

City and County of Denver		POLICY	Department of Transportation & Infrastructure (DOTI)
Subject: Safety First			
Approved by: Amy Ford		Title: Executive Director	
Number: DOTI.PO.2024.DME1	Effective Date: 2/1/2024	Page: 1 of 3	
Authority: Section 2.3.3 Part C of the Denver Code of Ordinances gives the Department of Transportation & Infrastructure the authority over the public right-of-way.			

POLICY OWNER

This policy is owned by the Executive Director of the Department of Transportation and Infrastructure.

POLICY CONTACT

The Chief of Staff for DOTI is the main point of contact for this policy.

SUPERSEDES PREVIOUS POLICY

N/A

PURPOSE

This policy solidifies the Department of Transportation & Infrastructure (DOTI) of the City and County of Denver’s commitment to achieving Vision Zero—eliminating traffic related deaths and serious injuries—by prioritizing safety in street design.

DOTI aims to achieve the community’s vision for Denver’s transportation system through the Strategic Transportation Plan (*Denver Moves Everyone*) by advancing five goal areas including mobility, safety, sustainability, community, and quality, with equity as a common focus of each goal.

Data through the *State of the System Report of Denver Moves Everyone* demonstrated that most traffic deaths and serious injuries occur on arterial streets and that speed is the greatest factor contributing to traffic related deaths and serious injuries¹. Additionally, populations in Denver’s priority areas for equity are disproportionately impacted by streets where there is a high-crash picture, as 58% of traffic related deaths and serious injuries occur in these areas according to data collected from 2016 to 2021.

Therefore, policies and infrastructure improvements that result in safe speeds on all streets and safer crossings, especially on busy streets, are necessary to reverse this trend.

DEFINITIONS

Strategic Transportation Plan—Refers to the guiding strategy for the Department of Transportation and Infrastructure.

Denver Moves Everyone—The branded title of the Strategic Transportation Plan for the Department of Transportation and Infrastructure.

Vizion Zero—The City and County of Denver’s commitment to eliminate traffic deaths and serious injuries.

Leading Pedestrian Interval (LPI)—A phase at signalized intersections that gives pedestrians a head start to cross the intersection before vehicles in the parallel direction are given a green signal indication.

POLICY

The Department of Transportation & Infrastructure, in effort to achieve Vision Zero and eliminate traffic related deaths and serious injuries shall prioritize safety first in the design and operation of streets. This means that street design and operation should favor the safe movement of all travel modes, starting with the most vulnerable users of the roadway, over vehicle delay.

Prioritizing safety first should be achieved through additional actions, including but not limited to the following:

- Defaulting to including leading pedestrian intervals (LPIs) with signalized intersection upgrades, on all new signal projects unless an impact to safety is anticipated.
- Designers should strive for the lowest design speed in Complete Street Design Guidelines on all transportation projects.
- Establishing procedures and design standards to protect intersection movements on arterial streets for all modes to eliminate fatal and serious bodily injury crashes.
- Establishing procedures and design standards to do a safety engineering and programs assessment on all projects to protect all modes to eliminate fatal and serious bodily injury crashes.
- Developing a tool kit of policy and enforcement strategies that improve high injury corridors and intersection locations with risk factors (youth, older adults, vulnerable road users) and right-of-way characteristics associated with serious and fatal crashes². This could include restrictions on vehicle turns if people are present, application of speed cameras, and other technology to improve risky driver behavior.
- Evaluating efficacy of controlled crossing criteria and increase the number of controlled bicycle and pedestrian crossings to decrease walking and rolling distance to signalized intersections³.
- Enacting procedures to use progression timing, intelligent transportation system (ITS), and other innovative strategies to achieve safe speeds on arterial and collector streets and eliminate fatalities and serious injuries⁴.
- Improving experience for people taking transit at all times of day with safe, comfortable, and accessible transit stops.
- Reviewing and reducing posted speed limits for all streets using the 50th percentile or other innovative methods to reduce speed, while also ensuring speeds align with target speeds identified in the Complete Street Design Guidelines⁵.
- Setting consistent school zone speed limits across the city and implementing a toolbox of treatments to enable DOTI to consistently set speed limits in school zones at or below 20 mph⁶.
- Investing in safety improvements that support the transportation and mobility needs in underserved communities while also ensuring additional burden is not placed on these communities.

RESPONSIBILITIES

This policy applies department wide and should be carried out by the Transportation Delivery Administration group

REFERENCES

¹*Denver Moves Everyone 2021 State of the System Report*

²*Denver Moves Everyone, page 48, Safety Strategy 2, Action A*

³*Denver Moves Everyone, page 48, Safety Strategy 2, Action C*

⁴*Denver Moves Everyone, page 48, Safety Strategy 3, Action C*

⁵*Denver Moves Everyone, page 48, Safety Strategy 3, Action D*

⁶*Denver Moves Everyone, page 48, Safety Strategy 3, Action B*

ATTACHMENTS

Include link to applicable procedure document here.

FOLLOW-UP/REVIEW DATES

Include date revisited/reviewed here. All policies should be reviewed by the appropriate alignment council annually.

END OF DOCUMENT