MEETING AGENDA
TRANSPORTATION ADVISORY COMMITTEE
July 20, 2023, 1:30 p.m.

In Person
PPACG Main Conference Room – 14 S. Chestnut St., Colorado Springs, CO 80905

Microsoft Teams (Video and Audio)
www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 222 339 635 170
Passcode: K69dbn

Phone (Audio Only)
Phone Number: (929) 242-8427
Conference ID: 567 984 285

Meetings will be held in a hybrid format to allow in-person attendance as well as a Teams option.

Agenda items marked with  indicate that additional materials were included in packets emailed to members.

1. CALL TO ORDER/ESTABLISH A QUORUM/INTRODUCTIONS

2. AGENDA APPROVAL

3. PUBLIC COMMENTS/PRESENTATIONS Public comment can be made before or during the meeting. Public comment during the meeting is limited to three minutes and can be done at the meeting location or remotely by using the posted 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.

4. APPROVAL OF THE MINUTES  (June 15, 2023)

5. BOARD OF DIRECTORS REPORT

6. ACTION ITEMS
   A. Community Traffic Safety Education Review 
      Danelle Miller, Sr Transportation Planner
   B. FY2027 Adoption into Current TIP 
      Jess Bechtel, Trans. Programming Project and Delivery Planner
   C. Data Services 
      Will Mast, GIS Admin & Modeling Lead

7. INFORMATION ITEMS
   A. CDOT Updates – Standing Agenda Item
   B. IJJA Updates and Other Funding Opportunities – Standing Agenda Item
   C. LRTP Update – Standing Agenda Item
   D. TIP Updates - Standing Agenda Item

8. MEMBER ENTITY ANNOUNCEMENTS

9. ITEMS FOR FUTURE TAC MEETINGS
10. **ADJOURNMENT**

The Pikes Peak Area Council of Governments will not discriminate against qualified individuals with disabilities. Meeting materials are available in text-only and audio formats. 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 correo electrónico ppacg@ppacg.org.
MEETING MINUTES
TRANSPORTATION ADVISORY COMMITTEE
June 15, 2023, 1:30 p.m.

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Passcode: nFYLCt

Phone (Audio Only)
Phone Number: (929) 242-8427
Conference ID: 983 584 318

Meetings will be held in a hybrid format to allow in-person attendance as well as a Teams option.

Agenda items marked with ★ indicate that additional materials were included in packets emailed to members.

1. CALL TO ORDER/ESTABLISH A QUORUM/INTRODUCTIONS
The meeting was called to order at 1:30, a quorum was established.

2. AGENDA APPROVAL
Lan Rao moved to approve; Jason Dosch seconded. The motion was approved unanimously.

3. PUBLIC COMMENTS/PRESENTATIONS
None.

4. APPROVAL OF THE MINUTES ★ (May 18, 2023)
Lan Rao moved to approve; Jason Dosch seconded. The motion was approved unanimously.

5. BOARD OF DIRECTORS REPORT
John Liosatos gave a briefing on the report. Two transportation-related items were discussed, including the Title VI Plan and LEP Plan update. The second was an informational item related to a potential Fountain Rail Yard grant application.

6. ACTION ITEMS
A. FY24-25 UPWP Public Comment Period ★
Danelle Miller, Sr Transportation Planner, provided an overview of the Unified Planning Work Program, which details the work to be performed by the PPACG transportation group as well as transportation planning projects within the region. Lan Rao moved to recommend the Board of Directors release the UPWP for public comment. Victoria Chavez seconded. The motion was approved unanimously.

B. FY23-27 TIP Amendment for CRP and MMOF NOFA ★
Danelle Miller, Sr Transportation Planner, provided an overview of the four applications received for funding. MMT was recommended to receive the $45,000 in MMOF for its Downtown Shuttle Operations project. After discussion of the three applicants, Victoria Chavez made a motion to recommend $200,000 in CRP funding for the Town of Monument's Jackson Creek Parkway Widening project and $669,295 to MMT for its Vehicle Replacement project. Lan Rao seconded. The motion was approved unanimously.
7. **INFORMATION ITEMS**
   
   **A. Freight Study**
   
   Jason O'Brien, Sr Transportation Planner, and Evan Enarson-Hering, of Cambridge Systematics provided an overview of the Regional Freight Study that PPACG is conducting. There was discussion from the TAC regarding the project process and local involvement.

   **B. Data Acquisition – Traffic Data Service**
   
   Will Mast, GIS Admin and Modeling Lead, discussed the purchase of regional traffic data. An action item will be on the agenda in July to gather guidance from the TAC. Victoria Chavez and Gayle Sturdivant expressed interest in pursuing the traffic data service and will investigate the local match.

   **C. CDOT Updates – Standing Agenda Item**
   
   Geoff Guthrie and Rob Frei provided CDOT Headquarters and Region 2 updates as well as a list of Transporation Commission agenda items.

   **IIJA Updates and Other Funding Opportunities – Standing Agenda Item**
   
   Danelle Miller, Sr Transportation Planner, provided a brief overview of current funding opportunities as included in the meeting materials.

   **LRTP Update – Standing Agenda Item**
   
   Danelle Miller, Sr Transportation Planner, provided an overview of the Long Range Transportation Plan (LRTP) elements, and Will Mast provided an overview of the land use modeling process for the LRTP.

   **D. TIP Updates - Standing Agenda Item**
   
   Jessica Bechtel, Transportation Programming & Project Delivery Planner, provided an overview of the Transportation Improvement Program (TIP) timeline.

8. **MEMBER ENTITY ANNOUNCEMENTS**

   MMT has the Zero Fare for Better Air program running through the summer.
   
   City of Colorado Springs announced that Lan Rao was named the Transit Services Manager for MMT.

9. **ITEMS FOR FUTURE TAC MEETINGS**

   None.

10. **ADJOURNMENT**

    Chair Gayle Sturdivant adjourned the meeting at 3:03 pm.

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### ATTENDEES

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<th>Present</th>
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<tr>
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<td>Gayle Sturdivant</td>
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DATE: July 20, 2023
TO: PPACG Transportation Advisory Committee
FROM: Danelle Miller, Sr Transportation Planner
SUBJECT: COMMUNITY TRAFFIC SAFETY EDUCATION REVIEW

ACTION REQUESTED: Review & Recommend

SUMMARY
The Pikes Peak Area Council of Governments (PPACG) perceived that multiple groups were providing traffic safety education materials and outreach within the region, but there was little overarching coordination on topics or methods. In 2022, PPACG contracted a consultant for a small effort to identify the existing groups and efforts taking place, gaps in traffic safety education that may be occurring, and opportunities for cross-organizational collaboration.

This effort included internet research, surveys, and interviews that were conducted October 2022 through June 2023. Based on this outreach, a traffic safety matrix was created to track which organizations provide resources in specific areas.

The consultant provided the attached report to summarize their findings and provide potential steps to improve traffic safety efforts and coordination within the region. The consultant also put together a military protocol describing best practices for engaging military community members in traffic safety education efforts. Although this report provides a snapshot in time, it was intended that the report and matrix utilized PPACG and Drive Smart Colorado to better support traffic safety education efforts in the region. We anticipate the matrix and report being updated/revisited as information is available and coordination increases.

This document was brought to the TAC and CAC in April 2023, and at that time, TAC recommended that individual jurisdictions be contacted for additional information for inclusion in the document. That additional outreach was conducted and included in this revised final document.
Following acceptance of this report by the Board of Directors, PPACG will post the final report online.

**PROPOSED MOTION**
Recommend that the Board of Directors accept the Community Traffic Safety Education Review.

**ATTACHMENT(S)**
1) PPACG Community Traffic Safety Education Review revised final

**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
COMMUNITY SAFETY EDUCATION REVIEW
Revised Final Report
July 2023
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1.0 INTRODUCTION

Driving safety trends are heading in the wrong direction as traffic fatalities increase in Colorado.

According to National Highway Transportation Safety Administration (NHTSA) data, traffic safety is getting worse over time in Colorado at a faster rate than in the United States overall. Colorado has experienced a 55% increase of traffic fatalities from 447 in 2011 to 691 in 2021, while fatalities in the United States experienced an increase of 32% from 32,479 deaths in 2011 to 42,915 in 2021. Colorado’s population increased by 14.8% between 2010 and 2020. When looking at deaths per 100 million vehicle miles traveled (VMT) in Colorado in 2020, the rate is also significantly higher than the U.S. rate: 1.32 and 1.11, respectively. In Colorado Springs, 40 traffic fatalities in 2019 ballooned to 50 in 2020 and 49 in 2021. These trends have led local officials to increase their focus on transportation safety needs in the Pikes Peak region.

1.1 Project Overview

In September 2022, Pikes Peak Area Council of Governments (PPACG) identified a need for a regional traffic safety education gap analysis. The organization perceived that multiple groups were providing safety education materials and outreach, but there was no overarching coordination on topics or methods. The project goal is to identify any gaps as well as find new opportunities for cross-organizational collaboration. Traffic safety is a multifaceted issue, identified by the “Four Es”:

- **Engineering**: building safety into the road network
- **Enforcement**: passing laws to encourage safe behaviors and fund law enforcement to ensure compliance
- **Emergency medical services**: allowing rapid access by emergency medical professionals to respond to incidents
- **Education**: providing information to various stakeholder groups via a variety of methods, distributing safety equipment, and providing instructions on how to use it

This analysis focuses on the education component. This effort consisted of wide-ranging stakeholder outreach completed October 2022 through January 2023. A comprehensive list of stakeholders was developed with guidance from PPACG, then further refined into tiers of stakeholders for direct outreach and online participation. A standard questionnaire was formulated and distributed via Google Forms.

The public outreach team attempted to contact over 70 stakeholders. The result included 20 interviews and 11 survey responses, along with additional email correspondence and board meetings. More details on the public outreach and a copy of the survey questions can be found in the appendices of this report.

After the public outreach was completed, a traffic safety matrix was created to track which organizations provide resources in specific areas. The traffic safety matrix can be found in the appendices of this report. Analysis of interview notes and internet research also contributed to this final report.
1.1.1. **Project Objectives**
- Determine which organizations are participating in the transportation safety message in the region
- Discover gaps in topics covered, and areas that need additional education or support
- Identify appropriate safety efforts that should be undertaken in a region this size
- Create a better collective understanding of the traffic safety environment in the region

### 1.2 Pikes Peak Area Council of Governments

#### 1.2.1. **Role**
PPACG is a voluntary organization of 16 counties and municipalities that span El Paso, Park, and Teller counties. PPACG is designated as the region’s Council of Governments, Metropolitan Planning Organization (MPO), Area Agency on Aging (AAA), and Air and Water Quality Planning Agency for the Pikes Peak Region. PPACG also houses a joint military and community planning effort and provides administration services for the Pikes Peak Rural Transportation Authority (PPRTA).

As the federally designated MPO, PPACG is responsible for receiving and distributing federal funds and for completing a regional, long-range transportation plan (LRTP) that lays out major projects planned for the region. The primary purpose of the plan is to present a strategy for using public funds to meet community goals. Transit and Specialized Transportation plans were also created and included in the most recent LRTP, which has an outlook to 2045. Each plan must be updated every 5 years. The MPO region is only a small piece of PPACG’s coverage area, which includes all of El Paso, Teller, and Park counties. PPACG also shares resources with the AAA and its work to increase mobility for disabled and senior residents of the area.

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**SUMMARY DASHBOARD: PPACG OVERVIEW**

| 772,495 | 4,918 | 157.1 |
| PPACG Region Population, 2020 | Square Miles in PPACG Region | Average People per Square Mile across PPACG Region, 2020 |
| 3 | 13 | 55 |

**Counties in PPACG Region** | **Cities and Towns in PPACG Region** | **Years PPACG has been Active**

*Sources: gis.dola.colorado.gov/, PPACG.org*

#### 1.2.2. **Drive Smart Colorado**
Drive Smart Colorado was founded in 1989 as an organization dedicated to increasing safety on the roads in the Pikes Peak region; in 1992, it became a 501(c)(3) nonprofit. A tragic traffic crash that resulted in the death of a young boy spurred the Colorado Springs City Council to request additional support on traffic safety. Drive Smart Colorado undertook a wide variety of traffic safety activities and at one point had an active steering committee comprising over 50 community members from area law enforcement agencies, city traffic engineering, public health, education, insurance agencies, military installations, local businesses, hospitals, emergency medical services, community nonprofit coalitions (Colorado Springs Safe Kids, Mothers Against Drunk Driving [MADD], Think First) and concerned residents. The COVID-19 pandemic and the retirement of its longtime executive director in late 2020 made it difficult for the organization to maintain its grant funding. It ceased operations temporarily, though a spur group, the Pikes Peak Traffic Safety Coalition (PPTSC), continued to meet regularly.
In June 2021, Drive Smart was absorbed by PPACG and will continue to act as an independent nonprofit under the purview of PPACG. PPACG helps by identifying funding for Drive Smart’s programs, providing meeting space, and collaborating on joint traffic safety projects across the region. Drive Smart’s programs mesh well with PPACG’s established role in transportation safety, mobility, and senior assistance.

1.2.3. State-level Assistance

Colorado Department of Transportation (CDOT) supports PPACG and the 14 other Regional Planning Commissions (RPCs) across the state by coordinating planning activities and organizing monthly meetings of the Statewide Transportation Advisory Committee (STAC), made up of members from all 15 groups. CDOT also organizes monthly Statewide Metropolitan Planning Organization (SWMPO) meetings to discuss transportation issues affecting the region. CDOT provides analysis and policy development support based on a comprehensive, statewide, multimodal perspective. In addition to coordination, they also administer grants and funding programs. CDOT has published a local agency manual to assist personnel at the local level with implementing state and federally funded projects.

2.0 CURRENT SITUATION

Agencies providing the bulk of the traffic safety education in the Pikes Peak region include state government, local governments, law enforcement agencies, hospitals, nonprofit organizations, and military installations.

The traffic safety ecosystem in the local region is fragmented. Distracted driving, aggressive driving, and excessive speed were brought up by nearly all stakeholders as major concerns. Though many of the top traffic issues are being addressed by law enforcement agencies and nonprofits, stakeholders felt that the lapse in activity from Drive Smart Colorado caused a loss of momentum in terms of getting organizations to work together cohesively.

El Paso, Teller, and Park counties span a large geographic region and contain both rural and urban communities with a wide variety of drivers and road conditions.

Below is a compilation of the issues, barriers, strengths, and opportunities collected throughout the public engagement process of this plan. These reflect the perceptions of the stakeholders as expressed during the public engagement process.

2.1 Issues/Barriers

Information and Data
- Lag times in refining traffic data make it challenging to provide an accurate picture of current transportation safety issues.
- Graduated Driver License (GDL) information can be confusing.
- Tracking the effectiveness of education programs is challenging.
- Multiuse trail etiquette is not well known, including where motorized users are and are not allowed.
- “Share the road” signs need to be replaced with updated “Motorists must give bicycles 3 ft clearance” signs rolled out in late 2021 (partnership between Bicycle Colorado and CDOT).
- Copious data is available but there are not always skilled personnel available to analyze it (also falls under Resource Shortages).
- Serious crashes occurring in rural or unincorporated areas have different causes than those happening in more dense areas of the region, and outreach on these behaviors (specifically, lack of seatbelt use, excessive speed, and lane departures) is insufficient.
Coordination and Partnerships
- Stakeholders are not aware of partnerships that already exist, or that existed in the past and could be reinvigorated.
- Knowledge of the many programs/resources in the region is not comprehensive, and networking falls short.
- Knowledge of available grant funding is not adequate.
- Military population is not actively involved in community efforts, and vice versa.
- The correct points of contact organizations providing traffic safety education are not always well publicized, making it difficult to identify and coordinate effectively.

School Outreach
- Driver education is not provided by schools, so parents must pay for private companies, or teach teens themselves.
- It is difficult for organizations to get a foothold in local schools for outreach, even when the materials and will are there – schools are also busy and handling competing needs.
- The City of Colorado Springs formerly operated a safety trailer that was taken to various schools for education and outreach, but funding and staffing became barriers, and the program was discontinued.

Resource Shortages or Administrative Hurdles
- Certified car seat technicians are scarce – there are fewer than 10 in El Paso and Teller counties combined, and one was formerly located on Fort Carson, but staff reductions caused that service to stop. No services are provided in the southeast quadrant of the city or in Park County.
- Educational material is outdated because there are insufficient staff hours to keep it updated.
- Some local agency staff members are not given adequate lead time to publish impactful educational messaging; timing of social media posts is important so residents will see them.
- Government agencies at various levels (state, local, county) struggle to find funding and/or personnel for key education programs – staff time is taken up by other duties.
- Grant writing is a skill set that not all organizations possess.
- Rural areas, more so than urban areas, have greater problems with few people trying to do many traffic safety activities.
- Bicycle helmet distribution programs are available, but they seem to be all funded by donations.
- Insurance providers (e.g., USAA) cannot provide the range of education services they formerly did due to financial limitations.
- Populations with limited mobility do not have many options besides driving, and some continue driving past the point where it is safe and prudent (i.e., senior drivers) because they do not have easy options to get to appointments and run errands.
- A few knowledgeable people have all of the institutional knowledge and history of these efforts in the region.

Social or Political Issues
- COVID-19 prevented in-person outreach and efforts have been slow to restart.
- Inequities (race, health, etc.) are a systemic problem that can prevent knowledge of traffic safety or access to resources; resources are not evenly distributed to high-needs areas (e.g., in southeast quadrant of city).
- Analysis done by groups such as America Walks show pedestrians of color and those walking in lower-income areas die in traffic crashes at higher rates.
- Official agencies may not be maximizing reach on various channels (e.g., TikTok – meeting younger drivers where they are).
- It can be hard to organize people in rural areas to participate in community events.
- Messaging for diverse user groups is difficult – some people will not change behaviors unless they have an adverse personal experience or close call.
- The political climate may have reduced trust from historically marginalized groups in the local law enforcement population; this may be especially true in “communities of concern,” defined as any
geographic unit with a population of people of color and/or a population experiencing poverty that is higher than a certain threshold.

- Drivers in the region do not appear to be applying the safe practices that they are taught based on accident data and perceptions of those who conduct outreach.
- There are differing perspectives on how some countermeasures will affect the flow of traffic (e.g., road diets and roundabouts), so those efforts can be hard to implement.
- Military personnel fall into high-risk driver categories (younger adults) and may not be experienced driving in Colorado weather conditions.
- Drivers are choosing larger and taller vehicles than they have in the past, reducing driver sight lines and affecting the severity of crashes.

### 2.2 Strengths/Opportunities

**Grants to Pursue**

- The federal Safe Streets and Roads for All program launched in 2022, and the first round of projects was awarded in February 2023. There is $5 billion available for distribution over the next 5 years.
- There is funding available through the Federal Transit Administration (pursuant to 49 USC 5310) for private nonprofit groups assisting seniors and individuals with disabilities to improve mobility for these populations by expanding transportation options.

**Partnerships and Resources**

- Local military installations should be explored more as resources with federal funding and a large audience for safety messaging.
- The state Highway Safety Office, which is interested in working with any traffic safety organizations serving the Pikes Peak region, could provide additional support.
- Passionate volunteers are working with organizations such as Bike Colorado Springs, and they are eager to participate in regional safety efforts.
- Bicycle Friendly Driver course is free and available online through the League of American Bicyclists. Anyone from the general public can take this training.
- Pikes Peak Library District could be engaged as a more active partner in safety events, using their wide community reach to spread information about safety resources.
- American Medical Response (AMR), which provides ambulance service in Colorado Springs, hosts an annual “safety jam” event in Pueblo.
- Opportunities for collaboration need to be better publicized so organizations can send their representatives.

### 3.0 RECOMMENDATIONS

**PPACG has an important role to play in the transportation safety ecosystem of the Pikes Peak region. As coalition builders and transportation planners, they are positioned to gather data and provide recommendations to streamline resources.**

The following recommendations are intended to stimulate collaborative processes that no single jurisdiction or organization can take on alone. A region’s transportation system connects many other priorities and aspects that impact residents’ daily lives.

**Advocacy**

- **Advocate to change new driver education requirements at the state level.** A culture of safety needs to be built from the beginning, as teens are learning how to operate vehicles. Follow efforts such as Colorado Senate Bill 11, currently working its way through the state legislature, which would require Coloradans
under 18 to take a 30-hour driver’s education course and receive at least 6 hours of behind-the-wheel training.

- **Advocate for state-level standardization of safety training for drivers convicted of reckless driving or other unsafe illegal maneuvers.** Currently, offenders are handled in local courts and penalties and requirements for additional safety training may vary statewide.

- **Advocate for stronger child/youth restraint laws.** According to the American Academy of Pediatrics (AAP), motor vehicle crashes continue to be the leading cause of death for children under 4; the organization has recommended that children remain rear-facing as long as possible, but at least until the age of 2. Colorado allows children to be turned forward-facing after age 1 if a child reaches 20 pounds. Pursue ways to advocate for state statute to adopt stricter laws such as those in California, New Jersey, and Oklahoma. Also, seat belt laws should be pursuant to a child’s height, not weight or age, to be most accurate for safe positioning, per Safe Ride 4 Kids.

**Funding**

- **Prioritize safety in all plans and funding decisions.** Consider adding additional safety criteria that can be used to rank projects in the LRTP and other documents. Prioritize the highest ranked projects. Annual assessments by PPACG staff and its boards can help keep safety at the forefront of decision-making.

- **Pursue funding to create a bicycle helmet distribution program.** Currently, Kids on Bikes has an earn-a-bike program through various schools and community centers throughout the city. The program includes helmet and basic safety instruction on how to ride in traffic. Children’s Hospital Colorado also has a helmet distribution plan through the Bikes for Life program, which includes bike distribution and safety education. Wish for Wheels is a Denver-based organization that provides helmets to second-grade children across the states. All current local programs are donation-funded; grant funding could help increase distribution or frequency.

- **Apply for Safe Streets and Roads for All (SS4A) funds.** As part of the Bipartisan Infrastructure Law (BIL), the U.S. Department of Transportation awarded $800 million for 510 projects in 2022 aimed at improving roadway safety planning. Eligible activities for this funding include developing or updating a comprehensive safety action plan; conducting planning, design, and development activities in support of an action plan; or carrying out projects and strategies identified in an action plan. Colorado entities (municipalities, counties, and regional planning coalitions like PPACG) received over $6 million. The 2023 Notice of Funding Opportunity is expected to open in April for the second round of SS4A grants.

- **Increase Crime Prevention Through Environmental Design (CPTED) practices to increase pedestrian safety.** Look into grant opportunities such as the Colorado Technical Assistance for Crime Prevention through Safer Streets grant program.

- **Share Section 5310 funding opportunity with appropriate parties.** PPACG and the AAA could make connections with relevant organizations to take advantage of some of the applicable uses of the funds, which are distributed to the states based on the number of people living there with disabilities.

**Training**

- **Provide resources on grant funding for personnel to attend safety conferences or trainings.** Some departments’ budgets are spread thin and unable to send personnel to useful training that could improve the safety landscape. PPACG could serve as a clearinghouse for information when grant funding is available for training.

- **Increase number of certified car seat safety technicians through the region.** Encourage more local classes for certification. Provide scholarships to cover the $95 course fee and ensure local agencies know about the certification process.

- **Provide grant-writing resources to partner organizations.** Inform appropriate organizations of relevant grants, provide review of submissions, or encourage them to attend courses such as this self-paced option offered at the University of Colorado, Colorado Springs: [https://www.ed2go.com/uccs/online-courses/grant-writing-a-to-z/](https://www.ed2go.com/uccs/online-courses/grant-writing-a-to-z/)
Partnerships

- **Reinvigorate partnerships.** Drive Smart Colorado and PPTSC should be the nexus of a robust regional network of safety resources and activities. Involve military, law enforcement, local government, and other personnel. Consider a ‘re-launch’ of Drive Smart – several stakeholders had heard that it folded but not that it was absorbed by PPACG. Find an engaged volunteer corps who can help put on regional safety summits such as the high school challenge. Ensure relevant organizations know about key meetings and opportunities for input.

- **Share resources.** Publicize community events with opportunities to add/share a safety message or booth. Spread awareness of programs that residents can participate in. For example, the League of American Bicyclists produced a Bicycle-Friendly Driver training program published in April 2022.

- **Reach out to National Association of Regional Councils (NARC) on traffic safety data picture.** Inquire about where they get their most recent data and what other trends are present in other jurisdictions.

- **Identify a safety champion.** The Pikes Peak region would greatly benefit from a dedicated person or staff aimed at coordinating and developing traffic safety information and efforts. This could include coordinating community partners and regional safety organizations to maximize existing and potential funding, building relationships with the private sector, and establishing a network of volunteers.

- **Share data.** PPACG has a publicly available crash map that could be utilized by nonprofits or other entities to support traffic safety efforts. El Paso County has also done robust data analysis as part of its Road Safety Plan and publishes a dashboard on its website.

Planning

- **Create regional goals.** The LRTP contains information about regional goals, which are currently based on state-developed targets to meet federal mandates. Consider asking member municipalities whether they would like to set more specific regional goals in the future. These could more closely match local priorities and enable the region to go above and beyond the recommended targets.

- **Achieve equity in investments.** Tracking where and how crashes are happening, and the countermeasures employed to help mitigate them, may reveal historically marginalized communities that are overlooked. Active transportation may not be safe or convenient in these communities. Transportation projects can add amenities that can help save lives. Add an equity component to the LRTP project scoring framework to target projects in underserved neighborhoods.

- **Include the educational component in safety planning.** Incorporate data about traffic safety education in the LRTP goals and actions in components such as: Regional Transportation Needs, Safety, and Public Health and Transportation.

- **Develop a crash study to better understand crash trends and causes.** A more deliberate look at crash trends and data could yield greater understanding about the increasing number of crashes and potential changes in driver behavior. A sample scope of work for a project of this type has been included in the appendices of this plan.

- **Prioritize safety.** Areas with frequent incidents can be identified through existing crash data. Add a component to the LRTP project scoring framework that focuses on both vehicular crashes and crashes involving vulnerable users (pedestrians/bicyclists).

Messaging

- **Produce engaging educational collateral specific to the Pikes Peak region.** Pursue additional grant funding to create videos for social media and other hands-on educational materials for use at public gatherings. Effective, high-visibility communications and outreach are an essential part of any safety campaign according to the National Highway Traffic Safety Administration. Educators could use a set of “Pikes Peak” branded educational resources to create regionally consistent messaging using best practices and local data focused on issues affecting this region. This would also reduce duplicated efforts of creating materials when staff time is stretched thin. Care should be taken to provide messaging that will resonate with both urban and rural populations.
Tailor messaging to specific communities. Within the overarching regional materials, provide culturally appropriate messages to resonate with the diverse user groups within the region (e.g., Latinx, youth, seniors, residents of rural areas, etc.). Try to use platforms to meet users where they are (e.g., social media).

Create greater awareness of the Graduated Driver License (GDL) program and its requirements. The state has a robust interactive program online, but parents may not be aware.

Encourage residents to report unsafe neighborhood conditions through the Colorado Springs Traffic Management Program. Though this only applies to areas within city limits, this could be a resource for residents to use when unsafe traffic conditions are observed. Residents may not know about this feature. Residents can report via the GoCOS! app.

Expand bicycle safety education in schools. Engage community members to conduct safety audits on the neighborhoods around the schools and identify unsafe areas for improvements. Work with the school district, local bicycle groups, and interested parents to create and implement Safe Routes to School programming for all K-12 schools.

3.1 PPACG Website Updates
The “Traffic Safety” page within PPACG’s website has a good collection of links to outside resources and organizations under the “Traffic Safety Resources” heading at the bottom. The results of this study have generated a list of other organizations and links related to local entities and organizations that could be considered for inclusion:

- Teens in the Driver Seat
- Colorado Young Drivers Alliance
- GDL Toolkit
- Car seat safety checks (CDOT)
- Army Training/Unit Safety

A summary dashboard page incorporating the key points in the LRTP as described above in Section 3.0 could also safety goals and metrics more readily available to community members.

As part of PPACG’s core functions, transportation staff provide regular updates on transportation safety issues and data to the Board of Directors. These types of presentations were performed in 2020 and 2021 where the increase in fatalities among motorcyclists during the pandemic were underscored along with general negative trends in driver safety. However, these presentations are not readily available on the Traffic Safety webpage. The average resident looking for this information will not be aware of or will have difficulty finding the slides or memos from these presentations. We recommend that under the “Traffic Safety Resources” heading, PPACG should add “PPACG Resources” at the top with links to any annual or periodic traffic safety update slides or memos to increase visibility and ease of access for driver safety stakeholders. This could include relevant presentations to the Transportation Advisory Committee, Board of Directors, or any other presentations of traffic safety or driver safety data or information.

4.0 CONCLUSION

The roads we drive on are only as safe as the behavior of the drivers using them. Road safety projects can only address certain aspects of driver behavior and the rest of the issue is reliant on educating drivers to reduce unsafe driving behavior and habits.

The NTSB, an independent federal agency charged with investigating accidents and issuing safety recommendations, recognizes the increasing level of danger on the roads as fatalities continue to climb. In an October 2022 pedestrian safety webinar sponsored by the Maryland Department of Transportation, Thomas Chapman, NTSB board member, presented the board’s view of a “Safe Systems Approach”: Instead of pinning
crash responsibility on individual human behavior, the safety of the entire transportation system needs to be improved by accounting for human error to help prevent mistakes. Safety becomes proactive as agencies work to predict what causes crashes and mitigate for them in advance. Education is a critical piece in a safer system, creating a safety culture among all road users.

Systemic change, however, takes time. In the meantime, organizations in the Pikes Peak region can work together to share resources and advocate for aspects of safer systems. Acquiring more grant funding would ease the burdens on local organizations struggling with lack of staff or funding. PPACG can serve as a resource for its member communities to provide these opportunities and support.
5.0 APPENDICES

5.1 Stakeholder Outreach

The table below presents the stakeholders who were interviewed and surveyed during the course of this project. Over 70 organizations were initially contacted. The questionnaire is provided on the following page. The military stakeholders were also asked a few targeted questions about their specific populations; those follow the standard questionnaire.

Key Meetings Attended

- Project Kickoff, Sept. 13, 2022
- Drive Smart Colorado Board Meeting, Oct. 14, 2022
- Pikes Peak Traffic Safety Coalition/Safe Kids Board Meetings, Nov. 8, 2022
- Drive Smart Colorado Board Meeting, Dec. 16, 2022

Table 1: Stakeholder Contacts

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<td>Ron Woods</td>
<td>Drivers Edge Colorado</td>
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<td>Karen Teel</td>
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<td>Laura Crews</td>
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<td>Nate Hardy</td>
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<td>Lisa Pitts</td>
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<td>Ashley Nicks</td>
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<td>Christy Tennant</td>
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<td>Scott Ridings</td>
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<td>John Vincent</td>
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<td>Joey Barraza</td>
<td>Monument Police Department</td>
<td>April 24, 2023</td>
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**Stakeholder Questionnaire**

Your organization has been identified as a key provider of traffic safety education across the Pikes Peak region. The Pikes Peak Area Council of Governments (PPACG) has hired Tetra Tech to create an inventory of these efforts to track redundancies and gaps. The scope of this project specifically addresses traffic safety education and does not cover enforcement or engineering on local roadways. Thank you for your participation in this important initiative as we all work to make the roads across our region a safer place for all user groups.

### Organization Details
- What is the name of your organization?
- How large is your organization?
- Do you use volunteer labor or are your efforts conducted by staff members?
- How is your organization funded?
- What is your annual budget?
- Roughly how much of that is dedicated to safety education?
  - What is your website, or how can we find out more information about your work?

### Current Situation
- Do you feel that safety education is adequate in the Pikes Peak region?
  - Why or why not?
- What do you view as the greatest threat to safety on roadways throughout the Pikes Peak region?

### Educational Efforts
- Please describe the educational materials you provide on traffic safety.
  - What topics do you cover? (See list at right for ideas.)
  - What is the format of this material? (e.g., websites, printed collateral, in-person outreach, etc.)
  - How do you deliver these materials to users?
- Are these materials available to the general public or a specific user group?
- What is the target audience for these materials?
- Are these materials created by your organization, or do you pull from other sources?
  - If the latter, please describe these sources.
- Have you received any feedback from users about the educational materials you provide?
- Are you aware of any specific education gaps in the region, or are there additional topic areas you would like your organization to cover?
- Describe any barriers your organization faces in providing more resources.
- Do you track or measure the effectiveness of your education efforts?
  - If so, how?

### Collaboration with Other Groups
- Do you work with other organizations?
  - If not, are there groups you know of that you would like to collaborate with?
- Are you facing any barriers in your efforts to collaborate with other groups?
- Are there issues or topics on which you would like to collaborate but are unsure of whom to approach to get started?

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<th>Name</th>
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<td>Victoria Chavez, Natalie Sosa, Deborah Contreras</td>
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**TRAFFIC SAFETY TOPICS CAN INCLUDE (BUT ARE NOT LIMITED TO):**

- Aggressive Driving
- Safety Belts
- Impaired Driving
- Teen Driving
- Elderly Driving
- Child Seats
- Motorcycle Safety
- Bike Helmets
- Bike Safety
- Pedestrian Safety
- Traffic Signs
● What other traffic safety educational efforts are you aware of in the Pikes Peak region besides those that you provide?

● Are you aware of the traffic safety data available through the PPACG website?
  ● If so, do you have any feedback?

The survey was also posted online at https://forms.gle/wG38rk4noor6P5mB6

Additional Military Stakeholder Questions

● Do you have a driver/traffic safety program on [your installation]?

● Where do military personnel typically get traffic safety information? Internal websites, signs, newspapers?

● Do you provide communication on different state laws for personnel who recently moved here?

● Describe your relationship with the outside community in regard to traffic safety.

● Is there room for outside community education to be posted on internal websites/base facilities, or does everything need to come through higher headquarters?

● How do you deal with military personnel turnover/reassignment in regard to providing consistent safety messaging? Do you have any internal best practices for communicating this information?
5.2 Safety Education Matrix

The following matrix was filled out during the course of the project as stakeholder outreach progressed and augmented through internet research. Please see the following pages.
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<td>Pikes Peak State College</td>
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<td>Military Installations</td>
<td>Colorado College</td>
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<td>Private Businesses</td>
<td>Colorado Hospital Safety and Security Division</td>
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<td>Fort Carson Police</td>
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<td>Fort Carson Safety Office</td>
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<td>AAA Colorado</td>
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<td>Southern Colorado Insurance Center</td>
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<td>Rocky Mountain Insurance Information-Center</td>
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<td>American Medical Response</td>
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<td>Centura Health</td>
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<td>PlainsEdge Colorado</td>
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<td>Health Promotion Partners</td>
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<td>PEO Health and Safety Training</td>
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<td></td>
<td>Garden of the Gods Springs Fire District Hospital</td>
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<td></td>
<td>Evans-Smart Colorado**</td>
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<td>Pikes Peak Medical Center</td>
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<td>Pikes Peak State School</td>
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<td></td>
<td>Pikes Peak Area Agency on Aging</td>
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<td></td>
<td>Mothers Against Drunk Driving</td>
<td></td>
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<tr>
<td></td>
<td>Students Against Destructive Decisions</td>
<td></td>
</tr>
</tbody>
</table>
** DriveSmart Colorado is not actively operating but previously provided services in these fields. References and materials can still be found on its website, drivesmartcolorado.org.

* Note that outside organizations partner with school districts to give presentations to students. They do not usually provide their own educational materials or outreach in the realm of traffic safety. Examples include CSFD.
<table>
<thead>
<tr>
<th>Category</th>
<th>Entity</th>
<th>Type of Outreach</th>
<th>Audience</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Agencies</td>
<td>Colorado Department of Transportation</td>
<td>Website: <a href="https://www.codot.gov/safety">https://www.codot.gov/safety</a></td>
<td>Outstate general public, car seat technicians</td>
<td>Website with links to resources, videos, training, plans, and initiatives.</td>
</tr>
<tr>
<td></td>
<td>Colorado Department of Public Health and Environment</td>
<td>Supporting motor vehicle safety programs across the state with evaluation and program work. Facilitating the Colorado Young Driver Alliance (CYDA), Meeetings, online tools, 9-12 engagement events per year.</td>
<td>Agencies with motor vehicle safety programs. Teens and parents (GDL toolkit).</td>
<td>Mostly focused on facilitating collaboration, connecting dots, alerting different groups to the resources that are out there.</td>
</tr>
<tr>
<td></td>
<td>Colorado Department of Public Safety/Colorado State Patrol</td>
<td>Website: <a href="https://csp.colorado.gov/community-outreach">https://csp.colorado.gov/community-outreach</a> - includes opportunities to schedule in-person outreach</td>
<td>K-12 students, parents</td>
<td>Website with links to resources including Colorado child passenger safety laws. Information about PILLAR K-12 education program. Can request State Troopers at community events or a PILLAR K-12 education presentation.</td>
</tr>
<tr>
<td></td>
<td>El Paso County Sheriff</td>
<td>Social media, occasional public events</td>
<td>General public/all ages</td>
<td>They share resources from CDOT and customize posts for El Paso County. An impaired driving grant from CDOT will allow them to dedicate more staff members to education and outreach.</td>
</tr>
<tr>
<td></td>
<td>Teller County Sheriff</td>
<td>Social media, occasional public events</td>
<td>General public/all ages</td>
<td>They are in the process of identifying needs with the goal of expanding educational programs.</td>
</tr>
<tr>
<td></td>
<td>Colorado Springs Police Dept.</td>
<td>In-person outreach, videos, social media, brochures.</td>
<td>Schoolchildren and teens, parents, general public</td>
<td>Looking to expand their role in this arena.</td>
</tr>
<tr>
<td></td>
<td>Colorado Springs Fire Dept.</td>
<td>Youth outreach (Kindergarten, 2nd, 4th, 6th grades)</td>
<td>Narrow focus on school children</td>
<td>Do not want to duplicate other organizations' efforts or go beyond their jurisdiction. They emphasize wearing a helmet for every vehicle that rolls and buckling every buckle.</td>
</tr>
<tr>
<td></td>
<td>Colorado Springs Traffic Engineering</td>
<td>Safety analysis, mitigation, and countermuseum information is provided internally to help implement measures. Some data is shared with City communications and police departments for greater distribution.</td>
<td>Various: City officials, general public, formerly schoolchildren</td>
<td>Some information is provided via Twitter, such as crash locations and related road closures. The City formerly provided a safety trailer for school education outreach, but staffing and funding limitations became barriers and the program was discontinued.</td>
</tr>
<tr>
<td>Local Jurisdictions</td>
<td>El Paso County</td>
<td>Communications department produces short videos for social media. Recently produced Road Safety Plan will be used as an educational tool as well.</td>
<td>Younger drivers, all ages</td>
<td>Topics are focused on infrastructure - how to navigate certain driving situations, how to interact with snowplows and construction sites, how to drive in snow, etc.</td>
</tr>
<tr>
<td></td>
<td>Manitou Springs Police Dept.</td>
<td></td>
<td></td>
<td>Provides presentations, lectures, and training on all aspects of traffic safety as needed.</td>
</tr>
<tr>
<td></td>
<td>Monument Police Dept.</td>
<td>Website and printed material. Safety fairs are held at fire stations in the spring.</td>
<td>Families with children (bike and child seats)</td>
<td>They are in the process of identifying needs with the goal of expanding educational programs.</td>
</tr>
<tr>
<td></td>
<td>Palmer Lake Police Dept.</td>
<td></td>
<td></td>
<td>Uses the program to highlight cases where pedestrians were hit by vehicles.</td>
</tr>
<tr>
<td></td>
<td>Palmer Lake Fire Dept.</td>
<td>Standard Operating Guidelines (SOGs) on safe vehicle operations.</td>
<td>Emergency responders/employees operating city vehicles</td>
<td>Full information from Colorado Intergovernmental Risk Sharing Agency (CIRSA). This information is specifically targeted to fire department employees.</td>
</tr>
<tr>
<td></td>
<td>Green Mountain Falls Marshal’s Office</td>
<td></td>
<td></td>
<td>Uses the program to highlight cases where pedestrians were hit by vehicles.</td>
</tr>
<tr>
<td></td>
<td>Woodland Park Police Dept.</td>
<td>Police enforcement efforts and occasional community events.</td>
<td>General public/all ages</td>
<td>Education is provided based on officers’ observations.</td>
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<tr>
<td></td>
<td>Northeast Teller County Fire District</td>
<td></td>
<td></td>
<td>Other topics include ATV safety.</td>
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<tr>
<td></td>
<td>Divide Fire Protection District</td>
<td>Print materials in-person outreach.</td>
<td>General public/all ages</td>
<td>Other topics include ATV safety.</td>
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<tr>
<td></td>
<td>Fairplay Police Dept.</td>
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<td></td>
<td>Victor Volunteer Fire Dept.</td>
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<td></td>
<td>Cripple Creek Police Dept.</td>
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<td></td>
<td>Cripple Creek Fire and Emergency Services</td>
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<td></td>
<td>Colorado Springs Springs School District 11</td>
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<td></td>
<td>Academy School District 20</td>
<td>In-person driver training, classroom and hands-on</td>
<td>School bus drivers and school-age children</td>
<td>Other topics include passenger sensitivity, vehicle inspections, defensive driving, special needs equipment, inclement and mountain weather driving, school bus safety.</td>
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<td>Manitou Springs School District</td>
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<td>Lewis Palmer School District 18</td>
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<td>Cheyenne Mountain School District 12</td>
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<td>Harrison School District 2</td>
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<td>Wetaskiwin School District 3</td>
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<td>Fountain-Fort Carson School District 8</td>
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<td>Peyton School Districts 7</td>
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<td>Woodland Park School District RE-2</td>
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<td>Divide Creek Village School District RE-1</td>
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<td>Park County School District RE-2</td>
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<td>Higher Education</td>
<td>University of Colorado at Colorado Springs</td>
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<td></td>
<td>Pikes Peak State College</td>
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<td>Colorado College</td>
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<tr>
<td>Category</td>
<td>Entity</td>
<td>Type of Outreach</td>
<td>Audience</td>
<td>Notes</td>
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<tr>
<td>Military Installations</td>
<td>USAFA Safety and Security Division</td>
<td>Newcomer briefings, motorcycle training program, printed materials</td>
<td>Military personnel and USAFA cadets (college students)</td>
<td>Each cadet class gets instruction tailored to their level (rookie through senior). Newcomer briefs monthly touch on traffic safety and specific issues in the local area.</td>
</tr>
<tr>
<td></td>
<td>Fort Carson Police</td>
<td>Monthly new employee briefings share information on local boards. Social media</td>
<td>Military personnel and families</td>
<td>Safety day events for the garrison</td>
</tr>
<tr>
<td></td>
<td>Fort Carson Safety Office</td>
<td>Briefings with statistics given to command teams and community information forums.</td>
<td>Military personnel and families</td>
<td>Safety day events for individual units</td>
</tr>
<tr>
<td></td>
<td>Peterson SFB</td>
<td>Briefings to units through Job Safety Training Outline (JSTO) per Space Force</td>
<td>Military personnel</td>
<td>Unit Safety Representatives (USR) are part of each unit that run safety programs and distribute information.</td>
</tr>
<tr>
<td></td>
<td>Schriever SFB</td>
<td>Captured under Peterson SFB</td>
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<tr>
<td></td>
<td>Cheyenne Mountain SFS</td>
<td>Captured under Peterson SFB</td>
<td></td>
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<tr>
<td></td>
<td>AAA Colorado</td>
<td>Direct consultation and email content distribution.</td>
<td>Commercial and personal insurance clients.</td>
<td>Content is provided by insurance carriers and other providers, such as Zywave, The Hartford, Nationwise, Liberty Mutual, Progressive, etc. Other topics covered include DOT and insurance compliance, both personal and commercial.</td>
</tr>
<tr>
<td></td>
<td>Southern Colorado Insurance Center</td>
<td>In-person camps and other events</td>
<td>Parents and youth age 0-14</td>
<td>Primary outreach is across Colorado Springs, though the intent was for coverage throughout Southern Colorado.</td>
</tr>
<tr>
<td></td>
<td>Rocky Mountain Insurance Information Center</td>
<td>In-person classes at schools (high school, 2nd-4th grades)</td>
<td>Parents and youth age 0-14</td>
<td>Primary outreach is across Colorado Springs, though the intent was for coverage throughout Southern Colorado.</td>
</tr>
<tr>
<td></td>
<td>American Medical Response</td>
<td>Presentations, In-person classes they provide</td>
<td>Military personnel and USAFA personnel</td>
<td>Presentations, In-person classes they provide.</td>
</tr>
<tr>
<td></td>
<td>State Farm</td>
<td>Presentations, In-person classes they provide</td>
<td>Commercial and personal insurance clients.</td>
<td>Presentations, In-person classes they provide.</td>
</tr>
<tr>
<td></td>
<td>Centura Health</td>
<td>In-person classes at schools (high school)</td>
<td>Commercial and personal insurance clients.</td>
<td>Presentations, In-person classes they provide.</td>
</tr>
<tr>
<td>Private Businesses</td>
<td>Drivers Edge Colorado</td>
<td>Website, in-person outreach, social media campaigns</td>
<td>All drivers</td>
<td>All outreach events a year.</td>
</tr>
<tr>
<td></td>
<td>JPC Health and Safety Training</td>
<td>Website, In person, Brochures</td>
<td>Senior drivers and their family members; drivers with special needs</td>
<td>During the safety evaluations, drivers are assessed on vision, cognition, and physical function in the clinic and then observed behind the wheel. The organization also provides training for and evaluates the safety of any adaptive equipment drivers need after an injury or disability. The aging drivers guide is available both as a digital download and as a mailed hard copy.</td>
</tr>
<tr>
<td></td>
<td>Health Promotion Partners</td>
<td>Website, in-person outreach, social media campaigns</td>
<td>Senior drivers and their family members; drivers with special needs</td>
<td>During the safety evaluations, drivers are assessed on vision, cognition, and physical function in the clinic and then observed behind the wheel. The organization also provides training for and evaluates the safety of any adaptive equipment drivers need after an injury or disability. The aging drivers guide is available both as a digital download and as a mailed hard copy.</td>
</tr>
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<td></td>
<td>Safe Kids Colorado Springs (Children’s Hospital)</td>
<td>Website, in-person outreach, social media campaigns</td>
<td>All drivers</td>
<td>All outreach events a year.</td>
</tr>
<tr>
<td></td>
<td>Drive Smart Colorado</td>
<td>Website, in-person outreach, social media campaigns</td>
<td>All drivers</td>
<td>All outreach events a year.</td>
</tr>
<tr>
<td></td>
<td>Platts Peak Area Safety Coalition</td>
<td>Website, in-person, Brochures</td>
<td>Senior Drivers</td>
<td>Hand out copies of the older drivers guide and the yellow book. Mobility guide with resources for all user groups who need assistance getting around is going to be out soon, translated into Spanish and maybe Braille.</td>
</tr>
<tr>
<td></td>
<td>Platts Peak Area Agency on Aging</td>
<td>Website, in-person, Brochures</td>
<td>Senior Drivers</td>
<td>Hand out copies of the older drivers guide and the yellow book. Mobility guide with resources for all user groups who need assistance getting around is going to be out soon, translated into Spanish and maybe Braille.</td>
</tr>
<tr>
<td></td>
<td>Mothers Against Drunk Driving</td>
<td>Instagram, Facebook, and Twitter - most of their resources are online.</td>
<td>Teen drivers, parents of teens, offenders, judicial/ law enforcement</td>
<td>A lot of their resources must be sought out by users as they sit static on a website.</td>
</tr>
<tr>
<td></td>
<td>Students Against Destructive Decisions</td>
<td>Instagram, Facebook, and Twitter - most of their resources are online.</td>
<td>Teen drivers, parents of teens, offenders, judicial/ law enforcement</td>
<td>A lot of their resources must be sought out by users as they sit static on a website.</td>
</tr>
<tr>
<td></td>
<td>Bike Colorado Springs</td>
<td>Website, social media, in-person and virtual classes, posters, business outreach,</td>
<td>Everyone in the community - mainly adults, but also children and teens.</td>
<td>Information sources include Bicycle Colorado, Fort Collins Bikes/Moves, League of American Bicyclists. Other topics include laws as they apply to motorists and bicyclists sharing the road.</td>
</tr>
<tr>
<td></td>
<td>Bicycle Colorado</td>
<td>Website, social media, in-person and virtual classes, posters, business outreach,</td>
<td>Everyone in the community - mainly adults, but also children and teens.</td>
<td>Information sources include Bicycle Colorado, Fort Collins Bikes/Moves, League of American Bicyclists. Other topics include laws as they apply to motorists and bicyclists sharing the road.</td>
</tr>
<tr>
<td></td>
<td>Kids on Bikes</td>
<td>In-person camps and other events</td>
<td>Military personnel and families</td>
<td>Military personnel and families</td>
</tr>
<tr>
<td></td>
<td>Teens in the Driver Seat</td>
<td>Workshops, mobilizing student groups, social media</td>
<td>Teenagers speaking to other teenagers</td>
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</tbody>
</table>
5.3 Military Protocol

This portion of the project was designed to take a closer look at the best way to communicate with military stakeholders on the subject of traffic safety. It was delivered as a separate report. Please see the following pages.

5.3.1. Military Protocol Introduction

Military partners in the Pikes Peak region – Fort Carson, U.S. Air Force Academy (USAFA), Peterson Space Force Base (SFB), Schriever SFB, and Cheyenne Mountain Space Force Station (CMSFS) – can perform important outreach on traffic safety education.

This report details findings from stakeholder interviews performed for the Pikes Peak Area Council of Governments (PPACG) Community Safety Education Report, a full draft of which is forthcoming. This portion of the project aims to document best practices for delivering safety education messaging to military personnel living in the Pikes Peak region.

The dashboard below gives a brief overview of the military impact in the Pikes Peak region.

### SUMMARY DASHBOARD: PIKES PEAK REGION MILITARY PRESENCE

<table>
<thead>
<tr>
<th></th>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Springs Metropolitan Area Population, 2021</td>
<td>762,792</td>
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<tr>
<td>Square Miles</td>
<td>2,684</td>
<td>People per Square Mile, 2021</td>
</tr>
<tr>
<td>Military Installations</td>
<td>5</td>
<td></td>
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<tr>
<td>Service Branches</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Total Area (Square Miles) of Local Military Installation Land</td>
<td>253</td>
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</tr>
<tr>
<td>Approximate Number of USAFA Personnel</td>
<td>8,100</td>
<td></td>
</tr>
<tr>
<td>Approximate Number of Space Force Personnel</td>
<td>18,400</td>
<td></td>
</tr>
<tr>
<td>Approximate Number of Fort Carson Personnel</td>
<td>75,000</td>
<td></td>
</tr>
</tbody>
</table>

Sources: Censusreporter.org, Colorado Springs Regional Joint Land Use Study, Fort Carson statistics card, USAFA website, Space Base Delta website, Peterson and Schriever My Base Guide publications

5.3.2. Current Situation

The military relies on official documents to guide local practices from the top down. These come from the Department of Defense (DoD), then are modified by each military service branch to fit its specific needs.

The following sections describe the current safety education information available from the military, as well as the situation at each of the Pikes Peak Region military installations.

5.3.2.1 Overview of Department of Defense Guidance

Department of Defense Instruction (DoDI) 6055.04, published August 2021, outlines motor vehicle and traffic safety requirements that all installations must adhere to.
DoD components are required to:

- Implement an Impaired Driving Prevention program, including education on underage drinking
  - Appendix 3A of the document describes the requirements of these programs
- Traffic enforcement, security, public information, health care, and safety personnel are required to participate in training
- Annual refresher training is provided for bartenders, wait staff, and any other personnel selling alcoholic beverages or managing facilities that sell alcohol
- Includes a review of DoD policy and physical and social implications of underage drinking
- Encourages cooperation with community leaders and local organizations working to combat impaired driving in planning and implementing local education efforts
- Provide education on bicycle and pedestrian injuries and how to avoid them for preschool-age children, kindergarten through 12th grade, and caregivers of young children
- Provide 4 hours of driver training for service members under the age of 26
- Use a curriculum that reinforces a positive attitude toward driving, individual responsibility, correct response to routine and emergency driving situations, and sharing the road with all users
- Ensure drivers of General Services Administration (GSA) vehicles are aware of GSA-mandated safety requirements and training
- Provide driver improvement courses for those who have been convicted of a moving violation or who have been deemed at fault in a traffic mishap
- Provide multiple levels of motorcycle safety training for any military personnel in federal duty status who intend to operate street-legal motorcycles:
  - Level I: must meet approved initial safety training standards if not required by the state
  - Level II: must meet or exceed requirements for Level I training
  - Refresher/Sustainment: must be completed every 5 years
- Provide safety training without requiring payment or for military personnel to take leave
- Provide training for civilians, retirees, and dependents on a space-available basis
- Develop cooperative motor vehicle safety programs with local communities, including participation in state or local impaired driving task forces

5.3.2.2 Service-level Guidance

This document covers all Air Force, Space Force, Air Force Reserve, and Air National Guard (ANG) military and civilian personnel, along with all persons on installations controlled by these services.

It references DoDI 6055.04 and Air Force Policy Directive (AFPD) 91-2, Safety Programs. Air Force components are required to:

- Support installation traffic safety programs (or those provided by installations hosting Air Force personnel)
- Participate in state and local community-level traffic safety coalitions where available
- Provide training to military and civilian personnel without requiring them to take leave, and reimburse any training expenses incurred
- Direct personnel to use training approved by Air Force Safety Center (AFSEC) Occupational Safety
- Provide local conditions information during the newcomers orientation program, including traffic conditions and safety tips
- Consider implementing a motorcycle mentorship program (not required) to provide experienced and inexperienced riders a chance to share information and promote safety
- Implement Driver Improvement and Rehabilitation Courses for those convicted of moving violations
- Provide specific training for drivers of government-owned vehicles (GOVs)
The attachments to this document provide a listing of additional applicable guidance, checklists for various levels of motorcycle training, requirements for mentorship programs, and a checklist for Air Force traffic safety programs.

**Army Regulation (AR) 385-10, The Army Safety Program, February 2017**

This regulation applies to all Active Army, Army National Guard, and Army Reserve personnel, including civilian employees and the U.S. Army Corps of Engineers (USACE).

It implements requirements of the Occupational Safety and Health Act of 1970, Executive Order 12196, Title 29, Code of Federal Regulation 1960, and DoDI 6055.1, 6055.04, and 6055.07. This AR covers all aspects of safety, including all types of accidents, contractor operations, explosives, off-duty recreation, chemical agents and toxins, tactical, cargo and aviation operations, safety training requirements, and more. Chapters 10 and 11 deal specifically with safety training and motor vehicle accident prevention, respectively.

Under this guidance, Army components are required to:

- Ensure risk management is part of training for all Army processes and operations
- Distribute and promote materials from the U.S. Army Combat Readiness Center (USACR)/Safety Center (posters, films, technical publications, and pamphlets) including the Drivers Training Toolbox: [https://safety.army.mil/ON-DUTY/Drivers-Training-Toolbox](https://safety.army.mil/ON-DUTY/Drivers-Training-Toolbox)
- Provide training, education, and motivation programs to prevent motor vehicle accidents for both on- and off-duty personnel
- Recognize vehicle operators and organizations with outstanding safe driving records
- Ensure training in rollover and other emergency procedures
- Provide Army Traffic Safety Training Program for all personnel to reinforce a positive attitude toward driving, individual responsibility, and correct response to routine and emergency situations
- Provide local conditions information to newcomers to the installation
- Provide driver improvement courses for those convicted of moving violations
- Implement the Progressive Motorcycle Program to keep operator training current and improve rider skills
- Provide educational programs to assist installation leadership in promoting the use of paths or sidewalks and wearing reflective clothing

### 5.3.2.3 Installation-level Traffic Safety Education

**U.S. Air Force Academy**

USAFA hosts a wide range of personnel, including its 4,400-person cadet wing of college-age officer candidates, along with permanent-party civilian employees and service members.

**Office in Charge:** Headquarters USAFA/SED, with input from cadet wing.

**Outreach Format:** Monthly local conditions briefings given to base newcomers with separate sessions for freshman cadets, quarterly safety information packages of printed materials, weekly fatality briefings from incidents across the Air Force. They try to reinforce this training four to five times per year so it is not overwhelming.

**Topics Covered:** Motorcycles, vehicles used in field, personal restraint systems, recalls from the consumer safety commission, impaired driving, and general vehicle safety.

- For cadets specifically, they host classes on aggressive driving, excessive speed, and impaired driving.
- They have used a fatality scenario to reinforce the message.
- Briefings are about an hour long, directed by the superintendent.
- Messages build to match the cadets’ level of leadership and responsibility as they progress through the program.

**Partnerships:** Personnel formerly attended Drive Smart Colorado board meetings, but they have not been involved lately. Looking to partner with neighboring installations as well as Master Drive.
**Relationship with Outside Community:** Before COVID-19, USAFA would have a motorcycle safety day where Colorado Springs Police Department (CSPD) personnel would come on base to present. Current USAFA leadership would like to revive this event. Otherwise, they mostly track safety events involving USAFA personnel.

**Relationship with Other Installations:** They would like to talk more often with the Space Force bases in the area to share information and specific challenges. Before the pandemic, they used to participate in a Front Range Safety Network, but they would like to see this reinvigorated for future collaboration.

**Public Events:** They have annual meetings between Security Forces, Civil Engineering, the Colorado Department of Transportation (CDOT), and the Colorado Department of Public Safety/Colorado State Patrol (CSP) to discuss safety in regard to large events such as football games and graduation. The safety office participates in the planning committees for all public events.

**School District:** There are Academy District 20 elementary and high schools on base, Douglass Valley Elementary School and Air Academy High School, though there is not much direct communication with the district or the parents and students.

**Traffic Master Plan:** Pedestrians and bicyclists have been taken into consideration as the installation works on its Traffic Master Plan with input from the safety office. There is no formal education provided on this topic yet, but they would like to expand to offer it, especially for the focused pedestrian areas of campus: the cadet wing and community center areas.

**Gaps:** Because of the student population is drawn from across the country, USAFA sees many drivers who have never driven in snow and ice before. Some students from more urban areas also arrive never having had a driver's license at all. The safety personnel said they provide education but cannot always get the cadets to apply that education.

**Barriers to Increasing Outreach:** Staffing and personnel time is limited.

**U.S. Space Force Installations (Peterson SFB, Schriever SFB, CMSFS)**
The U.S. Space Force oversees three installations in the Pikes Peak region.

**Office in Charge:** Occupational Safety Office for Space Base Delta 1

**Outreach Format:** Briefings to personnel through work section Job Safety Training Outline (JSTO) when they arrive in a new job. Also, new arrivals to Space Force installations receive a local condition briefing that includes some traffic safety items such as local laws. They offer both full training for first-time users as well as annual refresher training. Every unit has its own safety program and representatives that distribute safety education materials to personnel.

**Topics Covered:** Those outlined in AFI 91-207.

**School Districts:** Schriever SFB falls into Ellicott School District 22, home to Ellicott Elementary School, Ellicott Middle School, and Ellicott High School. There are no schools on base. Peterson SFB falls into Colorado Springs School District 11, and residents are served by McAuliffe Elementary School, Jack Swigert Aerospace Academy (middle school), and Mitchell High School. There are no schools on base. CMSFS does not have any housing on the installation; families live throughout Colorado Springs.

**Relationship with Outside Community:** Space Force representatives attend PPTSC/Drive Smart meetings.

**Barriers to Increasing Outreach:** Staffing and personnel time is limited.

**Fort Carson**
Fort Carson has the largest number of military personnel, civilians, and families of all the Pikes Peak region military installations.

**Office in Charge:** Installation Safety and Provost Marshalls Office (PMO)

**Outreach Format:** The Safety and Occupational Health Council (SOHC) provides statistics to brief to command teams, shares information for quarterly community information forums, and distributes material for the new
federal employee briefings. They reach out to specific units and provide impaired driving briefings when requested. PMO representatives utilize social media to share information from CSP and information about crimes involving installation personnel. The Public Affairs Office (PAO) also publishes vehicle-safety related information on social media. There is a safety presence at every safety day put on by the various units on post.

**Topics Covered:** Distracted driving, pedestrian awareness, crosswalk awareness. They formerly had certified car seat safety technicians, but staffing limitations led to letting that capability lapse.

- For younger drivers, they offer “Alive at 25” courses for drivers under age 25 produced by the National Safety Council (NSC). They also offer specific training for soldiers considered high risk.
- The do occasional outreach to middle school and younger children; there is no longer a high school on Fort Carson.

**School District:** Fountain-Fort Carson School District 8 covers the installation, and there are five schools located on post: Abrams, Mountainside, Patriot, and Weikel elementary schools; and Carson Middle School.

**Relationship with Outside Community:** The PMO is in frequent communication with other law enforcement partners such as CSPD, Fountain Police Department, and CSP. They would like to become involved with PPTSC as time permits.

**Gaps:** More local information including GDL requirements would be helpful; the group in charge of welcoming new soldiers and providing them with the key information has reported that they do not have a lot of time to add a safety component.

**Barriers to Increasing Outreach:** Staffing and personnel time is limited.

### 5.3.3. Traffic Safety Education Best Practices for Military Installations

After reviewing the official DoD and service guidance and the information gathered from local stakeholder interviews, several common best practices emerged.

- Host regular, frequent briefings for newcomers, including local traffic conditions and specific laws and regulations, e.g. Graduated Drivers Licensing (GDL) regulations for those learning to drive
  - For installations with frequent personnel turnover, consider holding them as frequently as every 2 weeks in a centralized location, so unit commanders can send personnel, rather than having safety personnel come to the individual units
- Ensure all personnel are aware of DoD and specific service vehicle safety requirements
- Promote local coalitions: Pikes Peak Traffic Safety Coalition, DriveSmart Colorado under PPACG, DUI Task Force, etc., and encourage installation representatives to attend
- Implement a positive safety culture
- Use messaging to target the highest risk user groups, i.e., young drivers under age 26, and especially those who drive motorcycles
- Include a safety aspect at public gatherings on installations that involve families, starting the safety culture from childhood
- Ensure efficient dissemination of information from higher headquarters/unit leadership to each service member and civilian working on the installation
- Provide safety outreach in a variety of media, such as social media, print collateral, hands-on displays such as crash cars, and mandatory trainings
- Establish partnerships with civilian organizations outside the installations that can assist with traffic safety education to relieve staffing availability limitations as needed
5.3.4. Conclusion

Across the Pikes Peak region, both civilian and military personnel face challenges in time and resources to provide adequate traffic safety education.

However, compared to other local organizations, local military installations are directed and funded by the federal government to provide this information. All local installations have frequent and comprehensive driver safety programs that engage local populations that are statistically more likely to engage in unsafe driving behavior (e.g., motorcyclists and drivers under 26). Effective safety education for this population can go a long way toward increasing the safety of the region overall.

Strong partnerships and coordination between military personnel and community organizations can enhance the delivery of traffic safety education resources and help the various organizations leverage limited resources.
5.4 Sample Crash Study Scope of Work

This language was created by PPACG in anticipation of upcoming grant opportunities.

**Context.** Increases in risk behavior among drivers has led to worsening traffic safety since 2020. Higher crash rates and severity that began during the pandemic period generally are not returning to pre-pandemic levels and may represent a potential long-term shift in driver habits. It is possible that changes resulting from the pandemic period are exerting a greater influence on traffic safety than other trends that pre-date the pandemic.

**Reason.** Some of the traffic safety issues we’re facing since 2020 may be new and unprecedented, and it’s possible that traditional approaches will be less effective in dealing with them. Given the apparent differences from previous changes in serious crash trends, a study would help target countermeasures so that investments are not wasted and opportunities are not lost.

**Timing.** If this study is included in our application, it would probably be best in the first year because it would help to understand the nature of certain problems as early as possible. If it begins to look as if this study is not a good fit for our Highway Safety Grant application, then it can potentially be done as part of the 2023 Media Campaign, although in that case the study will use a larger portion of a smaller budget.

**Study Type.** The suggested study type is a review of existing studies, reports, and other reliable sources. (This would also keep it cost effective by not requiring creation of any new data or models.) The existing sources are not extensive or well developed, but collectively they may offer some helpful insights.

**Budget.** If done as part of the Media Campaign, the budget would be $25,000, although a larger budget can be considered if part of the Highway Safety Grant application. A larger budget may yield more specific and actionable results.

**Structure.** Here are the questions the study element would be structured around:

1. What are the persistent changes in drivers' risk-taking behavior since the pandemic?
2. Which changes are propelling the largest increases in serious crashes?
3. Are the increases in risk behavior during and after the pandemic/lockdowns similar in nature to increases occasionally seen before the pandemic?
4. To what extent have they been explained?
5. Do the changes in the Pikes Peak Region reflect changes on the national and state level, and how do they potentially differ, or to what degree?
6. Theoretically, are pre-pandemic countermeasures likely to be effective in the Pikes Peak Region if increased, or is some other approach needed?
7. If the new trends are to be seen differently from previous trends that might appear outwardly similar, what kinds of countermeasures or messaging should theoretically be used that take into account the underlying differences?
5.5 Acronyms, Abbreviations, and Initialisms

AAA  Area Agency on Aging
AAP  American Academy of Pediatrics
AFI  Air Force Instruction
AFPD  Air Force Policy Directive
AMR  American Medical Response
AR  Army Regulation
BIL  Bipartisan Infrastructure Law
CDOT  Colorado Department of Transportation
CMSFS  Cheyenne Mountain Space Force Station
CPTED  Crime Prevention Through Environmental Design
CSP  Colorado Department of Public Safety/Colorado State Patrol
CSPD  Colorado Springs Police Department
DoD  Department of Defense
DoDI  Department of Defense Instruction
DUI  driving under the influence
GDL  graduated driver license
GSA  General Services Administration
LRTP  long-range transportation plan
MPO  metropolitan planning organization
NARC  National Association of Regional Councils
NHTSA  National Highway Transportation Safety Administration
PPACG  Pikes Peak Area Council of Governments
PPRTA  Pikes Peak Rural Transportation Authority
PPTSC  Pikes Peak Traffic Safety Coalition
RPC  Regional Planning Commission
SFB  Space Force Base
SS4A  Safe Streets for All
STAC  Statewide Transportation Advisory Committee
SWMPO  Statewide Metropolitan Planning Organization
USACR  U.S. Army Combat Readiness Center
USAFA  U.S. Air Force Academy
VMT  vehicle miles traveled
5.6 References


Colorado Department of Transportation Programs and Information, https://www.codot.gov/programs/planning/grants/overview


Colorado State Demography website, https://gis.dola.colorado.gov/


Drive Smart Colorado website, https://drivesmartcolorado.com/


Federal Transit Administration, Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310


Health Promotion Partners website, https://www.healthpromotionpartners.com/


U.S. Department of Transportation Safe Streets for All Program, https://www.transportation.gov/grants/SS4A

DATE: July 20, 2023
TO: PPACG Transportation Advisory Committee
FROM: Jessica Bechtel, Transportation Program and Project Delivery Planner
SUBJECT: FISCAL YEAR (FY) 23-27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

ACTION REQUESTED: Review & Recommend

SUMMARY
In accordance with TIP Policy PO2.0, the TIP shall be fiscally constrained in each individual fund source, in each of the first four years of the TIP. When the current FY23-27 TIP was developed, a 5th year (2027) was included as an illustrative year. In order to bring the 5th illustrative year (FY27) into the current 23-27 TIP as the active 4th year, a formal amendment is required.

PPACG staff will make an administrative modification to roll forward the FY23 funds into FY24, and the development of the new TIP document for FY25-29 is currently underway.

BACKGROUND
As the Pikes Peak region’s designated Metropolitan Planning Organization, PPACG is responsible for managing state, local and federal transportation and transit funds through a document called the Transportation Improvement Program. The TIP is a short-range (4-year) funding program that implements the region’s long-range Regional Transportation Plan. All surface transportation projects requiring or using federal funding or a federal action to proceed, must be included in the PPACG TIP.

PROPOSED MOTION
Recommend approval of the FY27 illustrative year to be adopted as the new active 4th year in the current FY23-27 TIP.

ATTACHMENT(S)
NA
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.
DATE: July 20, 2023  
TO: PPACG Transportation Advisory Committee  
FROM: Will Mast, GIS Admin & Modeling Lead  
SUBJECT: DATA SERVICES

ACTION REQUESTED: Review & Approve

SUMMARY

In the past year, PPACG and the region have utilized StreetLight to provide traffic data to support planning efforts. Regional traffic counts have been identified by members of the Transportation Advisory Committee (TAC) and PPACG staff as a critical dataset for the effective planning and modeling of the region's transportation network. Further, TAC members and PPACG staff have identified the usefulness of traffic count solutions that also provide live traffic volume monitoring and network travel analysis, such as origin-destination mapping and trip path/time profiling.

In 2022, PPACG staff were instructed to utilize Surface Transportation Block Grant (STBG) program funding to procure traffic data services for the 2023 calendar year. The total cost for this service was not to exceed $290,000, with up to $240,091 in STBG funding and up to $49,909 in local match. The local match for this procurement was provided by the City of Colorado Springs and El Paso County. The RFP for this service also included language that allowed an option for the selected contract to be renewed for one additional year, through the end of 2024, to support LRTP efforts.

At the June 2023 TAC meeting, Colorado Springs and El Paso County expressed interest in supplying the local match for continuing the selected StreetLight service for an additional year, through 2024.

PPACG staff seek approval from the TAC to use previously allocated STBG funds to extend the current StreetLight service contract for one additional year.
PROPOSED MOTION
TAC to approve the use of previously allocated STBG funds for a regional traffic data service to extend the existing $289,000 annual contract with StreetLight for one additional year, through 2024, with Colorado Springs and El Paso County providing the local 17.21% match requirement of $49,736.90 ($24,868.45 each).

ATTACHMENT(S)
N/A

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.
DATE: July 20, 2023
TO: PPACG Transportation Advisory Committee
FROM: Danelle Miller, Sr Transportation Planner
SUBJECT: IIJA UPDATES

**ACTION REQUESTED: Information Only**

**SUMMARY**

The following information is being shared regarding funding programs and changes related to the Infrastructure Investment and Jobs Act (IIJA). All information is also available on PPACG's IIJA webpage at [https://www.ppacg.org/funding-opportunities/](https://www.ppacg.org/funding-opportunities/).

**IIJA Notices of Funding Opportunity (NOFOs)**

- Wildlife Crossing Pilot Program
  - Due 8/1/23
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary
  - Due 8/18/23
- Multimodal Project Discretionary Grant Opportunity (Mega, INFRA, and Rural)
  - Due 8/21/23
  - [https://www.transportation.gov/grants/mpdg-program](https://www.transportation.gov/grants/mpdg-program)
- Reconnecting Communities Program and Neighborhood Access and Equity Grant Program (RCN)
  - Due 9/28/23
  - [https://www.transportation.gov/grants/rcnprogram](https://www.transportation.gov/grants/rcnprogram)

**Upcoming NOFOs**

In order to provide stakeholders with more visibility into upcoming funding opportunities, DOT is publishing a list of anticipated dates for NOFOs for key programs. This list is not comprehensive and will be updated periodically with new programs and dates. It is available here: [https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity](https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity)
<table>
<thead>
<tr>
<th>Date</th>
<th>Program</th>
<th>Administration</th>
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<tr>
<td>July 2023</td>
<td>Transit-Oriented Development Pilot Program</td>
<td>Federal Transit Administration</td>
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<td>Summer 2023</td>
<td>Thriving Communities</td>
<td>Office of the Secretary</td>
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<td>Summer 2023</td>
<td>Bridge Investment Program</td>
<td>Federal Highway Administration</td>
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<td>Summer 2023</td>
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<td>August 2023</td>
<td>Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</td>
<td>Office of the Secretary</td>
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<td>October 2023</td>
<td>High Priority - Enforcement Training Support</td>
<td>Federal Motor Carrier Safety Administration</td>
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<tr>
<td>Fall 2023</td>
<td>Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</td>
<td>Federal Railroad Administration</td>
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**State Funding Opportunities**

- Revitalizing Main Streets
  - Revolving deadlines
  - [https://www.codot.gov/programs/revitalizingmainstreets](https://www.codot.gov/programs/revitalizingmainstreets)
- DOLA Local Match Program - provides local match to allow jurisdictions to pursue IIJA funding
  - Revolving deadlines

**PROPOSED MOTION**

Information only

**ATTACHMENT(S)**

None

**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.
DATE: July 20, 2023
TO: PPACG Transportation Advisory Committee
FROM: Danelle Miller, Sr Transportation Planner
SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE

ACTION REQUESTED: Information Only

SUMMARY
Overview Status
The Pikes Peak Area Council of Governments (PPACG) is taking steps to kick off the 2050 Long Range Transportation Plan (LRTP).

- Travel Demand Model: Ongoing
- LRTP Public Involvement Assistance:
  - Public survey being drafted. Expected to launch in late July.
  - Regional Transportation Plan Advisory Committee (RTPAC) first meeting to be held August 2.
- LRTP Land Use Modeling: Wilson and Co. has been selected. We will be reaching out to jurisdictions for data.
- Active Transportation Plan: Olsson has been selected. We will be reaching out to jurisdictions for information.
- Transit Plan and Specialized Human Services Plan: MMT has selected a consultant.
- Existing conditions and financial plan information: Being compiled by staff. We will be reaching out to jurisdictions for information.

PROPOSED MOTION
None.

ATTACHMENT(S)
None.

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.