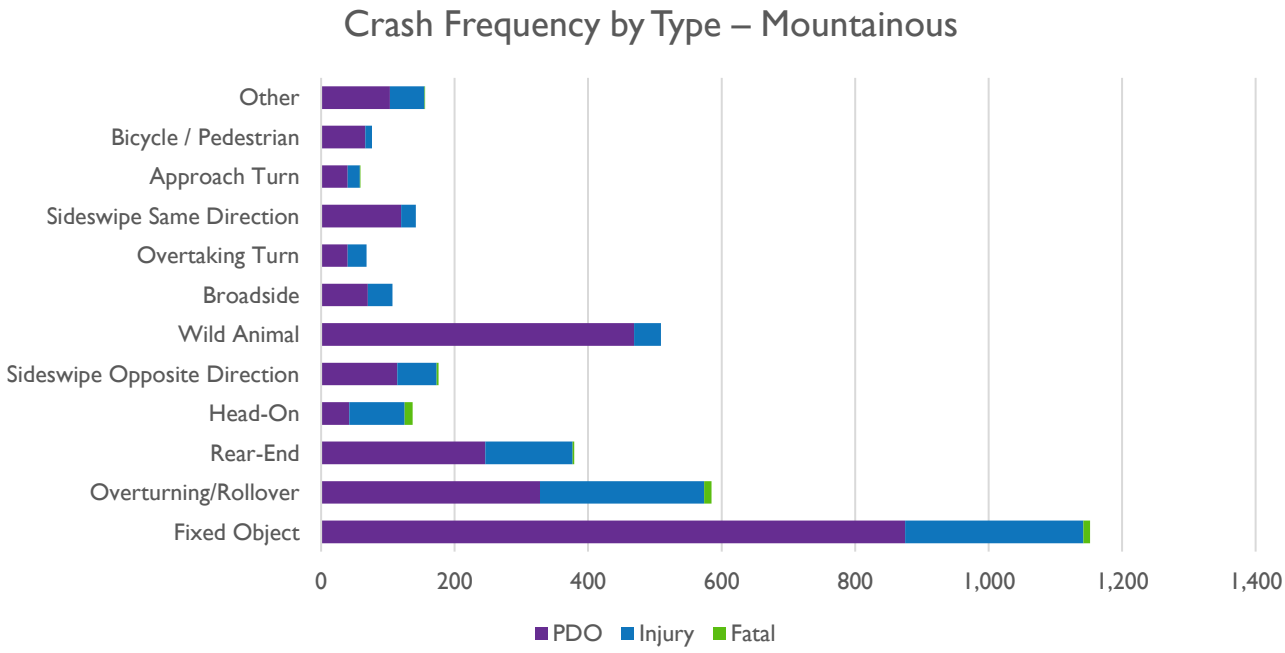
Mountainous

In mountainous areas, as show on **Figure 9**, Fixed Object crashes made up the largest share, accounting for 34 percent (1,152) of total crashes. Overturning/Rollover (17 percent, 585 crashes), Wild Animal (15 percent, 509 crashes), and Rear-End (11 percent, 379 crashes) crashes followed. In the distribution of severe crashes, Overturning/Rollover crashes rose significantly to 26 percent (257) of severe crashes. Head-On crashes, though only 4 percent (137) of total, made up 9 percent (95) of severe crashes.

Figure 9. Crash Frequency by Type – Mountainous




Injury + Fatal
Other 16%
Wild Animal 4%
Fixed Object 27%
Sideswipe Opposite Direction 6%
Head-On 9%
Rear-End 13%
Overturning/Rollover 25%


Crash Frequency by Type – Mountainous
Other
Bicycle / Pedestrian
Approach Turn
Sideswipe Same Direction
Overtaking Turn
Broadside
Wild Animal
Sideswipe Opposite Direction
Head-On
Rear-End
Overturning/Rollover
Fixed Object
0
200
400
600
800
1,000
1,200
1,400
PDO
Injury
Fatal

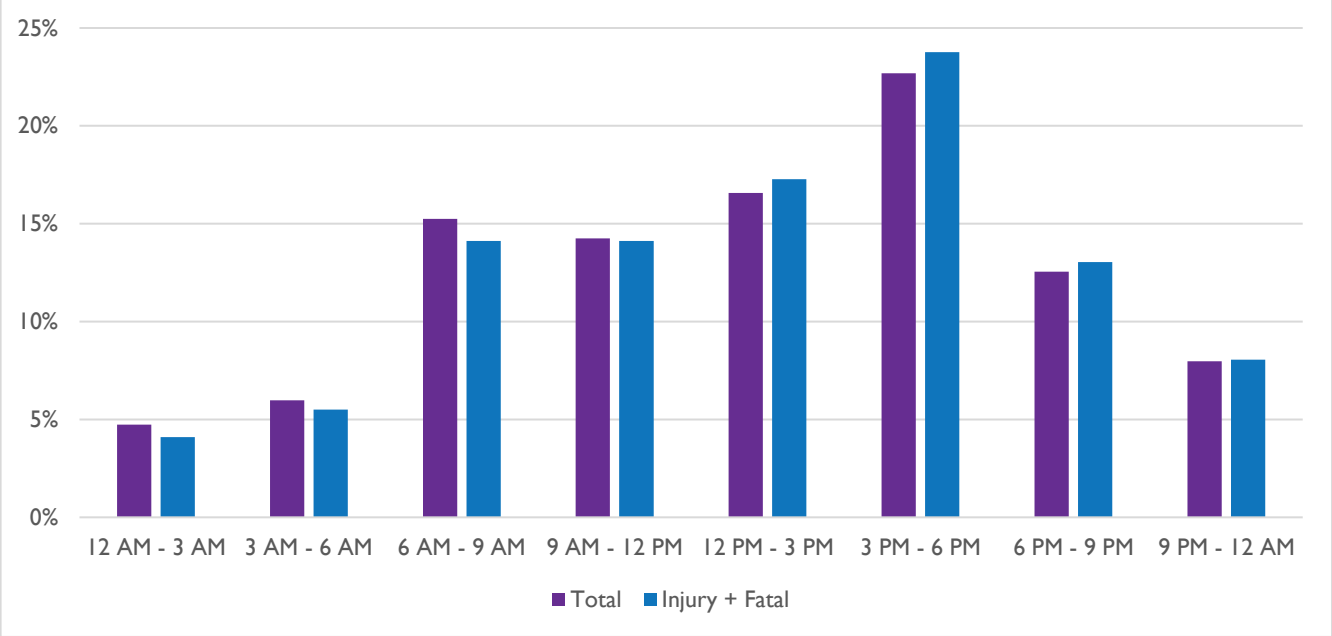
Time of Day

Time of day trends were evaluated to understand the temporal distribution of crash frequency. **Figure 10, Figure 12**, and **Figure 13** display total and severe crash frequency by time of day in suburban/urban, rural and mountainous areas, respectively.

Suburban/Urban

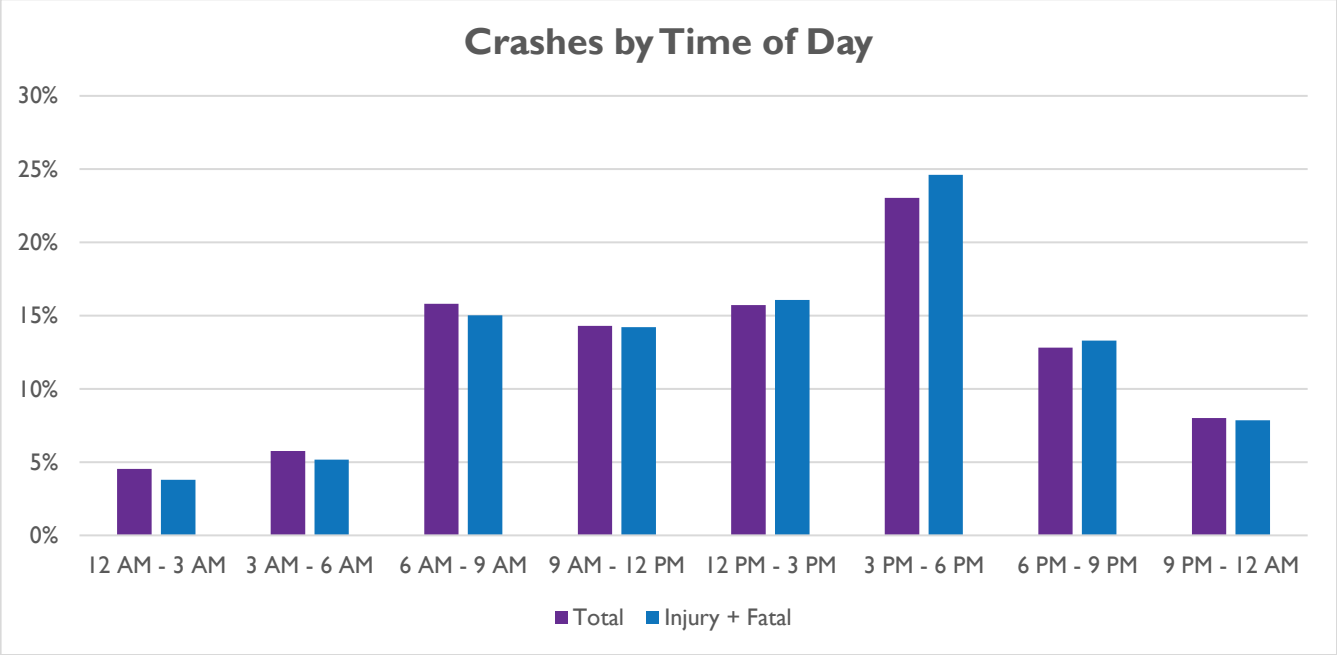
As shown on **Figure 10**, crash frequency is highest in suburban/urban areas between 3 p.m. and 6 p.m. Total and severe crash frequencies exhibit similar trends by time of day. However, severe crash frequency is higher (as a percentage) than total crash frequency from 12 p.m. to 12 a.m.

Figure 10. Crash Frequency by Time of Day – Suburban/Urban (With I-25)



As shown on **Figure 11,** crash frequency is highest in suburban/urban areas between 3 p.m. and 6 p.m. Total and severe crash frequencies exhibit similar trends by time of day. However, severe crash frequency is higher (as a percentage) than total crash frequency from 3 p.m. to 12 a.m.

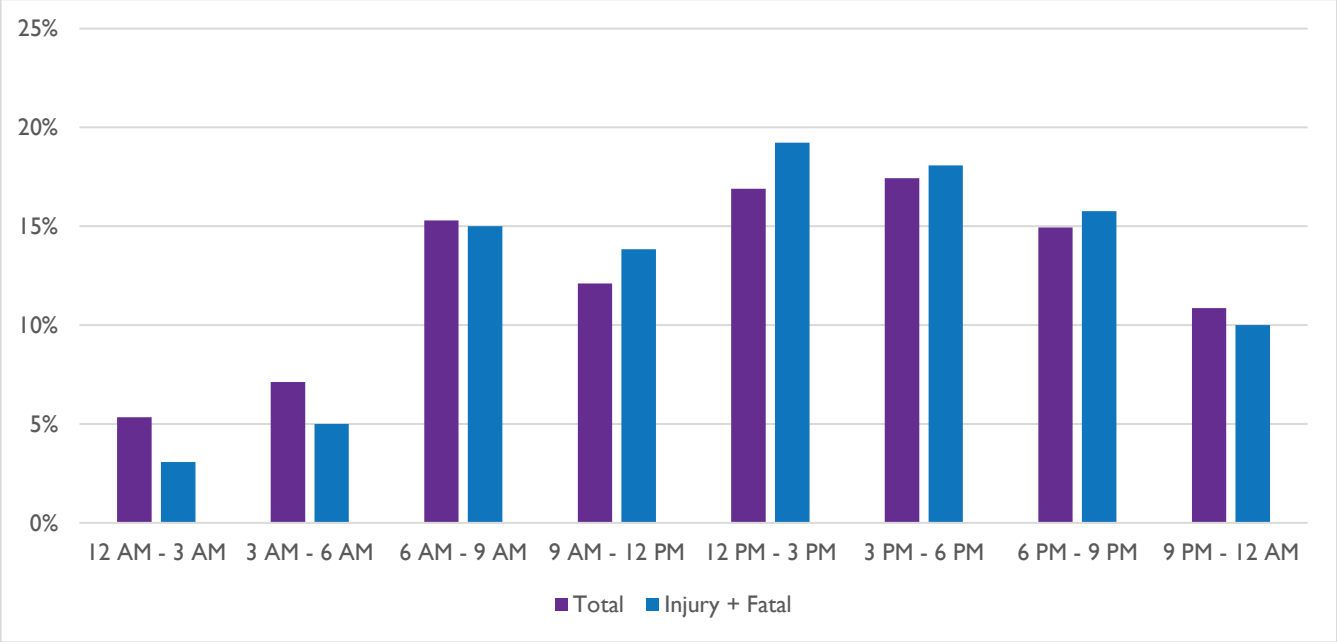
Figure 11. Crash Frequency by Time of Day – Suburban/Urban (Without I-25)



Rural

In rural areas, crash frequency is highest between 3 p.m. and 6 p.m., as shown on **Figure 12**. Total and severe crash frequencies exhibit similar trends by time of day. However severe crash frequency is higher (as a percentage) than total crash frequency from 9 a.m. to 9 p.m.

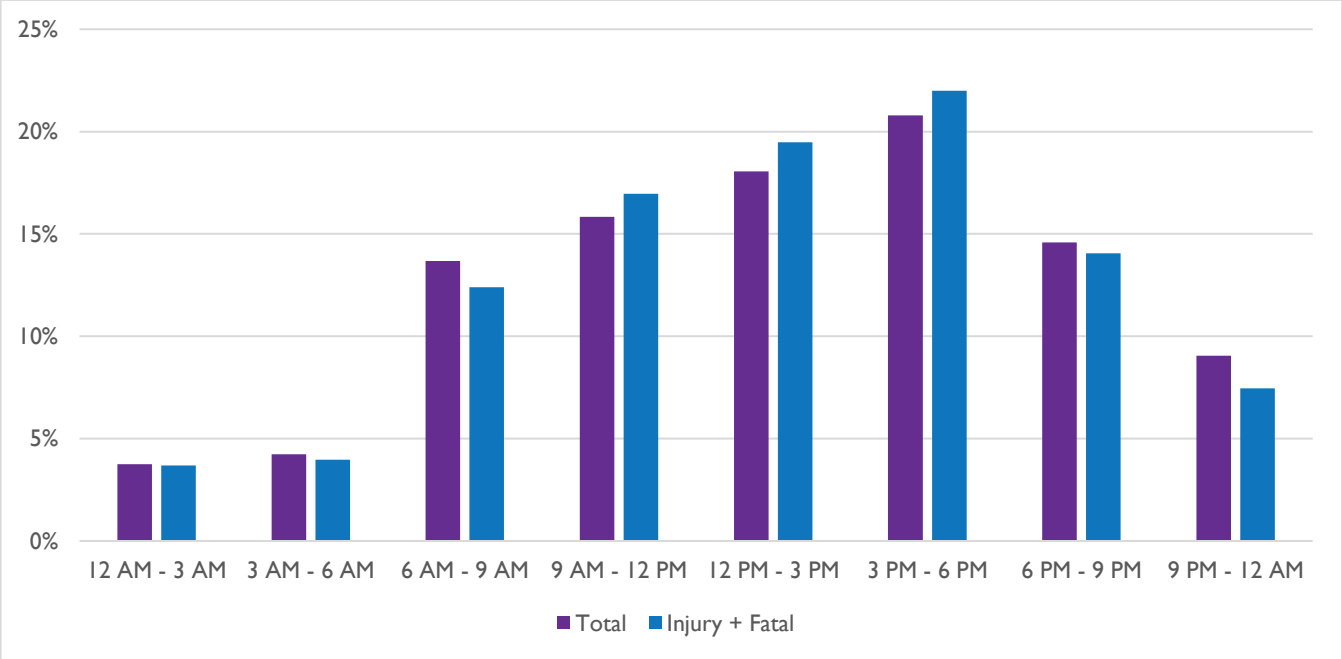
Figure 12. Crash Frequency by Time of Day – Rural



Mountainous

In mountainous regions, crash frequency is highest between 3 p.m. and 6 p.m., as shown on **Figure 13**. Severe crash frequency is higher (as a percentage) than total crash frequency from 9 a.m. to 6 p.m.

Figure 13. Crash Frequency by Time of Day – Mountainous



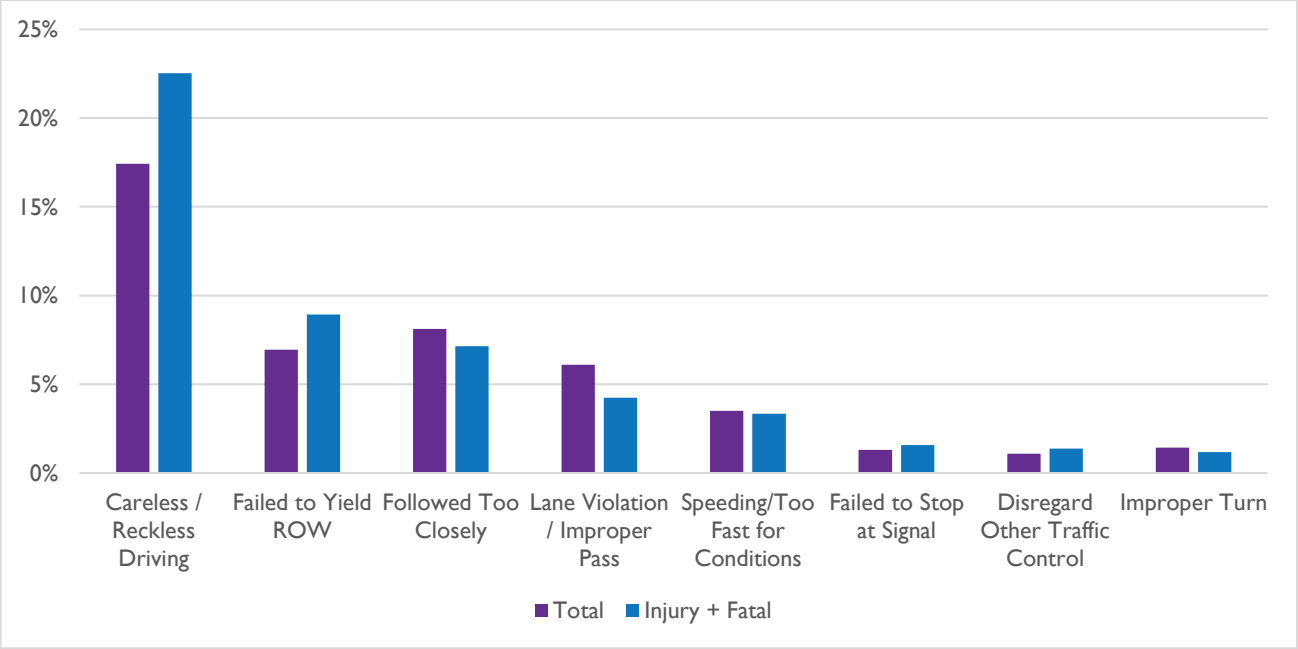
Driver Actions

Driver Actions describe specific actions or law violations that led to the crash occurring. Most crashes did not cite a contributing action for the at-fault driver. **Figure 14, Figure 16,** and **Figure 17** compare the recorded contributing factors for total and severe crashes for suburban/urban, rural, and mountainous areas, respectively.

Suburban/Urban

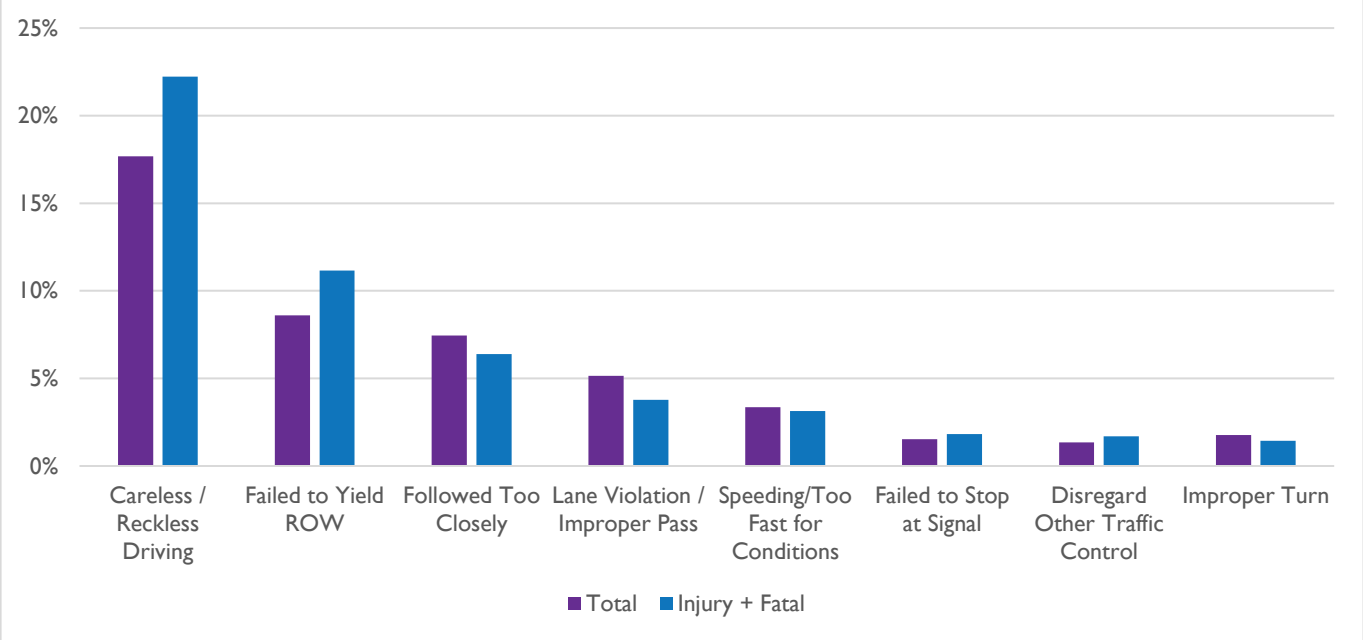
As shown on **Figure 14**, the most common at-fault driver action in suburban/urban areas was Careless / Reckless Driving, which accounted for the largest share of total crashes (2052 crashes). This action was followed by Failed to Yield Right-of-Way (ROW) (817 crashes) and Followed Too Closely (956 crashes). Careless / Reckless Driving, although making up 17 percent (2052) of total crashes, contributes to 23 percent (917) of severe crashes, making it the leading cause of KSI crashes.

Figure 14. Crash Frequency of At-Fault Driver Actions – Suburban/Urban (With I-25)



As shown on **Figure 15**, the most common at-fault driver action in suburban/urban areas was Careless / Reckless Driving, which accounted for the largest share of total crashes (1,647 crashes). This action was followed by Failed to Yield Right-of-Way (ROW) (801 crashes) and Followed Too Closely (694 crashes). Careless / Reckless Driving, although making up 18 percent (1,647) of total crashes, contributes to 22 percent (723) of severe crashes, making it the leading cause of KSI crashes.

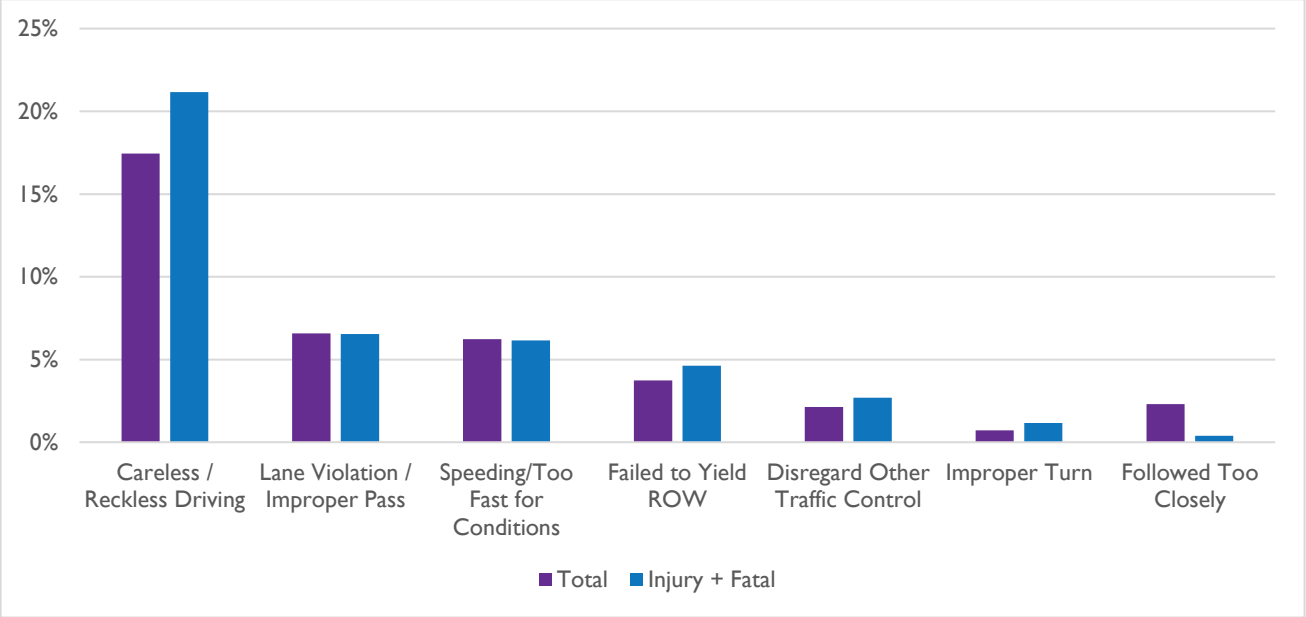
Figure 15. Crash Frequency of At-Fault Driver Actions – Suburban/Urban (Without I-25)



Rural

As shown on **Figure 16**, in rural areas, Careless / Reckless Driving was the most cited driver action in both total and severe crashes, making up 17 percent (98) of total crashes and 21 percent (55) of severe crashes.

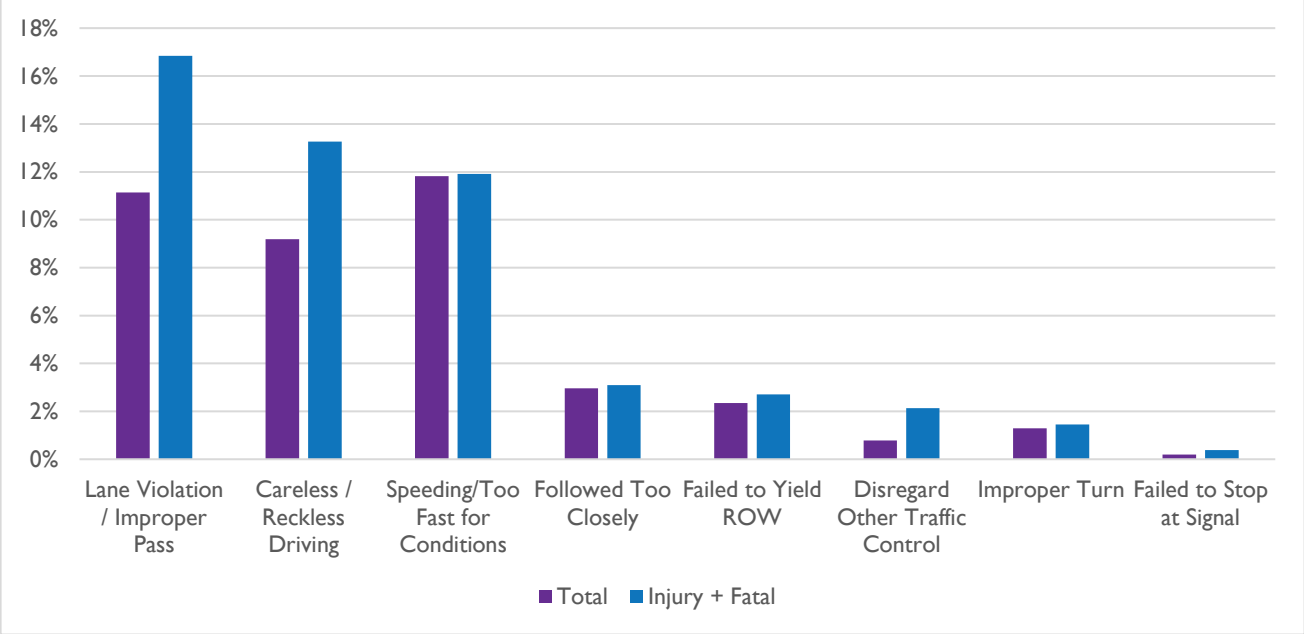
Figure 16. Crash Frequency of At-Fault Driver Actions – Rural



Mountainous

In mountainous areas, as shown on **Figure 17**, Speeding/Too Fast for Conditions was the most common driver action in total crashes, representing 12 percent (419) of total incidents and 12 percent (123) of severe crashes. Though Lane Violation / Improper Pass made up 11 percent (395) of all crashes, it accounted for 17 percent (174) of severe crashes, highlighting its elevated risk for serious injury outcomes.

Figure 17. Crash Frequency of At-Fault Driver Actions – Mountainous



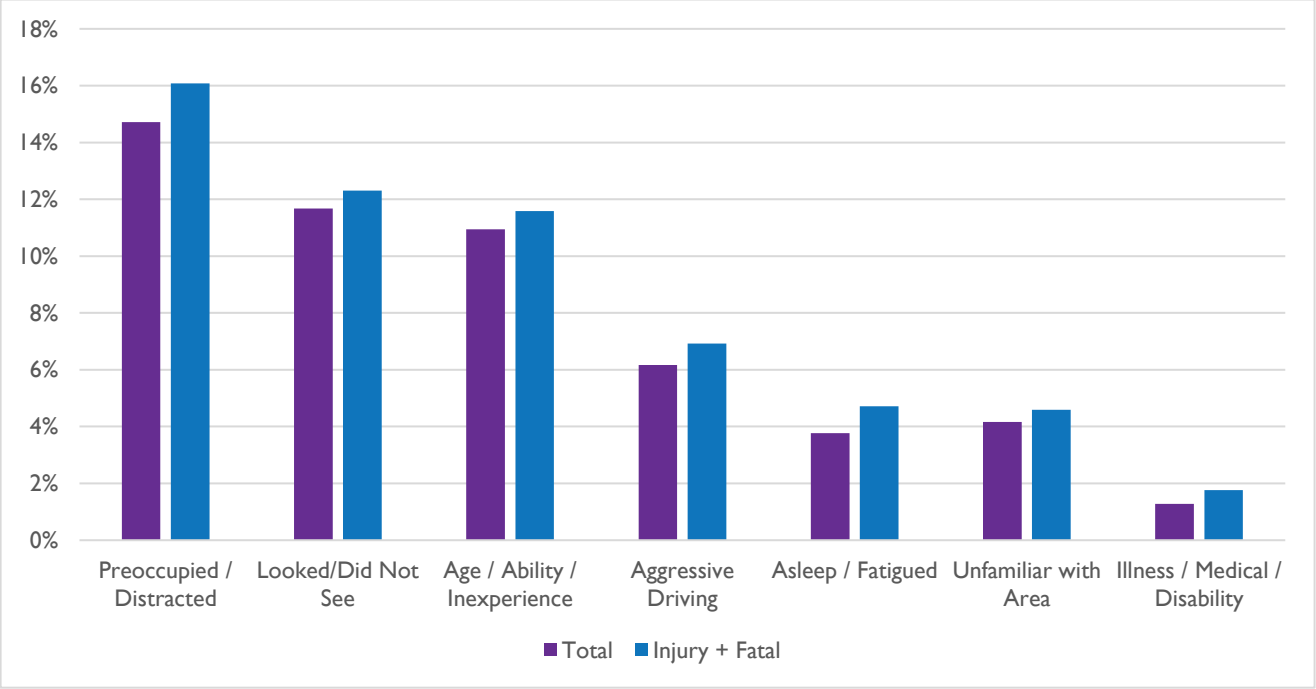
Driver Contributing Factors

Driver Contributing Factors were evaluated to understand their impact on the recorded crash history. Most crashes did not cite a contributing factor. **Figure 18, Figure 20**, and **Figure 21** compare the recorded contributing factors for total and severe crashes in suburban/urban, rural, and mountainous areas, respectively.

Suburban/Urban

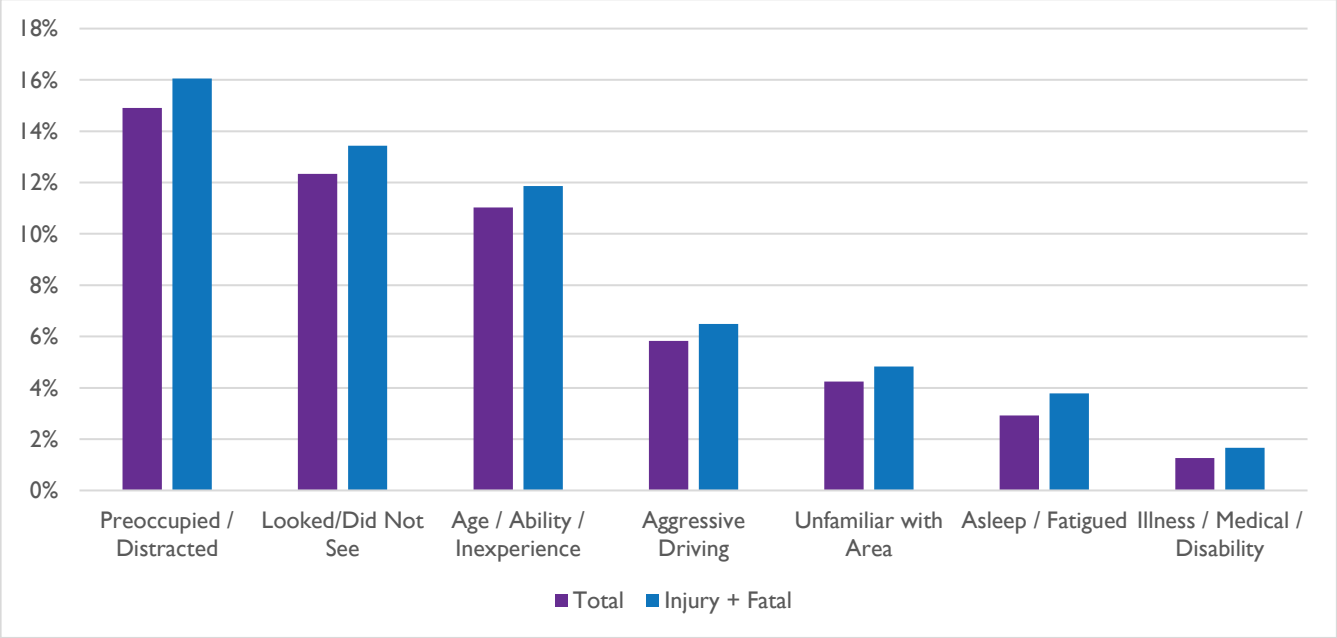
As shown on **Figure 18**, Preoccupied/Distracted driving was the most frequently cited contributing factor in suburban/urban crashes, appearing in 15 percent (1,732) of total crashes and 16 percent (655) of severe crashes.

Figure 18. Crash Frequency of At-Fault Driver Contributing Factors – Suburban/Urban (With I-25)



As shown on **Figure 19**, Preoccupied/Distracted driving was the most frequently cited contributing factor in suburban/urban crashes, appearing in 15 percent (1,390) of total crashes and 16 percent (522) of severe crashes.

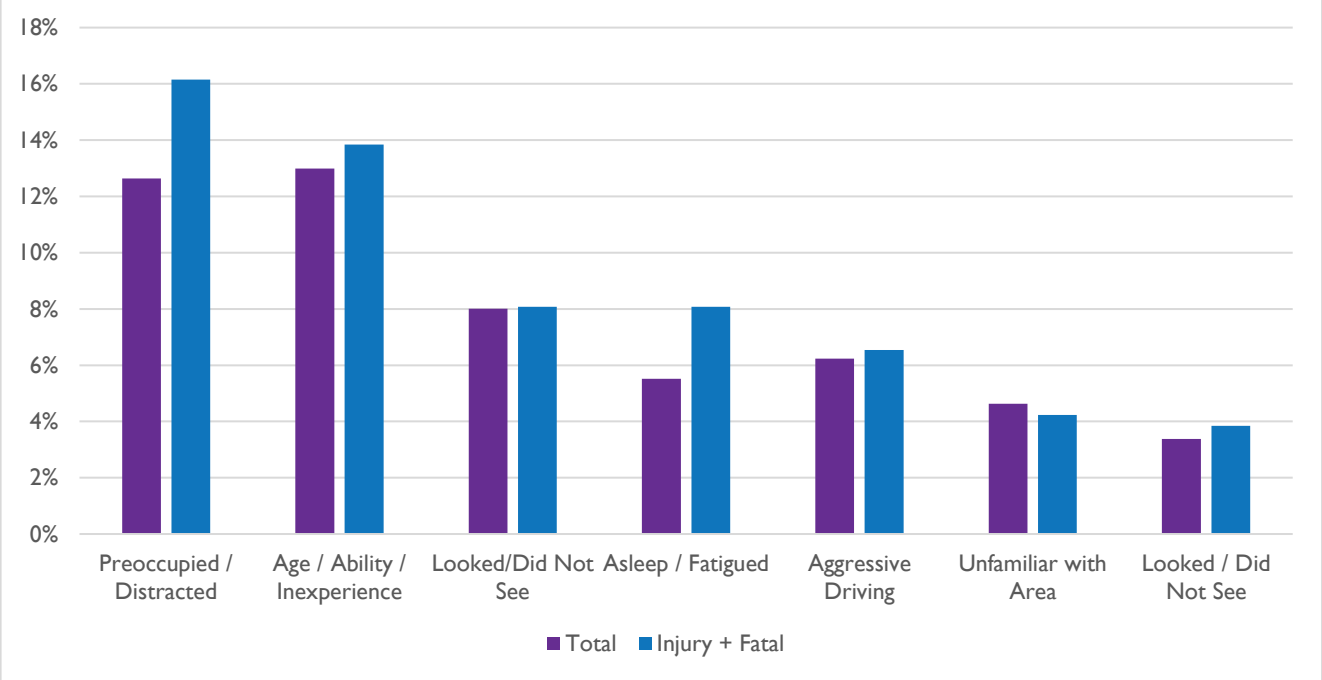
Figure 19. Crash Frequency of At-Fault Driver Contributing Factors – Suburban/Urban (Without I-25)



Rural

Similarly in rural areas, as shown on **Figure 20**, Preoccupied/Distracted driving was the most common contributing factor in rural crashes, cited in about 13 percent (71) of total crashes and rising to 16 percent (42) of severe crashes.

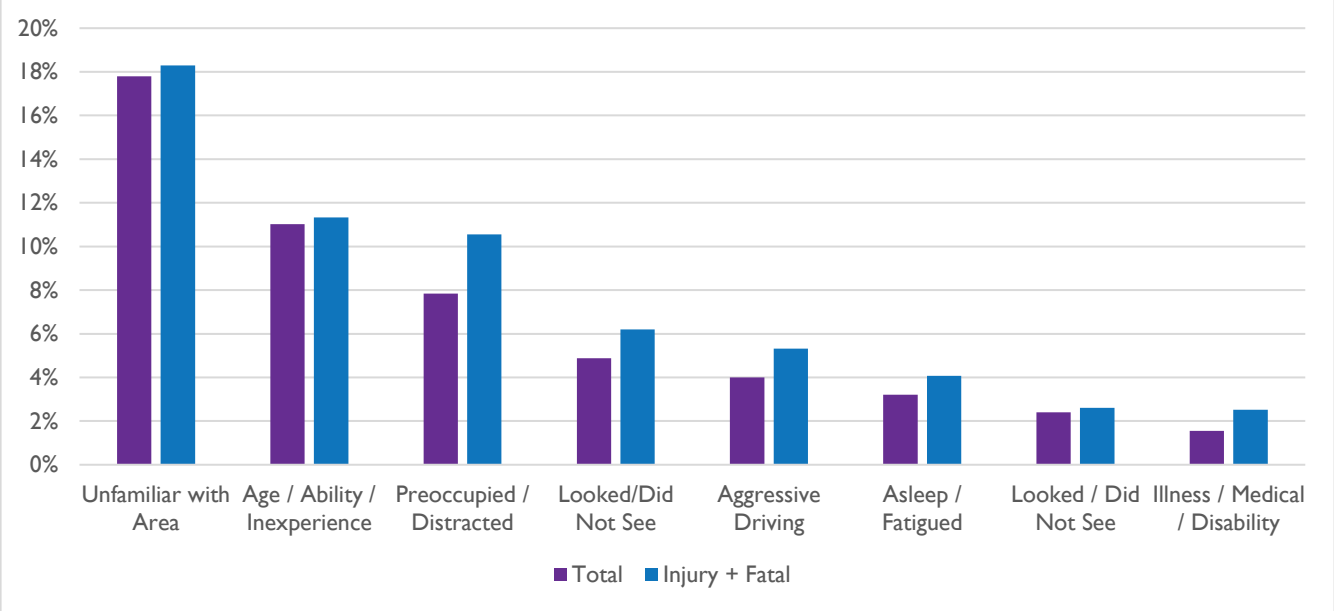
Figure 20. Crash Frequency of At-Fault Driver Contributing Factors – Rural



Mountainous

In mountainous areas, as shown on **Figure 21**, Unfamiliar with the Area was the most frequent contributing factor, cited in about 18 percent (631) of total crashes and 18 percent (189) of severe crashes.

Figure 21. Crash Frequency of At-Fault Driver Contributing Factors – Mountainous



High Frequency Locations

The project team conducted a preliminary review of high-frequency crash locations to evaluate the density of total and severe crashes that occurred in the Pikes Peak Region.

Figure 22 displays the distribution of all crashes within the region. As shown, the highest density of total crashes occurs at the major arterial roadways in more urbanized and mountainous areas.

Figure 22. Total Crash Density

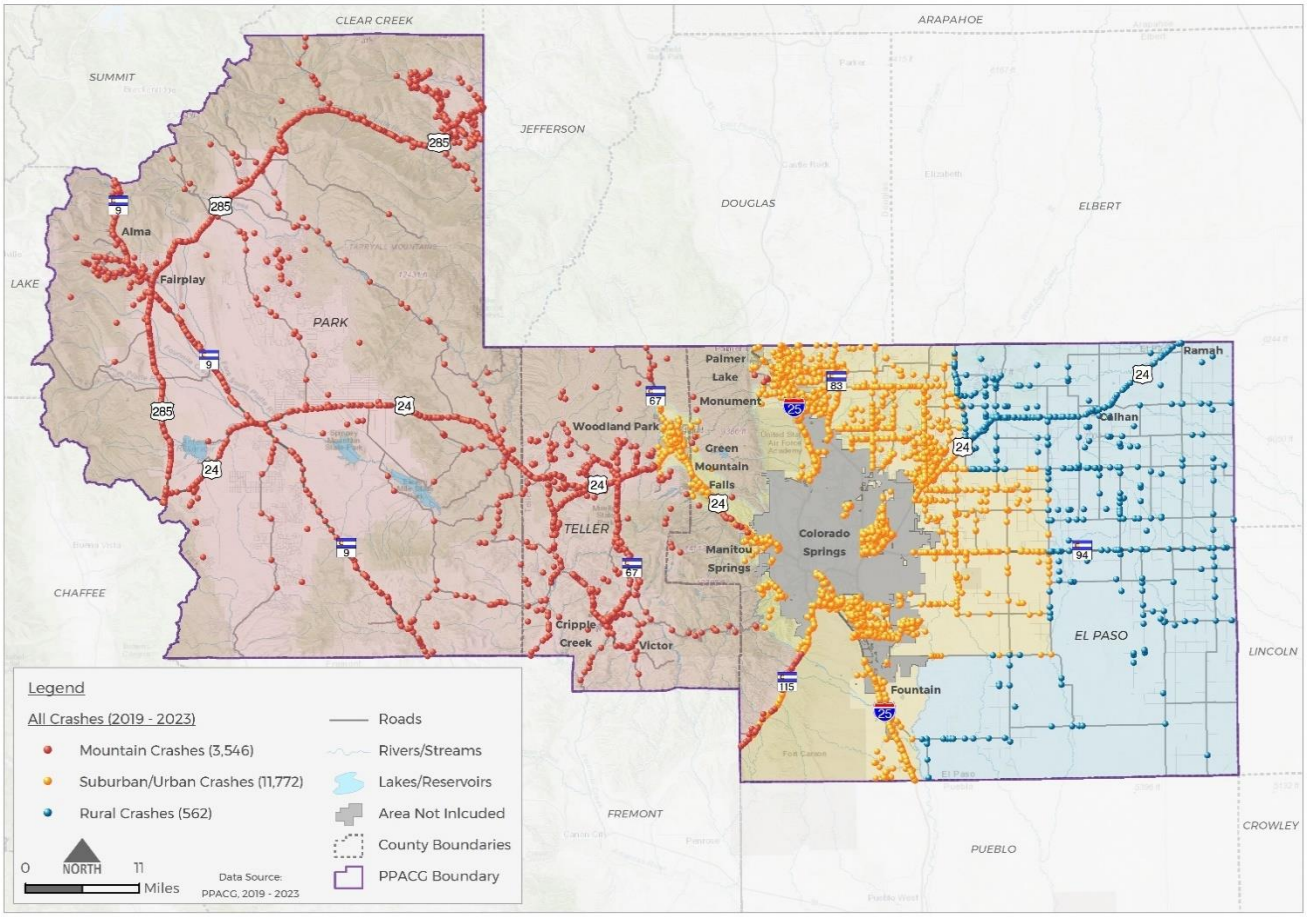
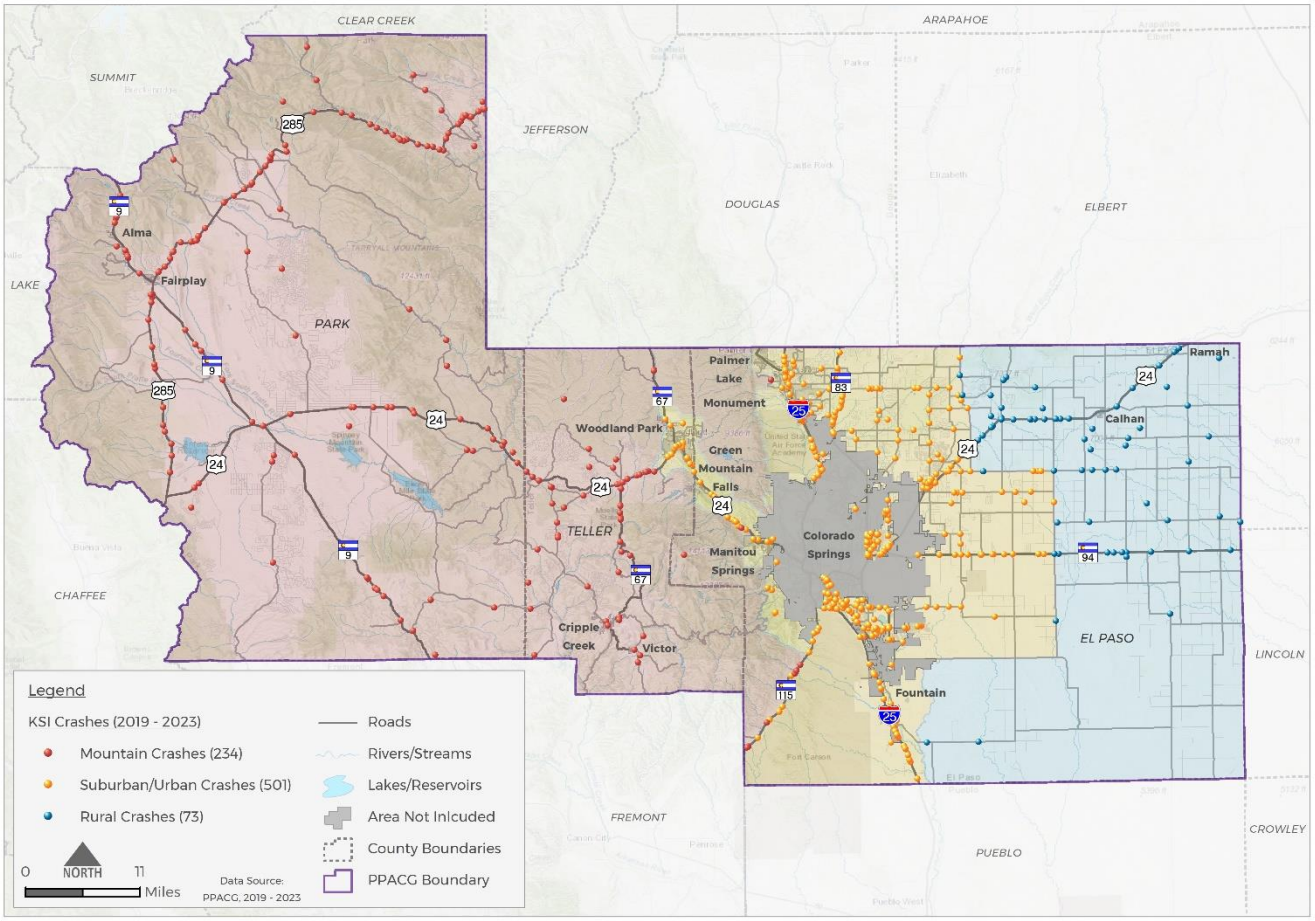


Figure 23 displays the distribution of severe crashes. As shown, the highest density of severe crashes occurs along major arterial roadways in urbanized areas but also occur in mountainous areas with winding roads. In addition to traffic volume, recreational travel and heavy motorcycle traffic may contribute to the increased density of severe crashes on mountainous roads.

Figure 23. Severe Crash Density



Conclusion

The analysis of crash data from 2019 to 2023 identified the following safety concerns and findings across the Pikes Peak Region.

- **Location:** Severe crashes are overrepresented at intersections in urban areas and at non-intersection locations in rural and mountainous regions, particularly along winding roads.
- **Crash Types:** Broadside, overturning, and fixed-object crashes are disproportionately associated with severe outcomes.
- **Driver Behavior:** Reckless driving, failure to yield, and distraction are the most common contributing factors, with distraction especially prevalent in urban and rural crashes.
- **Time of Day:** Crashes peak between 3–6 p.m., with a higher proportion of severe crashes occurring from midday into the evening.
- **High-Risk Locations:** Severe crash density is highest along urban arterials and mountainous corridors with high recreational and motorcycle traffic.

A comparative crash severity distribution by jurisdiction by areas type is shown in **Table 6**.

Table 6. Comparative Crash Severity Distribution by Subarea type (2019-2023)

Crash Severity	Suburban/Urban	Rural	Mountainous
PDO	7,700 (65.4%)	302 (53.7%)	2,513 (70.9%)
Injury	3,974 (33.8%)	235 (41.8%)	993 (28.0%)
Fatal	98 (0.8%)	25 (4.4%)	40 (1.1%)

Appendix C. High Injury Network Analysis

Memorandum

TO:	Pikes Peak Area Council of Government (PPACG)
FROM:	Felsburg Holt & Ullevig (FHU)
DATE:	October 2025
SUBJECT:	High Injury Network Development FHU No. 124349-01

This memorandum documents the High Injury Network (HIN) development process for the Pikes Peak Region Comprehensive Safety Action Plan (CSAP).

1. Introduction

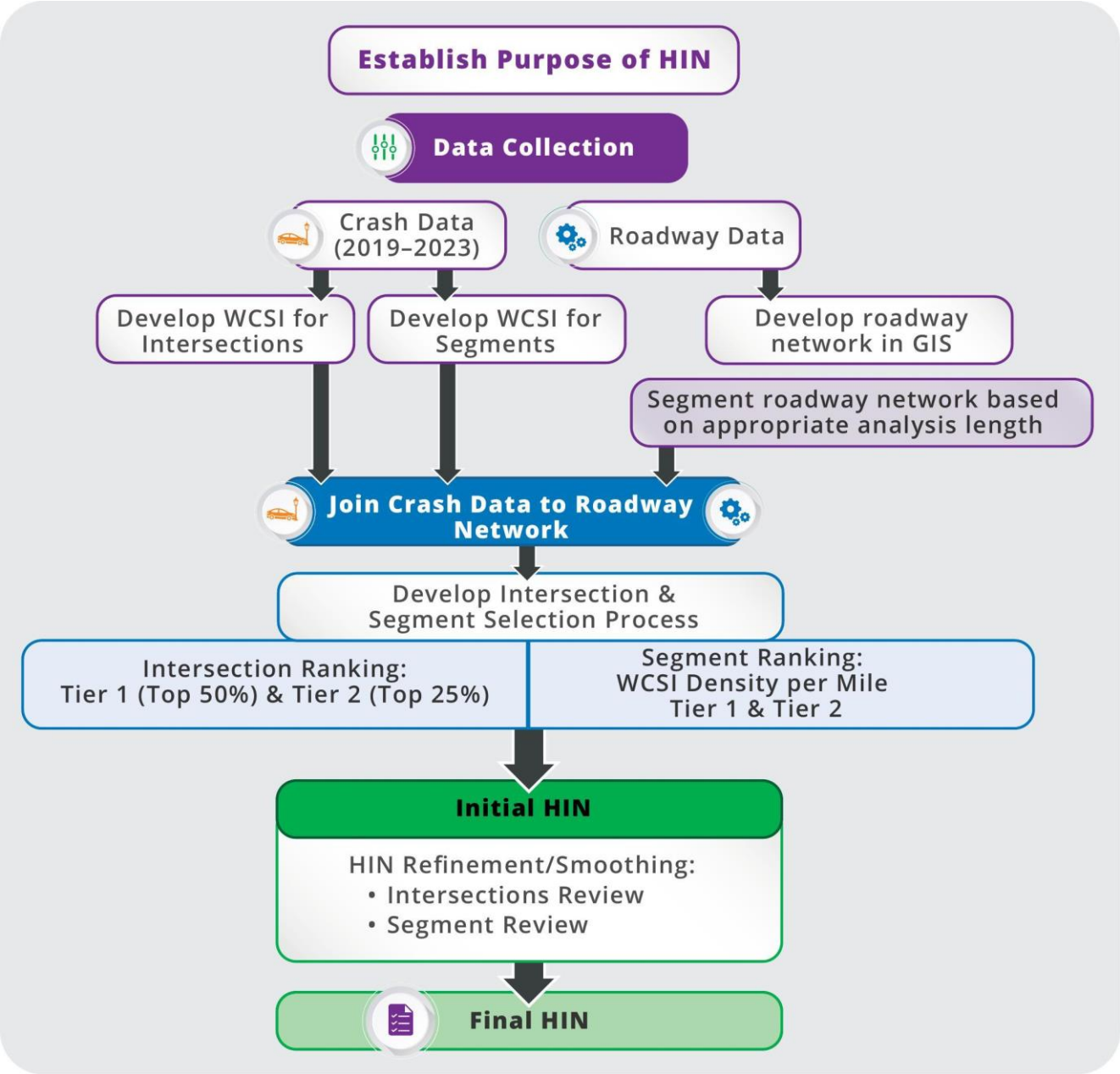
Development of a High Injury Network (HIN) is a method of network screening used to identify the portions of the transportation system that are most susceptible to injury and fatal crash frequency. Once determined, the HIN can be used to help understand patterns of injury and fatality and focus countermeasures on specific locations where safety benefits can be maximized given limited resources.

The resulting HIN highlights the share of severe crashes concentrated on a relatively small percentage of the region's transportation system. For example, just 16 percent of intersections with crash history and 9 percent of roadway miles account for 41 percent of all injury and fatal crashes in the PPACG study area.

Beyond identifying high-risk locations, the HIN serves as a tool to support data-driven decision making. Key outcomes of the CSAP will include prioritizing HIN corridors and intersections with the greatest need for safety improvements and identifying potential countermeasures and implementation strategies that improve safety across the region.

To support this process, the analysis incorporates the Weighted Crash Severity Index (WCSI), a measure that compares locations by considering crash occurrence and crash severity. The process used to develop the HIN is illustrated in the flowchart shown in **Figure 1**, with the remaining memo providing a description of each step in detail.

Figure 1. HIN Development Flowchart



2. Data Collection

2.1 Crash Data

Crash data used to develop the HIN was obtained from PPACG for the five-year period from January 1, 2019, through December 31, 2023. Crash data was divided into the three subareas identified for this project (Urban/Suburban, Mountain, Rural). Only injury and fatal crashes were evaluated as part of the HIN, but injury crashes were stratified using the KABCO injury classifications. During the study period, 5,365 crashes were recorded that resulted in injury or fatality (4,072 Urban/Suburban, 1,033 Mountain, 260 Rural).

The crash data was separated into intersection and non-intersection categories. Intersection and intersection-related crashes accounted for 40 percent of injury and fatal crashes (2,126 crashes). This proportion varied significantly based on geographic zone – 46 percent in Urban/Suburban, 16 percent in Mountain, and 30 percent in Rural.

Non-intersection crashes accounted for 60 percent of injury and fatal crashes (3,239 crashes). This proportion varied significantly based on geographic zone – 54 percent in Urban/Suburban, 84 percent in Mountain, and 70 percent in Rural.

2.2 Roadway Data

Roadway network data was obtained from the PPACG and other stakeholders. Using this base dataset, two unique networks were developed: 1) intersections and 2) roadway segments.

Intersections

In each project zone, intersection points were identified at locations where roadway segments crossed. Due to the size of the study area, intersections with no nearby crashes were removed resulting in 694 total intersections (537 Urban/Suburban, 105 Mountain, 52 Rural).

Segments

Roadway segments for analysis included all locations with the study area, excluding Interstate 25 (I-25) and all local roads, resulting in nearly 2,289 miles of roadway (1,034 miles in Urban/Suburban, 666 miles in Mountain, 590 miles in Rural). Segments were also split at intersections and further joined/split to achieve more uniform lengths, a key factor in HIN analysis. The following criteria were considered when joining/splitting segments based on geographic context:

- Urban/Suburban: target segment length – 0.25 miles
  - Acceptable segment length between 0.2 miles and 0.4 miles
- Mountain: target segment length – 1.0 miles
  - Acceptable segment length between 0.6 miles and 1.2 miles
- Rural: target segment length – 0.5 miles
  - Acceptable segment length between 0.2 miles and 0.6 miles

Due to the size of the study area, segments with no nearby crashes were removed resulting in 583 total centerline miles of roadway (180 Urban/Suburban, 345 Mountain, 58 Rural).

2.3 Joining Roadway and Crash Data

Intersection crashes were joined to intersection points assuming a 250-foot buffer for each point, with some hand adjustments to prevent duplication of crashes at multiple locations. Similarly, non-intersection crashes were joined to roadway segments assuming a 100-foot buffer, with adjustments to prevent duplicating crashes on multiple segments.

Table 1 displays the average and standard deviation of crash frequency for intersections and segments in each geographic zone.

Table 1. Average Injury and Fatal Crash Frequency at All Locations

Statistic	Urban/Suburban	Mountain	Rural
Total Intersections (#)	537	105	52
Average Crash Frequency (crashes/int)	3.5	1.6	1.5
Standard Deviation (crashes/int)	5.2	1.9	1.1
Segment Roadway Miles (mi)	180.1	345.3	57.6
Average Crash Frequency (crashes/mi)	8.9	2.6	3.3
Standard Deviation (crashes/mi)	8.6	2.3	2.0

Note: This table only considers locations that had at least one crash during the study period.

3. HIN Selection

A subset of intersections and segments were selected to the HIN based on their frequency of injury and fatal crashes relative to all other locations in their geographic zone. The following subsections describe the HIN selection process.

3.1 Weighted Crash Severity Index

Weighted Crash Severity Index (WCSI) describes a metric used to rank locations based on crash risk using an index value for each crash severity. The WCSI for a location is equal to the sum of weighted crash values. Index values for the WCSI used in this study were based on USDOT's monetized values of crashes by KABCO level.[1]

[1] United States Department of Transportation. November 2024. *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (Table A-1).

The index value is equal to the ratio of monetary values of a given severity level versus the next level down:

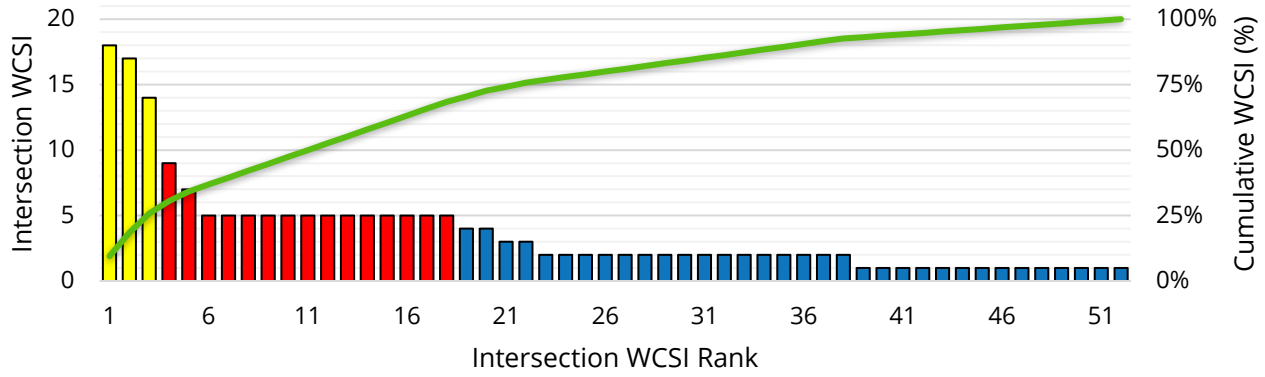
- Fatal: (K) = 11
- Evident Incapacitating (Serious) Injury: (A) = 5
- Evident Non-Incapacitating Injury: (B) = 2
- Complaint of Injury: (C) = 1

3.2 Intersections

After calculating the WCSI for intersections, all intersections in each geographic zone were ranked highest to lowest. Next, the cumulative WCSI was calculated for each successive intersection. Top-ranked intersections that make up the first 25 percent of the cumulative WCSI in each geographic zone were determined to be **Tier 1 HIN Intersections**. Top-ranked intersections that make up the second 25 percent of the cumulative WCSI in each geographic zone were determined to be **Tier 2 HIN Intersections**.

Figure 2 displays an example of how intersections are ranked by WCSI and selected for each tier of the HIN. The vertical bars represent the individual WCSI for each intersection, which are sorted in decreasing order. The green line represents the cumulative WCSI of all intersections, which increases at a higher rate between high-ranking intersections, and a lower rate between low-ranking intersections. Yellow bars represent Tier 1 HIN intersections, red bars represent Tier 2 HIN intersections, and blue bars represent non-HIN intersections.

Figure 2. Example of HIN Intersection Selection



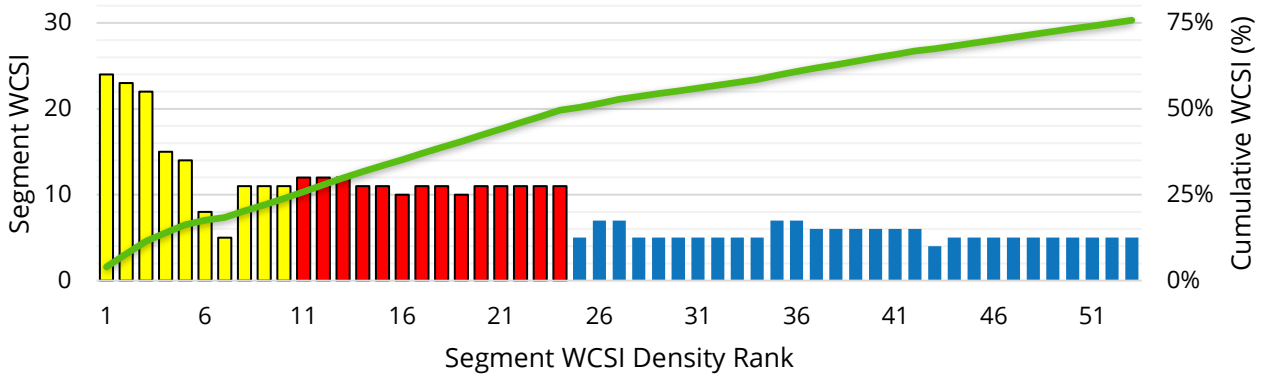
After this initial selection process, the HIN included 60 Urban/Suburban intersections (17 in Tier 1, 43 in Tier 2), 25 Mountain intersections (6 in Tier 1, 19 in Tier 2), and 18 Rural intersections (3 in Tier 1, 15 in Tier 2). While these intersections make up only 15 percent of the intersections in the study area, they accounted for 47% of the intersection crashes.

3.3 Segments

After calculating the WCSI for each segment, the WCSI density was also calculated by dividing by the segment length (in WCSI per mile). Then, all segments in each geographic zone were ranked highest to lowest by WCSI density. Next the cumulative WCSI (index value, *not density*) was calculated for each successive segment. Top-ranked segments that make up the first 25 percent of the cumulative WCSI in each geographic zone were determined to be **Tier 1 HIN Segments**. Top-ranked segments that make up the second 25 percent of the cumulative WCSI in each geographic zone were determined to be **Tier 2 HIN Segments**.

Figure 3 displays an example of how segments are ranked by WCSI density and selected for each tier of the HIN. The vertical bars represent the individual WCSI index value for each intersection, which are sorted in decreasing order of WCSI density (per mile). The green line represents the cumulative WCSI index value of all intersections. Yellow bars represent Tier 1 HIN segments, red bars represent Tier 2 HIN segments, and blue bars represent non-HIN segments.

Figure 3. Example of HIN Segment Selection



After this initial selection process, the HIN included 30.7 miles of Urban/Suburban roadways (10.4 miles in Tier 1, 20.3 miles in Tier 2), 58.8 miles of Mountain roadways (21.5 miles in Tier 1, 37.3 miles in Tier 2), and 10.4 miles of Rural roadways (3.5 miles in Tier 1, 6.8 miles in Tier 2). While these segments make up only 17 percent of roadway miles in the study area, they accounted for 35% of the non-intersection crashes.

4. HIN Refinement/Smoothing

4.1 Intersections

HIN intersections were reviewed to consider adding locations with high crash frequency. As a result, multiple high frequency locations were added in the Urban/Suburban zone.

4.2 Segments

HIN segments in each geographic zone were reviewed to remove locations that 1) are short, isolated locations, 2) have very low crash frequency, or 3) have recently completed projects that are not reflected in the historic crash data. Tier 1 HIN segments were more likely to be kept on the HIN since they represented locations with higher WCSI density.

Additionally, several segments that were not initially on the HIN were added in order to connect multiple HIN segments together. This allows for the creation of HIN corridors – collections of consecutive HIN segments on a single roadway that can be evaluated together and benefit from similar safety improvements.

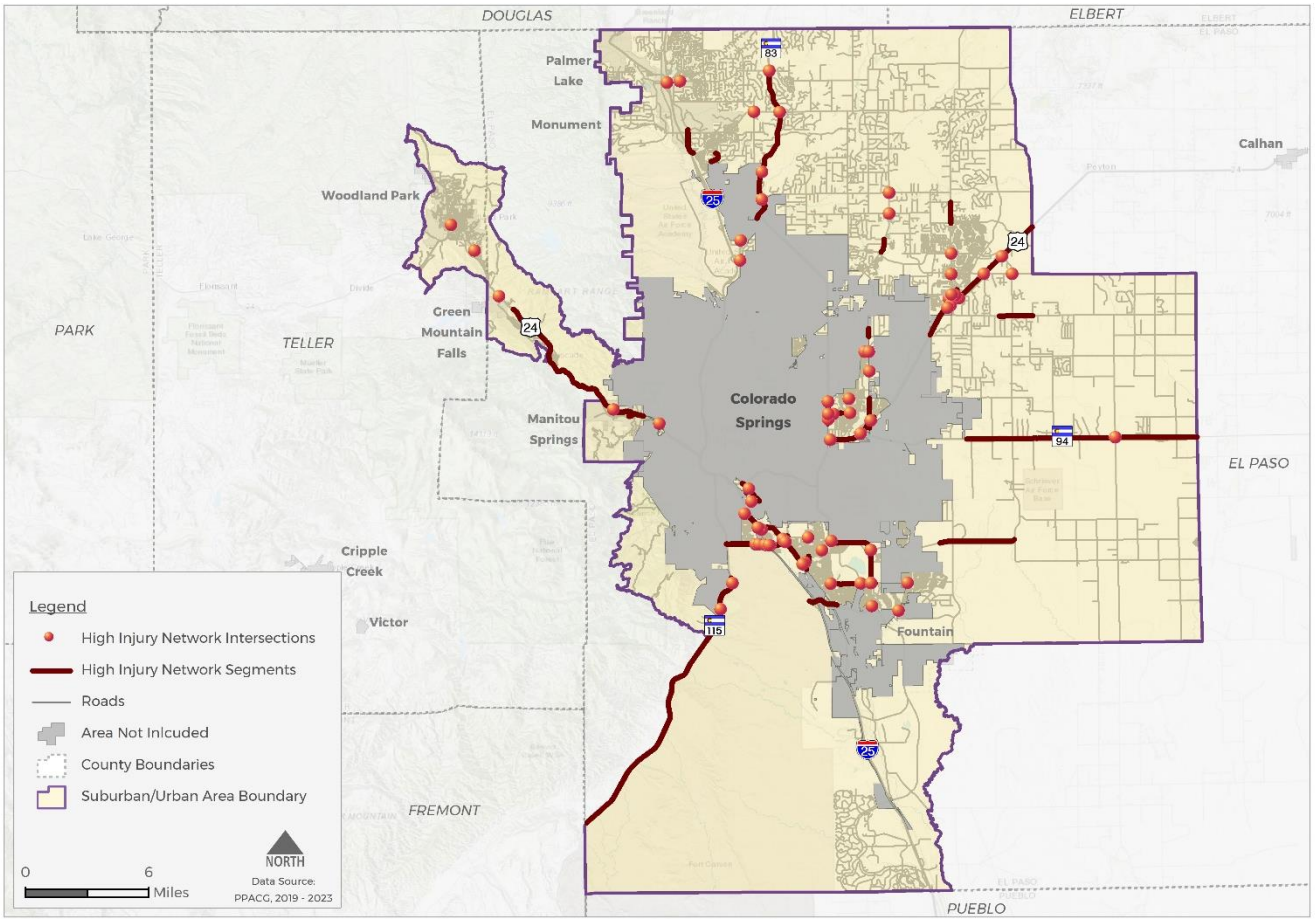
5. Final High Injury Network

The final HIN includes 109 intersections and 42 corridors totaling 205 centerline miles. In total, the HIN accounts for 41 percent of injury and fatal crashes, despite comprising only 3 percent of the total centerline roadway length in the study area. The following sections further discuss the final HIN for each geographic zone.

5.1 Urban/Suburban

The Urban/Suburban HIN includes 66 intersections and 84 centerline miles of roadway. **Figure 4** displays the final HIN for the Urban/Suburban zone. The following sections provide more details about the intersections and corridors in the Urban/Suburban zone.

Figure 4. High Injury Network - Urban/Suburban



Intersections

Figure 5 displays the HIN intersections for the Urban/Suburban zone, symbolized by WCSI, and **Table 2** displays a summary of Urban/Suburban HIN intersections and associated crash frequencies. 66 of 537 intersections with crash history (12 percent) were included in the HIN. Of 1,879 injury and fatal crashes that occurred at Urban/Suburban intersections, 942 (50 percent) occurred at HIN intersections.

Figure 5. High Injury Network - Urban/Suburban Intersections

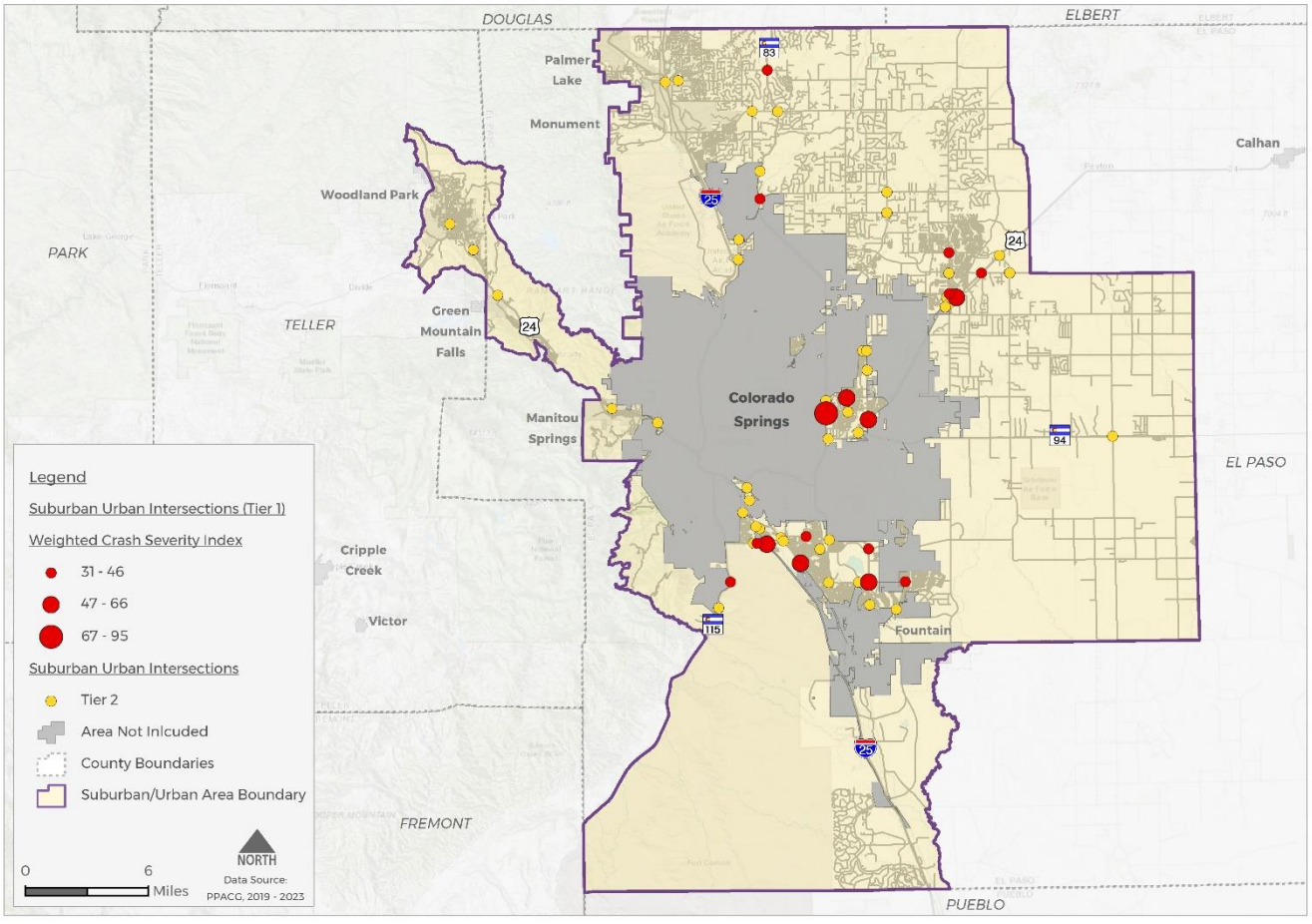


Table 2. Urban/Suburban HIN Intersections

*WCSI = Weighted Crash Severity Index

Main Street	Cross Street	Traffic Control Type	Tier	Injury + Fatal Crashes	WCSI*
State Highway 24	State Highway 67	Signal	**1**	48	95
State Highway 24	Morning Sun Dr	Signal	**1**	27	66
State Highway 24	Green Mountain Falls Rd	Two-Way Stop	**1**	18	65
State Highway 24	Sunshine Trl	Two-Way Stop	**1**	30	59
State Highway 24	S 31st St	Signal	**1**	41	58
State Highway 105	I-25 SB Ramps	Signal	**1**	29	50
State Highway 105	Knollwood Dr	Signal	**1**	25	49
State Highway 115	Titus Blvd	Signal	**1**	27	46
State Highway 115	Nelson Blvd	Signal	**1**	32	41
Voyager Pkwy	Briargate Pkwy	Signal	**1**	24	37
Voyager Pkwy	Old Ranch Rd	Signal	**1**	21	36
Cheyenne Meadows Rd	Venetucci Blvd	Signal	**1**	15	35
E Las Vegas St	Janitell Rd	Two-Way Stop	**1**	19	35
S Circle Dr	Janitell Rd	Signal	**1**	20	35
E Baptist Rd	Roller Coaster Rd	All-Way Stop	**1**	20	35
State Highway 83	Shoup Rd	Signal	**1**	17	31
State Highway 85	B St	Signal	**1**	18	31
S Academy Blvd	Venetucci Blvd	Signal	2	16	30
State Highway 85	Maxwell St	Two-Way Stop	2	14	29
State Highway 83	Shoup Rd	Signal	2	13	29
State Highway 83	N Gate Blvd	Signal	2	11	28
S Academy Blvd	I-25 SB Ramps	Signal	2	15	28
S Academy Blvd	I-25 NB Ramps	Signal	2	13	28
State Highway 83	E Highway 105	Signal	2	9	26
State Highway 85	Academy Blvd EB Ramps	Signal	2	15	25
State Highway 83	Hodgen Rd	Signal	2	12	24
State Highway 83	N Gate Blvd	Signal	2	13	24
State Highway 85	S Academy Blvd EB Ramps	Signal	2	12	24
State Highway 85	Main St	Signal	2	10	22
Main St	Security Blvd	Signal	2	6	22
Hancock Expy	Bradley Rd	Signal	2	13	21
State Highway 83	Hodgen Rd	Signal	2	14	21

Main Street	Cross Street	Traffic Control Type	Tier	Injury + Fatal Crashes	WCSI*
Bradley Rd	Wageman Dr	Two-Way Stop	2	16	21
N Powers Blvd	Palmer Park Blvd	Signal	2	9	21
N Powers Blvd	Omaha Blvd	Two-Way Stop	2	15	21
E Platte Ave	N Powers Blvd NB Ramps	Signal	2	19	20
Fontaine Blvd	Grinnell Blvd	Signal	2	8	20
Venetucci Blvd	Cheyenne Meadows Rd	Signal	2	12	20
S Circle Dr	Janitell Rd	Signal	2	11	20
Petersson Rd	Constitution Ave	Signal	2	5	20
Palmer Park Blvd	Peterson Rd	Signal	2	8	19
State Highway 24	State Highway 94	Signal	2	11	19
Fontaine Blvd	Goldfield Dr	Two-Way Stop	2	13	19
Barnes Rd	Antelope Ridge Dr	Signal	2	10	18
N Marksheffel Rd	Barnes Rd	Signal	2	10	17
N Marksheffel Rd	N Carefree Cir	Signal	2	11	17
State Highway 24	N Marksheffel Rd	Signal	2	12	17
Powers Blvd	Bradley Rd	Signal	2	7	17
Powers Blvd	Fontaine Blvd	Signal	2	11	17
Powers Blvd	Mesa Ridge Pkwy	Signal	2	9	17
Vollmer Rd	Shoup Rd	Two-Way Stop	2	5	17
Vollmer Rd	Burgess Rd	All-Way Stop	2	12	17
S Marksheffel Rd	Mesa Ridge Pkwy	Signal	2	7	16
Fontaine Blvd	S Marksheffel Rd	Signal	2	6	16
State Highway 24	Meridian Rd	Signal	2	4	16
Meridian Rd	Flower Rd	Two-Way Stop	2	7	15
State Highway 24	Old Meridian Rd	Two-Way Stop	2	11	15
Meridian Rd	Stapleton Dr N	Signal	2	11	15
Meridian Rd	Woodmen Hills Dr	Signal	2	10	15
E Woodmen Rd	Meridian Rd	Signal	2	6	15
E Woodmen Rd	McLaughlin Rd	Signal	2	9	14
State Highway 24	E Woodmen Rd	Signal	2	9	14
State Highway 24	Judge Orr Rd	Signal	2	7	13
State Highway 24	Stapleton Dr N	Two-Way Stop	2	7	13
Judge Orr Rd	Curtis Rd	Two-Way Stop	2	8	12
State Highway 94	S Peyton Hwy	Two-Way Stop	2	9	10

Corridors

Figure 6 displays the HIN corridors for the Urban/Suburban zone, symbolized by WCSI, and **Table 3** displays a summary of Urban/Suburban HIN corridors and associated crash frequencies. 28 unique Urban/Suburban corridors were identified in the HIN, totaling about 84 miles (8 percent). Of 1,428 injury and fatal crashes that occurred on Urban/Suburban segments, 673 (47 percent) occurred on HIN corridors.

Figure 6. High Injury Network - Urban/Suburban Corridors

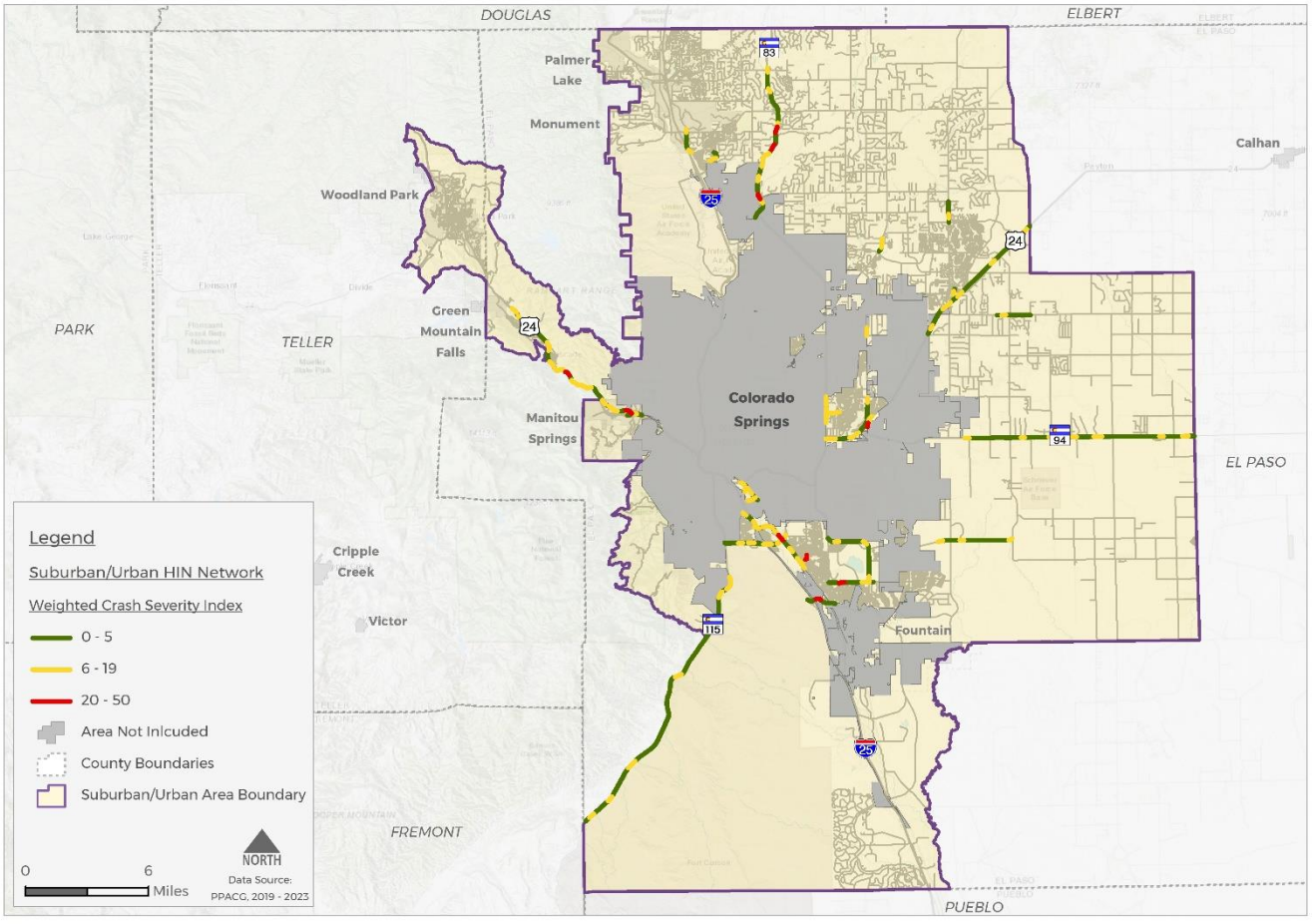


Table 3. Urban/Suburban HIN Corridors

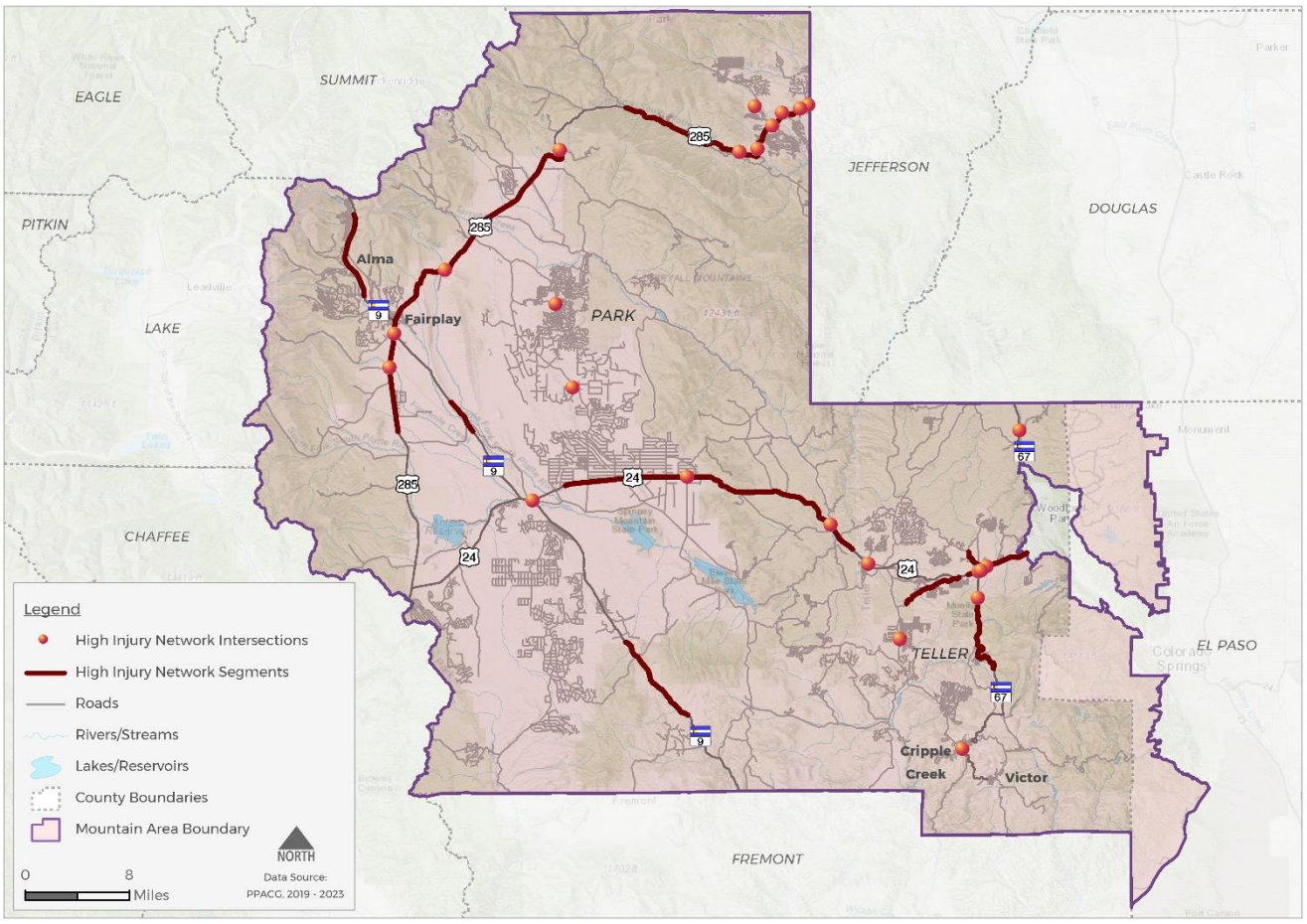
* WCSI = Weighted Crash Severity Index

Route	Start	End	Length (mi)	Injury + Fatal Crashes / mi	WCSI* per mi
Main St	Holly Dr	US Hwy 85	0.5	20.8	52.9
S Circle Dr	w.o. Hancock Expy	e.o. Janitell Rd	0.4	20.6	52.7
Palmer Park Blvd	N Powers Blvd	Pima Dr	0.7	14.9	47.8
N Marksheffel Rd	s.o. Tarren Hts	Huber Rd	0.4	7.9	44.9
Janitell Rd	E Las Vegas St	Fountain Creek	0.3	3.9	42.6
N Powers Blvd	n.o. Waynoka Rd	s.o. Omaha Blvd	1.3	14.1	41.6
Mc Laughlin Rd	Eastonville Rd	E Woodmen Rd	0.3	27.9	38.4
S Academy Blvd	State Highway 115	n.o. Bradley Rd	3.2	26.9	38.0
E Las Vegas St	E Fountain Blvd	s.o. S Circle Dr	1.2	7.5	35.9
US Highway 24	Manitou Ave	s.o. Lucky 4 Rd	8.6	13.6	31.4
State Highway 16	w.o. I-25	w.o. Syracuse St	1.4	6.9	31.1
N Marksheffel Rd	Constitution Ave	n.o. Air Ln	1.5	9.4	30.3
Vollmer Rd	Wildflower Rd	n.o. Dines Blvd	0.7	12.1	30.2
US Highway 85	Venettucci Blvd	s.o. Main St	3.8	13.3	28.5
US Highway 24	N Powers Blvd	n.o. Marksheffel Rd	2.7	9.9	24.3
Gleneagle Dr	Latrobe Dr	Doral Wy	0.7	7.3	23.4
Venetucci Blvd	Cheyenne Meadows Rd	US Hwy 85	0.7	15.4	21.5
State Highway 83	n.o. New Life Dr	n.o. Walker Rd	7.9	7.8	20.9
Manitou Ave	w.o. Columbia Rd	Oak Pl	0.8	9.1	20.8
Struthers Rd	Lyons Trail Rd	Air Garden Ln	1.3	7.9	20.7
N Meridian Rd	Ayer Rd	Rex Rd	1.0	8.7	19.4
Fontaine Blvd	Grinnell Blvd	e.o. Powers Blvd	2.2	7.8	18.4
US Highway 24	n.o. Garrett Rd	Elbert Rd	7.3	7.3	13.6
Falcon Hwy	e.o. Good Fortune Rd	Falcon Grassy Hts	1.6	4.3	13.5
Powers Blvd	n.o. Grinnel Blvd	s.o. Fontaine Blvd	3.9	4.1	10.5
Bradley Rd	w.o. S Meridian Rd	Drennan Rd	3.6	1.9	9.9
State Highway 115	n.o. Nelson Blvd	s.o. Barrett Rd	14.8	3.6	9.4
State Highway 94	e.o. Aztec Raceway	N Ellicott Highway	11.2	3.4	8.7

Mountain

The Mountain HIN includes 25 intersections and 106 centerline miles of roadway. **Figure 7** displays the final HIN for the Mountain zone. The following sections provide more details about the intersections and corridors in the Mountain zone.

Figure 7. High Injury Network – Mountain



Intersections

Figure 8 displays the HIN intersections for the Mountain zone, symbolized by WCSI, and **Table 4** displays a summary of Mountain HIN intersections and associated crash frequencies. 25 of 105 intersections with crash history (24 percent) were included in the HIN. Of 168 injury and fatal crashes that occurred at Mountain intersections, 72 (43 percent) occurred at HIN intersections.

Figure 8. High Injury Network - Mountain Intersections

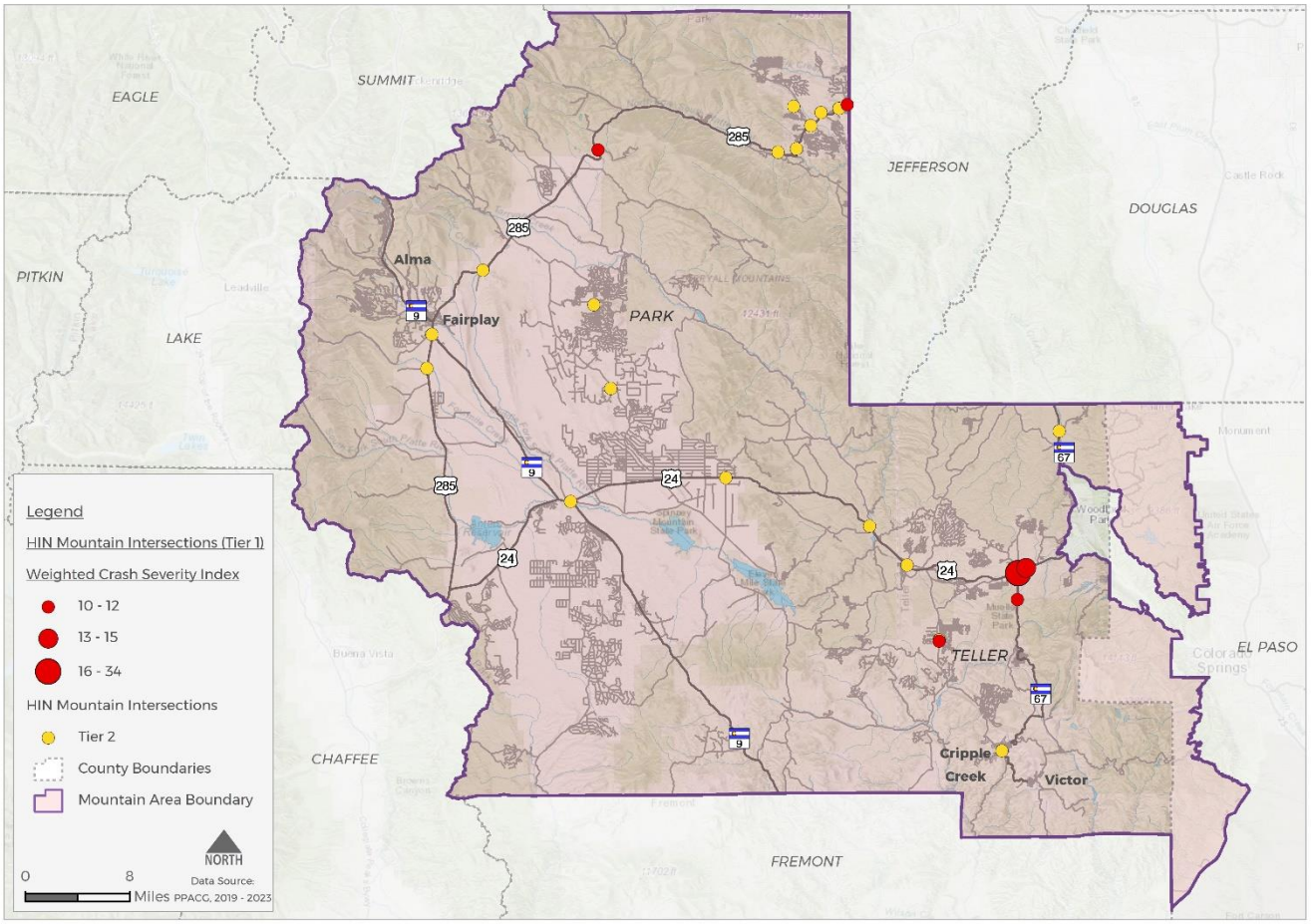


Table 4. Mountain HIN Intersections

*WCSI = Weighted Crash Severity Index

Main Street	Cross Street	Traffic Control Type	Tier	Injury + Fatal Crashes	WCSI*
State Highway 24	State Highway 67	Signal	**1**	19	34
State Highway 24	Meadow Park Dr	Two-Way Stop	**1**	6	15
State Highway 285	S Wandercrest Dr	Two-Way Stop	**1**	3	12
State Highway 285	FS Road 126	Two-Way Stop	**1**	4	10
County Road 1	Matterhorn Dr	Two-Way Stop	**1**	2	10
State Highway 67	Divide South Dr	Two-Way Stop	**1**	2	10
Arrowhead Dr	Aqua Ct	Two-Way Stop	2	2	7
State Highway 24	High Chapparral Rd	Two-Way Stop	2	2	7
State Highway 285	Old Stagecoach Rd	Two-Way Stop	2	5	6
State Highway 285	Roland Valley Dr	Two-Way Stop	2	2	6
State Highway 24	County Road 77	Two-Way Stop	2	2	6
State Highway 24	Wilson Dr	Two-Way Stop	2	2	6
State Highway 67	County Rd 79	Two-Way Stop	2	2	6
State Highway 285	County Road 20	Two-Way Stop	2	1	5
State Highway 285	Highway 9	Two-Way Stop	2	4	5
State Highway 285	County Road 77	Two-Way Stop	2	1	5
State Highway 24	Valley Dr	Two-Way Stop	2	1	5
Galahad Way	Camelot Dr	Two-Way Stop	2	1	5
County Road 43	Connestoga Rd	Two-Way Stop	2	1	5
State Highway 285	Lower Crow Hill Rd	Two-Way Stop	2	3	5
State Highway 285	County Rd 43	Two-Way Stop	2	3	5
State Highway 285	Wisp Creek Dr	Two-Way Stop	2	1	5
County Road 1	Garfield Cir	Two-Way Stop	2	1	5
W May St	S A St	Two-Way Stop	2	1	5
State Highway 24	Ryolite City Rd	Two-Way Stop	2	1	5

Corridors

Figure 9 displays the HIN corridors for the Mountain zone, symbolized by WCSI, and **Table 5** displays a summary of Mountain HIN corridors and associated crash frequencies. 10 unique Mountain corridors were identified in the HIN, totaling about 106 miles (16 percent). Of 865 injury and fatal crashes that occurred on Mountain segments, 419 (48 percent) occurred on HIN corridors.

Figure 9. High Injury Network – Mountain Corridors

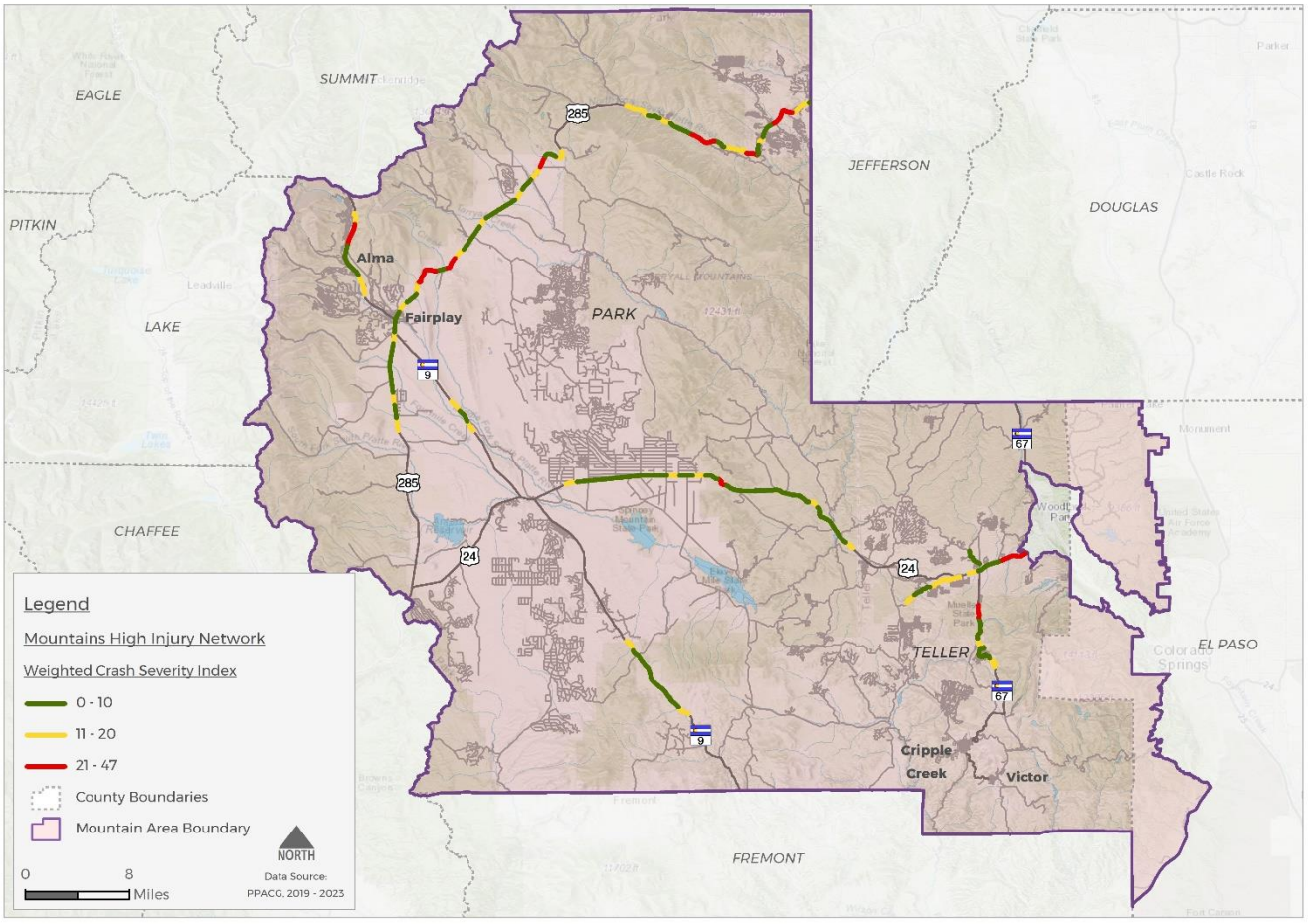


Table 5. Mountain HIN Corridors

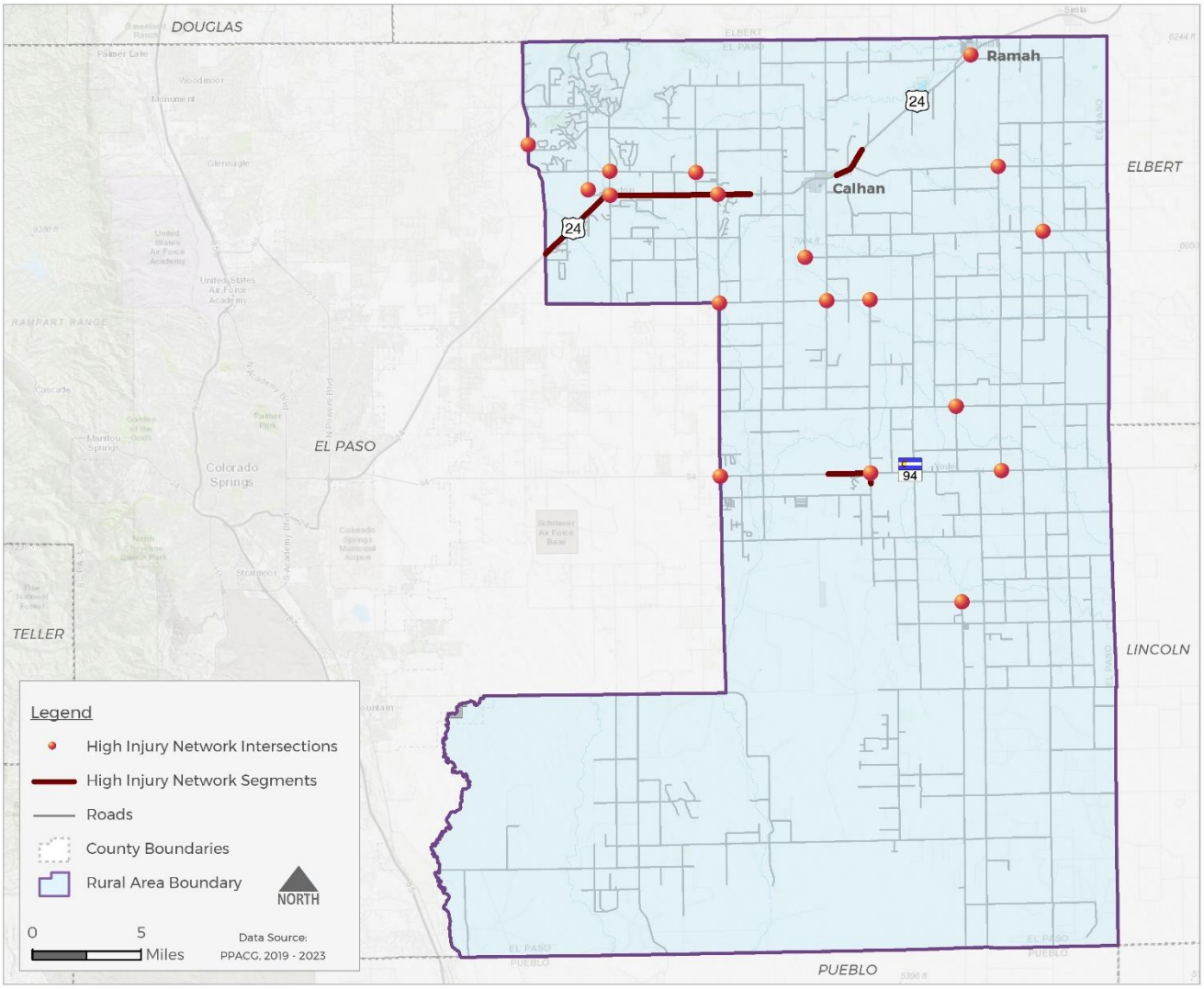
***** WCSI = Weighted Crash Severity Index

Route	Start	End	Length (mi)	Injury + Fatal Crashes / mi	WCSI* per mi
US Highway 24	Edlowe Rd	e.o. Robinhood Dr	4.9	6.5	20.8
State Highway 9	County Rd 1	s.o. County Rd 4	6.9	5.8	16.4
US Highway 285	County Rd 62	w.o. Mt Evans Blvd	18.0	6.3	15.9
Lower Twin Rocks Rd	US Highway 24	e.o. County Rd 1	4.9	4.1	12.7
State Highway 67	s.o. Divide South Dr	n.o. Lazy S Ranch Rd	6.7	4.4	11.9
State Highway 9	n.o. County Rd 460	s.o. County Rd 24	2.9	3.5	11.6
US Highway 285	n.o. County Rd 24	s.o. FS Road 126	28.6	3.8	11.2
State Highway 9	n.o. County Rd 258	n.o. County Rd 88	7.7	1.6	7.6
US Highway 24	e.o. County Rd 443	w.o. County Rd 31	24.6	2.1	6.6
Cedar Mountain Rd	County Rd 5	County Rd 511	1.4	1.5	5.1

5.2 Rural

The Rural HIN includes 18 intersections and 15 centerline miles of roadway. **Figure 10** displays the final HIN for the Rural zone. The following sections provide more details about the intersections and corridors in the Mountain zone.

Figure 10. High Injury Network – Rural



Intersections

Figure 11 displays the HIN intersections for the Rural zone, symbolized by WCSI, and **Table 6** displays a summary of Rural HIN intersections and associated crash frequencies. 18 of 52 intersections with crash history (35 percent) were included in the HIN. Of 79 injury and fatal crashes that occurred at Rural intersections, 36 (46 percent) occurred at HIN intersections.

Figure 11. High Injury Network - Rural Intersections

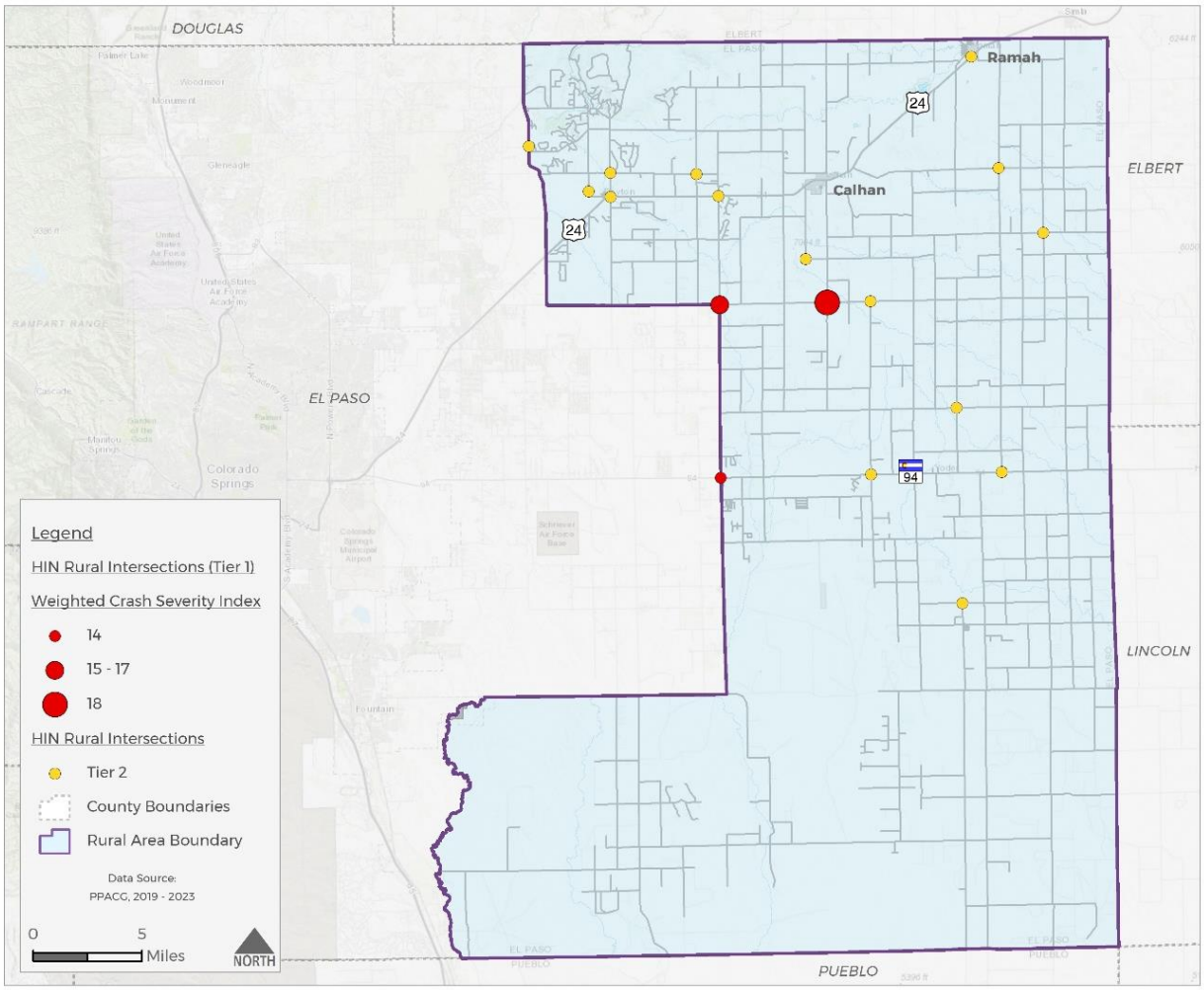


Table 6. Rural HIN Intersections

***** WCSI = Weighted Crash Severity Index

Main Street	Cross Street	Traffic Control Type	Tier	Injury + Fatal Crashes	WCSI*
Judge Orr Rd	S Calhan Rd	Two-Way Stop	**1**	3	18
N Ellicott Hwy	Judge Orr Rd	Two-Way Stop	**1**	5	17
State Highway 94	N Ellicott Hwy	Two-Way Stop	**1**	4	14
Judge Orr Rd	Calhan Hwy	Two-Way Stop	2	7	9
State Highway 24	Peyton Hwy	Two-Way Stop	2	2	7
Elbert Rd	Sweet Rd	Two-Way Stop	2	1	5
Peyton Hwy	Murphy Rd	Two-Way Stop	2	1	5
Murphy Rd	McClelland Rd	Two-Way Stop	2	1	5
State Highway 24	N Ellicott Hwy	Two-Way Stop	2	3	5
State Highway 94	S Calhan Rd	Two-Way Stop	2	1	5
Sengbeil Rd	Big Springs Rd	Two-Way Stop	2	1	5
Fossinger Rd	Boone Rd	Two-Way Stop	2	1	5
State Highway 24	S Commercial St	Two-Way Stop	2	1	5
Harrisville Rd	Ramah Rd	Two-Way Stop	2	1	5
State Highway 94	N Ramah Hwy	Two-Way Stop	2	1	5
Oil Well Rd	Funk Rd	Two-Way Stop	2	1	5
Bradshaw Rd	Peyton Elem. School	Two-Way Stop	2	1	5
Washington Rd	Hahn Rd	Two-Way Stop	2	1	5

Corridors

Figure 12 displays the HIN corridors for the Rural zone, symbolized by WCSI, and **Table 7** displays a summary of Rural HIN corridors and associated crash frequencies. 4 unique Rural corridors were identified in the HIN, totaling about 15 miles (2 percent). Of 181 injury and fatal crashes that occurred on Rural segments, 51 (28 percent) occurred on HIN corridors.

Figure 12. High Injury Network – Rural Corridors

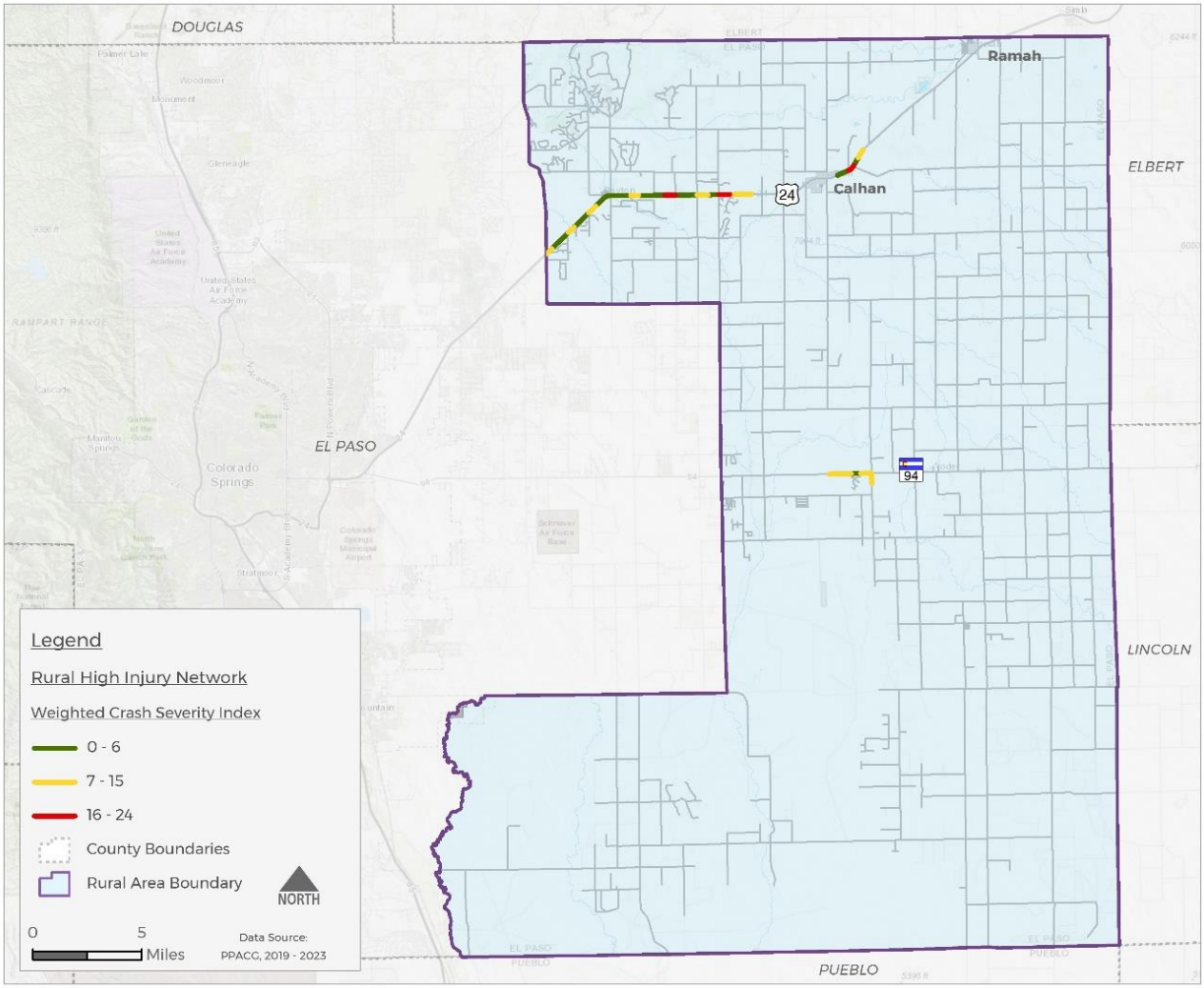


Table 7. Rural HIN Corridors

* WCSI = Weighted Crash Severity Index

Route	Start	End	Length (mi)	Injury + Fatal Crashes / mi	WCSI* per mi
S Calhan Highway	State Highway 94	N Dinner Bell Dr	0.5	2.1	23.2
US Highway 24	e.o. N Calhan Hwy	w.o. Barney Rd	1.7	5.2	18.6
State Highway 94	S Calhan Hwy	e.o. Baggett Rd	1.9	2.1	17.5
US Highway 24	Elbert Rd	Carter Ln	10.5	3.5	15.3

6. Conclusions

The development of the High Injury Network (HIN) identifies key locations within the transportation network that are most susceptible to injury and fatal crashes. The analysis utilized crash data from 2019 to 2023 to prioritize locations with high crash frequencies and severity. The HIN includes 109 intersections (approximately 16 percent of all intersections with crash history) and 42 corridors which total approximately 205 centerline miles of roadway (approximately 9 percent of all roadway miles – excluding local roads and I-25), and accounts for 41 percent of injury and fatal crashes in the PPACG study area.

The methodology applied in this study involved ranking intersections and roadway segments by both severe crash frequency and Weighted Crash Severity Index (WCSI). Top-ranked intersections and segments making up the first 25 percent (Tier 1) and second 25 percent (Tier 2) of cumulative WCSI were selected for inclusion in the HIN. Additionally, locations were added or removed based on local context and knowledge, as well as the expected impact of recently completed infrastructure projects. These findings help inform the identification of future implementation strategies, actions, and countermeasures.

7. Next Steps

Tier 1 HIN intersections and all HIN corridors from each geographic zone will be evaluated to determine Level of Service of Safety (LOSS) and diagnostic crash patterns based on techniques in the Highway Safety Manual. The results of these analyses will help inform potential countermeasures and serve as an additional tool for prioritizing safety improvements.

Appendix D. Systemic Safety Analysis

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MEMORANDUM

December 31, 2025

To: Gaurav Vasisht
Organization: Felsburg, Holt & Ullevig (FHU)
From: Omar Peters, Bridget O'Shea, Lucas Yu, Theja Putta
Project: Pikes Peak Region Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP)

Re: Systemic Safety Analysis Methodology and Results

The systemic safety analysis identifies road characteristics and land use contexts associated with a higher frequency of crashes where someone was killed or seriously injured (KSI) crashes. This analysis examines locations that have had high KSI crashes in the past, extracts the factors at those locations **correlated** with KSI crashes, and then searches the road network for locations that exhibit similar factors.

The resulting High-Risk Network (HRN) will help the Pikes Peak Area Council of Governments (PPACG) proactively prioritize roads with a high risk of experiencing KSI crashes, even in areas without a crash history. The

Correlation and Causation

It is important to note that the systemic screening factors do not necessarily indicate a causal relationship with elevated crash severity, nor that these individual factors should necessarily be the target of treatments. In other words, the factors that lead to a road being on the HRN are not necessarily the same as the issues that should be addressed to reduce risk. For example, the HRN might include locations because they have many transit stops nearby, which could be a factor correlating with elevated pedestrian crashes. This finding does not mean that these transit stops should be removed, but instead that facilities near such generators may require additional safety investment. As a next step for this Safety Action Plan, screening factors and road profiles will be studied from a practical and policy-driven perspective to determine what components may be reasonable targets of safety improvements and which should be viewed primarily as non-causal correlations.

HRN is different from the High-Injury Network (HIN) because the HIN indicates roads where an elevated number of severe crashes *have occurred*, while the HRN indicates roads where an elevated number of severe crashes *could occur*, because those locations have similar characteristics to locations where severe crashes occurred.

This memo:

1. details the methodology used in the systemic safety analysis,
2. summarizes road profiles with characteristics that are correlated with elevated KSI crashes, and
3. presents the HRN in a series of maps.

Methodology

Screening Factors

The initial step of the systemic safety analysis is identifying road characteristics that correlate with high crash frequency. These are also known as *systemic screening factors* or *risk factors*. Combinations of these factors result in road profiles that are associated with higher crash frequencies. Table 1 shows all of the risk factors that were prepared and tested for their relevance and correlation with high crash frequency.

The Federal Highway Administration (FHWA) lists potential risk factors that should be considered in systemic safety analysis.[1] However, local data availability can limit the consideration of screening factors. The factors in Table 1 were considered for the analysis based on the completeness and accuracy of data available for the PPACG region. Factors that have data that is sparsely available or have accuracy concerns cannot provide reliable systemic analysis results; therefore, they were excluded. In addition to having quality or completeness issues, some factors such as number of lanes, are typically highly correlated with other, more complete factors, such as functional classification, and were therefore excluded to focus analysis on more reliable data.

Table 1: Factors Screened for Systemic Analysis

Screening Factor	Description
Functional Class	High or low functional classification. *Source: FHU and Open Street Map*
Speed Limit	Categorized as ≤30 MPH, 35-45 MPH, ≥50 MPH. *Source: FHU*
Traffic Volume (AADT)	Categorized as 0-1,000 AADT, 1,000-5,000 AADT, 5,000-10,000 AADT, >10,000 AADT. *Source: FHU and Replica*
Zero Vehicle Households	Percent of households in adjacent census tracts with zero vehicles. *Source: ACS 5-Year Estimates*
Household Poverty	Percent of households below 100% of the poverty level. *Source: ACS 5-Year Estimates*
Unemployment	Percent of the population that is unemployed. *Source: ACS-Year Estimates*
Limited English Proficiency Rate	Percent of the population that speaks limited English. *Source: ACS-Year Estimates*
Young Population	Percent of the population that is 18 years or younger. *Source: ACS-Year Estimates*
Senior Population	Share of the population 65 or older. *Source: ACS-Year Estimates*
School	Presence of a school within ¼ mile. *Source: FHU*
Trail Access Point*	Presence of a trailhead within a ¼ mile. *Source: FHU*
Median*	Presence of a median on the roadway. *Source: FHU*
Guardrail*	Presence of a guardrail on the roadway. *Source: FHU*

**Screening factors such as the presence of trail access, medians, and guardrails are considered because they can potentially correlate to KSI crashes and are not a factor in KSI crash causation.*

[1] Systemic Safety Project Selection Tool, FHWA, 2013, page 18. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/sspst.pdf

Screening Process

The systemic analysis focused exclusively on KSI crashes from 2019 through 2023. The analysis included all public roads in the PPACG region, except for Interstate 25. The analysis did not include streets in the cities of Colorado Springs and Fountain because both cities are developing safety action plans for their own jurisdiction. Consolidated road data was analyzed to retain all relevant roadway cross-sectional and contextual attributes. Additional census and network data attributes were applied to the road data as needed to include the screening factors.

The screening process is based on a decision tree machine learning algorithm, where each factor is screened individually to determine whether the factor distinguishes between locations with relatively high and low average crash densities per mile. For categorical factors such as functional classification, the algorithm considers each unique classification individually. For numerical factors such as the percent of Zero Vehicle Households, it considers all potential breakpoints by which the numerical values could be split. The algorithm screens all factors recursively to identify the most correlated factor and continues until a set of combined factors is identified as a road profile. Figure 1 illustrates the decision tree algorithm where three correlated factors define a high-risk road profile.

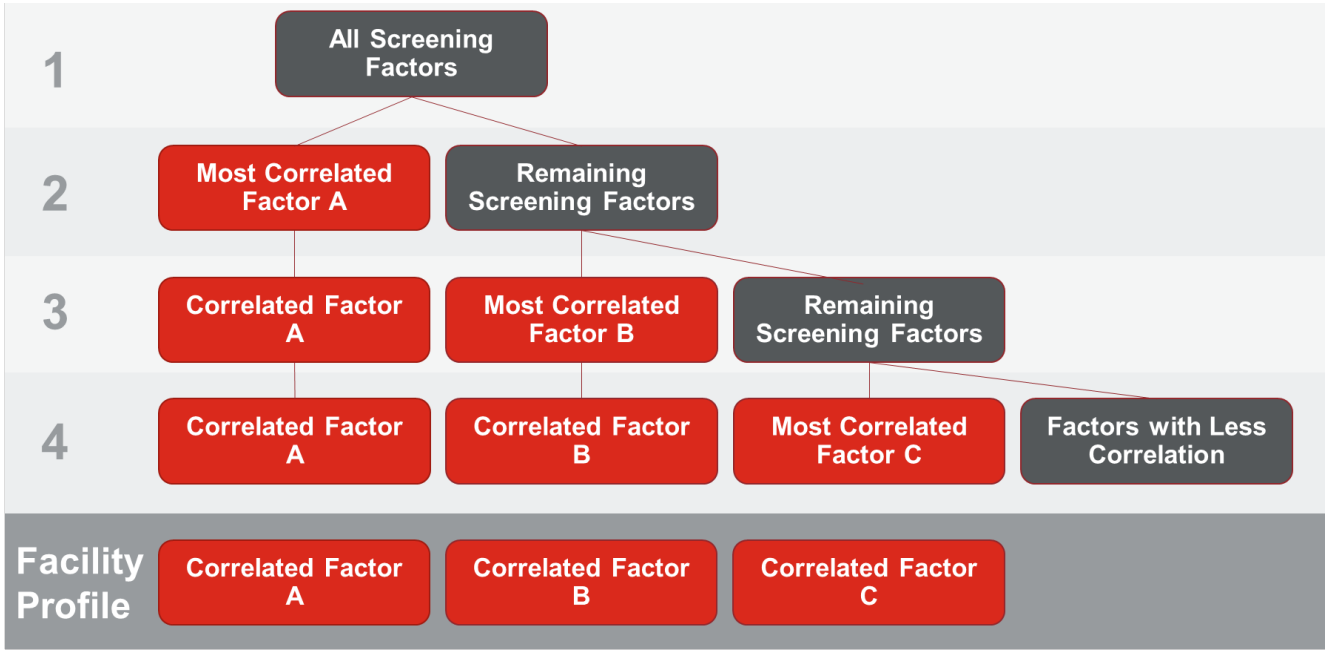


Figure 1: Illustration of Decision Tree Screening Process

High-Risk Road Profiles

The analysis led to the identification of five road profiles that are tiered based on their relative level of risk for KSI crashes. The highly correlated factors collectively compose a road profile. In other words, individual factors alone should not be considered as a risk factor wherever they are present. For example, if areas with a high percentage of senior population are identified in the Critical tier, the results of the analysis do not indicate that simply all roads within an area with a high percentage of seniors are high risk.

The results for PPCAG are segmented into three subareas: Mountain, Rural, and Suburban/Urban.

Mountain Roads

The screening factors in the PPACG Mountain subarea that are most effective at indicating high risk for KSI crashes are:

- Functional class
- Traffic volume (AADT)
- Speed limit
- Senior population
- Zero vehicle households

The road profiles are categorized into tiers based on their level of risk. In some situations, there can be multiple road profiles that have a similar level of risk and are in the same tier. For example, there are two road profiles in the Mountain subarea that are in the High Tier.

The top-three tiers, road profiles, and their correlated factors are:

Critical Tier includes one road profile:

- All roads with a higher functional classification, average traffic volumes of over 5,000 vehicles per day, and within communities where 25% or less of the population are 65 or older.

High Tier includes two different road profiles:

- All roads with a higher functional classification, average traffic volumes of between 1,000 to 5,000 vehicles per day, and within communities where more than 1% of the households do not have a vehicle.
- All roads with a higher functional classification, average traffic volumes of over 5,000 vehicles per day, and within communities where more than 25% of the population is over 65 years old.

Medium Tier includes two different road profiles:

- All roads with a higher functional class, average traffic volumes of less than 1,000 vehicles per day, speed limits of 35 MPH or greater, and within communities where 1% or less of the households do not have a vehicle.
- All roads with a higher functional class, average traffic volumes of between 1,000 to 5,000 vehicles per day, and within communities where 1% or less of the households do not have vehicles.

Table 2 illustrates the factors that make up each of the top risk road profiles in the Mountain subarea.

Table 2: Mountain Road Profiles by Factors

	Critical	High		Medium	
Higher Functional Class	✓	✓	✓		
Lower Functional Class					
High Volume (over 5,000 vehicles per day)	✓		✓		
Medium Volume (between 1,000 and 5,000 vehicles per day)		✓			
Low Volume (less than 1,000 vehicles per day)					
High Speed Limit (over 50 MPH)					
Medium Speed Limit (35 to 45 MPH)				✓	
Low Speed Limit (≤30 MPH)					
High Percent of People Over 65			✓		
Low Percent of People Over 65	✓				
High Percent of Zero Vehicle Households		✓			
Low Percent of Zero Vehicle Households				✓	✓

Check marks (✓) indicate the factors that make up each road profile.
There are multiple road profiles that have a similar level of risk in the High and Medium tiers.

There is a disproportionate relationship between the characteristics of the region's roadway network and the frequency of KSI crashes that have occurred within each road profile. Higher-risk road profiles (i.e., Critical, High, and Medium) make up a small percentage of the subarea's total mileage of roads, but a majority of KSI crashes occur on these roads. For example, 2.7% of the Mountain subarea's roads are Critical Tier roads, but 29.5% of the KSI crashes in the subarea occurred on these roads. **Figure 2** illustrates the share of road miles and KSI.

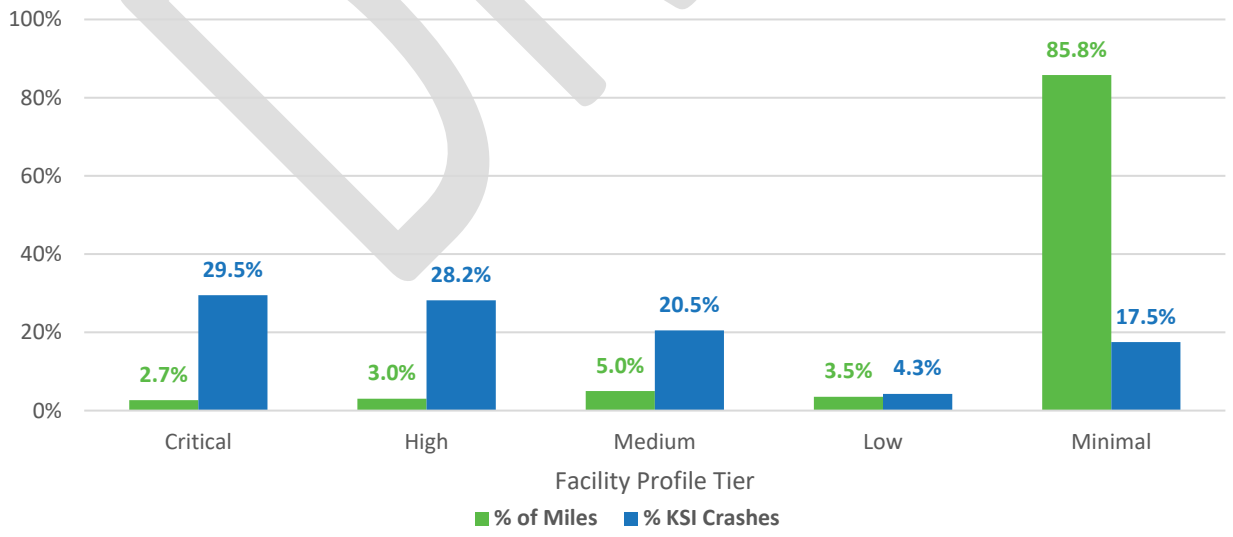


Figure 2: Mountain Road Profile Tiers by Share of Mileage and Share of KSI crashes

Rural Roads

The screening factors in the PPACG Rural subarea that are most effective at indicating high risk for KSI crashes are:

- Traffic volume (AADT)
- Speed limit
- Limited English proficiency rate
- Senior population
- Proximity to schools
- Household poverty level

The road profiles are categorized into tiers based on their level of risk. In some situations, there can be multiple road profiles that have a similar level of risk and are in the same tier. For example, there are three road profiles in the Rural subarea that are in the Critical Tier.

The top-three tiers, road profiles, and their correlated factors are:

Critical Tier includes three different road profiles:

- All roads with average traffic volumes of more than 5,000 vehicles per day and within communities where more than 25% of the population is 65 years of age or older.
- All roads with average traffic volumes of more than 5,000 vehicles per day, speed limits of 30 MPH or less, and within communities where 25% or less of the population is 65 years of age or older.
- All roads with average traffic volumes of 5,000 or less vehicles per day, speed limits of 50 MPH or higher, within communities where the limited English rate is 1% or lower, and within a quarter mile of a school.

High Tier includes one road profile:

- All roads with average traffic volumes of more than 5,000 vehicles per day, speed limits of 50 MPH or higher, within communities where 25% or less of the population are 65 years of age or older, and within communities where more than 10% of households are below the poverty line.

Medium Tier includes one road profile:

- All roads with average traffic volumes of 5,000 or fewer vehicles per day, speed limits of 50 MPH or greater, within communities where the limited English rate is 1% or lower, and not within a quarter mile of a school.

Table 3 illustrates the factors that make up each of the top risk road profiles in the Rural subarea.

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Table 3: Rural Road Profiles by Factors

	Critical			High	Medium
High Volume (more than 5,000 vehicles per day)	✓	✓		✓	
Low Volume (less than 5,000 vehicles per day)			✓		✓
High Speed Limit (over 50 MPH)			✓	✓	✓
Low Speed Limit (≤30 MPH)		✓			
High Limited English Proficiency Rate					
Low Limited English Proficiency Rate			✓		✓
High Percent of the Population Over 65	✓				
Low Percent of the Population Over 65		✓		✓	
School Nearby			✓		
School Not Nearby					✓
High Percent of Households Below the Poverty Line				✓	
Low Percent of Households Below the Poverty Line					

Check marks (✓) indicate the factors that make up each road profile.
There are multiple road profiles that have a similar level of risk in the Critical Tier.

Similar to the Mountain subarea, higher-risk road types in the Rural subarea also carry a disproportionate share of severe crashes. For example, just 1.2% of the subarea's roads are Critical Tier roads, but 24.7% of the KSI crashes in the subarea occurred on these roads. **Figure 3** illustrates the share of road miles and KSI crashes for all five tiers.

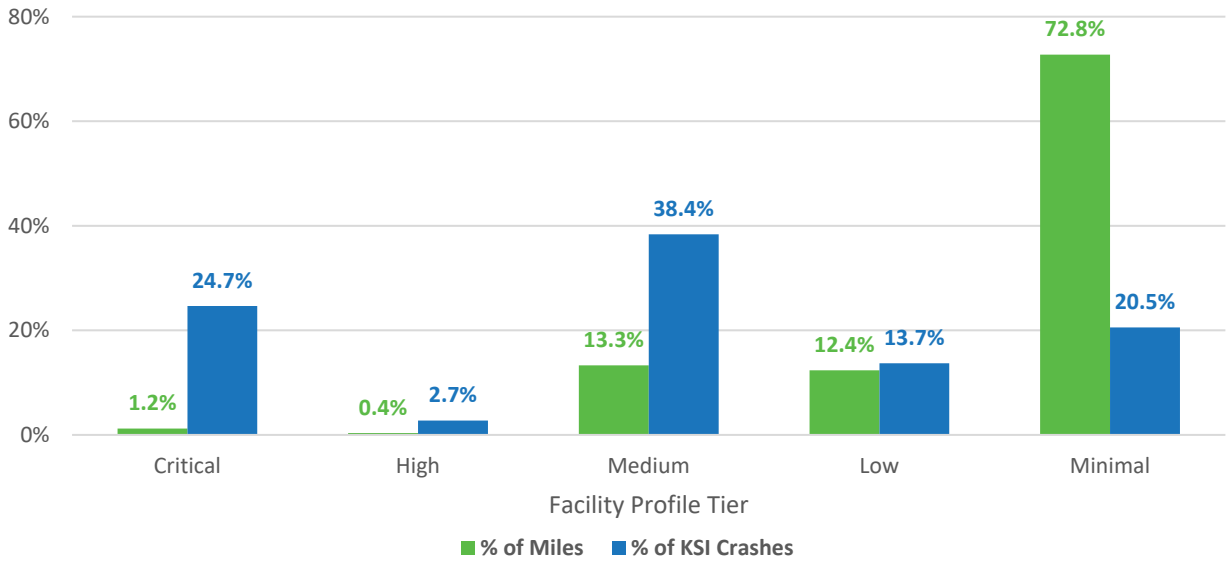


Figure 3: Rural Road Profile Tiers by Share of Mileage and Share of KSI crashes

Suburban/Urban Roads

The screening factors in the PPACG Suburban/Urban subarea that are most effective at indicating high risk for KSI crashes are:

- Traffic volume (AADT)
- Presence of median
- Zero vehicle households
- Proximity to schools

The road profiles are categorized into tiers based on their level of risk. In some situations, there can be multiple road profiles that have a similar level of risk and are in the same tier. For example, there are three road profiles in the Suburban/Urban subarea that are in the High Tier.

The top-three tiers, road profiles, and their correlated factors are:

Critical Tier includes one road profile:

- All roads with average traffic volumes of more than 10,000 vehicles per day, where a median is present, and within communities where 1% or less of households do not own a vehicle.

High Tier includes three different road profiles:

- All roads with average traffic volumes of more than 10,000 vehicles per day, where a median is not present, and within a quarter mile of a school.
- All road with average traffic volumes of between 1,000 and 10,000 vehicles per day, where a median is present, and within communities where more than 1% of households do not own a vehicle.
- All roads with traffic volumes of more than 10,000 vehicles per day, where a median is present, and where more than 1% of households do not own a vehicle.

Medium Tier includes two different road profiles:

- All roads with average traffic volumes of more than 10,000 vehicles per day, where a median is not present, and not within a quarter mile of a school.
- All roads with average traffic volumes of between 1,000 and 10,000 vehicles per day, where a median is present, and within communities where less than 1% of households do not own a vehicle.

Table 4 illustrates the factors that make up each of the top risk road profiles in the Suburban/Urban subarea

Table 4: Suburban/Urban Road Profiles by Factors

	Critical	High			Medium	
High Volume (more than 10,000 vehicles/day)	✓	✓		✓	✓	
Medium Volume (1,000 to 10,000 vehicles/day)			✓			✓
Low Volume (less than 1,000 vehicles/day)						
Median is Present	✓		✓	✓		✓
Median is Not Present		✓			✓	
Higher Percent of Zero Vehicle Households			✓	✓		
Low Percent of Zero Vehicle Households	✓					✓
School is Nearby		✓				
School is Not Nearby					✓	

Check marks (✓) indicate the factors that make up each road profile.
There are multiple road profiles that have a similar level of risk in the High and Medium tiers.

Following the same pattern as the other subareas, just 1.2% of the Suburban/Urban subarea's roads are High Tier roads, but 19.7% of the KSI crashes in the subarea occurred on these roads. **Figure 4** illustrates the share of road miles and KSI crashes for all five tiers.

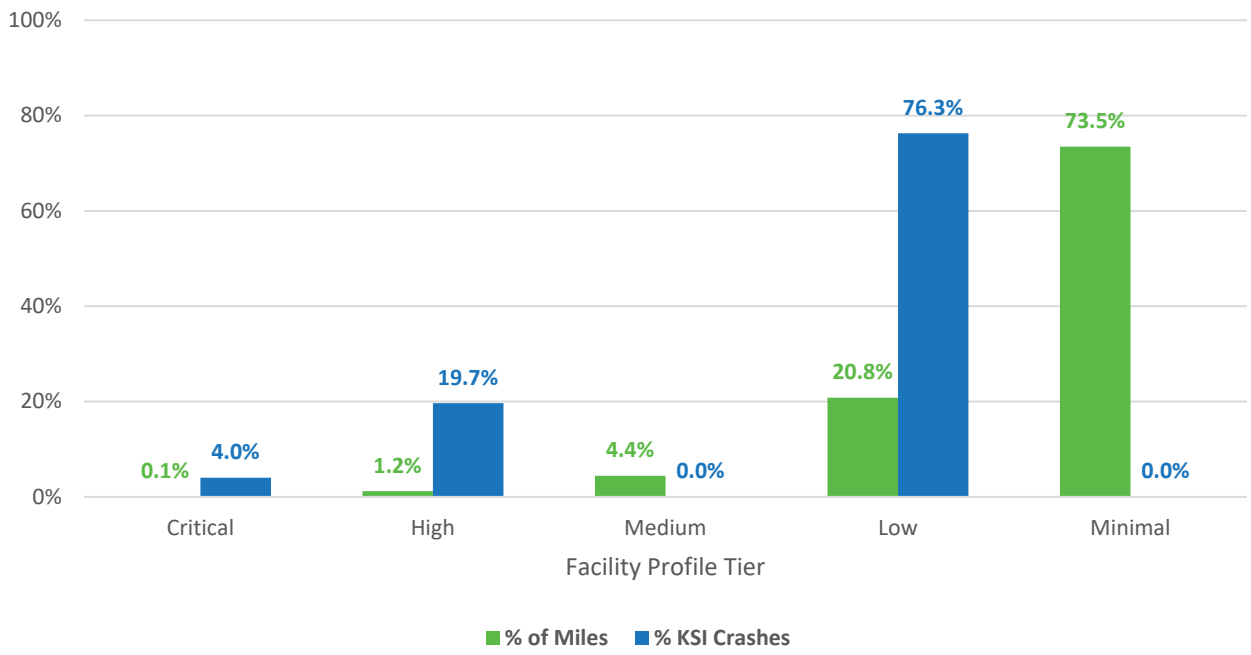


Figure 4: Suburban/Urban Road Profile Tiers by Share of Mileage and Share of KSI crashes

High-Risk Road Profile Mapping

Mapping the roads that are identified as Critical, High, or Medium tier allows PPACG and local municipalities to proactively understand which roads may be at the greatest risk for KSI crashes in the future. These roads illustrated in **Figure 5**, **Figure 6**, and **Figure 7** make up the High-Risk Network (HRN). **Table 5**, **Table 6**, and **Table 7** specify the road segments identified as Critical, High, or Medium tier.

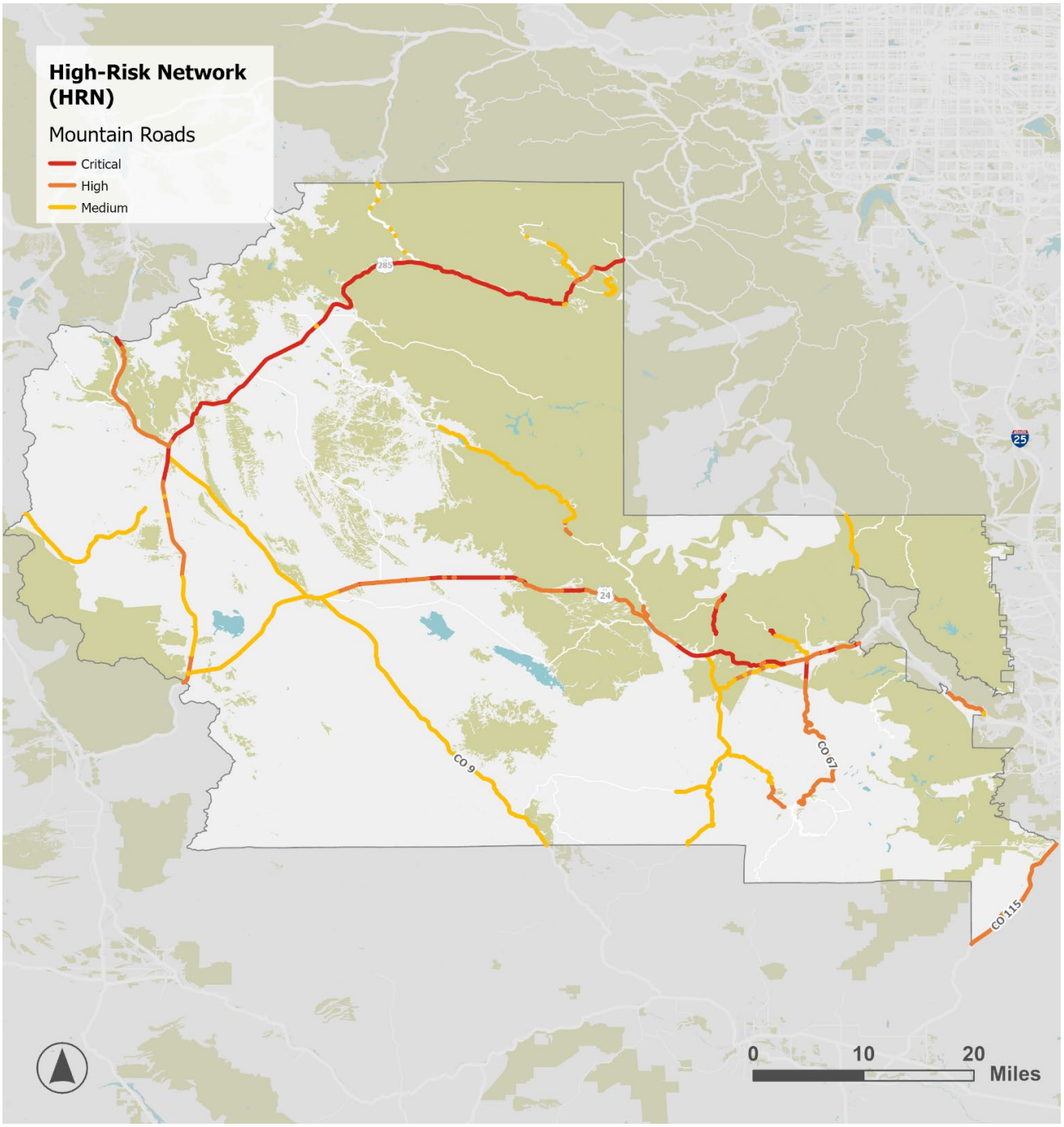


Figure 5: Map of Mountain High-Risk Network

Table 5 is a summary of roads in each tier and their extents in the Mountain subarea. If a single roadway fell into multiple tiers across different segments, it was placed into the tier that the majority of the road fell within.

Table 5: List of Mountain High-Risk Network Roads

Tier	Road Name	Corridor Extents
Critical	US Highway 24	CO State Highway 9 to Edlowe Road
	US Highway 285	Park County and Jefferson County border to CO State Highway 9
	Wildhorn Road (County Road 3)	Cedar Mountain Road to Arapahoe Creek Trail
High	CO State Highway 9	Park County and Summit County Border to US Highway 285
	CO State Highway 67	US Highway 24 to Cripple Creek city limits
	CO State Highway 115	Rock Creek Canyon Road to El Paso County and Fremont County border
	Lower Twin Rock Road (County Road 42)	County Road 1 to US Highway 24
	US Highway 24	Fountain Avenue to Manitou Springs city limits
	US Highway 285	CO State Highway 9 to Park County and Chaffee County border
Medium	CO State Highway 9	US Highway 285 to Park County and Fremont County border
	CO State Highway 67	Douglas County and Teller County border to Centennial Trail
	County Road 1	US Highway 24 to North C Street
	County Road 5	County Road 22 to Breakneck Pass Road
	County Road 22	Lake County and Pike National Forest border to County Road 5
	County Road 72	Kudu Trail to 0.12 miles southeast of Sleepy Hollow Drive
	County Road 112	Teller County and Park County border to County Road 11
	High Park Road (County Road 11)	County Road 1 to Teller County and Fremont County border
	Deer Creek Road (County Road 43)	Wells Fargo Court to County Road 43A
	Tarryall Road (County Road 77)	Al Gulch Road to County Road 31
	US Highway 24	US Highway 285 to CO State Highway 9

The HRN in the Mountain subarea indicates where 78% of KSI crashes between 2019 and 2023 have occurred. This indicates that focusing safety improvements on these road profiles in the Mountain subarea could help eliminate a large portion of future KSI crashes.

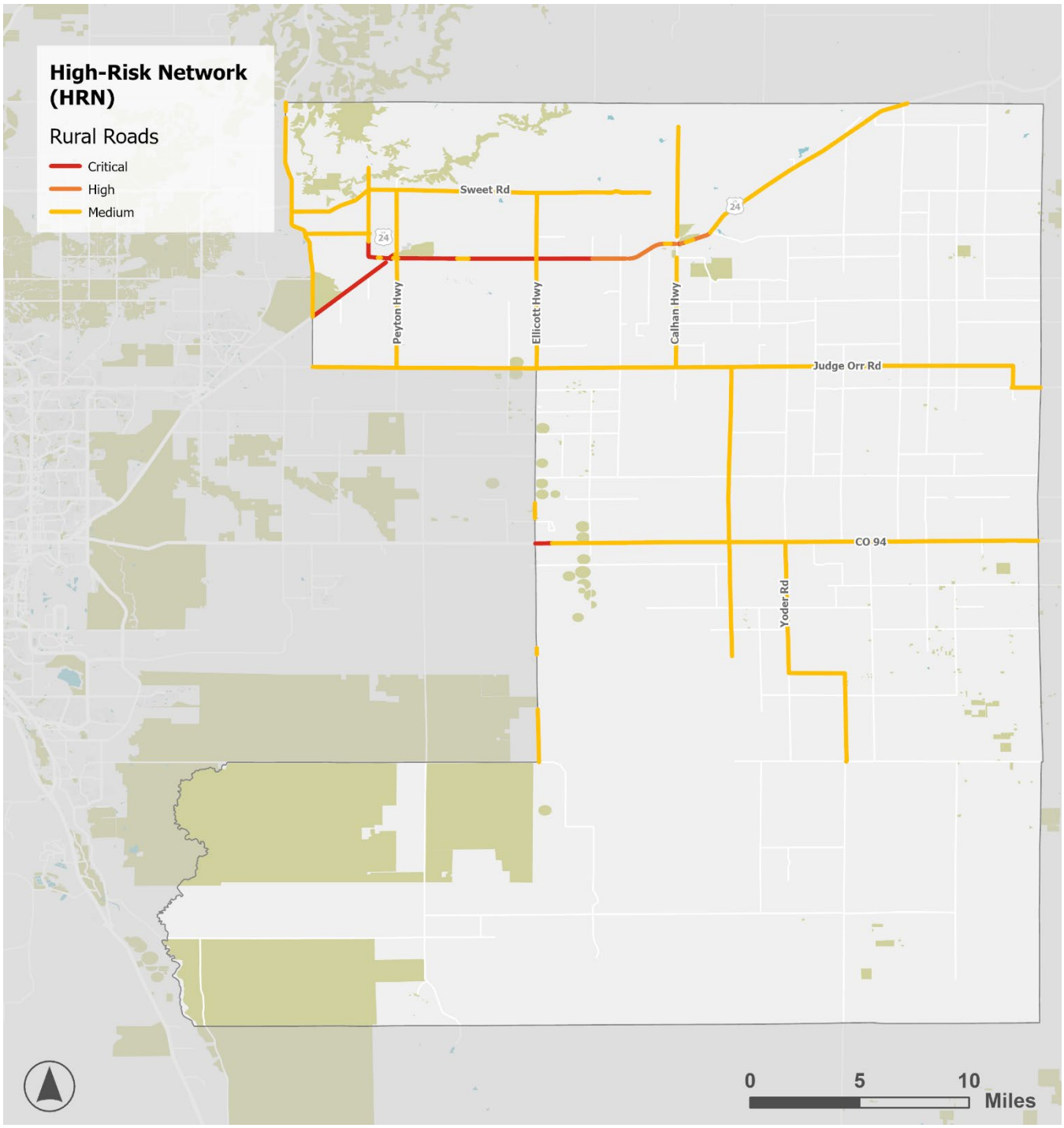


Figure 6: Map of Rural High-Risk Network

Table 6 is a summary of roads in each tier and their extents in the Rural subarea. If a single roadway fell into multiple tiers across different segments, it was placed into the tier that the majority of the road fell within.

Table 6: List of Rural High-Risk Network Roads

Tier	Road Name	Corridor Extents
Critical	US Highway 24 / CO State Highway 4	Elbert Road to Fairplay Road
	Bradshaw Road	1/3 of a mile south of Murphy Road to Peyton highway
High	US Highway 24 / CO State Highway 4	Fairplay Road Harrisville Road
Medium	Bradshaw Road	Hopper Road to 1/3 of a mile south of Murphy Road
	Calhan Highway	Ramah Road West to Torrence Road
	Corona Road	North Davenport Road to El Paso County and Elbert County border
	CO State Highway 94	1/3 of a mile west of East Ellicott Road North to El Paso and Lincoln County border
	Elbert Road	Elbert County and El Paso County border to US Highway 24
	Ellitcott Highway	Sweet Road to Judge Orr Road (some segments south to Squirrel Creek Road)
	Judge Orr Road / North Davenport Road	Elbert Road to Corona Road
	Murphy Road	Elbert Road to Bradshaw Road
	Peyton Highway	Sweet Road to Judge Orr Road
	Sweet Road	Elbert Road to Eurich Road
	US Highway 24 / CO State Highway 4	Harrisville Road to Elbert County and El Paso County border
	Yoder Road	CO State Highway 94 to Shear Road

The HRN in the Rural subarea indicates where 66% of KSI crashes between 2019 and 2023 have occurred. This indicates that focusing safety improvements on these road profiles in the Rural subarea could help eliminate a large portion of future KSI crashes.

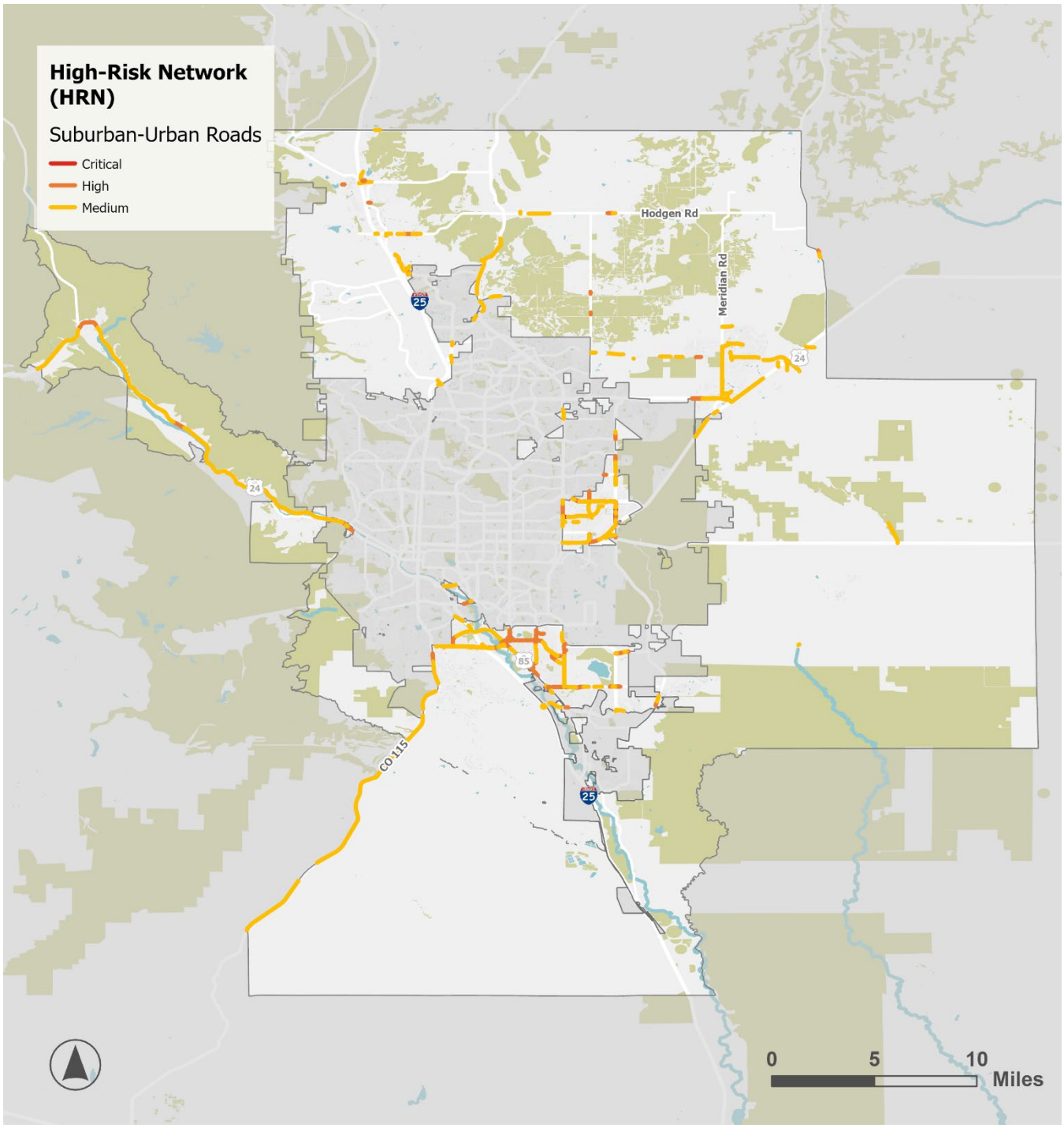


Figure 7: Map of Suburban/Urban High-Risk Network
Note that the cities of Colorado Springs and Fountain are not included in this analysis since both jurisdictions is developing separate safety action plans.

Table 7 is a summary of roads in each tier and their extents in the Suburban/Urban subarea. If a single roadway fell into multiple tiers across different segments, it was placed into the tier that the majority of the road fell within.

Table 7: List of Suburban/Urban High-Risk Network Roads

Tier	Road Name	Corridor Extents
Critical	Constitution Avenue	Preamble Point to Piros Drive
	Fontaine Boulevard	Palmer Park Boulevard to State Highway 4
	Marksheffel Road	North Powers Boulevard to Waynoka Road
	Palmer Park Boulevard	Drury Lane to 0.2 miles west of Metropolitan Street
High	B Street	South Academy Boulevard to CO State Highway 85
	Bradley Road	South Academy Boulevard to Grinnell Boulevard & South Powers Boulevard to Colorado Springs city limits
	North Powers Boulevard (CO 21)	Waynoka Road to Omaha Boulevard
	Circle Drive	Janitell Road to East Las Vegas Street
	Constitution Avenue	Colorado Springs city limits to Marksheffel Road
	Fontaine Boulevard	CO State Highway 85 to South Powers Boulevard
	Hancock Expressway	Just north of Clearview Drive to Bradley Road
	Higby Road	Jackson Creek Parkway to 0.1 miles east of Jackson Creek Parkway
	Lake Woodmoor Drive	Woodmoor Drive to 0.1 miles east of Woodmoor Drive
	Main Street	Bradley Road to US Highway 85
	Peterson Road	Galley Road to US Highway 24
	Second Street	Mitchell Avenue to Front Street
	Security Boulevard	Kathi Circle to Tewa Drive
	South Academy Boulevard	CO State Highway 115 to Drennan Road
	Wageman Drive	Bradley Drive to Grinnell Boulevard
	Woodmoor Drive	Willow Park Way to CO State Highway 105
	Yucatan Drive	Hancock Expressway to Sinnes Lane
Medium	Baptist Road	Interstate 25 to Kingswood Drive
	CO State Highway 83	Stagecoach Road to Colorado Springs city limits
	CO State Highway 105	2nd Street to Jackson Creek Parkway
	CO State Highway 115	Colorado Springs city limits to El Paso County and Fremont County border
	Eastonville Road	Meridian Road to Comeapart Road
	East Woodman Road	Falcon Meadows Boulevard to US Highway 24
	Gleneagle Drive	Westchester Drive to Struthers Road
	Hodgen Road	0.2 miles west of Reflection Place to 0.2 miles east of Steppler Road
	Londonderry Drive	Meridian Road to Mount Princeton Drive
	Marksheffel Road	Colorado Springs city limits to Industry Road
	Meridian Road	Londonderry Drive to US Highway 24
	Omaha Boulevard	North Powers Boulevard to Chipewa Road

Tier	Road Name	Corridor Extents
	Palmer Park Boulevard	Waynoka Road to Great Sky Road
	Peterson Road	Colorado Springs city limits to Bismark Road
	Rex Road	Meridian Road to San Luis Peak Way
	Stapleton Drive	Meridian Ranch Boulevard to 0.3 miles north of Judge Orr Road
	Struthers Road	All Sky Drive to North Gate Boulevard
	US Highway 24	Woodland West Drive to Colorado Springs city limits; North Powers Boulevard to Marksheffel Road; Garrett Road to Judge Orr Road
	US Highway 85	Interstate 25 to Fontaine Boulevard

The HRN in the Suburban/Urban subarea indicates where 24% of KSI crashes between 2019 and 2023 have occurred. This indicates that focusing safety improvements on these road profiles in the Suburban/Urban subarea could help eliminate a quarter of future KSI crashes, however, additional analysis and more robust data may be needed to further investigate crash risk factors in this subarea.

Additional Factors

The systemic analysis relies on the road, demographic, and land use data that are available for the region. While the analysis summarized in this report provides a foundation for understanding crash risk, they do not capture all road characteristics or contextual details because of limited data. Important attributes such as shoulder presence and width, driveway density, sight distance, curves, signalized intersections, or specific land uses (e.g., parks and recreation areas) were not consistently available in the datasets. As a result, the profiles identified in this analysis may not fully reflect all conditions contributing to elevated crash risk.

Future work could strengthen this analysis by incorporating more robust road inventory data and additional land use mapping. Peer review of systemic analyses from similar regions can also help identify factors that may not have been measurable here but are relevant for mountainous, rural, and suburban/urban contexts. For example, through the project team's analysis of crash risk in other regions with similar contexts to PPACG's, these additional risk factors should also be considered when identifying high-risk locations in PPACG.

Mountains

- Road curves with limited sight distance
- Overgrown vegetation limiting visibility
- Urban land use context
- Proximity to transit

Rural

- Multilane roadway
- Undivided roadway
- Truck route
- Sight distance issues

Suburban/Urban

- Density of intersections
- Multilane roadway
- High percent of residents with a disability

The peer regions reviewed were the Mountainland Association of Governments (MAG) region in Utah representing mountainous conditions, Northwest Ohio for rural contexts, and the Grand Valley Metropolitan Council (GVMC) region in the Greater Grand Rapids region of Michigan for suburban/urban settings.

Conclusions and Next Steps

The risk factors captured in the systemic analysis can be used to map risk on roads in the study subareas. Locations on the Critical and High tiers should be targeted for improvements, regardless of crash history (i.e., a proactive approach as opposed to a reactive approach. The project team will combine the results from this analysis, the Descriptive Crash Analysis, and the High-Injury Network analysis (identifying where an elevated number of crashes have occurred historically), to identify roadway corridors to target specific safety projects. The risk factors identified in the systemic analysis will be used to identify safety countermeasures to be recommended for the region and local jurisdictions to apply systemically across the road network, regardless of individual location's crash history.

Appendix E. Policy Review

Policy Review

PPACG

2050 Long Range Transportation Plan

- General talk about multi-modal and safety improvements.
- Continue resurfacing and reconstruction programs, with priority assigned to higher volume routes.
- Implement intelligent transportation system (ITS) architecture to enhance
- incident management program effectiveness
- Install “pedestrian timing signals” that count down time remaining for
- Pedestrians to cross at major pedestrian intersections. Install audible pedestrian signal equipment at key locations as warranted. Use alternative pedestrian detection and pre-emption systems as appropriate
- Adopt a Regional Corridors Network
- Reserve Right-of -Way (ROW) in future Roadway Corridors
- Build on the region study through development of a freight plan and other specific studies as needed
- Conduct and support Safety Action Plans within the region
- Work cooperatively with CDOT and local governments to obtain grant funding such as Safe routes to schools, SS4A, and other sources as possible.

Crash Data / Dashboard

- PPACG Traffic Safety

Community Traffic Safety Education Review

- Prioritize safety in all plans and funding decisions
- Apply for Safe Streets and Roads for All (SS4A) funds
- Develop a crash study to better understand crash trends and causes
- Prioritize safety through studying crash data

Tri-County Transportation Study

- Many general multi-modal transportation improvements
- Improving trail/pedestrian crossings of US 285, US 24, and other highways
- Widening shoulders along regional roadways to accommodate recreational bicyclists
- Improving local sidewalks
- Filling regional trail network gaps, particularly along US 24 between Teller and El Paso counties
- Add shoulders/bike lane along SH 9 north of US 24
- Provide safe crossing of US 24 in Hartsel

El Paso County

Major Transportation Corridors Plan (MTCP)

- Install beacons, signs, crosswalks
- Do pedestrian safety audits
- Ensure ADA compliant sidewalks
- Add countdown signals and refuges
- Fix pedestrian and bike geometry
- Use data driven speed control
- Apply traffic calming and lane changes
- Implement left turn calming
- Replace high crash sites with roundabouts
- Add protected left turns and better signal timing
- Improve uncontrolled intersections
- Improve left turn lanes and visibility
- Install dilemma zone detection
- Fix drainage at intersections
- Add LED signals and reflective backplates
- Add LED enhanced stop signs and warning systems
- Improve and expand road striping

- Enhance curve signs and markings
- Improve clear zones and shoulders
- Install safety barriers
- Add high friction surfaces
- Install rumble strips
- Use Safety Edge treatment
- Review traffic counts for needed changes
- Update bike and pedestrian network plans
- Create regional safety checklist
- Run impairment and safety campaigns
- Implement Street Smart outreach
- Create crash review audit team
- Promote telework options
- Provide driver education
- Focus seat belt outreach
- Support stronger seat belt laws
- Hold child restraint checks
- Promote motorcycle helmet laws
- Improve server alcohol training
- Expand ignition interlock use
- Promote safe ride programs
- Run checkpoints and compliance checks
- Encourage citizen safety reporting
- Support stronger DWI monitoring

Road Safety Plan

- Priority Safety Strategies and Recommendations (page 24) listed in MTCP

2022 Parks Master Plan Update

- No related transportation / safety recommendations

Your El Paso Master Plan

- Goal 4.1 - Establish a transportation network that connects all areas to one another, emphasizing east-west routes, reducing traffic congestion, promoting safe and efficient travel.
- Objective TM1-4: Encourage sidewalks and other multimodal facilities in all new development in place types, as appropriate, and upgrade existing infrastructure to these types of facilities when needed.
- Goal 4.2 - Promote walkability and bikability where multimodal transportation systems are feasible.
- Objective TM2-1: Transportation improvements should prioritize active modes of transportation and connections to local destinations over vehicular travel and regional trips.
- Goal 4.3 - Foster transit-supportive development and coordinate to expand public transportation options.
- Objective TM3-1: Encourage increased public transportation use in the region by using existing and expanded platforms and connections within the community.
- Goal 4.4 - Develop a sustainable funding mechanism for transportation infrastructure and maintenance.
- Objective TM4-1: Require multimodal transportation with all new projects as there are specific federal funding opportunities for these types of projects.

Teller County

Strategic Plan 2021 - 2036

- Objective: maintain and improve the safety of Teller County roads, facilities and fleet management.

Park County

Park County Strategic Master Plan

- Implement pedestrian safety improvements such as sidewalks, crosswalks, and safe walking and biking routes, connecting businesses, trails, and community spaces
- Implement traffic management solutions to ease congestion and enhance safety measures on Highway 285.

- Expand Highway 285 with pedestrian safety features.
- S1.7 Improve Pedestrian and Bicycle Infrastructure: Expand Non-Motorized Travel Options in Key Communities. Develop sidewalks, crosswalks, and multi-use pathways. Integrate pedestrian and bike-friendly designs into future road and highway projects, including safe shoulders. Establish Safe Routes to Schools programs to provide children with safe walking and biking paths in areas where it is feasible.
- S1.8 Increase Public Transportation Options
- S1.9 Establish Diverse and Sustainable Funding for Roads
- S1.1 Develop Safe, and Well-Maintained Road Network
- A. Create a data-driven long-range plan for prioritizing road maintenance and improvements based on traffic volumes, surface types, level of buildout and viability of subdivisions, access to communities and public facilities, routes that serve as alternatives to highways (cutoff roads, highway closure detours) and dangerous intersections and other hazards.
- B. Implement a road depreciation and traffic analysis model (PCI) to forecast maintenance needs.
- C. Encourage private road maintenance agreements where county maintenance and plowing is not feasible.
- D. Establish an annual road maintenance schedule and communicate it each year to improve transparency and expectations.
- E. Conditional or Temporary Use Permits for projects that significantly increase traffic should include impact fees to contribute to road maintenance costs.
- F. Leverage Land Use Planning to Support Transportation Goals.

Alma

Calhan

Comprehensive Plan

- Key action 32: Initiate a Capital Improvement Plan
- Key action 33: Leverage PPRTA (Pikes Peak Rural Transportation Authority) Funding [(PPACG) 2050 and LRTP 2050] to improve multi-modal connections for

Yoder Street/Calhan Highway and Mc Clasky Road Bridge Replacement and roadway upgrades to Major Collector with future northern growth.

- 34. Consider bike trails or sidewalk connections all the way to Paint Mines.
- 35. Explore a town-wide multimodal connection that ties Main Street to Paint Mine Road.
- 36. With funding, look to create connections between Hwy 24 and Paint Mine Road.
- 37. Encourage trail connections between town and park.
- 38. Engage El Paso County Parks for grant efforts to establish a regional trail system associated with Rock Island Regional Trail, and a North Calhan Highway Route Connection to Paint Mines.
- 39. Contemplate a sidewalk network for the areas north of Hwy 24.
- 40. Explore investing in modest additions to make new sidewalks and bike connections near destinations south of Hwy 24 including the public school and the El Paso County Fair Grounds.
- 41. Prioritize Colorado Ave and Cheyenne Ave as key pedestrian travel paths for new/improved sidewalks with any future development north of US 24.
- 42. Ensure key roads (Yoder, Bulldog Drive, and 8th Street) have sidewalks to facilitate safe pedestrian mobility to school, the library, and parks.
- 43. Leverage the opportunity to improve the standard of quality in access and spacing of bike and sidewalk connections with new development west of town to ensure safer and more attractive connections to the rest of town to the east.
- 44. Any new roads that are developed due to growth should include bike and pedestrian functions to support the network – especially for westside development and 8th street.
- 91. Promote and support future planning for a trail system that interconnects with regional and public land system trails

Cripple Creek

Comprehensive Plan

- Strategy 5.1g – Assess the existing infrastructure available to pedestrians and cyclists, and consider the need of upgrades or new resources. This may include, but is not limited to, benches/street furniture, shade structures, landscaping and street separation, bike maintenance stations, and bike parking racks.
- Strategy 5.2d – Continue to collaborate with regional transportation planning efforts, including participating in assessments and planning of the regional highway and County road systems.
- Strategy 5.2e – Continue to implement the Active Transportation Plan and Safe Routes to School Plan.
- Transportation Plan
- Active Transportation Plan Updates
- Safe Routes to School Plan Updates

Green Mountain Falls

Comprehensive Plan

- Goal 3.5.4 Transportation: Maintain a system of streets that will ensure safe and efficient movement of people and goods throughout the Town.
- - Create a street plan that identifies existing and proposed street extensions and sets standards for maintenance and construction in existing and future developments.
- - Encourage safe pedestrian and bicycle connections throughout the Town.
- 5.1. Install a wide sidewalk or multiuse path to connect Town Hall to Downtown.
- 5.2. Prioritize and complete missing sidewalk connections throughout Town.
- 5.4. Apply for grant funding to supplement Town infrastructure projects
- 5.5. Identify the most feasible and appropriate locations for additional bicycle infrastructure in Town.

Manitou Springs

Transportation and Mobility Plan

- 1.1 Create mobility hubs
- 1.2 Enhance Transit Service
- 1.3 Improve Transit Amenities
- 3.1 Increase Pedestrian Safety
- - Signalized Pedestrian Crossings
- - Accommodate Pedestrians on all streets
- - Pedestrian lighting Plan
- 3.2 Extend the Pedestrians Reach
- 3.3 Improve the Pedestrian Experience
- - Lovers Lane Shared Street
- 4.1 Create a Network of Connected Facilities
- 4.2 Create Forward Thinking Policies and Regulations
- 5.1 Enhance Street Safety
- - Neighborhood Traffic Calming
- - Intersection Safety Audit
- 5.2 Improve Efficiency and Access (intersection improvements)

Comprehensive Plan

- Policy LU-3.3 Streetscape: Continue to work with local and regional partners and area property owners to integrate sidewalk improvements, street trees, and other public amenities into the Manitou Avenue right-of-way to promote a safe, walkable, accessible, and attractive environment for people.
- Goal TM-2: Enhance connectivity, comfort, and safety for alternative transportation modes, such as walking, biking, and taking transit throughout the community.
- Policy TM-2.1 Public Transit: Continue to improve transit service, facilities, and connections to meet needs of citizens and workers as an essential component of the City's transportation system.

- Policy TM-2.2 Multi-use Trail System: Expand multi-use trail connections to neighborhoods, parks, open spaces, schools, recreational amenities, community destinations, historic sites, Mineral Springs, and regional trail systems through the actions defined as part of the POST Master Plan.
- Policy TM-2.3 Bicycle System: Expand the City's existing bicycle system to increase bicycle usage and connect existing and proposed local facilities to the regional system.
- Policy TM-2.4 Sidewalks: Work to improve sidewalk conditions and connectivity where feasible and continue efforts to widen sidewalks on high pedestrian travel corridors, particularly between the US Highway 24 interchange and El Paso Boulevard.
- Policy TM-2.5 Safe Routes to Schools: Encourage programs and projects that improve pedestrian and bicycle safety and enhance connections from neighborhoods to the City's schools.
- Policy TM-2.6 Pedestrian Linkages: Expand pedestrian connections between the City's neighborhoods and downtown by prioritizing connections defined as part of the POST Master Plan. Explore opportunities to reclaim and restore public stairways and define ongoing maintenance responsibilities.
- Policy TM-3.2 Accessible Public Transit: Follow National Association of City Transportation Officials (NACTO) transit street guidelines when designing pedestrian facilities and transit stops. Evaluate the need to enhance pedestrian crossings outside of downtown to improve safety and mobility within the City's gateways.
- Policy TM-6.2 Roadway Standards: Establish parameters to guide the repair, reconstruction, and use of the City's roadways, balancing the desire to safely accommodate multiple functions and modes within rights-of-way that are narrow and steep with the need to reduce vulnerabilities associated with natural hazards.
- Policy TM-6.3 Roadway Widths: Identify roadways where the historic width poses a hazard for two-way traffic and explore the feasibility of shifting to a one-way traffic flow.
- Policy TM-6.4 Safe Growth: Avoid transportation improvements that may spur growth and increased density in identified hazard-prone areas.

Monument

Comprehensive Plan

- TR-B. Provide a system of interconnected walkways and trails from County Line Road on the east side of I-25 to all school sites through to the Fox Run Regional Park.
- TR-C. Work with CDOT to obtain grant funds to ensure safe routes to schools.
- TR-E. Adopt street standards that include sidewalks or paths, and ensure that the newly developed streets are both aesthetically pleasing and environmentally sensitive.
- TR-4. Reduce the adverse impacts of new transportation corridors by creating walkways, bikeways, and paths along the side of streets. Use drought tolerant landscaping and berms, and "green" street design to manage drainage and storm runoff.
- TR-7. Encourage the development of separated walking and biking lanes from Monument Hill Road through Jackson Creek Parkway.
- TR-8. Work with regional interests to establish a multi-modal transportation system that provides alternatives to the car and provides the disabled and elderly with safe options to reach area destinations.

Palmer Lake

Community Master Plan

- TS-1: SAFE AND EFFICIENT. Provide a safe, efficient, continuous, and connected transportation system.
- Guiding Objective TS-1.2: Work with CDOT to increase pedestrian and bicyclist safety along the Highway 105 Corridor. Safety measures include adequate sidewalks through the downtown core and separated or marked bike lanes along Highway 105.
- Guiding Objective TS-1.6: Establish pedestrian routes that can be used by children traveling to and from school to minimize hazards due to vehicular and train traffic. CDOT's Safe Routes to School is a reliable source of educational materials and funding.

- Guiding Objective TS-1.7: Improve and add, as necessary, traffic controls to ensure pedestrian safety.
- Guiding Objective TS-1.8: Decrease the number of curb cuts by controlling access along Highway 105.
- Guiding Objective TS-1.11: Work with CDOT to improve safety for pedestrians and bicyclists along Highway 105.
- TS-2: APPEARANCE AND MULTIMODAL. Ensure that the transportation system is aesthetically appealing and multimodal.
- Guiding Objective TS-2.2: Promote biking and walking as viable forms of transportation and recreation by developing a comprehensive path and trail system that connects neighborhoods with small-scale retail shopping, restaurants, parks and recreation, schools, and the transportation systems of adjacent jurisdictions.
- Guiding Objective TS-2.3: Update street standards to ensure there are adequate sidewalks or trails within residential and commercial developments.
- Guiding Objective TS-2.5: Improve multi-modal connectivity between the east and west side of the Town.
- Guiding Objective TS-2.7: Promote transportation alternatives to single occupancy cars.

Ramah

Victor

Master Plan Update

- Coordinate in phases the planning, financing, and construction of an integrated road and pedestrian trail system
- Extend sidewalks along Victor Avenue from Fourth Street west to Seventh Street and in the Victor Historical District

Parks and Recreation Master Plan

- Establish a better pedestrian connection between The Gold Bowl and Wallace Park
- Finish sidewalks in downtown that follow the walking tour.

Woodland Park

Comprehensive Plan

- Transportation Goal 1: Promote a multi-modal transportation network that includes a Highway 24 reliever route that facilitates safe and efficient movement throughout the community.
- Transportation Action 1.1.1: Collect motor vehicle traffic and major intersection turning data during peak and off-peak seasons for weekdays and weekends, and collect traffic accident data (vehicle, bicycle, and pedestrian) to better understand travel patterns and safety and capacity needs.
- Transportation Objective 1.3: Build and maintain a network of "Complete Streets" which connect major destinations safely and efficiently.
- Transportation Objective 1.4: Accommodate alternative means of transportation (i.e., transit, bicycle, pedestrian, and micromobility which is a range of small, lightweight vehicles operating at speeds typically below 25 miles per hour).

PROTOS Plan

- T.9 Where feasible and appropriate, consider multi-use path or natural surface trail in place of planned sidewalks and bike lanes.

Housing Plan

- No recommendations relevant to the safety action plan

Appendix F. Prioritization Worksheets

Memorandum

TO:	Pikes Peak Area Council of Government (PPACG)
FROM:	Felsburg Holt & Ullevig (FHU)
DATE:	November 2025
SUBJECT:	Prioritization of Intersections and Corridors FHU No. 124349-01

Purpose

This memo summarizes the scoring approach used to prioritize intersections and corridors for further evaluation and selection. The method builds on the safety analysis and High Injury Network development documented in the Comprehensive Safety Action Plan materials and applies a consistent, data driven framework across location types. The scoring allows for a transparent ranking of locations based on crash severity, network importance, and community feedback. This structure supports targeted selection of projects that advance regional safety goals and respond to community priorities.

Prioritization Process

The prioritization process evaluates intersections and corridors separately and all locations receive a composite score based on selected criteria. Each criteria is weighted according to its importance within the prioritization process.

Intersections

Intersections are scored using the following four criteria. Each contributes equally to the total score.

WCSI Score (25 percent)

The Weighted Crash Severity Index is assigned proportionally based on the intersection's WCSI value. Higher severity patterns result in higher scores.

LOSS Score (25 percent)

Level of Service of Safety categories are translated into a numeric score.

- LOSS IV receives 1
- LOSS III receives 0.5
- LOSS I or II receive 0

HRN Score (25 percent)

Intersections that lie on the High Risk Network receive 1. Others receive 0.

Community Input (25 percent)

Intersections with at least one public or stakeholder comment receive 1. Intersections without comments receive 0.

Corridors

Corridors use a similar structure with weights adjusted to reflect corridor scale and exposure by mile.

WCSI Score (50 percent)

Scores are proportional to the corridor's WCSI per mile to account for differences in segment length.

HRN Score (25 percent)

Corridors on the High Risk Network receive 1. Others receive 0.

Community Input (25 percent)

Corridors with at least one public or stakeholder comment receive 1. Corridors without comments receive 0.

Ranking Results

The following tables present the results of the prioritization process for intersections and corridors. Each table should include the full set of evaluated locations along with their component scores, total score, and resulting rank.

Intersections

Insert the ranked intersection list in the table below. Add or remove columns as needed to match your scoring spreadsheet.

Table 1. Intersection Prioritization Ranking

Subarea	Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Urban/Suburban	Constitution Ave/Peterson Rd	0.62	1.00	1.00	1.00	0.91	1
Urban/Suburban	Hancock Expy/Bradley Rd	0.43	1.00	1.00	1.00	0.86	2
Urban/Suburban	Powers Blvd/Palmer Park Blvd	1.00	1.00	1.00	0.00	0.75	3
Urban/Suburban	Powers Blvd/Fontaine Blvd	0.68	1.00	1.00	0.00	0.67	4
Urban/Suburban	S Academy Blvd/I-25 Ramps	0.61	1.00	1.00	0.00	0.65	5
Urban/Suburban	State Highway 24/Woodmen Rd	0.53	1.00	0.00	1.00	0.63	6
Urban/Suburban	Meridian Rd/Stapleton Dr	0.48	1.00	1.00	0.00	0.62	7
Urban/Suburban	S Academy Blvd/Venetucci Blvd	0.39	1.00	1.00	0.00	0.60	8
Urban/Suburban	Powers Blvd/Bradley Rd	0.37	1.00	1.00	0.00	0.59	9
Urban/Suburban	State Highway 24/Judge Orr Rd	0.37	1.00	0.00	1.00	0.59	9
Urban/Suburban	State Highway 83/Shoup Rd	0.33	1.00	1.00	0.00	0.58	11
Urban/Suburban	State Highway 83/State Highway 105	0.33	1.00	0.00	1.00	0.58	11
Urban/Suburban	State Highway 24/ Green Mountain Falls Rd	0.27	0.00	1.00	1.00	0.57	13
Urban/Suburban	State Highway 83/ N Gate Blvd	0.25	0.00	1.00	1.00	0.56	14
Urban/Suburban	Palmer Park Blvd/Peterson Rd	0.25	0.00	1.00	1.00	0.56	14
Urban/Suburban	State Highway 24/State Highway 67	0.18	0.00	1.00	1.00	0.54	16
Urban/Suburban	Fontaine Blvd/Grinnell Blvd	0.18	0.00	1.00	1.00	0.54	16
Urban/Suburban	State Highway 105/2nd Street	0.17	0.00	1.00	1.00	0.54	18
Urban/Suburban	Main St/Security Blvd	0.16	0.00	1.00	1.00	0.54	19
Urban/Suburban	State Highway 85/Main St	0.52	0.50	1.00	0.00	0.50	20

Subarea	Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Urban/Suburban	State Highway 115/Nelson Blvd	0.37	1.00	0.00	0.00	0.34	21
Urban/Suburban	Marksheffel Rd/Fontaine Blvd	0.37	1.00	0.00	0.00	0.34	21
Urban/Suburban	S Academy Blvd/I-25 SB Ramps	0.32	0.00	1.00	0.00	0.33	23
Urban/Suburban	State Highway 24/Morning Sun Dr	0.25	0.00	1.00	0.00	0.31	26
Urban/Suburban	Platte Ave/State Highway 24 Off Ramp	0.29	0.00	1.00	0.00	0.32	24
Urban/Suburban	State Highway 24/State Highway 94	0.29	0.00	1.00	0.00	0.32	24
Urban/Suburban	State Highway 85/Maxwell St	0.22	0.00	1.00	0.00	0.31	27
Urban/Suburban	State Highway 24/31st St	0.21	0.00	1.00	0.00	0.30	28
Urban/Suburban	Voyager Pkwy/Old Ranch Rd	0.21	0.00	1.00	0.00	0.30	28
Urban/Suburban	Venetucci Blvd/Cheyenne Meadows Rd	0.21	0.00	1.00	0.00	0.30	28
Urban/Suburban	Circle Dr/Janitell Rd	0.21	0.00	1.00	0.00	0.30	28
Urban/Suburban	State Highway 85/Academy Blvd EB Ramps	0.26	0.00	1.00	0.00	0.32	26
Urban/Suburban	Bradley Rd/Wageman Dr	0.22	0.00	1.00	0.00	0.31	28
Urban/Suburban	State Highway 24/Meridian Rd	0.20	0.00	1.00	0.00	0.30	34
Urban/Suburban	E Woodmen Rd/Meridian Rd	0.20	0.00	1.00	0.00	0.30	34
Urban/Suburban	State Highway 24/Marksheffel Rd	0.69	0.50	0.00	0.00	0.30	36
Urban/Suburban	Powers Blvd/Mesa Ridge Pkwy	0.19	0.00	1.00	0.00	0.30	37
Urban/Suburban	State Highway 85/B St	0.18	0.00	1.00	0.00	0.29	38
Urban/Suburban	Powers Blvd/Omaha Blvd	0.18	0.00	1.00	0.00	0.29	38
Urban/Suburban	E Woodmen Rd/McLaughlin Rd	0.18	0.00	1.00	0.00	0.29	38

Subarea	Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Urban/Suburban	State Highway 24/Lincoln Rd	0.16	0.00	1.00	0.00	0.29	41
Urban/Suburban	Voyager Pkwy/Briargate Pkwy	0.16	0.00	1.00	0.00	0.29	41
Urban/Suburban	State Highway 24/Stapleton Dr	0.16	0.00	1.00	0.00	0.29	41
Urban/Suburban	Woodmen Rd/Meridian Rd	0.38	0.50	0.00	0.00	0.22	44
Urban/Suburban	Baptist Rd/Roller Coaster Rd	0.31	0.00	0.00	0.00	0.08	45
Urban/Suburban	S Marksheffel Rd/Mesa Ridge Pkwy	0.31	0.00	0.00	0.00	0.08	45
Urban/Suburban	Vollmer Rd/Burgess Rd	0.29	0.00	0.00	0.00	0.07	47
Urban/Suburban	Marksheffel Rd/Carefree Cir	0.23	0.00	0.00	0.00	0.06	48
Urban/Suburban	State Highway 94/Peyton Hwy	0.23	0.00	0.00	0.00	0.06	48
Urban/Suburban	State Highway 83/Hodgen Rd	0.22	0.00	0.00	0.00	0.06	50
Urban/Suburban	Fontaine Blvd/Goldfield Dr	0.22	0.00	0.00	0.00	0.06	50
Urban/Suburban	State Highway 24/Old Meridian Rd	0.22	0.00	0.00	0.00	0.06	50
Urban/Suburban	Vollmer Rd/Shoup Rd	0.21	0.00	0.00	0.00	0.05	53
Urban/Suburban	Las Vegas St/Janitell Rd	0.20	0.00	0.00	0.00	0.05	54
Urban/Suburban	State Highway 115/Titus Blvd	0.18	0.00	0.00	0.00	0.04	55
Urban/Suburban	Barnes Rd/Marksheffel Rd	0.18	0.00	0.00	0.00	0.04	55
Urban/Suburban	Meridian Rd/Flower Rd	0.18	0.00	0.00	0.00	0.04	55
Urban/Suburban	State Highway 105/Knollwood Dr	0.17	0.00	0.00	0.00	0.04	58
Urban/Suburban	Barnes Rd/Antelope Ridge Dr	0.17	0.00	0.00	0.00	0.04	58
Urban/Suburban	Judge Orr Rd/Curtis Rd	0.16	0.00	0.00	0.00	0.04	60
Urban/Suburban	State Highway 24/State Highway 67	1.00	1.00	1.00	1.00	1.00	1

Subarea	Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Urban/Suburban	State Highway 24/Meadow Park Dr	0.44	1.00	1.00	0.00	0.61	2
Urban/Suburban	State Highway 285/S Wandercrest Dr	0.35	1.00	1.00	0.00	0.59	3
Urban/Suburban	State Highway 285/FS Road 126	0.29	1.00	1.00	0.00	0.57	4
Mountain	County Road 1/Matterhorn Dr	0.29	1.00	1.00	0.00	0.57	4
Mountain	State Highway 67/Divide South Dr	0.29	1.00	1.00	0.00	0.57	4
Mountain	State Highway 24/High Chapparral Rd	0.21	1.00	1.00	0.00	0.55	7
Mountain	State Highway 285/Old Stagecoach Rd	0.18	1.00	1.00	0.00	0.54	8
Mountain	State Highway 24/County Road 77	0.18	1.00	1.00	0.00	0.54	8
Mountain	State Highway 67/County Rd 79	0.18	1.00	1.00	0.00	0.54	8
Mountain	State Highway 285/Roland Valley Dr	0.18	0.50	1.00	0.00	0.42	11
Mountain	State Highway 24/Wilson Dr	0.18	0.50	1.00	0.00	0.42	11
Mountain	Arrowhead Dr/Aqua Ct	0.21	1.00	0.00	0.00	0.30	13
Mountain							
Mountain	State Highway 285/County Road 20	0.15	0.00	1.00	0.00	0.29	14
Mountain	State Highway 285/Highway 9	0.15	0.00	1.00	0.00	0.29	14
Mountain	State Highway 285/County Road 77	0.15	0.00	1.00	0.00	0.29	14
Mountain	State Highway 24/Valley Dr	0.15	0.00	1.00	0.00	0.29	14
Mountain	County Road 43/Connestoga Rd	0.15	0.00	1.00	0.00	0.29	14
Mountain	State Highway 285/Lower Crow Hill Rd	0.15	0.00	1.00	0.00	0.29	14

Subarea	Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Mountain	State Highway 285/County Rd 43	0.15	0.00	1.00	0.00	0.29	14
Mountain	State Highway 285/Wisp Creek Dr	0.15	0.00	1.00	0.00	0.29	14
Mountain	County Road 1/Garfield Cir	0.15	0.00	1.00	0.00	0.29	14
Mountain	State Highway 24/Ryolite City Rd	0.15	0.00	1.00	0.00	0.29	14
Mountain	Galahad Way/Camelot Dr	0.15	0.00	0.00	0.00	0.04	24
Mountain	W May St/S A St	0.15	0.00	0.00	0.00	0.04	24
Rural	Judge Orr Rd/S Calhan Rd	1.00	1.00	1.00	0.00	0.75	1
Rural	N Ellicott Hwy/Judge Orr Rd	0.94	1.00	1.00	0.00	0.74	2
Rural	State Highway 94/N Ellicott Hwy	0.78	1.00	1.00	0.00	0.69	3
Rural	Judge Orr Rd/Calhan Hwy	0.50	1.00	1.00	0.00	0.63	4
Rural	State Highway 24/Peyton Hwy	0.39	1.00	1.00	0.00	0.60	5
Rural	Elbert Rd/Sweet Rd	0.28	0.00	1.00	0.00	0.32	6
Rural	Peyton Hwy /Murphy Rd	0.28	0.00	1.00	0.00	0.32	6
Rural	State Highway 24/N Ellicott Hwy	0.28	0.00	1.00	0.00	0.32	6
Rural	State Highway 94/S Calhan Rd	0.28	0.00	1.00	0.00	0.32	6
Rural	Fossinger Rd/Boone Rd	0.28	0.00	1.00	0.00	0.32	6
Rural	State Highway 24/S Commercial St	0.28	0.00	1.00	0.00	0.32	6
Rural	State Highway 94/N Ramah Hwy	0.28	0.00	1.00	0.00	0.32	6
Rural	Bradshaw Rd/Peyton Elem. School	0.28	0.00	1.00	0.00	0.32	6
Rural	Murphy Rd/McClelland Rd	0.28	0.00	0.00	0.00	0.07	14
Rural	Sengbeil Rd/Big Springs Rd	0.28	0.00	0.00	0.00	0.07	14
Rural	Harrisville Rd/Ramah Rd	0.28	0.00	0.00	0.00	0.07	14

Subarea	Intersection	WCSI Score	LOSS Score	HRN Score	Community Input Score	Total Score	Rank
Rural	Oil Well Rd/Funk Rd	0.28	0.00	0.00	0.00	0.07	14
Rural	Washington Rd/Hahn Rd	0.28	0.00	0.00	0.00	0.07	14

Corridors

Insert the ranked corridor list in the table below. Columns may be adjusted to reflect corridor naming or segmentation conventions.

Table 2. Corridor Prioritization Ranking

Subarea	Corridor	WCSI Score	HRN Score	Community Input Score	Total Score	Rank
Urban/Suburban	Main St	1.00	1.00	1.00	1.00	1
Urban/Suburban	US Highway 24	0.59	1.00	1.00	0.80	2
Urban/Suburban	State Highway 16	0.59	1.00	1.00	0.79	3
Urban/Suburban	Circle Dr S	1.00	1.00	0.00	0.75	4
Urban/Suburban	Palmer Park Blvd	0.90	1.00	0.00	0.70	5
Urban/Suburban	State Highway 83	0.39	1.00	1.00	0.70	6
Urban/Suburban	Manitou Ave	0.39	1.00	1.00	0.70	7
Urban/Suburban	Struthers Rd	0.39	1.00	1.00	0.70	8
Urban/Suburban	Marksheffel Rd N	0.85	1.00	0.00	0.67	9
Urban/Suburban	Fontaine Blvd	0.35	1.00	1.00	0.67	10
Urban/Suburban	N Powers Blvd	0.79	1.00	0.00	0.64	11
Urban/Suburban	US Highway 24	0.26	1.00	1.00	0.63	12
Urban/Suburban	Mc Laughlin Rd	0.73	1.00	0.00	0.61	13
Urban/Suburban	Academy Blvd S	0.72	1.00	0.00	0.61	14
Urban/Suburban	Marksheffel Rd N	0.57	1.00	0.00	0.54	15
Urban/Suburban	US Hwy 85	0.54	1.00	0.00	0.52	16
Urban/Suburban	US Highway 24	0.46	1.00	0.00	0.48	17
Urban/Suburban	Venetucci Blvd	0.41	1.00	0.00	0.45	18
Urban/Suburban	Meridian Rd N	0.37	1.00	0.00	0.43	19
Urban/Suburban	Janitell Rd	0.81	0.00	0.00	0.40	20

Subarea	Corridor	WCSI Score	HRN Score	Community Input Score	Total Score	Rank
Urban/Suburban	Falcon Hwy	0.26	0.00	1.00	0.38	21
Urban/Suburban	Powers Blvd	0.20	1.00	0.00	0.35	22
Urban/Suburban	Bradley Rd	0.19	1.00	0.00	0.34	23
Urban/Suburban	Las Vegas St E	0.68	0.00	0.00	0.34	24
Urban/Suburban	State Highway 115	0.18	1.00	0.00	0.34	25
Urban/Suburban	State Highway 94	0.17	1.00	0.00	0.33	26
Urban/Suburban	Vollmer Rd	0.57	0.00	0.00	0.29	27
Urban/Suburban	Gleneagle Dr	0.44	0.00	0.00	0.22	28
Mountain	US 24	1.00	1.00	1.00	1.00	1
Mountain	CO 9	0.79	1.00	1.00	0.89	2
Mountain	US 285	0.76	1.00	1.00	0.88	3
Mountain	CO 9	0.56	1.00	1.00	0.78	4
Mountain	US 285	0.54	1.00	1.00	0.77	5
Mountain	CO 9	0.36	1.00	1.00	0.68	6
Mountain	CR 42	0.61	1.00	0.00	0.56	7
Mountain	CO 67	0.57	1.00	0.00	0.54	8
Mountain	US 24	0.32	1.00	0.00	0.41	9
Moutain	CR 51	0.25	1.00	0.00	0.37	10
Rural	Calhan Hwy S	1.00	1.00	0.00	0.75	1
Rural	US Hwy 24	0.80	1.00	0.00	0.65	2
Rural	State Hwy 94	0.76	1.00	0.00	0.63	3
Rural	US Hwy 24	0.66	1.00	0.00	0.58	4

Appendix G. Countermeasure Pairing Worksheets

Memorandum

TO:	Pikes Peak Area Council of Government (PPACG)
FROM:	Felsburg Holt & Ullevig
DATE:	November 2025
SUBJECT:	Countermeasure Pairing and Project Identification FHU No. 124349-01

Purpose

This memo describes the method used to pair safety countermeasures with the intersections and corridors identified through the prioritization process. The countermeasure pairing process provides a path from crash analysis to implementable strategies that can be applied at individual locations or systemwide. The intent is to provide a clear set of physical treatment options that reflect site conditions, crash patterns, and established safety effectiveness.

Method Overview

In this context, a countermeasure is an engineering or operational treatment applied to a roadway location to reduce the frequency or severity of crashes. Countermeasures may address contributing factors such as geometry, driver expectancy, conflict points, traffic control, visibility, speed, or other conditions linked to observed crash patterns. Examples include signal timing changes, access management treatments, roadway signing or marking enhancements, speed management strategies, and geometric improvements.

The countermeasure pairing process began with the prioritized intersections and corridors. For each location, the project team reviewed crash patterns identified through the Level of Service of Safety analysis and conducted an aerial inspection to better understand geometric characteristics, traffic control, and contextual features. This combined review ensured that the selected treatments align with the issues documented at each site.

Countermeasure Selection

Countermeasures were drawn from two primary sources:

- **FHWA Proven Safety Countermeasures**, which represent treatments with well-established safety performance.
- **Crash Modification Factor based treatments**, identified using high quality CMFs that demonstrate strong crash reduction potential.

For each intersection, the paired countermeasures are displayed using two indicators:

- Green marks recommended countermeasures that best match the site's conditions and crash patterns.
- Yellow marks additional treatments that may also be viable depending on agency goals, available funding, and site-specific constraints.

Using the Countermeasures

The countermeasure pairing spreadsheet is intended to be used alongside the planning level cost estimates. Together, these resources support decision making and move from initial location screening to defining a project. After countermeasures are narrowed down to the preferred treatments and associated cost estimates are reviewed, the selected set of improvements effectively becomes a project that can advance into scoping, design, or grant application.

Location Based Approach

Project selection may begin with a highly ranked location, review its paired countermeasures, and narrow the list to those of greatest interest or that fit within expected funding ranges. The cost estimates spreadsheet offers low, medium, and high planning level ranges to help quickly understand feasibility.

Systemic Approach

Alternatively, countermeasures may be selected that appear frequently across the network and apply them consistently at all applicable locations. This approach is well suited to treatments that address recurring issues and can produce broad improvements when deployed at scale.

ID	Main Street	Cross Street	Crash Pattern
2764	Powers Blvd	Palmer Park Blvd	Injury, Broadside, Dark-Lighted
3923	State Highway 24	Marksheffel Rd	Injury, Approach Turn, Off Road
3930	Powers Blvd	Fontaine Blvd	Injury, Approach Turn, Distracted by Passenger
3273	Constitution Ave	Peterson Rd	Injury, Approach Turn, Distracted by Passenger, Inexperience
1917	S Academy Blvd	I-25 Ramps	Injury, Approach Turn, Dark-Lighted, Inexperience
5399	State Highway 24	Woodmen Rd	Injury, Approach Turn, Dark-Lighted, Distracted by Passenger
2242	State Highway 85	Main St	Injury, Approach Turn, Distracted by Passenger
5170	Meridian Rd	Stapleton Dr	Injury, Approach Turn, Distracted by Passenger, Inexperience
2327	Hancock Expy	Bradley Rd	Injury, Approach Turn, Distracted by Passenger
1861	S Academy Blvd	Venetucci Blvd	Injury, Broadside
5185	Woodmen Rd	Meridian Rd	Injury, Broadside, Distracted by Passenger
1582	State Highway 115	Nelson Blvd	Injury, Broadside, Distracted by Passenger
3927	Powers Blvd	Bradley Rd	Injury, Approach Turn
4469	Marksheffel Rd	Fontaine Blvd	Injury, Approach Turn
5852	State Highway 24	Judge Orr Rd	Injury, Rear End, Distracted by Passenger
1877	State Highway 83	Shoup Rd	Injury, Approach Turn
1924	State Highway 83	State Highway 105	Injury, Approach Turn

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Retroreflective backplate	Improve Lighting	Add Curb Extensions	Install Roundabout
2764	Powers Blvd	Palmer Park Blvd				
3923	State Highway 24	Marksheffel Rd	R			
3930	Powers Blvd	Fontaine Blvd	R			A
3273	Constitution Ave	Peterson Rd	R			
1917	S Academy Blvd	I-25 Ramps	R	R		
5399	State Highway 24	Woodmen Rd	R	R		A
2242	State Highway 85	Main St	R			
5170	Meridian Rd	Stapleton Dr	R	A		
2327	Hancock Expy	Bradley Rd	R	A		
1861	S Academy Blvd	Venetucci Blvd	R			
5185	Woodmen Rd	Meridian Rd	R			
1582	State Highway 115	Nelson Blvd	R		A	
3927	Powers Blvd	Bradley Rd	A			
4469	Marksheffel Rd	Fontaine Blvd	R	A	A	
5852	State Highway 24	Judge Orr Rd	R		R	A
1877	State Highway 83	Shoup Rd	R			
1924	State Highway 83	State Highway 105	A			R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Change Right-turn lane geometry	Moving Stop Bar Upstream	Install Raised/Flush Median	Reduce Speed Limit
2764	Powers Blvd	Palmer Park Blvd		A		R
3923	State Highway 24	Marksheffel Rd	A	R		R
3930	Powers Blvd	Fontaine Blvd		R	A	R
3273	Constitution Ave	Peterson Rd	R		A	R
1917	S Academy Blvd	I-25 Ramps	R			R
5399	State Highway 24	Woodmen Rd	A			R
2242	State Highway 85	Main St		R		R
5170	Meridian Rd	Stapleton Dr	R		R	R
2327	Hancock Expy	Bradley Rd		R		R
1861	S Academy Blvd	Venetucci Blvd	A			R
5185	Woodmen Rd	Meridian Rd	R	A		R
1582	State Highway 115	Nelson Blvd		R		R
3927	Powers Blvd	Bradley Rd				R
4469	Marksheffel Rd	Fontaine Blvd	R	A	R	R
5852	State Highway 24	Judge Orr Rd				R
1877	State Highway 83	Shoup Rd	A	R		R
1924	State Highway 83	State Highway 105				R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Install left-turn lane	Zero Offset Left-turn	Positive Offset Left Turn	Convert intersection to Reduced Left-Turn Conflict Intersection	Install Left-turn FYA	Protected Left Turn
2764	Powers Blvd	Palmer Park Blvd		A				
3923	State Highway 24	Marksheffel Rd			A	A	R	
3930	Powers Blvd	Fontaine Blvd					R	R
3273	Constitution Ave	Peterson Rd		A			R	R
1917	S Academy Blvd	I-25 Ramps						
5399	State Highway 24	Woodmen Rd				A		
2242	State Highway 85	Main St		A				
5170	Meridian Rd	Stapleton Dr					R	R
2327	Hancock Expy	Bradley Rd		A			R	R
1861	S Academy Blvd	Venetucci Blvd		R	R			
5185	Woodmen Rd	Meridian Rd		R				
1582	State Highway 115	Nelson Blvd		R	R	A	R	
3927	Powers Blvd	Bradley Rd						
4469	Marksheffel Rd	Fontaine Blvd			A		R	R
5852	State Highway 24	Judge Orr Rd	R	R			R	R
1877	State Highway 83	Shoup Rd					R	R
1924	State Highway 83	State Highway 105		R				

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Lane assignment signs over appropriate lanes	Increase Ped Walk Time	Leading Pedestrian Interval	Install pedestrian countdown timer	Raised Pedestrian Crosswalks	Increase Median width
2764	Powers Blvd	Palmer Park Blvd		R	R	R	R	R
3923	State Highway 24	Marksheffel Rd				A		R
3930	Powers Blvd	Fontaine Blvd		R	R		R	
3273	Constitution Ave	Peterson Rd	R	A	R		R	R
1917	S Academy Blvd	I-25 Ramps						
5399	State Highway 24	Woodmen Rd				A		
2242	State Highway 85	Main St		R			A	A
5170	Meridian Rd	Stapleton Dr	R			A		
2327	Hancock Expy	Bradley Rd	R			A		A
1861	S Academy Blvd	Venetucci Blvd						
5185	Woodmen Rd	Meridian Rd		R	R		R	
1582	State Highway 115	Nelson Blvd				A		
3927	Powers Blvd	Bradley Rd	A			A		
4469	Marksheffel Rd	Fontaine Blvd	R			A		
5852	State Highway 24	Judge Orr Rd	R					
1877	State Highway 83	Shoup Rd	R					
1924	State Highway 83	State Highway 105						

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Install Separate Bicycle Lane	Add sidewalks	Pedestrian Refuge Island	Ped Push Button Compliance	ADA Compliant Curb Ramps	High-Visibility Crosswalks
2764	Powers Blvd	Palmer Park Blvd		R				A
3923	State Highway 24	Marksheffel Rd		R	R			
3930	Powers Blvd	Fontaine Blvd	A	R				
3273	Constitution Ave	Peterson Rd			R			
1917	S Academy Blvd	I-25 Ramps						
5399	State Highway 24	Woodmen Rd	A	R				
2242	State Highway 85	Main St		A	R			
5170	Meridian Rd	Stapleton Dr		R				
2327	Hancock Expy	Bradley Rd		R		R	R	
1861	S Academy Blvd	Venetucci Blvd						
5185	Woodmen Rd	Meridian Rd		R				
1582	State Highway 115	Nelson Blvd		R	R			
3927	Powers Blvd	Bradley Rd		R				
4469	Marksheffel Rd	Fontaine Blvd		R				
5852	State Highway 24	Judge Orr Rd		A				
1877	State Highway 83	Shoup Rd		A				
1924	State Highway 83	State Highway 105						

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Add Pedestrian Crossings	Reduce Crossing Distance	Ped Recall	Add Signal Head	Remove Signal head	Convert signal to mast arm	Provide split phases
2764	Powers Blvd	Palmer Park Blvd			R				
3923	State Highway 24	Marksheffel Rd	R						
3930	Powers Blvd	Fontaine Blvd							R
3273	Constitution Ave	Peterson Rd			R				
1917	S Academy Blvd	I-25 Ramps					R		
5399	State Highway 24	Woodmen Rd	R						
2242	State Highway 85	Main St							
5170	Meridian Rd	Stapleton Dr	R					A	
2327	Hancock Expy	Bradley Rd	R					A	
1861	S Academy Blvd	Venetucci Blvd							
5185	Woodmen Rd	Meridian Rd			R			A	
1582	State Highway 115	Nelson Blvd	R	R					
3927	Powers Blvd	Bradley Rd	R						
4469	Marksheffel Rd	Fontaine Blvd	R					A	
5852	State Highway 24	Judge Orr Rd	A					A	
1877	State Highway 83	Shoup Rd	A			R			
1924	State Highway 83	State Highway 105							

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Install red-light cameras	Modify Clearance Interval	Prohibit Right Turn On Red (RTOR)s
2764	Powers Blvd	Palmer Park Blvd	R	R	
3923	State Highway 24	Marksheffel Rd	A	R	
3930	Powers Blvd	Fontaine Blvd	A	R	
3273	Constitution Ave	Peterson Rd	A	R	
1917	S Academy Blvd	I-25 Ramps		A	
5399	State Highway 24	Woodmen Rd		R	
2242	State Highway 85	Main St		R	A
5170	Meridian Rd	Stapleton Dr	R	R	R
2327	Hancock Expy	Bradley Rd		R	A
1861	S Academy Blvd	Venetucci Blvd		R	
5185	Woodmen Rd	Meridian Rd	R	R	
1582	State Highway 115	Nelson Blvd	A	R	
3927	Powers Blvd	Bradley Rd		R	
4469	Marksheffel Rd	Fontaine Blvd		R	
5852	State Highway 24	Judge Orr Rd		R	A
1877	State Highway 83	Shoup Rd	A	R	
1924	State Highway 83	State Highway 105	A	R	

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Crash Pattern	Retroreflective backplate	Improve Lighting
3489	State Highway 24	State Highway 67	Primary Crash Type: Approach Turn	R	
3529	State Highway 24	Meadow Park Dr	Primary Crash Type: Broadside	R	
2459	State Highway 285	S Wandercrest Dr	Primary Crash Type: Broadside		R
1127	State Highway 285	FS Road 126	Primary Crash Type: Broadside		R
2787	County Road 1	Matterhorn Dr	Primary Crash Type: Overtaking Turn		R
3479	State Highway 67	Divide South Dr	Primary Crash Type: Rear-End		R
1033	Arrowhead Dr	Aqua Ct	Primary Crash Type: Fixed Object		A
1855	State Highway 24	High Chapparral Rd	Primary Crash Type: Rear-End		R
2040	State Highway 285	Old Stagecoach Rd	Primary Crash Type: Rear-End		R
2284	State Highway 285	Roland Valley Dr	Primary Crash Type: Approach Turn		R
2552	State Highway 24	County Road 77	Primary Crash Type: Overtaking Turn		R
2627	State Highway 24	Wilson Dr	Primary Crash Type: Rear-End		R
3652	State Highway 67	County Rd 79	Primary Crash Type: Overtaking Turn		R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Install Roundabout	Change geometry to increase line of sight	Change Right-turn lane geometry	Moving Stop Bar Upstream
3489	State Highway 24	State Highway 67	A		R	R
3529	State Highway 24	Meadow Park Dr			A	R
2459	State Highway 285	S Wandercrest Dr				
1127	State Highway 285	FS Road 126				R
2787	County Road 1	Matterhorn Dr				R
3479	State Highway 67	Divide South Dr				
1033	Arrowhead Dr	Aqua Ct	R	A		R
1855	State Highway 24	High Chapparral Rd				
2040	State Highway 285	Old Stagecoach Rd		A		A
2284	State Highway 285	Roland Valley Dr	A	A	A	R
2552	State Highway 24	County Road 77	A			R
2627	State Highway 24	Wilson Dr	R			R
3652	State Highway 67	County Rd 79	A			A

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Double Post / Oversized Stop Signs	Install Median Barrier/Painted Strip	Advance Warning Signs	Reduce Speed Limit
3489	State Highway 24	State Highway 67				R
3529	State Highway 24	Meadow Park Dr				R
2459	State Highway 285	S Wandercrest Dr	R	R		R
1127	State Highway 285	FS Road 126	R	A		R
2787	County Road 1	Matterhorn Dr	R	A		R
3479	State Highway 67	Divide South Dr	R	A		R
1033	Arrowhead Dr	Aqua Ct	R	A		R
1855	State Highway 24	High Chapparral Rd	R	A		R
2040	State Highway 285	Old Stagecoach Rd	R	A		R
2284	State Highway 285	Roland Valley Dr	R	A	R	R
2552	State Highway 24	County Road 77	R	R		R
2627	State Highway 24	Wilson Dr	R			R
3652	State Highway 67	County Rd 79	R	A		R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Install Turn Lane	Signalize the intersection	Zero Offset Left-turn	Positive Offset Left Turn	Install Left-turn FYA	Add Exclusive Ped Phase
3489	State Highway 24	State Highway 67				A		A
3529	State Highway 24	Meadow Park Dr					R	
2459	State Highway 285	S Wandercrest Dr	R	A	R			
1127	State Highway 285	FS Road 126	R		R			
2787	County Road 1	Matterhorn Dr	R					
3479	State Highway 67	Divide South Dr	R	A	R			
1033	Arrowhead Dr	Aqua Ct	A					
1855	State Highway 24	High Chapparral Rd	R	A	R			
2040	State Highway 285	Old Stagecoach Rd	R	R	A			
2284	State Highway 285	Roland Valley Dr		R	R	A		
2552	State Highway 24	County Road 77	R	A	R			
2627	State Highway 24	Wilson Dr	R	A	R	A		
3652	State Highway 67	County Rd 79	R		R			

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Increase Ped Walk Time	Leading Pedestrian Interval	Install pedestrian countdown timer	Raised Pedestrian Crosswalks	Increase Median width	Road Diet	Add sidewalks
3489	State Highway 24	State Highway 67	A	A	A	R	R		R
3529	State Highway 24	Meadow Park Dr			A				R
2459	State Highway 285	S Wandercrest Dr						R	
1127	State Highway 285	FS Road 126						R	
2787	County Road 1	Matterhorn Dr						R	
3479	State Highway 67	Divide South Dr						R	
1033	Arrowhead Dr	Aqua Ct						A	
1855	State Highway 24	High Chapparral Rd						R	
2040	State Highway 285	Old Stagecoach Rd						A	
2284	State Highway 285	Roland Valley Dr							
2552	State Highway 24	County Road 77						R	
2627	State Highway 24	Wilson Dr						R	
3652	State Highway 67	County Rd 79						R	

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Pedestrian Refuge Island	High-Visibility Crosswalks	Add Pedestrian Crossings	Reduce Crossing Distance	Ped Recall	**Add signal (additional primary head)**
3489	State Highway 24	State Highway 67	R				A	
3529	State Highway 24	Meadow Park Dr	R		R	R		R
2459	State Highway 285	S Wandercrest Dr		A				
1127	State Highway 285	FS Road 126						
2787	County Road 1	Matterhorn Dr						
3479	State Highway 67	Divide South Dr						
1033	Arrowhead Dr	Aqua Ct						
1855	State Highway 24	High Chapparral Rd						
2040	State Highway 285	Old Stagecoach Rd						
2284	State Highway 285	Roland Valley Dr						
2552	State Highway 24	County Road 77						
2627	State Highway 24	Wilson Dr						
3652	State Highway 67	County Rd 79						

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Provide split phases	Install red-light cameras	Modify Clearance Interval	Change right-turn lane geometry to increase line of sight	Wider Edge Lines
3489	State Highway 24	State Highway 67		R	R	A	
3529	State Highway 24	Meadow Park Dr			R		R
2459	State Highway 285	S Wandercrest Dr					R
1127	State Highway 285	FS Road 126					R
2787	County Road 1	Matterhorn Dr					R
3479	State Highway 67	Divide South Dr					R
1033	Arrowhead Dr	Aqua Ct					R
1855	State Highway 24	High Chapparral Rd					R
2040	State Highway 285	Old Stagecoach Rd					R
2284	State Highway 285	Roland Valley Dr					A
2552	State Highway 24	County Road 77					R
2627	State Highway 24	Wilson Dr	R				R
3652	State Highway 67	County Rd 79					R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Raised Pavement Markers or Rumble Strips	High Friction Surface Treatment	Safety Edge
3489	State Highway 24	State Highway 67		R	
3529	State Highway 24	Meadow Park Dr		R	R
2459	State Highway 285	S Wandercrest Dr	R	R	R
1127	State Highway 285	FS Road 126	A	R	R
2787	County Road 1	Matterhorn Dr		R	R
3479	State Highway 67	Divide South Dr		R	R
1033	Arrowhead Dr	Aqua Ct	A	R	R
1855	State Highway 24	High Chapparral Rd	R	R	R
2040	State Highway 285	Old Stagecoach Rd	R	R	R
2284	State Highway 285	Roland Valley Dr		R	A
2552	State Highway 24	County Road 77	R	R	R
2627	State Highway 24	Wilson Dr	R	R	R
3652	State Highway 67	County Rd 79	A	R	R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Crash Pattern	Improve Lighting	Install Roundabout
2247	Judge Orr Rd	S Calhan Rd	Primary Crash Type: Broadside	R	A
1475	N Ellicott Hwy	Judge Orr Rd	2 Vehicles, Dry Road	R	A
1535	State Highway 94	N Ellicott Hwy	Primary Crash Type: Broadside	R	A
2419	Judge Orr Rd	Calhan Hwy	Injury, Dry Road	R	A
769	State Highway 24	Peyton Hwy	Primary Crash Type: Broadside	R	A

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Moving Stop Bar Upstream	Double Post / Oversized Stop Signs	Install Median Barrier/Painted Strip	Advance Warning Signs
2247	Judge Orr Rd	S Calhan Rd	R	R		R
1475	N Ellicott Hwy	Judge Orr Rd	R	R		
1535	State Highway 94	N Ellicott Hwy	R	R		
2419	Judge Orr Rd	Calhan Hwy	R	R		R
769	State Highway 24	Peyton Hwy	R	R	A	R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	Reduce Speed Limit	Install Turn Lane	Signalize the intersection	Wider Edge Lines	Raised Pavement Markers or Rumble Strips
2247	Judge Orr Rd	S Calhan Rd	R	R	A	R	R
1475	N Ellicott Hwy	Judge Orr Rd	R	R	A	R	R
1535	State Highway 94	N Ellicott Hwy	R		A	R	R
2419	Judge Orr Rd	Calhan Hwy	R	R	A	R	R
769	State Highway 24	Peyton Hwy	R		A	R	R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Main Street	Cross Street	High Friction Surface Treatment	Safety Edge
2247	Judge Orr Rd	S Calhan Rd	R	R
1475	N Ellicott Hwy	Judge Orr Rd	R	R
1535	State Highway 94	N Ellicott Hwy	R	R
2419	Judge Orr Rd	Calhan Hwy	R	R
769	State Highway 24	Peyton Hwy	R	R

Legend

R	Recommended countermeasure
A	Additional countermeasures
Countermeasure	Countermeasure established by CMF
Countermeasure	FHWA Proven Safety Countermeasure

ID	Corridor Name	Start	End	Evaluate reduced speed limit	Speed feedback signs	Traffic calming	Roat Diet/Lane repurposing	Automated speed enforcement	Signal Coordination
21	Main St	Holly Dr	US Hwy 85	R		R			
18	Circle Dr S	w.o. Hancock Expy	e.o. Janitell Rd	R	R			A	
13	Palmer Park Blvd	N Powers Blvd	Pima Dr	R		R			
11	Marksheffel Rd N	s.o. Tarren Hts	Huber Rd	R					
17	Janitell Rd	E Las Vegas St	Fountain Creek	R		A			
12	N Powers Blvd	n.o. Waynoka Rd	s.o. Omaha Blvd	R	R	R	R	R	
6	Mc Laughlin Rd	Eastonville Rd	E Woodmen Rd	R		A			
22	Academy Blvd S	State Highway 115	n.o. Bradley Rd	R	A			R	R
16	Las Vegas St E	E Fountain Blvd	s.o. S Circle Dr	R					
27	US Highway 24	Manitou Ave	s.o. Lucky 4 Rd	R	R	R			
25	State Highway 16	w.o. I-25	w.o. Syracuse St	R	R			A	R
15	Marksheffel Rd N	Constitution Ave	n.o. Air Ln	R	R				
4	Vollmer Rd	Wildflower Rd	n.o. Dines Blvd	R		A			
20	US Hwy 85	s. o. B St	s.o. Main St	R	A	A			R
14	US Highway 24	N Powers Blvd	n.o. Marksheffel Rd	R	R	R	A	R	R
2	Gleneagle Dr	Latrobe Dr	Doral Wy	R	A	R			
19	Venetucci Blvd	Cheyenne Meadows Rd	s. o. B St	R	A	R	A	R	A
3	State Highway 83	n.o. New Life Dr	n.o. Walker Rd	R	A	A			
26	Manitou Ave	w.o. Columbia Rd	Oak Pl	R	R	R		A	R
1	Struthers Rd	Lyons Trail Rd	Air Garden Ln	R	A				
5	Meridian Rd N	Ayer Rd	Rex Rd	R					
24	Fontaine Blvd	Grinnell Blvd	e.o. Powers Blvd	R	R				
7	US Highway 24	n.o. Garrett Rd	Elbert Rd	R	A		R		
8	Falcon Hwy	e.o. Good Fortune Rd	Falcon Grassy Hts	R	A				
23	Powers Blvd	n.o. Grinnel Blvd	s.o. Fontaine Blvd	R	R		A	R	
10	Bradley Rd	w.o. S Meridian Rd	Drennan Rd	R					
28	State Highway 115	n.o. Nelson Blvd	s.o. Barrett Rd	R	R	R	R	A	
9	State Highway 94	e.o. Aztec Raceway	N Ellicott Highway	R	R				

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Improve Lighting	Install Median Barrier/Painted Strip	Widen Barrier	Roadside Design Improvements at Curves	Enhanced Delineation for Horizontal Curves
21	Main St	Holly Dr	US Hwy 85	A				R
18	Circle Dr S	w.o. Hancock Expy	e.o. Janitell Rd				A	R
13	Palmer Park Blvd	N Powers Blvd	Pima Dr				A	
11	Marksheffel Rd N	s.o. Tarren Hts	Huber Rd	R	A			
17	Janitell Rd	E Las Vegas St	Fountain Creek	R	A			R
12	N Powers Blvd	n.o. Waynoka Rd	s.o. Omaha Blvd					
6	Mc Laughlin Rd	Eastonville Rd	E Woodmen Rd	A			A	A
22	Academy Blvd S	State Highway 115	n.o. Bradley Rd	R			R	R
16	Las Vegas St E	E Fountain Blvd	s.o. S Circle Dr	R	R		R	R
27	US Highway 24	Manitou Ave	s.o. Lucky 4 Rd	A			R	R
25	State Highway 16	w.o. I-25	w.o. Syracuse St				A	R
15	Marksheffel Rd N	Constitution Ave	n.o. Air Ln	R		A	R	R
4	Vollmer Rd	Wildflower Rd	n.o. Dines Blvd	R	A		A	
20	US Hwy 85	s. o. B St	s.o. Main St	R		R	A	R
14	US Highway 24	N Powers Blvd	n.o. Marksheffel Rd	R				R
2	Gleneagle Dr	Latrobe Dr	Doral Wy	R			A	R
19	Venetucci Blvd	Cheyenne Meadows Rd	s. o. B St	R		R	R	R
3	State Highway 83	n.o. New Life Dr	n.o. Walker Rd	A	R		A	
26	Manitou Ave	w.o. Columbia Rd	Oak Pl				A	R
1	Struthers Rd	Lyons Trail Rd	Air Garden Ln	R				R
5	Meridian Rd N	Ayer Rd	Rex Rd	A	R			
24	Fontaine Blvd	Grinnell Blvd	e.o. Powers Blvd	A	R			
7	US Highway 24	n.o. Garrett Rd	Elbert Rd	R	R			
8	Falcon Hwy	e.o. Good Fortune Rd	Falcon Grassy Hts	R	R			
23	Powers Blvd	n.o. Grinnel Blvd	s.o. Fontaine Blvd	R				A
10	Bradley Rd	w.o. S Meridian Rd	Drennan Rd	A	R			
28	State Highway 115	n.o. Nelson Blvd	s.o. Barrett Rd	A		R	R	R
9	State Highway 94	e.o. Aztec Raceway	N Ellicott Highway	A	R			

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Advance Warning	Roundabout	New or Upgrade Pedestrian Crossing	HAWK Signal	RRFB	New or Upgraded bike facility
21	Main St	Holly Dr	US Hwy 85			R			A
18	Circle Dr S	w.o. Hancock Expy	e.o. Janitell Rd				R		
13	Palmer Park Blvd	N Powers Blvd	Pima Dr		A	A			
11	Marksheffel Rd N	s.o. Tarren Hts	Huber Rd						
17	Janitell Rd	E Las Vegas St	Fountain Creek						
12	N Powers Blvd	n.o. Waynoka Rd	s.o. Omaha Blvd						
6	Mc Laughlin Rd	Eastonville Rd	E Woodmen Rd			R		R	
22	Academy Blvd S	State Highway 115	n.o. Bradley Rd						
16	Las Vegas St E	E Fountain Blvd	s.o. S Circle Dr		A				
27	US Highway 24	Manitou Ave	s.o. Lucky 4 Rd		A		A		
25	State Highway 16	w.o. I-25	w.o. Syracuse St						
15	Marksheffel Rd N	Constitution Ave	n.o. Air Ln		A		R		
4	Vollmer Rd	Wildflower Rd	n.o. Dines Blvd		R	R			
20	US Hwy 85	s. o. B St	s.o. Main St						
14	US Highway 24	N Powers Blvd	n.o. Marksheffel Rd	A					
2	Gleneagle Dr	Latrobe Dr	Doral Wy		R	A			
19	Venetucci Blvd	Cheyenne Meadows Rd	s. o. B St	R	A	R			A
3	State Highway 83	n.o. New Life Dr	n.o. Walker Rd						
26	Manitou Ave	w.o. Columbia Rd	Oak Pl					A	A
1	Struthers Rd	Lyons Trail Rd	Air Garden Ln			R			A
5	Meridian Rd N	Ayer Rd	Rex Rd						
24	Fontaine Blvd	Grinnell Blvd	e.o. Powers Blvd			R			R
7	US Highway 24	n.o. Garrett Rd	Elbert Rd		R				
8	Falcon Hwy	e.o. Good Fortune Rd	Falcon Grassy Hts		R				
23	Powers Blvd	n.o. Grinnel Blvd	s.o. Fontaine Blvd						
10	Bradley Rd	w.o. S Meridian Rd	Drennan Rd						
28	State Highway 115	n.o. Nelson Blvd	s.o. Barrett Rd						
9	State Highway 94	e.o. Aztec Raceway	N Ellicott Highway		R				

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	New or upgraded sidewalks	Pedestrian Refuge Island	Move bus stop closer to pedestrian crossing	Dedicated turn lanes	Consolidate access points	Convert full movement access to RIRO or ¾ movement
21	Main St	Holly Dr	US Hwy 85						
18	Circle Dr S	w.o. Hancock Expy	e.o. Janitell Rd		R				
13	Palmer Park Blvd	N Powers Blvd	Pima Dr	A					A
11	Marksheffel Rd N	s.o. Tarren Hts	Huber Rd	A					
17	Janitell Rd	E Las Vegas St	Fountain Creek						
12	N Powers Blvd	n.o. Waynoka Rd	s.o. Omaha Blvd						
6	Mc Laughlin Rd	Eastonville Rd	E Woodmen Rd						
22	Academy Blvd S	State Highway 115	n.o. Bradley Rd						
16	Las Vegas St E	E Fountain Blvd	s.o. S Circle Dr				R		A
27	US Highway 24	Manitou Ave	s.o. Lucky 4 Rd				R		
25	State Highway 16	w.o. I-25	w.o. Syracuse St						
15	Marksheffel Rd N	Constitution Ave	n.o. Air Ln						R
4	Vollmer Rd	Wildflower Rd	n.o. Dines Blvd	R					
20	US Hwy 85	s. o. B St	s.o. Main St				A	R	
14	US Highway 24	N Powers Blvd	n.o. Marksheffel Rd						
2	Gleneagle Dr	Latrobe Dr	Doral Wy	A					
19	Venetucci Blvd	Cheyenne Meadows Rd	s. o. B St	R			R		
3	State Highway 83	n.o. New Life Dr	n.o. Walker Rd				R		
26	Manitou Ave	w.o. Columbia Rd	Oak Pl		A	R			
1	Struthers Rd	Lyons Trail Rd	Air Garden Ln						R
5	Meridian Rd N	Ayer Rd	Rex Rd						
24	Fontaine Blvd	Grinnell Blvd	e.o. Powers Blvd	R			R		
7	US Highway 24	n.o. Garrett Rd	Elbert Rd				R		
8	Falcon Hwy	e.o. Good Fortune Rd	Falcon Grassy Hts				R		
23	Powers Blvd	n.o. Grinnel Blvd	s.o. Fontaine Blvd						
10	Bradley Rd	w.o. S Meridian Rd	Drennan Rd				A		
28	State Highway 115	n.o. Nelson Blvd	s.o. Barrett Rd						
9	State Highway 94	e.o. Aztec Raceway	N Ellicott Highway				R		

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Signal or All-Way Stop	Designate Passing Zone	No Passing Zone	Wider Edge Lines	Raised Pavement Markers or Rumble Strips
21	Main St	Holly Dr	US Hwy 85					
18	Circle Dr S	w.o. Hancock Expy	e.o. Janitell Rd					
13	Palmer Park Blvd	N Powers Blvd	Pima Dr					
11	Marksheffel Rd N	s.o. Tarren Hts	Huber Rd	A				
17	Janitell Rd	E Las Vegas St	Fountain Creek					
12	N Powers Blvd	n.o. Waynoka Rd	s.o. Omaha Blvd					
6	Mc Laughlin Rd	Eastonville Rd	E Woodmen Rd					
22	Academy Blvd S	State Highway 115	n.o. Bradley Rd					
16	Las Vegas St E	E Fountain Blvd	s.o. S Circle Dr					
27	US Highway 24	Manitou Ave	s.o. Lucky 4 Rd				R	R
25	State Highway 16	w.o. I-25	w.o. Syracuse St					
15	Marksheffel Rd N	Constitution Ave	n.o. Air Ln					
4	Vollmer Rd	Wildflower Rd	n.o. Dines Blvd	R				
20	US Hwy 85	s. o. B St	s.o. Main St	R				
14	US Highway 24	N Powers Blvd	n.o. Marksheffel Rd					
2	Gleneagle Dr	Latrobe Dr	Doral Wy					
19	Venetucci Blvd	Cheyenne Meadows Rd	s. o. B St	R				
3	State Highway 83	n.o. New Life Dr	n.o. Walker Rd			R	R	R
26	Manitou Ave	w.o. Columbia Rd	Oak Pl					
1	Struthers Rd	Lyons Trail Rd	Air Garden Ln					
5	Meridian Rd N	Ayer Rd	Rex Rd			R	R	A
24	Fontaine Blvd	Grinnell Blvd	e.o. Powers Blvd	R	A		R	A
7	US Highway 24	n.o. Garrett Rd	Elbert Rd		A		R	R
8	Falcon Hwy	e.o. Good Fortune Rd	Falcon Grassy Hts	R		R	R	A
23	Powers Blvd	n.o. Grinnel Blvd	s.o. Fontaine Blvd					
10	Bradley Rd	w.o. S Meridian Rd	Drennan Rd			R	R	A
28	State Highway 115	n.o. Nelson Blvd	s.o. Barrett Rd				R	R
9	State Highway 94	e.o. Aztec Raceway	N Ellicott Highway	R	R	R	R	R

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	High Friction Surface Treatment	Safety Edge
21	Main St	Holly Dr	US Hwy 85		
18	Circle Dr S	w.o. Hancock Expy	e.o. Janitell Rd		
13	Palmer Park Blvd	N Powers Blvd	Pima Dr		
11	Marksheffel Rd N	s.o. Tarren Hts	Huber Rd		
17	Janitell Rd	E Las Vegas St	Fountain Creek		
12	N Powers Blvd	n.o. Waynoka Rd	s.o. Omaha Blvd		
6	Mc Laughlin Rd	Eastonville Rd	E Woodmen Rd		
22	Academy Blvd S	State Highway 115	n.o. Bradley Rd		
16	Las Vegas St E	E Fountain Blvd	s.o. S Circle Dr		
27	US Highway 24	Manitou Ave	s.o. Lucky 4 Rd	R	
25	State Highway 16	w.o. I-25	w.o. Syracuse St		
15	Marksheffel Rd N	Constitution Ave	n.o. Air Ln		
4	Vollmer Rd	Wildflower Rd	n.o. Dines Blvd		
20	US Hwy 85	s. o. B St	s.o. Main St		
14	US Highway 24	N Powers Blvd	n.o. Marksheffel Rd		
2	Gleneagle Dr	Latrobe Dr	Doral Wy		
19	Venetucci Blvd	Cheyenne Meadows Rd	s. o. B St		
3	State Highway 83	n.o. New Life Dr	n.o. Walker Rd	R	A
26	Manitou Ave	w.o. Columbia Rd	Oak Pl		
1	Struthers Rd	Lyons Trail Rd	Air Garden Ln		
5	Meridian Rd N	Ayer Rd	Rex Rd	R	R
24	Fontaine Blvd	Grinnell Blvd	e.o. Powers Blvd	A	R
7	US Highway 24	n.o. Garrett Rd	Elbert Rd	A	R
8	Falcon Hwy	e.o. Good Fortune Rd	Falcon Grassy Hts	R	R
23	Powers Blvd	n.o. Grinnel Blvd	s.o. Fontaine Blvd		
10	Bradley Rd	w.o. S Meridian Rd	Drennan Rd	A	A
28	State Highway 115	n.o. Nelson Blvd	s.o. Barrett Rd		R
9	State Highway 94	e.o. Aztec Raceway	N Ellicott Highway	R	R

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Evaluate reduced speed limit	Speed feedback signs	Traffic calming	Lane repurposing/Road Diet	Automated speed enforcement
4	US 24	Edlowe Rd	e.o. Robinhood Dr	R	R	R		A
10	CO 9	County Rd 1	s.o. County Rd 4	R	A			A
12	US 285	County Rd 62	w.o. Mt Evans Blvd	R	R	R	A	A
5	CR 42	US Highway 24	e.o. County Rd 1	R	A			A
6	CO 67	s.o. Divide South Dr	n.o. Lazy S Ranch Rd	R	R			A
9	CO 9	n.o. County Rd 460	s.o. County Rd 24	R				
11	US 285	n.o. County Rd 24	s.o. FS Road 126	R	R		A	A
7	CO 9	n.o. County Rd 258	n.o. County Rd 88	R				
8	US 24	e.o. County Rd 443	w.o. County Rd 31	R				
3	CR 51	County Rd 5	County Rd 511	R	A			

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Signal Coordination	Improve Lighting	Install Median Barrier/Painted Strip	Roadside Design Improvements at Curves	Enhanced Delineation for Horizontal Curves
4	US 24	Edlowe Rd	e.o. Robinhood Dr		A		A	R
10	CO 9	County Rd 1	s.o. County Rd 4					
12	US 285	County Rd 62	w.o. Mt Evans Blvd	R	R		A	R
5	CR 42	US Highway 24	e.o. County Rd 1		A2	R	A	R
6	CO 67	s.o. Divide South Dr	n.o. Lazy S Ranch Rd		A	R	A	R
9	CO 9	n.o. County Rd 460	s.o. County Rd 24		A	R		
11	US 285	n.o. County Rd 24	s.o. FS Road 126		A	R	A	R
7	CO 9	n.o. County Rd 258	n.o. County Rd 88		A	R	A	R
8	US 24	e.o. County Rd 443	w.o. County Rd 31					
3	CR 51	County Rd 5	County Rd 511		A	R	A	R

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Roundabout	New or Upgrade Pedestrian Crossing	New or upgraded sidewalks	Speed Management Strategies	Consolidate access points	Convert full movement access to RIRO or ¾ movement
4	US 24	Edlowe Rd	e.o. Robinhood Dr						A
10	CO 9	County Rd 1	s.o. County Rd 4						
12	US 285	County Rd 62	w.o. Mt Evans Blvd	A	R	R	R	R	
5	CR 42	US Highway 24	e.o. County Rd 1	A					
6	CO 67	s.o. Divide South Dr	n.o. Lazy S Ranch Rd						
9	CO 9	n.o. County Rd 460	s.o. County Rd 24						
11	US 285	n.o. County Rd 24	s.o. FS Road 126		A	A			
7	CO 9	n.o. County Rd 258	n.o. County Rd 88						
8	US 24	e.o. County Rd 443	w.o. County Rd 31						
3	CR 51	County Rd 5	County Rd 511						

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Signal or All-Way Stop	Designate Passing Zone	No Passing Zone	Wider Edge Lines	Raised Pavement Markers or Rumble Strips
4	US 24	Edlowe Rd	e.o. Robinhood Dr					R
10	CO 9	County Rd 1	s.o. County Rd 4		A		A	R
12	US 285	County Rd 62	w.o. Mt Evans Blvd			A		R
5	CR 42	US Highway 24	e.o. County Rd 1		A		A	R
6	CO 67	s.o. Divide South Dr	n.o. Lazy S Ranch Rd			R	A	A
9	CO 9	n.o. County Rd 460	s.o. County Rd 24		A		A	A
11	US 285	n.o. County Rd 24	s.o. FS Road 126			R	A	
7	CO 9	n.o. County Rd 258	n.o. County Rd 88		A		A	A
8	US 24	e.o. County Rd 443	w.o. County Rd 31					
3	CR 51	County Rd 5	County Rd 511	A	A		A	A

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	High Friction Surface Treatment	Safety Edge
4	US 24	Edlowe Rd	e.o. Robinhood Dr	A	
10	CO 9	County Rd 1	s.o. County Rd 4		A
12	US 285	County Rd 62	w.o. Mt Evans Blvd	R	R
5	CR 42	US Highway 24	e.o. County Rd 1	A	
6	CO 67	s.o. Divide South Dr	n.o. Lazy S Ranch Rd	A	A
9	CO 9	n.o. County Rd 460	s.o. County Rd 24	R	R
11	US 285	n.o. County Rd 24	s.o. FS Road 126	A	
7	CO 9	n.o. County Rd 258	n.o. County Rd 88	R	
8	US 24	e.o. County Rd 443	w.o. County Rd 31	R	R
3	CR 51	County Rd 5	County Rd 511	A	

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Evaluate reduced speed limit	Speed feedback signs	Traffic calming	Automated speed enforcement	Improve Lighting	Install Median Barrier/Painted Strip
4	Calhan Hwy S	State Highway 94	N Dinner Bell Dr	R				A	A
2	US Hwy 24	e.o. N Calhan Hwy	w.o. Barney Rd	R	A	A	A	R	A
3	State Hwy 94	S Calhan Hwy	e.o. Baggett Rd	R				A	A
1	US Hwy 24	Elbert Rd	Carter Ln	R	R	A	A	R	A

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Roadside Design Improvements at Curves	Enhanced Delineation for Horizontal Curves	Roundabout	Dedicated turn lanes	Convert full movement access to RIRO or ¾ movement
4	Calhan Hwy S	State Highway 94	N Dinner Bell Dr			A	R	
2	US Hwy 24	e.o. N Calhan Hwy	w.o. Barney Rd	R	R	R	R	
3	State Hwy 94	S Calhan Hwy	e.o. Baggett Rd			A	R	
1	US Hwy 24	Elbert Rd	Carter Ln	R	R	R	R	A

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	Overlay Pavement	Designate Passing Zone	No Passing Zone	Wider Edge Lines	Raised Pavement Markers or Rumble Strips
4	Calhan Hwy S	State Highway 94	N Dinner Bell Dr	R		R	R	
2	US Hwy 24	e.o. N Calhan Hwy	w.o. Barney Rd		R		R	A
3	State Hwy 94	S Calhan Hwy	e.o. Baggett Rd			R	R	A
1	US Hwy 24	Elbert Rd	Carter Ln		R		R	A

Legend

R Recommended countermeasure

A Additional countermeasures

ID	Corridor Name	Start	End	High Friction Surface Treatment	Safety Edge
4	Calhan Hwy S	State Highway 94	N Dinner Bell Dr	R	R
2	US Hwy 24	e.o. N Calhan Hwy	w.o. Barney Rd	R	A
3	State Hwy 94	S Calhan Hwy	e.o. Baggett Rd	R	R
1	US Hwy 24	Elbert Rd	Carter Ln	R	A

Legend

R Recommended countermeasure

A Additional countermeasures

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Executive Director

Pikes Peak Area Council of Governments
Communities Working Together

RESOLUTION BY THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS TO ADOPT THE PIKES PEAK REGION COMPREHENSIVE SAFETY ACTION PLAN

April 8, 2026

WHEREAS, Teller, Park, and El Paso counties; the cities of Cripple Creek, Manitou Springs, Woodland Park, and Victor; and the towns of Alma, Calhan, Fairplay, Green Mountain Falls, Palmer Lake, and Ramah joined to support the development of a Comprehensive Safety Action Plan for the Pikes Peak region; and

WHEREAS, the City of Woodland Park was awarded funding through the Safe Streets and Roads for All program to develop a Comprehensive Safety Action Plan on behalf of the Pikes Peak region; and

WHEREAS, the Pikes Peak Area Council of Governments entered into a Memorandum of Understanding with the City of Woodland Park to be the Project Lead for the development of the Comprehensive Action Safety Plan; and

WHEREAS, the Safety Action Plan Commitment, states that:

The Pikes Peak Region recognizes that traffic deaths are unacceptable and preventable, and as part of its role as stewards of the transportation network, the Region will commit to an effort to approach zero with a goal to end traffic-related fatalities and serious injuries among all road users; and

WHEREAS, the Comprehensive Safety Action Plan purpose states that the region agrees to:

1. Commit to end traffic-related fatalities and serious injuries occurring on the Pikes Peak Region transportation network.

2. Commit to significantly reduce traffic-related fatalities and serious injuries by 50% occurring on the Pikes Peak Region transportation network by 2040.

Note that the 2040 goal above supports the FY2022–2026 DOT Strategic Plan safety performance goals such as the medium-term goal of a two-thirds reduction in roadway fatalities by 2040.

3. Commit to develop and adopt a Safety Action Plan as a comprehensive and holistic strategy to support the commitment to end traffic-related fatalities and serious injuries occurring on the Pikes Peak Region transportation network.

4. Develop comprehensive strategies that unify existing efforts and elevate improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis.

5. Develop a holistic approach to the Safety Action Plan Goals through coordination with area agencies, nonprofits, community-based organizations and community members.

NOW, BE IT THEREFORE RESOLVED, the Pikes Peak Area Council of Governments hereby agrees to support the commitment in the Comprehensive Safety Action Plan; and

NOW, BE IT THEREFORE RESOLVED, the Pikes Peak Area Council of Governments' Board of Directors, acting for and on behalf of its affected local governmental units, hereby approves the Comprehensive Safety Action Plan.

RESOLVED, APPROVED, and ADOPTED by the Pikes Peak Area Council of Governments this 8th day of April 2026, at Colorado Springs, Colorado.

_____

Commissioner Holly Williams

Chair

_____

ATTEST

Mayor Sharon Thompson
Secretary

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: Carol McBroom, Finance Director

Through: Andrew Gunning, Executive Director

Subject: Funding Recommendations for Programs and Projects Serving Older Adults and Individuals with Disabilities

Action Requested: Review & Approve

Summary

- The Pikes Peak Area Council of Governments Area Agency on Aging receives and distributes Older Americans Act and Older Coloradans Act funds.
- Technical Review Subcommittee recommends $5,804,652 total: $3,561,749 for contracted providers, $2,242,903 for Pikes Peak Area Agency on Aging services, and $89,774 remaining (reserves for later distribution and C2/Home-Delivered Meals pending final allocation).
- Recommendations align with the Area Agency on Aging Four-Year Plan (Board-approved and accepted by the Colorado State Unit on Aging in 2023) and reflect priorities, usage rates, required contracting processes, and prior-year allocations.
- Amounts are based on current year's estimates and may change; adjustments will be made through the standard carryover process. Current funding is 1.73% lower than fiscal year 2024–25, and a continued decline is anticipated.

Background

Timeline

Date	Event
September 2025	Request for proposal was issued across three-county region. It covers two years (Fiscal Year 2026-27 and Fiscal Year 2027-28) contracting cycle.
December 11, 2025	Technical Review Subcommittee adopted the recommendation presented by Pikes Peak Area Council of Governments Staff.
December 18, 2025	Regional Advisory Council approved recommendation on 5-3 vote.
January 11, 2026	Formal appeal received by Fountain Valley Senior Center
February 16, 2026	Reconsideration request received by Park County Senior Coalition.

Date	Event
March 23, 2026	Both Park County Senior Coalition and Fountain Valley Senior Center presented appeals at the Technical Review Subcommittee meeting.
March 23, 2026	Technical Review Subcommittee adopted the updated recommendation which includes holding partial funding in reserves for Park County Senior Coalition and Fountain Valley Senior Center until required improvements are met.
March 26, 2026	Regional Advisory Council approved the updated funding recommendation unanimously.
April 15, 2026	Pikes Peak Area Council of Governments Board of Directors approval.
July 1, 2026	Effective date of State Fiscal Year 2026-27 funding.
October 1, 2026	Initial progress review for condition release of funding based on documented progress and monitoring follow-up for Park County Senior Coalition and Fountain Valley Senior Center.
December 31, 2026	Full determination for conditional release of funding based on documented progress and monitoring follow-up for Park County Senior Coalition and Fountain Valley Senior Center.

The total allocation remains at $5,804,652, with proposed shifts among providers.

Provider	Change	Service	Rationale	Contingency
Brother's Redevelopment	$50,000	Evidence Based Health Promotion	Replace services lost when Next Day Access ended Pikes Peak Area Council of Governments funding	
Disability Services (Envida)	-$50,000	Voucher Transportation	Insufficient funding to launch a new service	
GoGo Technologies	-$50,000	Transportation	Insufficient funding to launch a new service	
Regents of the University of Colorado (University of Colorado Colorado Springs Aging Center)	-$25,000	Screening	Insufficient funding to launch a new service	
Teller Senior Coalition	$30,940	Overall funding	Overall funding was increased due to a calculation error in the original proposal.	

Provider	Change	Service	Rationale	Contingency
El Paso Fountain Valley Senior Center	$56,320	Overall funding	Align with the funding range recommended for most providers.	Incremental funds to be held in reserves and released after correction actions have been met.
Park County Senior Coalition	$21,353	Overall funding	Increase support toward target range.	Incremental funds to be held in reserves and released after correction actions have been met.

Correction Actions

Additional funds will be held in reserve and released upon completion of the required improvements listed below. This approach provides a pathway to increased funding while maintaining accountability, with full allocations contingent on demonstrated progress.

- October 2026 - Initial progress review for conditional release of funding
- December 2026 – Full determination for conditional release of funding

1) Fountain Valley Senior Center**:**
   - Management stability
   - Timely, solution-focused communication
   - On-time OAA-SYS submissions (3 consecutive months)
   - Trained SUDS super user
   - Accurate data entry and reporting
   - Resolution of issues and any fiscal assessment/program monitoring findings
2) Park County Senior Coalition**:**
   - Policy and procedure compliance
   - On-time OAA-SYS submissions (3 consecutive months)
   - Trained SUDS super user
   - Accurate data entry and reporting
   - Resolution of issues and any fiscal assessment/program monitoring findings
   - Capacity to sustain compliance as requirements evolve

Pikes Peak Area Council of Governments Responsibility

The Pikes Peak Area Council of Governments acknowledges its role in this process and is strengthening communication and consistency through improved internal coordination, staff training/onboarding, and clearer guidance. The Pikes Peak Area Council of Governments' goal is to be a strong, responsive, and transparent partner to subrecipients and to use this process to strengthen collaboration going forward.

Proposed Motion

Contingent Board of Directors approval vote to meet federal and state contracting requirements and deadlines; staff will report back to the Regional Advisory Council and Board of Directors once contracts are finalized.

Attachments

1) Area Agency on Aging State Fiscal Year 2027 Funding Recommendations by provider and program for Older Americans Act and Older Coloradans Act funding.

Strategic Plan Goals

☒ Advocacy: Serve as an effective advocacy voice for common ground issues.
☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☒ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.

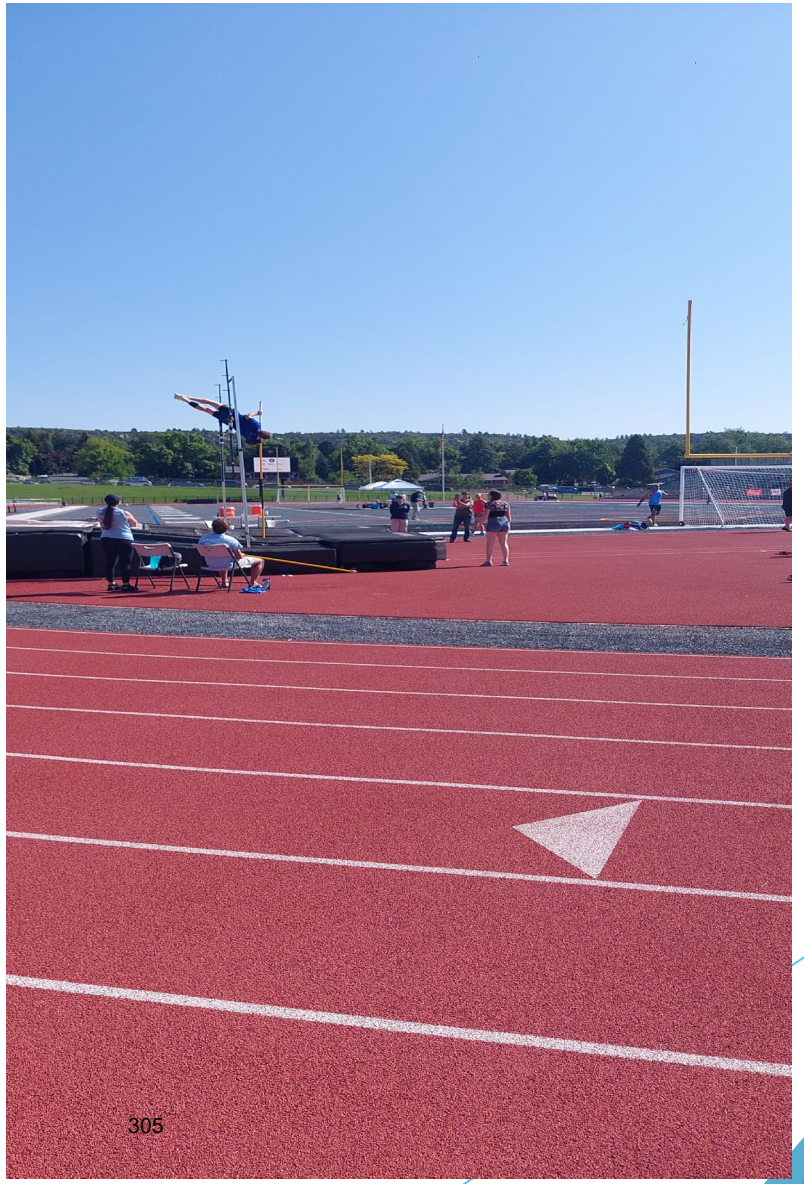
Provider	Program	Requested	Prior Approved	Updated
Brothers Redevelopment	Chore	$200,000	$40,000	$40,000
	Evidence Based Health Promotion	$135,000	$50,000	$50,000
	Information & Assistance	$15,000	$-	$-
Brothers Redevelopment Total		$350,000	$90,000	$90,000
City of Colorado Springs Fire Department	Case Management	$180,508	$50,000	$50,000
City of Colorado Springs Fire Department Total		$180,508	$50,000	$50,000
Colorado Legal Services	Information & Assistance	$86,250	$56,831	$56,831
	Legal Assistance	$98,000	$91,140	$91,140
Colorado Legal Services Total		$184,250	$147,971	$147,971
Community of Caring	Case Management	$116,639	$116,638	$116,638
	Case Management - Advanced	$-	$-	$-
	Voucher - Homemaker	$32,040	$20,484	$20,484
Community of Caring Total		$148,679	$137,122	$137,122
Disability Services (Envida)	Assisted Transportation	$275,000	$156,520	$172,000
	Caregiver Training	$51,734	$-	$-
	Homemaker	$32,040	$-	$-
	Transportation	$150,000	$50,000	$0
Disability Services (Envida) Total		$508,774	$206,520	$172,000
El Paso Fountain Valley Senior Center	Assisted Transportation	$150,008	$73,080	$98,600
	Home Delivered Meals	$-	$-	$-
	Nutrition Education	$-	$-	$-
	Transportation	$150,008	$88,200	$119,000
El Paso Fountain Valley Senior Center Total		$300,016	$161,280	$217,600
GoGo Technologies	Transportation	$450,000	50,000	0
GoGo Technologies Total		$450,000	50,000	$-
Health Promotion Partners (Fitness to Drive)	Education	$21,292	$19,032	$19,032
Health Promotion Partners (Fitness to Drive) Total		$21,292	$19,032	$19,032
iSight Connections	Case Management	$22,250	$22,097	$22,097
	Counseling	$24,000	$18,744	$18,744
	Education	$188,900	$73,405	$73,405
	Material Aid - Assistive Technology	$4,500	$4,500	$4,500
	Reassurance	$5,000		
iSight Connections Total		$244,650	$118,746	$118,746
Licensed Dental Hygiene Care (Community Dental Health)	Material Aid - Dental/Oral Treatment	$141,728	$90,621	$90,621
	Material Aid - Dentures	$197,870	$98,555	$98,555
Licensed Dental Hygiene Care (Community Dental Health) Total		$339,598	$189,176	$189,176

New Vision Professional Services	Education	$46,100	$25,000	$25,000
	Material Aid	$300	$300	$300
New Vision Professional Services Total		$46,400	$25,300	$25,300
Park County Senior Coalition	Case Management	$9,000	$-	$-
	Home Delivered Meals	$40,425	$30,931	$39,319
	Nutrition Counseling	$2	$-	$-
	Nutrition Education	$1	$340	$255
	Material Aid	$6,000	$-	$-
	Voucher - Assisted Transportation	$14,000	$8,260	$10,500
	Voucher - Chore	$11,000	$5,900	$7,500
	Voucher - Homemaker	$6,000	$3,540	$4,500
	Voucher - Transportation	$50,688	$29,906	$38,016
Park County Senior Coalition Total		$137,116	$78,877	$100,090
P.E.A.R.L.S.	Evidence Based Health Promotion	$56,700	$51,299	$51,299
P.E.A.R.L.S. Total		$56,700	$51,299	$51,299
Porchlight Friends	Caregiver Respite	$10,000	$-	$-
	Homemaker	$30,000	$-	$-
	Screening	$10,000	$-	$-
	Transportation	$25,450	$-	$-
Porchlight Friends Total		$75,450	$-	$-
Project Angel Heart	Home Delivered Meals	$271,688	$121,440	$121,440
Project Angel Heart Total		$271,688	$121,440	$121,440
Regents of the University of Colorado (UCCS Aging Center)	Caregiver Counseling	$84,264	$38,541	$38,541
	Caregiver Public Information	$-	$-	$1,047
	Caregiver Support Groups	$13,047	$-	$-
	Counseling	$117,877	$48,394	$48,394
	Education	$28,006	$-	$-
	Evidence Based Health Promotion	$25,178	$-	$-
	Public Information	$28,625	$-	$-
	Screening	$30,067	$25,000	$0
	Screening - Advanced	$72,146	$-	$-
Regents of the University of Colorado (UCCS Aging Center) Total		$399,209	$111,935	$87,982
Silver Key Senior Services	Assisted Transportation	$383,167	$276,491	$276,491
	Capital	$-	$-	$-
	Case Management	$130,086	$87,474	$87,474
	Chore	$-	$-	$-
	Congregate Meals	$767,133	$825,119	$825,119
	Counseling	$38,302	$28,127	$28,127
	Home Delivered Meals	$318,540	$255,809	$255,809
	Nutrition Counseling	$8,419	$2,000	$2,000
	Nutrition Education	$8,514	$7,394	$7,394
	Transportation	$268,218	$201,017	$201,017
Silver Key Senior Services Total		$1,922,379	$1,683,431	$1,683,431
	Assisted Transportation	$70,000	$54,050	$65,800

Teller Senior Coalition	Case Management	$72,000	$71,440	$65,889
	Chore	$3,000	$2,350	$2,820
	Home Delivered Meals	$72,000	$72,000	$67,680
	Material Aid - Grocery Delivery	$-	$-	$-
	Nutrition Counseling	$180	$-	$-
	Nutrition Education	$350	$376	$329
	Transportation	$64,000	$33,605	$60,160
	Voucher - Caregiver Respite	$24,500	$23,030	$23,030
	Voucher - Homemaker	$35,000	$30,817	$32,900
Teller Senior Coalition Total		$341,030	$287,668	$318,608
Wrinkle Friends	Transportation	$54,000	-	-
Wrinkle Friends Total		$54,000	-	$-
YMCA	Evidence Based Health Promotion	$38,434	$31,952	$31,952
YMCA Total		$38,434	$31,952	$31,952
PROVIDER TOTAL		**$6,070,173**	**$3,561,749**	**$3,561,749**
Pikes Peak Area Agency on Aging	Capital	$17,031	$17,031	$17,031
	Case Management	$40,000	$50,000	$50,000
	Caregiving Counseling	$70,516	$62,000	$62,000
	Caregiving Information & Assistance	$35,000	$35,000	$35,000
	Caregiving Public Information	$61,000	$61,000	$61,000
	Caregiving Support Groups	$35,000	$35,000	$35,000
	Caregiving Training	$35,000	$35,000	$35,000
	Coordination & Advocacy	$140,000	$140,000	$140,000
	Counseling	$383,332	$212,000	$212,000
	Federal Administration	$261,960	$261,960	$261,960
	Information & Assistance	$179,939	$156,363	$156,363
	Ombudsman	$422,322	$422,322	$422,322
	Program Development	$120,000	$120,000	$120,000
	Reassurance	$40,000	$40,000	$40,000
	State Administration	$307,885	$305,265	$305,265
	Voucher - Caregiving Respite	$100,000	$100,000	$100,000
	Voucher - Homemaker	$163,984	$163,984	$163,984
	Voucher - Personal Care	$25,978	$25,978	$25,978
PPAAA TOTAL		$2,438,946	$2,242,903	$2,242,903
TOTAL		**$8,509,119**	**$5,804,652**	**$5,804,652**

Pikes Peak Commission on Aging Presentation to PPACG Board April 2026

PIKES PEAK
AREA AGENCY ON AGING
Answers • Assistance • Advocacy



Pikes Peak Area
Council of Governments
Communities Working Together

Leadership and Advocacy Entities for Older Coloradoans

- **Colorado Commission on Aging** (CCOA) Governor-appointed commission made up of Aging + Older Adult experts from across Colorado. Penny Whitney is the Southern Colorado-based appointee to the Colorado Commission on Aging and liaison with the PPCOA.
- **Pikes Peak Commission on Aging** (PPCOA) Jurisdiction-appointed and at-large commission made up of Aging + Older Adult experts from the region served by PPACG.
- **Colorado Center for Aging** is a Nonprofit 501c3 made up of volunteers. The Mission of Colorado Center for Aging is to educate and inform the public, community leaders, and elected officials on diverse communities across the state and issues that impact the health and well-being of older Coloradans
- **Age Friendly Pikes Peak** is the continued efforts to align the region with AARP Age Friendly recommendations
- **PPCOA Commissioners attend all meetings for collaboration**

Mission and Vision

Mission Statement:

We seek to enrich the lives of our diverse senior community, advocating for effective and beneficial policy, and encouraging robust collaboration among service providers for seniors.

Vision Statement:

We envision every senior supported, honored, valued, and engaged, made evident by their inclusion in our communities.

The Pikes Peak Commission on Aging advocates at a systems-wide, policy and legislative level in partnership with the PPACG Board to improve the lives of older adults and create age-friendly communities.

Our work aligns with efforts from the PPAAA Four Year Plan, Age-Friendly campaigns and AARP's Liveability Index.

Pikes Peak Commission on Aging Role

Encourage collaboration and strategic planning between organizations and individuals with common goals.

How?

Outreach	Communication	Advocacy	Identify gaps and duplications in services targeted towards seniors	Advise Board of Directors on initiatives, policy and programming that will improve the lives of seniors	Ensure appropriate amount of urgency and importance is placed on considering seniors

Pikes Peak Commission on Aging Governance

Executive Committee	Policy Committee	Membership Committee

Focus Areas

- **Housing and Transportation**

Advocate for age-friendly infrastructure and policies that support aging in place

2026 Support of Senior Homestead Tax Exemption

- **Social Engagement**

Create a sense of belonging and value by fostering purposeful skill building that leverages a community's unique resources and assets.

2026 Support for Mobile Home Park communities being sold and bringing intergenerational experiences

- **Caregiving**

Advocate for resources to improve caregiver experiences.

2026 Support for Caregiver Pampering Day and Colorado Senior Games incorporating Dementia Friendly efforts

Jurisdiction Appointments Bi-annual presentations with jurisdictions by appointees (May - Older Americans Month and October)

Representative Members

Colorado Springs
Paula Levy (Chair)
Kathy Cerullo Smith (Vice Chair)
Dayton Romero
Penny Whitney (Colorado Commission on Aging)
Phil Stafford
Kim Nguyen
Kent Mathews
Marilyn Dawson

El Paso County
Carolyn Kazdan – Appointed
Steve Schleiker – Appointed
Wanda Wood - Appointed

Park County
Penny Everest- Appointed

Teller County
Paula Levy
Bob Foster - Appointed

PIKES PEAK
AREA AGENCY ON AGING
Answers • Assistance • Advocacy

Call to Action:

1. Appointment to the PPCOA

2. Engage with Jurisdiction presentations

3. Get involved or in touch with us by connecting with Melissa Marts

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: Pikes Peak Area Council of Governments Board of Directors

From: Andrew Gunning, Executive Director

Subject: Human Trafficking-Draft Proclamation

Action Requested: Information Only

Summary

The Pikes Peak Mayors Caucus, comprised of all the mayors in our region, has been discussing the need to raise awareness around the dangers and realities of human trafficking. The ultimate goal is to encourage the development and launch of a public awareness campaign to educate residents and stakeholders about the signs of human trafficking, available resources, and ways to report concerns. Employee training programs may be encouraged for transportation providers to help drivers, dispatchers, and staff to recognize indicators of human trafficking and respond appropriately.

If the board supports this direction, the proclamation will be brought back for adoption during the May meeting. Individual jurisdictions are also encouraged to consider adopting similar proclamations or resolutions. A resolution recently passed by the Town of Green Mountain Falls Mayor and Board of Trustees is attached as an example.

Proposed Motion

For information only.

Attachments

1) Draft proclamation
2) Proclamation passed by the Town of Green Mountain Falls

Strategic Plan Goals

☒ Advocacy: Serve as an effective advocacy voice for common ground issues.
☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.

☐ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.

☐ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.

BOARD OF DIRECTORS

OFFICERS
Commissioner Holly Williams
El Paso County
Chair

Commissioner Erik Stone
Teller County
1st Vice Chair

Councilmember Brandy Williams
City of Colorado Springs
2nd Vice Chair

Mayor Todd Dixon
Town of Green Mountain Falls Treasurer

Mayor Sharon Thompson
City of Fountain
Secretary

MEMBERS
Councilmember Brandy Williams
City of Colorado Springs

Councilmember Dave Donelson
City of Colorado Springs

Councilmember Roland Rainey
City of Colorado Springs

Mayor Annie Durham
City of Cripple Creek

Vacant
Town of Calhan

Mayor Barbara Manning
City of Victor

Mayor Frank Just
Town of Fairplay

Mayor Sharon Thompson
City of Fountain

Mayor Natalie Johnson
City of Manitou Springs

Mayor Kellie Case
City of Woodland Park

Mayor Dennis Stern
Town of Palmer Lake

Mayor Mitch LaKind
Town of Monument

Mayor Bob Kassel
Town of Alma

Trustee Will Schall
Town of Ramah

Mayor Todd Dixon
Town of Green Mountain Falls

Commissioner Bill Wysong
El Paso County

Commissioner Cory Applegate
El Paso County

Commissioner Holly Williams
El Paso County

Commissioner Amy Mitchell
Park County

Commissioner Erik Stone
Teller County

Andrew Gunning
Executive Director

Pikes Peak Area Council of Governments
Communities Working Together

PROCLAMATION BY

THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS

DECLARING SUPPORT FOR COMMUNITY ACTION

AGAINST HUMAN TRAFFICKING

April 8, 2026

WHEREAS, the Pikes Peak Area Council of Governments (PPACG) recognizes the urgent need to raise public awareness about the dangers and realities of human trafficking; and

WHEREAS, PPACG is committed to education, prevention, and survivor support through coordinated community initiatives; and

WHEREAS, transportation systems are uniquely positioned to identify and respond to potential trafficking situations due to their daily interaction with diverse community members; and

NOW, THEREFORE, BE IT RESOLVED that PPACG hereby encourages the development and launch of a public awareness campaign across Southern Colorado to educate residents about the signs of human trafficking, available resources, and ways to report concerns, including but not limited to campaign materials such as posters, digital media, and participation at community events, and messaging to emphasize compassion, vigilance, and community responsibility; and

BE IT FURTHER RESOLVED that PPACG encourages transportation providers to implement employee training programs to help drivers, dispatchers, and staff recognize indicators of human trafficking and respond appropriately; and

BE IT FURTHER RESOLVED that PPACG supports ongoing collaboration and relationships, between elected officials and representatives from the Mayors Cacus and stakeholders who are working on human trafficking issues within their **communities; and**

BE IT FINALLY RESOLVED that PPACG affirms its shared commitment to safeguarding the dignity, safety, and freedom of all

individuals throughout Southern Colorado.

Commissioner Holly Williams
Chair

ATTEST

Mayor Sharon Thompson
Secretary

RESOLUTION NO. 2026 - 04

TITLE: A RESOLUTION OF THE TOWN OF GREEN MOUNTAIN FALLS, COLORADO, DECLARING MARCH AS NATIONAL HUMAN TRAFFICKING PREVENTION MONTH

WHEREAS, human trafficking is a public health issue and crime that harms the health and well-being of individuals, families and communities across generations;

WHEREAS, nearly 25 years after the passing of the Trafficking Victims Protection Act, an estimated 27.6 million people are subjected to human trafficking globally, with cases reported in every U.S. state and territory;

WHEREAS, human trafficking can happen to anyone, but certain populations are at greater risk, including people affected by abuse, violence, poverty, unstable living situations or social disconnection;

WHEREAS, human trafficking is connected to many forms of violence and exploitation, and often shares common risk factors such as lack of resources and unsafe environments;

WHEREAS, "Connecting the Dots. Strengthening Communities. Preventing Trafficking." underscores the need to understand how human trafficking relates to other forms of violence and how to prevent it by strengthening protective factors at the individual, relational, community and societal levels;

WHEREAS, strengthening communities requires collective action to reduce the conditions that contribute to exploitation, build resilience and create environments where people are protected from human trafficking and other forms of violence;

WHEREAS, Green Mountain Falls (the "Town") is committed to ensuring that those impacted by human trafficking receive services that are trauma-informed and responsive to their individual needs;

WHEREAS, a successful response to human trafficking requires a coordinated, community-wide effort that includes collaboration across sectors with those who have experienced human trafficking firsthand to ensure that services and programs are effective and meet the needs of all survivors; and

WHEREAS, every individual, family, community and organization can help raise awareness, prevent trafficking and support survivors by learning how to take action at acf.hhs.gov/end trafficking.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF GREEN MOUNTAIN FALLS, COLORADO, THAT:

Section 1. The Town hereby declares March 2026, and every March thereafter, as Human Trafficking Prevention Month, reaffirming the Town's commitment to "Connecting the Dots. Strengthening Communities. Preventing Trafficking." by increasing awareness, improving

education about human trafficking, making resources available for individuals and communities impacted by human trafficking and building diverse public-private partnerships to support a more coordinated, comprehensive response to prevent and combat human trafficking.

INTRODUCED, READ and PASSED this 3rd day of March 2026.

TOWN OF GREEN MOUNTAIN FALLS, COLORADO

Todd Dixon, Mayor

(SEAL)

ATTEST:

Nicole Woods, Town Clerk

Pikes Peak Area Council of Governments
Communities Working Together

Meeting Agenda
Transportation Advisory Committee
Thursday, March 19, 2025, 1:30 PM

In Person
Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)
www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 233 806 156 889 41
Passcode: oU9WQ9MP

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 436 142 991

1. **Call to Order / Establish a Quorum / Introductions**
   The meeting was called to order at 1:30 pm.
2. **Agenda Approval**
   Gayle Studivant motioned to approve; Abha Dwivedy seconded. The motion carried unanimously.
3. **Public Comments / Presentations**
   None.
4. **Approval of the Minutes** (February 19, 2026)
   Scott Barnhart motioned to approve; Matthew Helfant seconded. The motion carried unanimously.
5. **Board of Directors Report**
   Staff provided an overview of the transportation-related items from the December Board meeting.
6. **Action Items**
   A. Safety Action Plan Adoption: John Liosatos, Transportation Director, provided an update on the Safety Action Plan, including background on the development process and next steps for applying for the Notice of Funding Opportunity (NOFO) once released. The plan has completed its public comment period, during which three comments were received. Requested changes from El Paso County were incorporated prior to the meeting. This is anticipated to be the final NOFO for this program.

Discussion included: The City of Fountain's Safety Action Plan has been approved. Clarification on whether plans are targeting Vision Zero or reduction strategies; Colorado Springs' plan approaches zero. Gayle Sturdivant motioned to recommend approval of the Safety Action Plan to the Board of Directors; Ben Schmitt seconded. The motion carried unanimously.

7. Information Items

A. Public Participation Plan, Limited English Proficiency Plan, and Title VI Draft: Danelle Miller, Transportation Associate Director, presented updates to these plans. Changes primarily included wording revisions and supportive updates. A summary of changes was included in the meeting packet. No questions were raised.

B. Transportation Management Organization (TMO) Seed Funding Grant Update: Angie Martell, Environmental Planner, and Lisa Gagnon, Transit Planner, provided an overview of TMOs, including their purpose, strategies, and benefits. Staff also discussed the CDOT TMO Seed Grant, noting a maximum award amount of $200,000, for which PPACG intends to apply. Additional discussion included: A suggested 20% match requirement, which would need to be provided by partner agencies, as it is not currently in the PPACG budget. Consideration of how other region's structure match funding. Discussion of potential long-term commitments associated with receiving the grant.

C. Infrastructure Investment and Jobs Act (IIJA) and Grants Update (Standing Item) PPACG staff provided updates on current and upcoming federal funding opportunities. Karen Rowe continues serving as PPACG's grant navigator; however, the supporting state legislative program will end in September. Staff are exploring alternative funding resources. Gayle Sturdivant provided additional updates.

D. Colorado Department of Transportation Updates (standing item): Kathleen Collins noted the next STAC meeting is scheduled for April 2 and provided updates from the Transportation Commission, as well as an upcoming UPWP meeting with PPACG. Geoff Guthrie shared information on upcoming events and training opportunities; details will be forwarded by PPACG staff. Lachelle Davis reminded members that ARPA funds must be expended by the end of the year. Scott Skinner introduced Jeff Van Meter as the new Head of Maintenance for Region 2.

8. Member Entity Announcements

PPACG staff provided an update on amendments between the two current TIP documents.

9. Items for Future TAC Meetings

Fort Carson microtransit update.

10. Adjournment

The meeting was adjourned at 2:33 pm.

The Pikes Peak Area Council of Governments will not discriminate against qualified individuals with disabilities. Meetings are available to join remotely via Microsoft Teams, and meetings include live transcription for remote and in-person attendees using automated software. Should you require any additional auxiliary aids or services to participate, please contact ppacg@ppacg.org or (719) 471-7080 x139 as soon as possible so that we can do our best to accommodate your needs.

Si necesita ayuda con traducción, llame por favor al (719) 471-7080 x139 o ppacg@ppacg.org.

Attendance:

Present	Name	Agency/Affiliation
X	Gayle Sturdivant	City of Colorado Springs (primary voting member)
X	Todd Frisbie	City of Colorado Springs (alternate voting member)
X	Lan Rao	City of Colorado Springs Mountain Metropolitan Transit (primary voting member)
	Jacob Matsen	City of Colorado Springs Mountain Metropolitan Transit
X	Matthew Helfant	City of Colorado Springs Mountain Metropolitan Transit
X	Abha Dwivedy	City of Fountain (primary voting member)
	Ben Sheets	City of Fountain (alternate voting member)
X	Ben Schmitt	City of Manitou Springs (primary voting member)
	Denise Howell	City of Manitou Springs (alternate voting member)
X	Sam Kozurek	City of Woodland Park (primary voting member)
X	Kathleen Collins	Colorado Department of Transportation (primary voting member)
X	Aaron Willis	Colorado Department of Transportation (alternate voting member)
	Shane Ferguson	Colorado Department of Transportation Region 2
	Rob Frei	Colorado Department of Transportation Region 2 (primary voting member)
X	Geoff Guthrie	Colorado Department of Transportation Region 2 (alternate voting member)
X	Lindsey Jaquez	Colorado Department of Transportation Region 2
X	Scott Skinner	Colorado Department of Transportation Region 2
X	Lachelle Davis	Colorado Department of Transportation Region 2
X	John Hall	Colorado Department of Transportation Region 2
X	Victoria Chavez	El Paso County (primary voting member)
X	Scott Barnhart	El Paso County (primary voting member)
	Jeffery Manchester	El Paso County (alternate voting member)
X	Nick Bunce	El Paso County (alternate voting member)
	Caleb Patterson	Town of Green Mountain Falls
	Dan Ungerleider	Town of Monument (primary voting member)
X	Andrew Archuleta	Town of Monument

Present	Name	Agency/Affiliation
X	Stacy DeLozier	Town of Palmer Lake (voting member)
X	Aaron Bustow	Federal Highways Administration
	Peter Hadley	Federal Transit Administration
	Richard Orphan	Fort Carson
	Beth Dukes	Peterson Space Force Base
X	Darren Horstmeier	Schriever Space Force Base
	Amy Kelley	United State Air Force Academy
X	Hal Archer	United State Air Force Academy
	Matt Fitzsimmons	United State Air Force Academy
X	Pikes Peak Area Council of Governments Staff and Guests	

Pikes Peak Area Council of Governments
Communities Working Together

Meeting Agenda
Community Advisory Committee
Wednesday, March 25, 2026, 3:00 PM

In-Person
Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)
Meeting ID: 246 018 225 915 72
Passcode: QN2T7Eq6

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 364 216 609

1. **Call to Order / Establish a Quorum / Introductions**
   The meeting was called to order at 3:00 pm.
2. **Agenda Approval**
   Staff asked to remove Item 5B, 208 Regional Water Quality Management Plan Update, which was not moved forward by the Water Quality Management Committee. Welling Clark motioned to approve the modified agenda; Teresa Cheek seconded. The motion carried unanimously.
3. **Consent Items**
   (These items will be acted upon as a whole, unless they are called up for discussion by a Committee member or a citizen wishing to address the Committee.)
   A. Approval of the minutes (February 25, 2026) ✉
   Teresa Cheek motioned to approve; Welling Clark seconded. The motion carried unanimously.
4. **Public Comments / Presentations**
   None.
5. **Action Items**
   A. Safety Action Plan: Danelle Miller, Transportation Associate Director, discussed the public comment period and the purpose of the Safety Action Plan and answered questions from the committee.
   Welling Clark motioned to recommend approval to the Board of Directors; Chuck Theobald seconded. The motion carried unanimously.

6. **Information Items**
   A. Public Participation Plan: Danelle Miller, Transportation Associate Director, provided an overview of the changes that have been made to the Public Participation Plan and discussed the process for the Title VI and Limited English Proficiency plans.
   B. Committee Membership: Danelle Miller, Transportation Associate Director, noted that the application has been posted for the committee's open at-large vacancy and discussed other membership seats. It is anticipated that the nomination subcommittee will meet to discuss received applications prior to the April meeting.
7. **Member Entity Announcements**
   Welling Clark announced that there will be a special event at the National Museum of World War II Aviation on July 4.
   Staff will provide information about a Civility in the City event being held March 30, 2026, at the University of Colorado Colorado Springs.
8. **Meeting Schedule** ✉
9. **Adjournment**
   The meeting was adjourned at XX pm.

Attendees

Present	Name	Agency/Affiliation
	Andrea Perry	League of Women Voters
X	Brad Simmons	El Paso County
	Cali Standard	City of Colorado Springs
	Chuck Broerman	At-large
X	Chuck Theobald	City of Colorado Springs
X	Ed Dills	Town of Ramah
	Gary Shugart	At-large
	Kathy Hisey	Town of Calhan
	Karen Lusby	Town of Monument
X	Kevin Clark	El Paso County
X	Steve Schleiker	At-large
	Summer Earthsong	City of Fountain
X	Teresa Cheek	At-large
X	Tyler Peoples	At-large
X	Welling Clark	El Paso County
X	Staff and guests	Pikes Peak Area Council of Governments

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accommodate your needs.

Si necesita ayuda con traducción, llame por favor al (719) 471-7080 x139 o ppacg@ppacg.org.

Pikes Peak Area Council of Governments
Communities Working Together

Meeting Minutes
Regional Advisory Council
Thursday, March 26, 2026 10:00 AM

In Person
Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)
Meeting ID: 291 841 492 797 33
Passcode: LD2gHf7j

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 269 282 657

1. **Call to Order / Establish a Quorum / Introductions** Chair Kronick called the meeting to order at 10:00. A quorum was present.
2. **Agenda Approval** Chair Kronick noted the change in presenters with Item 6A for Project Angel Heart to present first. Debi motioned to approve, Clarke seconded. The motion passes unanimously.
3. **Consent Items** Debi motioned to approve, Bea seconded. The motion passed unanimously.
   These items will be acted upon as a whole, unless they are called up for discussion by a Council member or a citizen wishing to address the Council.
   A. Approval of the minutes from the January 22, 2026 meeting ✉
4. **Public Comments / Presentations**
   Public comments can be made before or during the meeting. Public comments during the meeting is limited to three minutes and can be done at the meeting location or remotely by using the posted Microsoft Teams link. Individuals are encouraged to notify the meeting organizer at ppacg@ppacg.org before the start of the meeting with the agenda item they would like to comment on. Public comments can be submitted before the meeting via email to ppacg@ppacg.org for distribution to the committee members.
   Jason DeaBueno thanked those who participated in Silver Key's March for Meals activities. Thanked Andrew Gunning for housing support letters. Reminded about the Silver Key Senior Summit May 14 and 15.

5. **Action Items**
   A. Fiscal Years 2027-28 funding recommendations ✉ Debi gave a process update and Carol McBroom presented the recommendations. Debi motioned to approve, Gordon seconded. The motion carried unanimously. The recommendation will now go to the Board meeting on April 8.
6. **Information Items**
   A.
      i. Area Agency on Aging Ombudsmen. Lori McGinnis, Lead Ombudsmen discussed the history of the long term care ombudsmen program, the purpose to ensure resident's rights are respected. Four ombudsmen and one volunteer cover 100 facilities with over 5000 beds.
      ii. Project Angel Heart. Nic Soucy, Senior Manager of Government Affairs and Policy highlighted the services and needs for feeding older adults. They provide medically tailored meals to home-bound seniors. Also advocate for more access to food.
   B. Jurisdiction Update to Member Governments
   C. Membership Subcommittee. Working to reschedule orientation for two new members.
   D. Strategic Review Subcommittee ✉ The Four Year Plan is in the works. Goal for six community conversations and two visits with long term care facilities. Goal for 120 seniors to participate across the region. This committee will begin meeting monthly.
   E. Technical Review Subcommittee They will convene to create process flow for review, appeals and ensure information is communicated with contracted agencies' Board Chairs in addition to the Executive Directors.
   F. Area Agency on Aging Director's Report: Jody Barker, Director, Pikes Peak Area Agency on Aging
   G. Legislative Update: Jared Verner, Public Policy and Communications Manager ✉ Jared highlighted federal and state policies being tracked focused on aging. Federally tracking the reauthorization of the Older Americans Act. State will continue to work to resolve a $1.5B shortfall while working to keep funding for seniors as whole as possible.
   H. Chair Report. Chair Kronick provided thank yous for all the work the committees and staff have done.
7. **Discussion Items**
8. **Meeting Schedule**
   A. Next meeting: April 23, 2026 – 10 a.m.
      i. Recognizing Older Americans Month and behavioral health in May
   B. Executive Committee Meetings – First Wednesday of each month at 11 a.m.
   C. Upcoming Pikes Peak Area Council of Governments Meeting Schedule ✉
9. **Adjournment** Chair Kronick adjourned at 12:00.

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Pikes Peak Area Council of Governments
Communities Working Together

Meeting Minutes
Water Quality Management Committee
Wednesday, March 25, 2026, 9:00 AM

1. **Call to Order / Establish a Quorum**
    A. Meeting was called to order at 9:02 am, quorum established.
2. **Agenda Approval:** Motion to approve the agenda made by Kevin Brown, seconded by Wally Eaves, approved unanimously.
3. **Approval of Minutes from February 25, 2025:** Motion to approve the agenda made by Wally Eaves, seconded by Kevin Brown, approved unanimously.
4. **Public Comments / Presentations**.
    A. Karen Rowe mentioned four grant opportunities currently open
        i. Water Smart Grants
            1. R25AS00322 Large-Scale Water Recycling Projects - Closing May 13, 2026
            2. R25AS00279 Small-Scale Water Efficiency Projects (SWEP) - Closing June 2, 2026
                a. No project more than a total cost of $250,000 and grant can provide up to $125,000 - needs to be completed within 2 years of award but not start within 12 months of grant application.
                b. Eligible Projects- Small-scale on-the-ground water efficiency projects which seek to implement work identified in an applicant's water planning efforts.
                c. Eligible water conservation projects include: Canal Lining/Piping; Municipal Metering; Irrigation Flow Measurement; Supervisory Control and Data Acquisition and Automation (SCADA); Landscape Irrigation Measures: Projects that provide water savings by reducing outdoor water usage. These measures include turf removal, smart irrigation controllers and high-efficiency nozzles. These measures are typically promoted by water entities through rebates or direct-install programs, which are eligible for WaterSMART Grants funding.
            3. R25AS00280 Applied Science Grants (ASG) - Closing July 8, 2026 (First application July 8, 2026, at 5:00pm MDT, Second application : April 13, 2027)
                a. Estimated Total Program Funding: $6,000,000, Expected Number of Awards: 20. Maximum award: $400,000.

b. Eligible to improve access to and use of hydrologic data, develop and improve water management tools, and improve hydrologic modeling and forecasting capabilities.

4. R26AS00016 Drought Response Program (DRP) - Closing July 28, 2026
    a. Drought response program – maximum award is 1.5 Million, smallest award is $25,000.
    b. Expected Number of Awards: 20
    c. For projects designed to improve drought resilience by developing effective water management strategies and drought contingency plans.
    d. Supports a range of initiatives including: infrastructure improvements for increased water storage and distribution capabilities; water source diversification; decision-making tools for water management; comprehensive planning to prepare for and respond to drought conditions.

ii. All have 50% match, but DOLA has a match assistance program available

iii. Bailey and Green Mountain Falls are waiting to hear more on existing grant applications.

iv. Working to extend these opportunities through 2029. If entities have no capacity to apply for grants, then they can apply through the State's water smart grants assistance to help with application. Contact Karen Rowe for questions or assistance: krowe@ppacg.org

B. Potomac River Sewage Spill update – occurred January 19, 2026, a 72-inch interceptor pipeline collapsed, upstream of Washington DC, allowing an estimated 300 million gallons of untreated WW to spill into the Potomac River, one of the largest spills in US History. It was constructed in 1962, reinforced concrete pipeline transports ww. A 27-hundred foot bypass was constructed as emergency response. Environmental impacts resulted in E Coli levels 100's of times greater than the EPA limit. No drinking water was affected as it was all upstream, and fortunately a downstream intake happened to have been shut off prior to the spill. Had to close shellfish harvesting downstream, and had to limit recreation activity in the river. In mid-March 2026 the emergency repairs are complete, but localized contamination persists in tributaries, long-term remediation is in process. The long term ecological implications are still being assessed. This is a reminder that aging infrastructure is important to address.

    i. Did they identify the reason for collapse? It appears to be just aging infrastructure.

C. Green Mountain Falls – Town is approved to get a feasibility study for wastewater management. Also approved for an additional $85,000 for feasibility of engineering for WW treatment systems. Provided $85,000 through Search Grant with no match (State), and also $85,000 through USDA Epic.

i. Is the date set for the press release? April 14, but time is not yet set.

5. **Discussion Items**
   i. 208 Plan Update Process – Angie Martell, Environmental Planner provided an update on upcoming items associated with the 208 Plan update including an upcoming survey, facility information collection, and updating capacity and permit information with PPACG's contractor.
6. **Action Items**
   A. Service area maps – Angie Martell, Environmental Planner ✉
      i. Security Sanitation District naming label needs to be updated throughout materials.
      ii. Text for Colorado Springs Utilities needs to be updated to reflect that the areas that are not in their service area territory which Colorado Springs Utilities simply provides ww service for, extraterritorial agreements. Mark Volle will send text that clarifies this.
      iii. A motion to approve the maps with the stated edits was made by Kevin Brown, seconded by Wally Eaves, approved unanimously.
   B. Site Application Review Process Edits – Angie Martell, Environmental Planner
      i. A Flow chart should be added. Angie will develop this.
      ii. The group discussion covered a series of edits which will be captured in the revised draft.
      iii. The Lower Fountain Water Quality Management Association will work to define their area of authority for inclusion in the 208 Plan.
      iv. A motion was made to make edits as discussed and move the item to next month, by Wally Eaves, seconded by Kevin Brown, approved unanimously.
7. **Information Items**
   A. Colorado Industrial Pretreatment Coordinators Association - Pretreatment's FOG 101 is available for anyone who wants to attend. Members were generally interested and Angie will forward the training series to Kevin.
8. **Member Entity Announcements**
   A. None
9. **Meeting Schedule**
10. **Adjournment:** A motion to adjourn was made at 10:28 am by Wally Eaves, seconded by Kevin Brown, unanimously approved.

CDOT Projects within the **Pikes Peak Area Council of Governments**

Agenda Item 7H

Active Construction Projects within PPACG:

- Powers Blvd/Airport Rd Interchange completing in 2026
- I-25: Fillmore to GoG Reconstruction completing in 2026
- CO67D North of Woodland Park Improvements completing by July 4th
- Advance Flasher – US24 & 31st Street; CO115 & Star Ranch Road
- Backplate Installation at various signals

Planned Future PPACG Projects of note:

- US24H/Academy Park Loop Traffic Signal Installation (2026)
- US24G/Stapleton Traffic Signal Installation (2026)
- CO83/County Line Road Traffic Signal Replacement (2026)
- I-25 Wildlife Fence Northgate to CO105 (2026)
- CO83/Stagecoach Roundabout (2027)
- US24G: Garrett to Woodmen (includes access improvements and frontage/backage road) (2027)
- US24G/Judge Orr Intersection Improvements (includes new Blue Gill intersection with US24G shifted south) (2027)
- US24A/Green Mountain Falls Intersection Improvements (2027)

Other CDOT Projects within the **Central Front Range** Area

Active Construction Projects within CFR:

- CO69A Resurfacing south of Texas Creek (2026)
- US24G Resurfacing and Passing Lane East of Peyton through Calhan (2026)
- CO115A Concrete Preventive Maintenance and Rehab in Penrose (2026)
- US24A Resurfacing Florissant through Divide (Teller) final minor work and striping by June
- Sign replacements – CO9, US24 and US285 in Park County

Planned Future CFR Projects of note:

- US50A Resurfacing Penrose to Pueblo County Line (2027)
- CO9C Resurfacing Fairplay to Hoosier Pass (2027)
- US50A Reconstruction and Safety Improvements 8-Mile Hill west of Canon City (TBD – BUILD grant application in)

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: PPACG Board of Directors

From: Jared Verner, Public Policy and Communications Manager

Through: Andrew Gunning, Executive Director

Subject: Current Committee and Commission Vacancies

Action Requested: Information Only

Summary

Below is the list of current vacancies for the committees and commissions that the Board of Directors oversees.

Community Advisory Committee:

- Teller County
- City of Victor
- City of Cripple Creek
- Town of Alma
- Town of Fairplay
- Two community organizations

Technical/Transportation Advisory Committee

- Teller County

Regional Advisory Council (AAA)

- El Paso County
- City of Colorado Springs
- City of Woodland Park
- City of Manitou Springs
- City of Cripple Creek
- Town of Calhan
- Town of Alma
- Town of Fairplay
- Town of Green Mountain Falls
- Town of Palmer Lake

- Town of Ramah

Commission on Aging
- City of Colorado Springs
- City of Manitou Springs
- City of Woodland Park
- City of Victor
- Town of Alma
- Town of Fairplay
- Town of Green Mountain Falls
- Town of Ramah

Water Quality Management Committee
- El Paso County
- City of Colorado Springs
- City of Victor
- City of Cripple Creek
- City of Manitou Springs
- Town of Alma
- Town of Calhan
- Town of Ramah
- Cheyenne Mountain Estates-Broadmoor Park
- Ellicott Springs Utilities
- Florissant Water & Sanitation District
- Teller County Wastewater District
- United States Air Force Academy
- Walden Wastewater Treatment Facility

Background

In Article III, Section 9 of the Pikes Peak Area Council of Governments Board of Directors Bylaws, the Board has the ability to appoint and dissolve committees it deems expedient to further the principles and purposes of the council of governments. The Board also shall approve the membership of primary and alternate representatives for all committees, as recommended by the member governments, and it reserves the right to review and remove representatives at any time.

Strategic Plan Goals

☒ Advocacy: Serve as an effective advocacy voice for common ground issues.
☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☒ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.

☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.

☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication, and collaboration.

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 8, 2026

To: PPACG Board of Directors

From: Andrew Gunning, Executive Director

Subject: Executive Director's Report

Action Requested: Information Only

Area Agency on Aging

- The 2025/26 Yellow Book distribution continued
- For the state fiscal year 2026-27 funding distribution, we held a Technical Review Subcommittee meeting to consider appeals from the Fountain Valley Senior Center and the Park County Senior Coalition; updated recommendations were recommended for approval, and the considered and recommended for approval by the Regional Advisory Council. Will be considered by the Board during the April meeting for approval.
- Partnering with Ent Credit Union to host the Fraud and Identify Theft seminar, April 10th.

Transportation

- Worked on Traffic Safety Grant Development, Public Participation Plan Updates, Regional Freight Plan, GIS and modeling data development, and many other projects
- Attended Front Range Passenger Rail government affairs/communication meeting, Mar 2, and finance committee meeting, Mar 17
- Held project status meeting with Manitou Springs, Mar 5
- Attended Statewide Advisory Committee meeting, Mar 5
- Held Drive Smart Colorado Board meeting, Mar 6
- Went on Green Mountain Falls bike and pedestrian project tour, Mar 9
- Held Drive Smart Traffic Safety Coalition meeting, Mar 10
- Attended virtual USDOT webinar on Modern Slavery at Work: Recognizing and Responding to Labor Trafficking, Mar 11
- Held monthly CDOT/Colorado Springs/El Paso County project meeting, Mar 12
- CDOT transit monthly meeting, Mar 12
- Held Pikes Peak Regional GIS Forum, Mar 18
- Attended state Transportation Commission workshop and regular meeting, Mar 18-19
- Held monthly CDOT/FHWA/FTA/MMT coordination meeting, Mar 31

Environmental

- Attended the Fountain Creek TAC monthly committee meeting, Mar 4
- Attended CDPHE Water Quality Roadmap Stakeholder meeting, Mar 5
- Held 208 water quality planning update meetings with consultants, Mar 16 and 23
- Convened a Water Quality Management Committee meeting, Mar 25
- Held Intermountain West MPO air quality technical group meeting, Mar 26
- Met weekly with the ozone conference planning team from NFRMPO and CDPHE

Administration

- Jin Song, AAA compliance staff, resigned Mar 11
- Legislative committee meetings were held, Mar 9 and 23
- Jared Verner attended the USAging Conference in Washington D.C., Mar 8 thru 11, and met with most of the Colorado congressional delegation offices
- Convened a call with executive directors from DRCOG and North Front Range MPO, Mar 23
- Submitted a military planning grant to the federal Office of Local Defense Communities Cooperation
- Convened a meeting of the city/town/county managers, Mar 12
- Met weekly with the ozone conference planning team from NFRMPO and CDPHE
- Coordinated a Pikes Peak Mayors Caucus meeting, Mar 27
- Attended Reclaiming Civility event, Mar 30, and community leaders follow-up discussion on Mar 31
- Met with U.S. Economic Development Administration, April 1
- Attended Colorado Association of Regional Organizations meeting, April 2
- Jared Verner attended Colorado Springs Chamber Government Affairs Council meetings each Thursday and Colorado Center for Aging legislative meetings each Monday

Strategic Plan Goals

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Pikes Peak Area Council of Governments
Communities Working Together

Upcoming Meeting Schedule

Date	Time	Meeting
April 8	9 a.m.	Board of Directors
April 15	3 p.m.	Commission on Aging
April 16	1:30 p.m.	Transportation Advisory Committee
April 16	2 p.m.	Commission on Aging – Caregiving
April 20	8:30 a.m.	Legislative Committee
April 22	9 a.m.	Water Quality Management Committee
April 23	10 a.m.	Regional Advisory Council
April 23	3 p.m.	Commission on Aging – Social Engagement
April 28	9:30 a.m.	Mobility Coordinating Work Group
April 29	3 p.m.	Community Advisory Committee
May 4	8:30 a.m.	Legislative Committee
May 6	9 a.m.	Commission on Aging – Executive Committee
May 6	11 a.m.	Regional Advisory Council – Executive Committee
May 8	9 a.m.	Board of Directors Workshop
May 13	9 a.m.	Board of Directors
May 20	3 p.m.	Commission on Aging
May 21	1:30 p.m.	Transportation Advisory Committee
May 21	2 p.m.	Commission on Aging – Caregiving
May 27	9 a.m.	Water Quality Management Committee
May 27	1 p.m.	Air Quality Work Group
May 27	3 p.m.	Community Advisory Committee
May 28	10 a.m.	Regional Advisory Council
May 28	3 p.m.	Commission on Aging – Social Engagement
June 1	8:30 a.m.	Legislative Committee
June 3	9 a.m.	Commission on Aging – Executive Committee
June 3	11 a.m.	Regional Advisory Council – Executive Committee
June 5	9 a.m.	Board of Directors Workshop
June 10	9 a.m.	Board of Directors
June 17	3 p.m.	Commission on Aging
June 18	1:30 p.m.	Transportation Advisory Committee
June 18	2 p.m.	Commission on Aging – Caregiving
June 23	9:30 a.m.	Mobility Coordinating Work Group
June 24	9 a.m.	Water Quality Management Committee

June 24	3 p.m.	Community Advisory Committee
June 25	10 a.m.	Regional Advisory Council
June 25	3 p.m.	Commission on Aging – Social Engagement

Schedule as of March 30, 2026

Meetings may be added, changed or cancelled as needed. Current meeting schedule is available at ppacg.org.