



Vince Rogalski, Chairman

Gunnison Valley TPR

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Strategic Safety Program

A Section 164 penalty requires states that are out of compliance with federal standards relating to multiple driving under the influence (DUI) offenders to direct an additional portion of their flexible federal funds to safety programs. Under the Section 164 penalty, CDOT was directed by FHWA to allocate \$11,361,130 in flexible federal funds to the Highway Safety Improvement Program (HSIP). In January the Commission approved the allocation of \$11,361,130 from HSIP to the RoadX Program. With recent changes in the direction of this program, these funds are now available for other purposes. Staff is recommending these funds now be reallocated to establish a new Strategic Safety Program focused on decreasing the frequency and severity of accidents. As discussed at a March Commission workshop, staff are recommending several systematic statewide safety improvement programs to more proactively improve safety. These are best practices proven by research, used by states, encouraged by FHWA, and supported by CDOT staff as being effective in reducing our crash patterns. These improvements include:

- ☑ **6 inch striping to prevent run off the road accidents** – highly effective in reducing run off the road crashes, especially on rural highways and interstates; could be implemented by crews this summer, and further installed by contractors in later summer/fall for epoxy.
- ☑ **Interstate cable rail to prevent cross over accidents** – there are still gaps in the interstate system for cable rail; this is a highly effective countermeasure at preventing high speed head on crashes. While currently being recommended on projects, 640 miles are still needed.
- ☑ **Rumble strips, both center line and edge line on rural roadways** - centerline rumble strips on rural highways are also effective at reducing high-speed head on crashes.
- ☑ **Variable speed limits during weather events on interstates and mountain corridors** – adjusting speeds based on conditions can be very effective in reducing crashes and improving traffic operation. Several corridors would benefit from conditions-based speed limits.
- ☑ **Manual for Assessing Safety Hardware (MASH) compliance on guardrail** – an extensive need exists to continue to inventory the state's guardrail systems, prioritize upgrades to new MASH standards, develop a strategic replacement plan, fund that plan and deliver it.

These are improvements that can be quickly deployed, resulting in immediate safety improvements on corridors where applied. An attached resolution authorizes the establishment of this program, including the creation of a new budget program to be incorporated into the CDOT budget. If the Commission concurs with authorizing the creation of the new program, the Commission will be asked (via approval of the April budget supplement) to approve the transfer of the \$11,361,130 in HSIP funds from the RoadX program to the new Strategic Safety Program. Staff will

return in subsequent months to seek authorization via the budget supplement of the amount of funds to be deployed to specific projects and/or improvements within the (i.e. 6-inch striping, cable rail, etc.) Strategic Safety Program. Staff is recommending that HSIP funds associated with the Section 164 penalty be programmed to this same purpose in the FY 2019-2020 budget and FY 2020-2021 budget.

Strategic Safety Program Approved April 18,2019

Below is a draft of the latest info on HWY 50



COLORADO
Department of Transportation

US 50 Little Blue Creek Canyon Information Sheet

Project Overview

- Due to a high number of accidents and fatalities over the last decade, a 3-mile section of US 50 between Gunnison and Montrose, known as the Little Blue Canyon, will undergo safety improvements.
- The new design will improve the driving experience with wider shoulders, improved guardrail, better sight distances, and a more reliable travel time.
- To maintain worker safety and the safety of the traveling public, closing U.S. 50 for certain work activities is necessary.

Public Input

- Last fall, project leadership presented the public with several traffic options ranging from a full closure for several months to night-only closures for several years. The public communicated to Central Federal Lands (CFL) that they want this project done quickly, without a full closure. Since then, CFL has been analyzing public input to see how the needs of the public can be balanced with the needs to complete the project and keep the public safe.
- A traffic closure plan that best maintains access and safety while minimizing impacts has been developed.

Closure Specifics

- During the first year of construction, U.S. 50 will have intermittent closures between mile points 123 and 127 to help maintain safety while certain work activities, like rock blasting, are completed. Access for residents living along the highway and emergency response vehicles will be maintained throughout the project.
- The exact timing of these openings will be determined once a contractor is brought on board; however, two 4-hour day closures and nighttime closures are anticipated.
- The morning, mid-day, and evening openings will be single-lane operations.
- The road will be open to two-way operations each weekend from Friday evening to Monday morning.
- The road will be open to single-lane operations for overnight travel from approximately October 15 through April 1, weather dependent.
- During the second year of construction, U.S. 50 will be open throughout the day with single-lane operations, and overnight closures only.



Transportation Alternative Program (TAP)

Call for projects for Fiscal Years 2021 – 2023 should open sometime in April with a deadline sometime in August.

Please watch for more information through the TPRs

Eligible Activities include

1. Bicycle/Pedestrian, Non-motorized forms of transportation activities

- Construction, planning, and design of trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

2. Environmental Mitigation transportation activities

- Environmental mitigation activity including pollution prevention and pollution abatement activities and mitigation to-
 - Address storm water management, control, and water pollution; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Vegetation management practices in transportation rights-of-way; and
- Archaeological activities.

3. Historic/Scenic transportation activities

- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities.

NEXT MEETING NOTICE TPR meeting June 13, 2019

Place: Region 10 Offices 10:00 to 2:00pm