



TIP Policy Document Amendment Update

Transportation Advisory Committee, March 23, 2026

Proposed TIP Policy document amendment

1. Active transportation count requirement
2. Routine provision of accessible travel routes
3. Pre-application Walk Audit requirement

Key Metro Vision performance measures

| Measure | Baseline | Base Year | Target | Target Year |
|--|---------------------|-----------|--------------|-------------|
| Number of traffic fatalities | 254 | 2020 | 0 | 2040 |
| Non-single occupant vehicle mode share to work | 25.1% | 2014 | 35% | 2040 |
| Daily vehicle miles traveled per capita | 25.5 miles | 2010 | 10% decrease | 2040 |
| Daily person delay per capita | 6 min | 2017 | < 9 minutes | 2040 |
| Surface transportation-related greenhouse gas emissions per capita | 26.8 lbs per capita | 2010 | 60% decrease | 2040 |
| Share of the region's population living in areas with housing and transportation costs affordable to the typical household in the region | 41% | 2013 | 50% | 2040 |



Active user count requirement

Benchmarking progress

Intent:

- Quantify project impacts
- Support storytelling
- Build momentum!
- Benchmark trends
- Enhance modeling and estimation



Proposed active transportation count requirement

- A sponsor of any **TIP-funded construction project** would be required to collect and submit bicycle+ and pedestrian counts to DRCOG after the project is opened to the public if containing the following facility types:
 - New or enhanced sidewalks;
 - Shared-use paths (including grade-separated connections);
 - Separated bicycle lanes;
 - Bicycle lanes; or
 - Bicycle boulevards.

Active transportation count requirement

- Counts shall cover at least 14 full days, at least 4-6 months after project opens.
- Shall differentiate between bicycle+ and pedestrian users.
 - Does not need to differentiate among bicycle+ users, i.e., bicycles, scooters, etc.
- Most likely won't be included within your IGA with CDOT.

Options:

- Can be conducted by local jurisdiction, vendor or in partnership with DRCOG.
- Project scope *may* include permanent count equipment.

Discussion

What are the scenarios or challenges to this potential update?



Minimum facility standards and provision



What we've heard...

- New micromobility vehicle types place increasing demands on sidewalks and bikeways.
- Local governments have experienced difficulty funding and delivering consistent and comfortable sidewalks.
- Significant backlog of accessible sidewalk coverage to meet growing region.

A complete and accessible network.

Intent:

- Unlock TIP funding for a complete, continuous and comprehensive active transportation network.
- Emphasize accessibility and comfort; support implementation of local ADA Transition Plans and comply with new design standards and best practices.
- Accelerate progress toward Metro Vision performance measures.



Active Transportation Plan basis

“Update the Transportation Improvement Program Policy to include minimum active transportation facility standards and guidance that builds on the Regional Complete Streets Toolkit.”

Active Transportation Plan > 5. Let's get to work

DRCOG policy and program actions

1

Develop a regionwide gaps analysis for completing the walking and bicycling network

- **Coordinate** on safety and Vision Zero planning for an update to the regional High-Injury Network that emphasizes known safety issues for active users, such as mode-specific high-injury networks or updated crash profiles.
- **Integrate** the updated Regional Active Transportation Corridors, Short Trip Opportunity Zones, and Pedestrian Focus Areas into the Regional Transportation Plan and Metro Vision.
- **Support** a regional multimodal priority corridors analysis to direct DRCOG's corridor planning and technical assistance, and coordinate multimodal planning with the Regional Active Transportation Network.
- **Identify** and support key multijurisdictional connections and leverage funding to close high-value gaps.

2

Expand DRCOG's capacity to support our member governments' multimodal planning, design and evaluation work

- **Explore** expanding DRCOG's available capacity and skill sets to support member needs and gaps, such as design and evaluation for active transportation facilities. This may include designing for universal access and PROWAG compliance or all ages and abilities bikeways.
- **Explore** ways to continue to develop and improve the Transportation Improvement Program Self-Assides to provide technical assistance to member governments and meet the need for regional support for local planning efforts.

3

Support land use and development initiatives that advance active transportation and mode shift for short trips

- **Strengthen** collaboration within DRCOG among housing, regional planning and transportation programs to advance land use and development initiatives that support bicycling and walking.
- **Collaborate** with member governments and agency partners (such as the state Department of Local Affairs and the Regional Transportation District) to support implementation of transit-supportive development.
- **Provide** guidance and resources on local reforms to support active transportation, e.g., transportation demand management and vehicle parking policies, bicycle parking, and active user circulation and site planning.
- **Support** development and implementation of the Multimodal Supportive Development Toolkit (Built to Move).

4

Update the Transportation Improvement Program Policy to include minimum active transportation facility standards and guidance that builds on the Regional Complete Streets Toolkit

- **Set** minimum active transportation facility guidelines that are to be improved or retained on all projects, ensuring that new and enhanced streets are consistent with PROWAG and accommodate future bicycle and pedestrian capacity and user needs.
- **Develop** tools to assist Transportation Improvement Program project sponsors and applicants with implementing active transportation facilities, such as activity or vehicle miles traveled calculators or off-the-shelf street design templates that can be used and adopted by local governments.
- **Endorse** national guidance and best practices in active transportation planning and design, and encourage implementation of best practices in Transportation Improvement Program-supported projects.

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Active Transportation Plan basis

- Set minimum active transportation facility guidelines that are consistent with PROWAG and accommodate future bicycle and pedestrian capacity and user needs.
- Develop tools to assist TIP project sponsors with implementing active transportation facilities.
- Encourage implementation of best practices in TIP-supported projects.

Active Transportation Plan > 5. Let's get to work

DRCOG policy and program actions

- 1**
Develop a regionwide gaps analysis for completing the walking and bicycling network
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 - Integrate the updated Regional Active Transportation Corridors, Short Trip Opportunity Zones, and Pedestrian Focus Areas into the Regional Transportation Plan and Metro Vision.
 - Support a regional multimodal priority corridors analysis to direct DRCOG's corridor planning and technical assistance, and coordinate multimodal planning with the Regional Active Transportation Network.
 - Identify and support key multijurisdictional connections and leverage funding to close high-value gaps.
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Expand DRCOG's capacity to support our member governments' multimodal planning, design and evaluation work
 - Explore expanding DRCOG's available capacity and skill sets to support member needs and gaps, such as design and evaluation for active transportation facilities. This may include designing for universal access and PROWAG compliance or all ages and abilities bikeways.
 - Explore ways to continue to develop and improve the Transportation Improvement Program Set-Asides to provide technical assistance to member governments and meet the need for regional support for local planning efforts.
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 - Collaborate with member governments and agency partners (such as the state Department of Local Affairs and the Regional Transportation District) to support implementation of transit-supportive development.
 - Provide guidance and resources on local reforms to support active transportation, e.g., transportation demand management and vehicle parking policies, bicycle parking, and active user circulation and site planning.
 - Support development and implementation of the Multimodal Supportive Development Toolkit (Built to Move).
- 4**
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Minimum routine accommodation

- Require that **all TIP-supported infrastructure projects** provide basic accessibility **on both sides** of the roadway, except:
 - Roadways defined as “Rural” or “Mountain Road” in the DRCOG Complete Street Typology;”
 - Roadways where there are no current or planned pedestrian activity generators on one side;
 - Streets abutting a physical or topographical barrier such as a freeway, retaining wall or rock face with no destinations or access needs immediately behind the barrier;
 - *Where else? What are other scenarios where this could apply/need clarity?*
- Require that all TIP-supported projects meet minimum criteria (≥ 10 feet) where shared use is indicated.
 - Minimum width exceptions for right-of-way to be reviewed on a case-by-case basis.

Scenario #1: Roadway capacity project

- Proposed project: widen roadway from 4 to 6 lanes. A shared-use path is proposed for one side.
- *Proposed requirement:* install continuous and PROWAG-compliant sidewalks on both sides of the street. The shared-use path must be at least 10 feet wide.
 - *Preferred facilities:* consistent with Regional Complete Streets Toolkit and Sidewalk Delivery Guide, sidewalks are recommended to be at least 6-8 feet and detached to serve bidirectional walking. Shared-use path width may be increased if anticipated demand is high.
 - If redevelopment is reasonably expected, sidewalks could be constructed outside of TIP project scope.

Scenario #2: Roadway operational improvement

- Proposed project: reconstruct intersections, install medians and restripe roadway.
- *Proposed requirement:* install compliant curb ramps at all corners of enhanced intersections; bring sidewalks into PROWAG compliance where sidewalks are modified.
 - *Preferred facilities:* consistent with Regional Complete Streets Toolkit and Sidewalk Delivery Guide, sidewalks are recommended to be 6-8 feet and detached.

Discussion

What are the scenarios or challenges to consider within these policy updates?



Application element: walk audits

Why a walk audit?

Intent: to help save project time, budget, and improve outcomes, applicants will be required to conduct a basic “Walk Audit” as part of their application.

- Identify basic infrastructure deficiencies and right-of-way issues early in process to avert later delays and cost increases.
- Refine project needs and goals through simple inventory.
- Applies to **design and construction project applications.**

Sample walk audit requirements

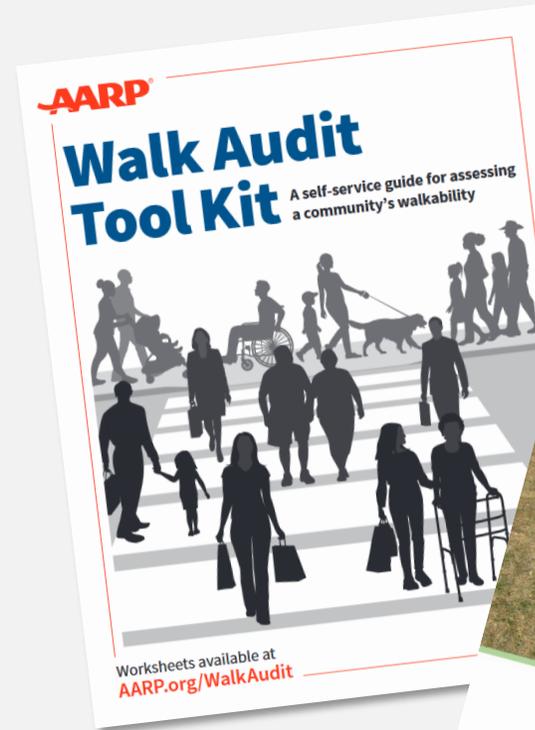
Intent: identify common elements that will be necessary to include in the project scope and cost estimate to minimize "surprises" as the project progresses through the implementation stage.

- Pass/fail, i.e., “Did you complete and attach the walk audit?”

- Common elements may include:
 - Deficient curb ramps.
 - Missing, non-compliant, or insufficient sidewalks.
 - Existing crosswalks, signals, bicycle facilities.
 - Accessible transit stops and bus pads.
 - Lighting, mature trees.
 - Adjacent land uses and right of way.

Sample walk audit templates

- *Not a Road Safety Audit!*
 - Walk Audits can be conducted by staff
 - Walk Audits require little more time than it takes to walk the corridor.
- May be based on existing templates (e.g., AARP, Safe Routes Partnership).



Proposed TIP Policy Elements

- Conduct a walk audit and submit a diagram with your TIP project application.
- Diagram must list current deficiencies, but all deficiencies are not required to be part of the application scope.

Discussion

Are there additional considerations for this element?

Thank you!

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