



Appendix A

Plan Alignment Exhibit

The complexity and long-term nature of the transportation system requires multiple short- and long-term plans. These plans address different areas such as metropolitan and rural regions along with different transportation modes, vehicle types like commercial trucks, and a range of safety concerns including both infrastructure and human behavior.

The development of the Strategic Highway Safety Plan (SHSP) included coordination with several other planning efforts at the state, federal, local and industry levels. Each of these plans were reviewed to assess alignment with high-level goals, performance measures, strategies, and objectives to identify and inform how these plans may contribute to the future implementation of SHSP. The matrix below outlines the alignment between these plans and the SHSP.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
South Central Transportation Planning Region (TPR)	<u>2045 Regional Transportation Plan (RTP)</u>	G,S,O	Provide safe, reliable, cost-effective, and accessible multimodal transportation system that accommodates and enhances the region's high quality of life while preserving the environments that make Huerfano and Las Animas Counties great places to live, work, and visit.	Improve communication between the Colorado Department of Transportation (CDOT) and State Patrol related to roadway closures and incident management reporting.	Adding shoulders to major corridors, such as US 160, is one of the greatest safety needs in the region. Understanding crash patterns helps to identify appropriate safety improvements. For example, wild animal collisions can be mitigated with fencing along the roadway and/or a wildlife bridge/tunnel.	
South Central TPR	2045 RTP	G,S,O	Provide safe multimodal travel opportunities for residents and visitors.	Improve communication among CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
South Central TPR	2045 RTP	G,S,O	Function as a complete system with effective connectivity, both within the region and to the rest of the state.	Improve communication between CDOT and State Patrol related to roadway closures and incident management messaging.	Addressing known safety problems is a top priority. These include geometrics, shoulder deficiencies, and road maintenance. Considerations need to include both data and driver perception/comfort.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
South Central TPR	2045 RTP	G,S,O	Support interconnection with multimodal options and investments that support the multimodal system.	Expand transit service to maintain the quality of life for residents, particularly older residents who desire to age in place and continue to live in the region.		
South Central TPR	2045 RTP	G,S,O	Provide new intermodal access and mobility options for individuals and commerce.			
South Central TPR	2045 RTP	G,S,O	Identify, evaluate, and prioritize options that enhance travel and can be implemented through existing or reasonably anticipated funding. Include options that are understood and supported by the traveling public.			
South Central TPR	2045 RTP	G,S,O	Provide efficient, effective, safe, and reliable services.			
Southeast TPR	<u>2045 RTP</u>	G,S,O	Provide a safe, convenient, reliable, and efficient transportation network to support the region's multimodal needs.	Address safety related issues including lack of shoulders and passing lanes.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Southeast TPR	2045 RTP	G,S,O	Develop multimodal transportation options to improve mobility and support economic development.	Maintain roadways, including mowing operations, to mitigate roadway departures and wildlife crashes.	Safety in the Southeast TPR must consider how trucks and other vehicles work together on roadways and consider the population of aging adults.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Southeast TPR	2045 RTP	G,S,O	Improve air, rail, intercity, bus, public transit, and bikeway facilities and services throughout the region, in addition to highways.	Increase coordination between CDOT and local governments throughout project development and delivery.	Enhanced transit options facilitate the mobility of aging adults in a variety of weather conditions.	
Southeast TPR	2045 RTP	G,S,O	Support and advocate for the preservation, enhancement, and continued operation of the Southwest Chief passenger rail service through southern Colorado.	Explore new funding opportunities.	The addition of shoulders and widening of roadways accommodates trucks and enhances the safety for all road users.	
Southwest TPR	2045 RTP	G,S,O	Provide a balanced transportation system that accommodates the movements of residents, employees, visitors, and goods in the region by offering travel options and preserving the rural character, quality of life, and environment.	Continue building partnerships among the counties, cities, towns, and tribes within the Southwest TPR and the neighboring TPRs to coordinate on transportation issues, particularly the pursuit of creative and long-term funding solutions for the advancement of projects.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely. People are more inclined to walk in places that feel safe and inviting.	
Southwest TPR	2045 RTP	G,S,O	Create a safe and accessible regionwide transportation system that integrates all users and modes and supports opportunities to better access recreational activities.	Work with the counties, cities, towns, and tribes of the Southwest TPR to continue to advance and redesign highways to enable safe access for all members of the community, including those walking, biking, and in need of greater assistance.	Safety is a top priority for this region. Addressing known safety problems, like wildlife conflict areas, is a top priority. Improving the safety of pedestrians and bicyclists, particularly in the downtown areas, is also a priority.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Southwest TPR	2045 RTP	G,S,O	Maintain and cultivate partnerships with local, state, tribal, and federal entities to improve interagency coordination.	Continue coordination between CDOT Region 5 and the Southwest TPR to select projects that best align with available funding, prioritizing lower cost projects that can be completed with available funds.		
Upper Front Range TPR	<u>2045 RTP</u>	G,S,O	Promote economic vitality and mobility for all residents through strategic investments in a multimodal transportation system.	Advocate for shoulder improvements as an effective safety measure, particularly when surface treatments are being done.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Upper Front Range TPR	2045 RTP	G,S,O	Improve safety throughout the transportation system.	Continue to advance regional rail crossing improvements through regular updates to the rail inventory and crossing replacement program.		
Upper Front Range TPR	2045 RTP	G,S,O	Provide a multimodal transportation system for the efficient movement of people and goods.			
Upper Front Range TPR	2045 RTP	G,S,O	Preserve the functional integrity of the existing transportation system and correct identified deficiencies.			
Upper Front Range TPR	2045 RTP	G,S,O	Prioritize projects to anticipate and utilize all funding opportunities.			
Upper Front Range TPR	2045 RTP	G,S,O	Deliver transportation system investments cost-effectively, incorporating life cycle costs.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Upper Front Range TPR	2045 RTP	G,S,O	Collaborate and communicate with other agencies to implement regional transportation priorities.			
Upper Front Range TPR	2045 RTP	G,S,O	Integrate transportation and land use planning throughout system design and implementation.			
Upper Front Range TPR	2045 RTP	G,S,O	Coordinate projects with other entities within the region, including Rocky Mountain National Park, adjacent communities, TPRs, and states.			
Northwest TPR	<u>2045 RTP</u>	G,S,O	Work together to establish and maintain a realistic, balanced multimodal transportation system that effectively addresses current and future needs while at the same time protecting the quality of life and the safety of residents and visitors in the region.	Work with CDOT Region 3 staff to assist in developing locations for safety improvements; these improvements include shoulders, resurfacing, signage, and intersections.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Northwest TPR	2045 RTP	G,S,O	Adopt a unified vision and goals for the region.	Work with local law enforcement and CDOT Headquarters to ensure safety data congruence.		
Northwest TPR	2045 RTP	G,S,O	Support a transportation system that meets present and future mobility and freight needs.	Work with CDOT Region 3 staff to assist in developing potential improvement, or construction, of pedestrian crossings and rest stop areas.		
Northwest TPR	2045 RTP	G,S,O	Support a transportation system that increases convenience and the quality of travel for residents.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Northwest TPR	2045 RTP	G,S,O	Provide a safe, efficient, and well-maintained roadway system.			
Northwest TPR	2045 RTP	G,S,O	Plan for a transportation system that facilitates and maximizes funding for the region.			
Northwest TPR	2045 RTP	G,S,O	Support a transportation plan that develops options that are understood and supported by the traveling public.			
San Luis Valley TPR	<u>2045 RTP</u>	G,S,O	Create a sustainable, safe, and efficient transportation system that supports the region's agricultural and tourism-based economies through capacity and safety improvements, and expanded local and regional public transportation options. Accommodate and enhance the region's quality of life, while preserving the cultural and the natural environment.	Advocate for safety improvements with elected officials.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
San Luis Valley TPR	2045 RTP	G,S,O	Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs.	Improve communication between CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	Addressing known safety problems is a top priority. These include the importance of intersections, passing lanes, shoulders, and wildlife crashes. Considerations include data, level of service, speed limit, and driver perception.	
San Luis Valley TPR	2045 RTP	G,S,O	Improve transportation linkages and modal alternatives for commerce, tourism, and transportation-dependent populations.	Consider roadway designs to encourage slower speeds through towns, and cities to support walkability, safety, and economic vitality.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
San Luis Valley TPR	2045 RTP	G,S,O	Improve the safety of the transportation system.			
San Luis Valley TPR	2045 RTP	G,S,O	Identify, evaluate, and prioritize transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding.			
San Luis Valley TPR	2045 RTP	G,S,O	Improve and increase bicycle and pedestrian facilities.			
San Luis Valley TPR	2045 RTP	G,S,O	Increase passenger and freight rail opportunities.			
San Luis Valley TPR	2045 RTP	G,S,O	Improve safety for bicyclists and pedestrians in business centers.			
San Luis Valley TPR	2045 RTP	G,S,O	Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population.			
San Luis Valley TPR	2045 RTP	G,S,O	Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors.			
San Luis Valley TPR	2045 RTP	G,S,O	Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational, and recreational services.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
San Luis Valley TPR	2045 RTP	G,S,O	Seek funding opportunities to maintain existing services and expand the transit network.			
San Luis Valley TPR	2045 RTP	G,S,O	Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico.			
Central Front Range TPR	<u>2045 RTP</u>	G,S,O	Accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation.	Increase communication between CDOT and regional partners to better manage impacts of roadway closures and detours.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Central Front Range TPR	2045 RTP	G,S,O	Provide mobility to the traveling public at a good level of service that is well maintained in the most efficient manner possible.	Improve communication between CDOT and rural regions about project funding availability and support application development.	Addressing known safety problems, such as roadway departures, wildlife collisions, and congestion related crashes is a top priority for the region. Other important safety considerations include shoulder improvements, passing lanes, main street crosswalks, improved communication, and the creation of alternate routes for the winter season and natural disasters.	

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Central Front Range TPR	2045 RTP	G,S,O	Provide safer travel opportunities.	Focus on multimodal main street projects to improve safety, support local economies, and attract tourists.		
Central Front Range TPR	2045 RTP	G,S,O	Ensure that the transportation system functions as a complete system that provides alternate routes to accommodate emergency evacuations and the increased traffic demands.			
Central Front Range TPR	2045 RTP	G,S,O	Provide new and improved intermodal access for commerce and transit connections between towns for individuals.			
Central Front Range TPR	2045 RTP	G,S,O	Maximize investment through strategic partnerships and pursuit of alternative funding sources.			
Eastern TPR	<u>2045 RTP</u>	G,S,O	Enhance the unique character and quality of life found in northeast and east central Colorado by providing an efficient, safe, and accessible transportation network.	Improve communication between CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	

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Eastern TPR	2045 RTP	G,S,O	Implement strategies to improve safety for all modes of transportation, such as the addition of shoulders, turn lanes, and adequate winter road maintenance.	Improve communication between CDOT and State Patrol related to roadway closures and incident management messaging.	Safety in the Eastern TPR must consider how trucks and other vehicles work together on roadways and consider the population of aging adults. The addition of shoulders, turning lanes, passing lanes, appropriate signage, and widening of roadways accommodates trucks and enhances the safety for all road users.	
Eastern TPR	2045 RTP	G,S,O	Improve pavement conditions on interstates and state highways for more efficient farm-to-market movement of goods.	Expand maintenance operations, including snow plowing efforts during adverse weather conditions, for emergency vehicle and transit service mobility.		
Eastern TPR	2045 RTP	G,S,O	Encourage proper routing for hazardous materials and oversized vehicles.			
Eastern TPR	2045 RTP	G,S,O	Continue to seek increased funding for improving highway, air, rail, and transit systems and services.			
Eastern TPR	2045 RTP	G,S,O	Provide transit service for the transit-dependent population within the region.			
Eastern TPR	2045 RTP	G,S,O	Enhance air freight and passenger service for the region.			

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Gunnison Valley TPR	<u>2045 RTP</u>	G,S,O	Accommodate the region's existing and future multimodal transportation needs by maintaining a safe, convenient, reliable, and efficient transportation network that supports the economic growth of the region by providing transportation choice for residents, visitors, and tourists of the region.	Continue high-quality communication among CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	State highways serve as "Main Streets". These highway sections require additional considerations and should be designed so people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Gunnison Valley TPR	2045 RTP	G,S,O	Provide mobility to the traveling public at an acceptable level of service.	Create an educational campaign focused on passing lane and pull-off usage especially in high tourist areas could inform residents and visitors about driving safely in the Gunnison Valley.	Addressing known safety problems (including roadway departures, wildlife accidents, and congestion-related crashes) is a top priority.	
Gunnison Valley TPR	2045 RTP	G,S,O	Provide new integrated intermodal access and mobility options with particular emphasis on developing new bike and transit travel options.			
Gunnison Valley TPR	2045 RTP	G,S,O	Preserve, maintain, and enhance existing transit services.			
Gunnison Valley TPR	2045 RTP	G,S,O	Improve and promote transportation options.			
Gunnison Valley TPR	2045 RTP	G,S,O	Integrate general public and human transit services.			
Gunnison Valley TPR	2045 RTP	G,S,O	Support the transportation system to function as a complete system with effective connectivity both within the region and to the rest of the state.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Gunnison Valley TPR	2045 RTP	G,S,O	Leverage the existing transportation network to support emergency response efforts.			
Intermountain TPR	<u>2045 RTP</u>	G,S,O	Promote preservation of the unique character of each community through open-space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits.	Advocate for local safety improvements, such as rumble strips, skid-resistant surfaces, guardrails and barriers, intersection safety improvements, signs at pedestrian/bicycle crossing/school crossings, and auxiliary lanes.	The Intermountain TPR must consider extreme weather, mountainous terrain, freight movement, tourists, and commuters when making safety improvements.	
Intermountain TPR	2045 RTP	G,S,O	Develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.	Work with CDOT and local jurisdictions to incorporate bike lanes on existing roadways where shoulders are already wide enough to meet the American Association of State Highway and Transportation Officials (AASHTO) standards and include those bike lanes on CDOT's bicycle facilities mapping.	Safety in the Intermountain TPR must consider how weather, wildlife, and people relate to roadways. Lower speeds, roundabouts, and complete streets designs improve safety conditions for vulnerable road users and main street communities.	
Intermountain TPR	2045 RTP	G,S,O	Enhance coordination between land use and multimodal transportation planning.	Enhance safety for roadway users including residents, tourists, and freight with Intelligent Transportation Systems (ITS) to notify drivers of weather, incidents, and roadway closures.		
Intermountain TPR	2045 RTP	G,S,O	Address existing and future needs/inadequacies on the transportation network.	Create safer traveling conditions in the region by adding shoulders, improving pavement conditions, and implementing fencing or tunnels for wildlife.		

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Intermountain TPR	2045 RTP	G,S,O	Integrate multimodal options into all planning and funding decisions.			
Intermountain TPR	2045 RTP	G,S,O	Provide maximum flexibility for use of funds.			
Intermountain TPR	2045 RTP	G,S,O	Identify and apply for all potential funding sources.			
Intermountain TPR	2045 RTP	G,S,O	Provide travel options to attainable/accessible housing, medical, and overall community services.			
Intermountain TPR	2045 RTP	G,S,O	Provide equity of funding for services.			
Intermountain TPR	2045 RTP	G,S,O	Recognize diverse needs of transportation users.			
Intermountain TPR	2045 RTP	G,S,O	Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the region's needs and goals.			
Denver Regional Council of Governments (DRCOG) Metropolitan Planning Organization (MPO)	<u>DRCOG Regional Vision Zero</u>	G,S,O,PM	Implement safety projects that reduce roadway-related fatalities and serious injuries to ultimately reach zero.	Improve collaboration between allied agencies.	Implement Complete Streets.	Zero fatalities by 2040.
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Increase awareness and adoption of vision zero.	Establish context-appropriate speeds.	
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Design and retrofit roadways to prioritize people's safety.	Equity.	

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DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Improve data collection and reporting.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Increase funding and resources.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Increase support for legislation, policies, and practices that focus on safety at all levels.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Implement speed reduction strategies.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Equity strategies.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM	Implement safety projects that reduce roadway-related fatalities and serious injuries to ultimately reach zero.	Reference the DRCOG regional Vision Zero strategies.	The transportation system is safe, reliable and well-maintained.	Zero fatalities by 2040.
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Monitor and maintain crash and traffic safety data for all transportation modes.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Develop and implement access management principles along major streets.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Enforce traffic laws and ordinances as they apply to all users of the transportation system.		

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DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Implement projects that reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.		
Pueblo MPO	<u>Moves the Region 2045 Long Range Transportation Plan (LRTP)</u>	G,S,O,PM	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Preserve the existing transportation systems to ensure safe, convenient, and efficient transportation.	The objective of achieving zero deaths on roadways within the Pueblo Area Council of Governments (PACOG) will be accomplished by adhering to the philosophy put forth by the Vision Zero movement.	Zero fatalities by 2030.
Pueblo MPO	Moves the Region 2045 LRTP	G,S,O,PM	Maintain the highway infrastructure asset system in a state of good repair.	Maintain the performance of the Colorado state transportation system at a high level to ensure the safety of all users, including transportation operators, passengers, shippers, bicyclists, and pedestrians.		Zero serious injuries by 2030.
Pueblo MPO	Moves the Region 2045 LRTP	G,S,O,PM		Continue to improve system safety by instituting and supporting safety programs to attain Vision Zero status with respect to fatalities and life-altering injuries.		Reduce the injury and PDO crash rates by 25 percent by 2040.
Pueblo MPO	Moves the Region 2045 LRTP	G,S,O,PM		Promote the identification of specific emphasis areas to improve transportation safety through a statewide evaluation of safety problems and multi-disciplinary stakeholder input.		

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Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Continue to develop comprehensive, coordinated, and communicative safety strategies that focus on engineering, education, enforcement, and emergency medical services for all emphasis areas.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Promote the development of improved and new transportation system designs, engineering, and operating technologies to increase system safety.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Promote safe and convenient travel facilities for at-risk users.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Provide a continuing program of public information and education to promote safety awareness and the implementation of safety practices.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Cooperate with other agencies to ensure prompt response to crashes on the transportation system and timely resolution of threats to human and environmental health and safety, such as hazardous waste sites, encountered when improving transportation facilities.		

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Pikes Peak MPO	2050 LRTP	G,S,O,PM	Preserve and enhance the function of and access to the existing regional transportation system.	Complete the regional and local safety action plans funded by recently awarded Safe Streets and Roads for All (SS4A) grants. Compete for discretionary funds to help implement the recommendations of those plans.	Develop a sustainable multimodal transportation system, facilities, and services that meet regional mobility and accessibility expectations, improve the quality of life in the Pikes Peak region, and plan for the future of transportation.	Number of fatalities.
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Provide efficient, improved, and fully connected multimodal and intermodal transportation for people, goods, information, technology, and freight to employment hubs, military installations, and other key destinations throughout the region.	Increase collaboration with available state and federal resources, and consider using grant funding for increased education or enforcement to offset lack of local funding sources.		Fatality rate (per 100 million vehicle miles traveled [VMT]).
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Increase the safety, security, redundancy, and resiliency of the multimodal transportation system.	Build on successful law enforcement practices, and establish laws/policies that have bearing/are enforceable.		Number of serious injuries.
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Maintain a robust, equitable, and healthy regional transportation system that enhances economic vitality of the Pikes Peak region.	Leverage traffic safety education programs such as Drive Smart Colorado, and coordinate efforts with the Drive Smart Traffic Safety Coalition.		Serious injury rate (per 100 million VMT).
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Implement responsible transportation solutions.	Continue conducting safety media campaigns targeted to the region and its issues to ensure effectiveness.		Number of non-motorized fatalities and serious injuries.

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Pikes Peak MPO	2050 LRTP	G,S,O,PM		Implement engineering and infrastructure improvements such as minimizing speed differential; making roads seem "narrower" with striping to encourage drivers to slow down; enlarging road signs; or installing adaptive signal systems or radar detection systems.		
Pikes Peak MPO	2050 LRTP	G,S,O,PM		Improve pedestrian engineering, safer cross walks, especially at intersections with high crashes. This may include adding pedestrian bump outs or adding advanced flashing beacons before the intersection to inform drivers that pedestrians are crossing.		
Pikes Peak MPO	2050 LRTP	G,S,O,PM		Identify areas where speeding or other types of dangerous driving is common.		
Pikes Peak MPO	2050 LRTP	G,S,O,PM		Implement effective access management techniques such as limiting the number of conflict points, adding turn lanes, and using connecting parking lots and access roads to minimize inefficient travel on primary roadways.		

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Grand Valley MPO	2045 RTP	G,S,O,PM	Create well-maintained roadways that are safe and accessible for people walking, biking, driving and taking transit, and leverage partnerships and reliable funding sources for enhancing multimodal travel for users of all ages and abilities.	Compile and geocode crash data from state, county, and local agencies including attributes such as cause of crash, and mode of parties involved.	Identify locations that pose the highest crash risk for people walking, people biking, and people driving and prioritize multimodal countermeasure treatments at these locations.	Number of fatalities.
Grand Valley MPO	2045 RTP	G,S,O,PM	Foster active transportation by providing a regionally connected network of low-stress facilities that are safe for people walking and people biking.	Map all crash locations by mode and identify a high injury network—the network of segments and corridors with a high concentration of crashes resulting in fatalities and serious injuries.	Implement a regional roadway safety program that uses engineering, educational, and enforcement countermeasures to improve safety outcomes in high-crash rate locations.	Fatality rate (per 100 million VMT).
Grand Valley MPO	2045 RTP	G,S,O,PM	Ensure driving in the Grand Valley is more efficient, safer, and comfortable.	Using national best practices, identify safety countermeasures (both engineering and programmatic) that could improve safety outcomes at high crash locations.	Conduct a regional Level of Traffic Stress assessment for active transportation facilities to determine specific locations for improving bicycle and pedestrian safety.	Number of serious injuries.
Grand Valley MPO	2045 RTP	G,S,O,PM	Make the multimodal regional transportation system safer for all users by using proven methods for lowering crash rates, ensuring roadways are in good repair, increasing personal safety, and providing low-stress facilities for people walking, biking, driving, or taking transit.	Identify regional safety stakeholders from state, county, and local agencies to form a working group on improving safety outcomes.	Adopt a regional Vision Zero program, by working with peer programs such as the DRCOG Vision Zero effort.	Serious injury rate (per 100 million VMT).

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Grand Valley MPO	2045 RTP	G,S,O,PM	Provide a transportation system, operating parameters, and policy-framework that support the safe, efficient, and reliable movement of goods within, to and from the Grand Valley; and, identify programs and strategies to support the economic viability of freight-dependent industries in the region.	Designate partners from stakeholder groups to implement appropriate countermeasures in high-crash locations.	Encourage active modes of transportation by using national best practices and safety standards for bicycle and pedestrian infrastructure improvements.	Number of non-motorized fatalities and serious injuries.
Grand Valley MPO	2045 RTP	G,S,O,PM	Bring roadways, sidewalks, and multiuse paths to a state of good repair.	Use stakeholder groups as a vehicle for submitting grant applications.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Compile geospatial data associated with the street centerline file including street classification, width, number of travel lanes, and speed limits to form a regional geographic information system (GIS) datafile for Mesa County roadways.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Inventory all existing active transportation facilities for Mesa County, to include widths of sidewalks and bicycle lanes, type of facility (attached vs. detached sidewalks, striped vs. protected bicycle lanes), and quality of crossing facilities and create a GIS datafile.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Grand Valley MPO	2045 RTP	G,S,O,PM		Analyze data files comparatively and apply the Level of Traffic Stress methodology (Mekuria, Furth, Nixon, 2012) to identify where existing active transportation facilities are considered high stress due to high posted speed limits, pedestrian facilities immediately adjacent to traffic, bicycle facilities present, etc.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Establish contact with a representative from the DRCOG Vision Zero program and hold a teleconference to gain high-level insight into the process of starting a regional safety program.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Invite members of stakeholder committee to participate in regional Vision Zero effort.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Select a target date for beginning Vision Zero program.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Draft a Vision Zero policy and bring policy forward to the elected boards and councils of member municipalities and Mesa County for adoption.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Invite a national expert on Complete Streets to meet with regional safety stakeholder group.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Grand Valley MPO	2045 RTP	G,S,O,PM		Recruit a regional champion for active transportation facility design who evaluates new bicycle and pedestrian infrastructure projects to ensure the designs incorporate best practices.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Develop a public awareness program on areas of the Grand Valley that currently support safe travel on active modes through quality infrastructure.		
North Front Range MPO	<u>2050 RTP</u>	G,S,O,PM	Create a safer multimodal transportation system in northern Colorado that is socially and environmentally sensitive, and strengthens the region's quality of life and economic vitality.	Include references to Safety Vision, Moving Toward Zero, and the Strategic Transportation Safety Plan (STSP).	Follow a Safe System Approach to reduce the number of roadway-related fatalities and serious injuries.	Targets for number of fatalities, fatality rate per 100 million VMT, number of serious injuries, serious injury rate per 100 million VMT, and number of non-motorized fatalities and serious injuries.
North Front Range MPO	<u>Safety Vision, Moving Toward Zero Deaths</u>	G,S,O,PM	Set more aspirational goals regarding road safety and that there is no acceptable number of deaths and serious injuries on the road network.	Continue to prioritize safety in future calls for projects.	Following a Safe System Approach, reduce the number of roadway related fatalities and serious injuries.	No deaths or serious injuries.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Analyze all available crash data to make more informed decisions for safety related projects.		
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Integrate the Towards Zero Deaths framework in future planning initiatives.		
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Provide regionally-specific crash data to compare to statewide crash data when possible.		
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Identify and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.		
CDOT	<u>2020-2023 STSP</u>	G,S,O,PM	Create a future in Colorado where all people using any form of transportation arrive safely at their destination and no deaths or serious injuries occur.	Include Tier I, II and III strategies.	Following a Safe System Approach, reduce the number of roadway-related fatalities and serious injuries.	Targets for number of fatalities, fatality rate per 100 million VMT, number of serious injuries, serious injury rate per 100 million VMT, and number of non-motorized fatalities and serious injuries.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>2023 Vulnerable Road User (VRU) Safety Assessment and the Safe System Approach</u>	G,S,O,PM	Address safety issues for people who walk and bicycle in Colorado.	Enter bicycle and pedestrian crashes into the Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) to better understand contributing factors and movements for non-motorized crashes and more accurately match a countermeasure to the safety issue.	Following a Safe System Approach, reduce the number of roadway-related fatalities and serious injuries.	Targets for number of fatalities, fatality rate per 100 million VMT, number of serious injuries, serious injury rate per 100 million VMT, and number of non-motorized fatalities and serious injuries.
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Examine existing crash reporting data elements to see if there is available information that aligns more with PBCAT entry fields; if not, consider adding data elements for crash reporting form update.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Collect VRU counts in advance of Road Safety Audits (RSAs) and corridor studies to assess true level of risk for these roadways.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Implement a large-scale bicycle count program or purchase "big data" VRU exposure and origin/destination data.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Establish an RSA process for the state of Colorado's highway and roadway system.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Build on CDOT Region 1 and 4 Bicycle and Pedestrian Safety Assessments as a systematic method of complying with the federal VRU Safety Assessment Requirement.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Continue demographic analysis and specific outreach for Colorado Disproportionately Impacted Communities (DIC) and communities with a EnviroScreen score above the 80th percentile (ES80). Include a screening process for DIC and ES80 communities in the project development process. Consider DIC and ES80 communities during all project development stages. Give funding priority to roadway safety projects located in DIC and ES80 communities. Create and facilitate community engagement to fit the DIC and ES80 community needs.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Continue to evaluate implemented safety projects using before-and-after studies. Offer support to local agencies to perform before-and-after studies. Compile statewide database to build a Colorado-specific list of countermeasures that work throughout the state.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Bring VRU safety educational opportunities - such as the FHWA trainings on bicycle and pedestrian design, Complete Streets, and the Safe System Approach - to Colorado. Ensure that jurisdictional personnel are provided adequate time and support to attend. Invite consultants to participate and give preference in procurement processes to consultants who attend these trainings.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Update and maintain the existing inventory of active transportation facilities on the state highway system. Survey local jurisdictions and document which ones maintain inventories of active transportation facilities on their local roadway system, and assist local jurisdictions who do not already do so. Create and update an inventory of active transportation facilities on their local roadway system. Consolidate state system inventory with local jurisdiction inventories on a GIS-based website with either jurisdictional or public access.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Pending clarification from FHWA, use all-severity crashes to establish a high-injury network to the extent possible, incorporate exposure data into the analysis. If all-severity crashes can be used, perform a pair-wise analysis to determine correlations between first harmful event and land use or infrastructure/roadway features. Create a proactive risk-assessment tool to anticipate locations that have a high risk of crashes, regardless of crash history.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>Your Transportation Plan (2045)</u>	G,S,O,PM	Create a future in Colorado where all people using any form of transportation arrive safely at their destination and no deaths or serious injuries occur.	Refer to the STSP, freight plan, etc. for specific strategies.	Prevent fatalities and serious injuries by funding and installing physical infrastructure increasing safer travel. Conduct community outreach and active public involvement in the prevention and management of crashes.	References PD-14.
CDOT	<u>10-year Vision Plan</u>	G,S,O,PM	Create a future in Colorado where all people using any form of transportation arrive safely at their destination and no deaths or serious injuries occur.	Use an additional \$25 million in federal Highway Safety Improvement Program (HSIP) funding provided by the Infrastructure Investment and Jobs Act (IIJA) to further support safety elements within the plan. This additional HSIP money will be added to existing 10-Year projects to fund qualifying safety elements of those projects (such as median barriers, centerline /shoulder rumble strips, dedicated turn lanes, adding/widening shoulders).	Listen to Coloradans about their transportation system needs and prioritize taxpayers dollars to best deliver on those needs. Energize an ongoing statewide conversation about the vitality of transportation in connecting daily trips.	Project delivery performance is summarized.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>Policy Directive 14</u>	G,O,PM	No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.		Targeted, safety-focused investments. Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction.	PD 14 aligns with goals and concepts from the Department's Wildly Important Goals (WIGs), Transportation Commission Guiding Principles, Governor's "Key Priorities", and federal performance objectives required under the Infrastructure Investment and Jobs Act (IIJA) of 2021.
CDOT	<u>Policy Directive 1601</u>	N/A*	N/A	N/A	N/A	N/A
CDOT	<u>Statewide Transportation Demand Management (TDM) Plan</u>	G,S,O	Enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.	Implement Core, Support, and Emerging strategies.	To provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.	
Smart Growth America	Complete Streets Policy Framework Model	O			Outlines necessary components of an effective Complete Streets policy for any municipality or state.	

*N/A - Plan was reviewed and is Not Applicable.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	Safe Routes to School - School District Policy Workbook	O			Provides guidance on developing a district-wide Safe Routes to School (SRTS) policy.	
CDOT	Climate and Economic Justice Screening Tool	N/A	N/A	N/A	N/A	N/A
CDOT	Bus Rapid Transit (BRT) Best Practice Model	N/A	N/A	N/A	N/A	N/A
CDOT	Region 1 Bicycle/ Pedestrian Safety Plan	G,S,O	Identify 10 top locations on CDOT roads to improve bicycle and pedestrian safety.	Identify specific safety countermeasures for each high-risk location listed in the plan.	The study is intended to be a tool to help municipal staff, elected officials, and community stakeholders improve bicycle and pedestrian safety on CDOT roads.	
CDOT	Region 4 Bicycle/ Pedestrian Safety Plan	G,S,O	Identify 10 top locations on CDOT roads to improve bicycle and pedestrian safety.	Identify specific safety countermeasures for each high-risk location listed in the plan.	The study is intended to be a tool to help municipal staff, elected officials, and community stakeholders improve bicycle and pedestrian safety on CDOT roads.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	Statewide Bicycle and Pedestrian Plan	G,S,O	Improve safety for pedestrians and bicyclists users and the application of engineering approaches to improve non-motorized safety, particularly at intersections and mid-block locations. Improving safe operating behaviors among motorists, bicyclists, and pedestrians through education and enforcement activities is also identified as well as the importance of providing transportation equity.	Improve safety for bicyclists and pedestrians.	The plan provides a foundation for CDOT and their regional and local planning partners to prioritize bicycle and pedestrian projects and programs for funding and implementation.	
CDOT	Colorado HSIP Plan (Fiscal Year [FY] 2024-2027)	G,S,O	Reduce traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.	Includes a variety of safety improvement strategies.	The program provides federal funds (90% federal, 10% state/local) for infrastructure projects that improve highway safety at locations where there is potential for crash reduction.	
CDOT	<u>Active Transportation Plan</u>	G,S,O,PM	Currently in development.	Currently in development.	Currently in development.	Currently in development.
CDOT	<u>Colorado Triennial Highway Safety Plan (3HSP) 2023</u>	G,S,O,PM	Includes the state's goals, objectives, and countermeasure strategies for improving traffic safety, as well as performance measures to evaluate progress.	Includes many behavioral strategies that are also included in the SHSP.	It outlines priority highway safety projects and respective funding for a three-year period, FYs 2024-2026, and reports on progress towards meeting the performance measures identified in the FY23 Highway Safety Plan (HSP).	Includes 17 performance measures including number of fatalities, number of serious injuries, and fatality rate per VMT.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	Colorado HSIP 2022 Annual Report	N/A	N/A	N/A	N/A	N/A
CDOT	FASTER Safety Mitigation Program Plan List	N/A	N/A	N/A	N/A	N/A
CDOT	Colorado's Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Safety Program	G,S,O	Reduce traffic fatalities and serious injuries.	Varies	The Funding Advancement for Surface Transportation and Economic Recovery (FASTER) provides needed funds to address safety issues on Colorado roadways.	
CDOT	<u>Colorado Freight Plan (CFP)</u>	G,S,O,PM	Support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight.	Prioritize identified commercial vehicle safety hotspots and other locations with specific safety challenges for funding within National Highway Freight Program (NHFP) project selection.	The updated CFP guides improvements and investments on the freight systems and supports Colorado's vision of a safe, efficient, coordinated, and reliable system for the movement of goods.	Recognizes and aligns with PD14 and Wildly Important Goals (WIGs).
CDOT	CFP	G,S,O,PM		Evaluate where and what enhancements are needed, and establish a secure funding source, to improvements and maintenance of chain stations, runaway truck ramps, safety pull-outs, and other highway freight network operational and safety features.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	CFP	G,S,O,PM		Streamline delivery of the Railway-Highway Crossings (Section 130) Program, including project prioritization and risk assessments for future projects.		
CDOT	CFP	G,S,O,PM		Enhance internal data and analytical capabilities to identify and assess commercial vehicle safety hotspots and integrate needs into regional and state project selection processes.		
CDOT	<u>Motorcycle Operator Safety Training (MOST) Annual Report</u>	G,S,O,PM	Provide a safe motorcycling program that supports motorcycle training and lifelong learning, along with motorcycle safety awareness to achieve reductions in motorcycle crashes and related injuries and fatalities.	Include a variety of strategies to improve rider safety and awareness.	Provide guidance and oversight to ensure all MOST students receive consistent, high-quality motorcycle rider instruction and are taught by well-trained, ethical instructors in an atmosphere that promotes student success and endorses lifelong learning, personal growth and responsible riding, as well as promoting motorcycle safety and awareness.	Number of students trained.
CDOT	<u>2050 Statewide Transit Plan</u>	G,S,O,PM	Create a resilient transit network that makes travelers feel safe and secure.	Enhance local and regional transit.	The Statewide Transit Plan establishes a framework for creating an integrated statewide transit system and prioritizes transit investment.	Aligns with PD14.
CDOT	2050 Statewide Transit Plan	G,S,O,PM		Provide multimodal hubs and connections.		
CDOT	2050 Statewide Transit Plan	G,S,O,PM		Expand the bicycle and pedestrian network.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>State Passenger Freight and Rail Plan</u>	G,S,O	Build a robust and safe rail network for passengers and freight that is an integral element of Colorado's multimodal transportation system and supports access to sustainable mobility for all people, goods, and services.	Coordinate with partners to identify and fund safety, security, and crossing needs.	Ensure that Colorado's rail systems are SAFE and SECURE. EXPAND and IMPROVE Colorado's rail systems for passengers and freight. Provide users and travelers with greater MOBILITY and CONNECTIVITY options. PRESERVE and MAINTAIN critical corridors and infrastructure to support Colorado's rail systems. Advance ECONOMIC VITALITY and ENVIRONMENTAL QUALITY of Colorado's communities and regions.	
CDOT	State Passenger Freight and Rail Plan	G,S,O		Support and participate in joint efforts to improve safety and security.		
CDOT	State Passenger Freight and Rail Plan	G,S,O		Identify potential projects that address rail-related infrastructure constraints or rail access, safety and connectivity improvements.		
CDOT	Equity Plan	G,S,O,PM	Prohibit discrimination on the basis of race, color, national origin, age, sex, or disability in any CDOT program or activity.	Implement equity programs, small business certifications, and civil rights compliance requirements for engineers, contractors, consultants, local agencies, and transit agencies.	To promote equal access to and participation in CDOT programs and activities.	Varies.
Colorado Department of Public Health and Environment (CDPHE)	CDPHE EnviroScreen	N/A	N/A	N/A	N/A	N/A

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
National Highway Traffic Safety Administration (NHTSA)	Traffic Safety Fact 2021 State Traffic Data	N/A	N/A	N/A	N/A	N/A
CMCA	<u>Colorado Commercial Vehicle Safety Plan (eCVSP) for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (2021-2023)</u>	G,S,O,PM	The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV).	Outlines inspection and other strategies to improve commercial vehicle safety in Colorado.	The online CVSP tool (eCVSP) outlines the state's CMV safety objectives, strategies, activities and performance measures.	Provides crash reduction goals for CMVs.
Varies	Local Agency's SS4A plans	G,S,O,PM	Commit to a vision zero goal (eliminate or reduce) serious injuries and fatalities by a specific date.	Varies.	Following a Safe System Approach, reduce the number of roadway-related fatalities and serious injuries.	Varies.
Varies	Local Agency's Vision Zero Plans	G,S,O,PM	Commit to a vision zero goal (eliminate or reduce) serious injuries and fatalities by a specific date.	Varies.	Following a Safe System Approach, reduce the number of roadway related fatalities and serious injuries.	Varies.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
US DOT	The United States Department of Transportation (US DOT) Transportation Equity Action Plan	G,S,O,PM	The USDOT is working to ensure that everyone receives the benefits that transportation brings and are not left out or made to shoulder disproportionate burdens caused by transportation infrastructure.	Provide direct, hands on technical support for transportation projects with local impact.	DOT is working to make a system that meets the Department's mission to deliver the world's leading transportation system, serving the American people and the economy through the safe, efficient, and sustainable movement of people and goods.	Increase safe, affordable, multimodal access to key destinations, including: work, education, grocery stores, health care, affordable housing, and recreation.
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM	Provide modern policing services for all persons to protect life, peace, and property throughout Colorado.	Boost partnerships with other divisions in the Colorado Department of Public Safety and with CDOT to advance safety services in Colorado's communities.	To create a safer Colorado through strategic innovation led by an engaged and empowered membership that provides visible service.	Eliminate 7% of CSP Investigated Fatal Crashes from 282 to 262 by December 31, 2024.
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM				Reduce by 8% the number of fatal crashes caused by the top 3 fatal driver actions (lane violations, careless driving, and speed) from 125 to 115 by December 31, 2024.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM				Reduce by 12% the number of DUI/D fatal crashes from 83 to 73 by December 31, 2024.
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM				Achieve effective visibility in 20% of work hours within your area of responsibility by December 31, 2024.
State of Colorado	<u>Colorado Task Force on Drunk and Impaired Driving - Annual Report</u>	G,S,O	Support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private, and non-profit organizations.	Conduct a comprehensive paid media campaign focused on cannabis-impaired driving awareness and the consequences associated with it.	The task force shall meet regularly to investigate methods of reducing the incidents of drunk and impaired driving and develop recommendations for the state of Colorado regarding the enhancement of government services, education, and intervention to prevent drunk and impaired driving.	
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Make plea negotiations to a lesser offense part of the record and count as a prior impaired driving offense.		
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Conduct at least two Drug Recognition Expert schools each year.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Review current research to determine the validity of having a delta 9 tetrahydrocannabinol permissible inference limit in a driver's blood.		
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Make the penalties for refusal of blood alcohol concentration (BAC) test at least as strict as a positive BAC test, making it a criminal offense, not just a civil offense.		
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Develop a monitoring plan to include more frequent on-site monitoring to ensure that state funds are being used to have the biggest impact on reducing the impaired driving problems in the state.		
Other	Colorado Teen Driving Alliance Improving Motor Vehicle Safety - Action Plan Report Card	N/A	N/A	N/A	N/A	N/A

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	<u>Standing Committee on First Responder Safety</u>	G,S,O,PM	Grow partnerships among responders and with the public. Reduce human exposure to active traffic. Reduce incident impact. Improve Traffic Incident Management (TIM) program delivery.	Support local TIM team establishment and growth.	Eliminate first responder casualties and secondary crashes; deliver plain language inter-operable communications; improve traffic flow and safety for all travelers and responders on Colorado roadways; support Colorado's economy by reducing incident related delay.	Conduct after action reviews.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Provide and promote topical training resources.		Number of training materials published.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Conduct regular training exercises.		Host multi-disciplinary responder courses and develop additional curriculum for TIM track use.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Assess TIM team capability and create continuing improvement plan for each TIM team.		Demonstrated improvement through TIM self-assessment.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Conduct coordinated public education campaigns on responder safety topics.		Execute coordinated "move over" campaign and at least one more responder safety campaign.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Design a stand up committee with focus on bringing disciplines together and building training into every TIM system.		Implementation plan including immediately actionable, future recommendations and budget and funding plan.
State of Colorado	State of Colorado Traffic Records Advisory Committee (STRAC) Strategic Plan	G,S,O,PM	Provide a traffic records data system, which delivers complete, timely and accurate data, incorporating data from available sources, for use by eligible data consumers in traffic safety planning, process development, and decision making to eliminate transportation system fatalities and serious injuries.	Implement strategies for Crash, Citation/Adjudication, Vehicle, Driver, Injury Surveillance, Roadway, and Data systems.	Increase participation and collaboration in traffic records initiatives statewide.	Performance targets for individual data improvement initiatives are provided.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	STRAC Strategic Plan	G,S,O,PM			Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.	
State of Colorado	STRAC Strategic Plan	G,S,O,PM			Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries.	