



# April 2026 Denver Regional Data Consortium newsletter

Taking Action on Regional Vision Zero:  
What crash profiles reveal

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In June 2020, DRCOG's Board of Directors  
adopted Taking Action on Regional Vision  
Zero, a plan with the goal of eliminating traffic-  
related fatalities by 2040 and serious injuries by  
2045 on the region's roadways.

With growth and development, traffic safety and public health campaigns undertaken, and infrastructure changes and investments, DRCOG staff decided it was time to update Taking Action on Regional Vision Zero. Chief among the updates DRCOG is making are updates to the regional crash profiles. Crash profiles describe the most frequently occurring crash types that result in fatalities or severe injuries in the Denver region. Knowing which types of serious crashes are most common and their precipitating factors, DRCOG staff and regional partners can focus their efforts and limited resources on mitigating these crash types.

DRCOG's safety planners and geographic information specialist, commonly known as GIS, professionals evaluated fatal and serious injury crashes in the Denver region from 2020 to 2024 to select crash profiles for attention. DRCOG staff primarily focused on the first harmful event described in motor vehicle crash reports to understand how changes could prevent fatal and serious injury crashes. Staff selected crash attributes for profiles that met at least one of the following three criteria. The first is crashes that accounted for more than 10% of fatal and serious injury crashes at the regional level. The

second is crashes that accounted for more than 10% of crashes in at least three of four area types described in Taking Action in Regional Vision Zero. The third is the travel modes disproportionately represented in fatal and serious injury crashes.

With these criteria in place, DRCOG staff have proposed seven regional crash profiles for the Taking Action on Regional Vision Zero update, including:

- **Front-to-side crashes** (30% of regional fatal and serious injury crashes), with a focus on left turns and red-light running.
- **First harmful event: collision with a fixed object** (18% of regional fatal and serious injury crashes).
- **Motorcycle crashes** (18% of people killed or seriously injured).
- **Pedestrian crashes** (14% of people killed or seriously injured).
- **Bicycle crashes** (5% of people killed or seriously injured).
- **Speeding or driving too fast for conditions** (13% of fatal and serious injury crashes).
- **Alcohol-suspected** (16% of regional fatal and serious injury crashes).

In addition to the regional crash profiles, DRCOG staff have proposed crash profiles prevalent in the four area types described in the plan: urban, suburban, rural and limited-access roadways.

**Urban areas** include, but are not limited to, central Denver and downtown Boulder, Golden, Brighton, Longmont and Parker. Prevalent fatal and serious injury crash types in urban areas include front-to-side crashes (33%), pedestrian crashes (30%), bicycle crashes (9%) and crashes of all types occurring at signalized intersections (45%). Of those fatal and serious injury crashes at signalized intersections in urban areas, 37% involved a vehicle making a left turn and 24% involved a vehicle running a red light.

**Suburban areas** include, but are not limited to, the Denver Tech Center, Broomfield, southeast Aurora and Firestone. Prevalent crash types in suburban areas are similar to urban area fatal crashes though with different rates, including front-to-side crashes (39%), pedestrian crashes (16%) and crashes of all types occurring at signalized intersections (41%). Of those fatal and serious injury crashes at signalized intersections in suburban areas, 52% involved a

vehicle making a left turn and 24% involved a vehicle running a red light.

**Rural areas** include, but are not limited to, eastern Adams and Arapahoe Counties, southern Douglas and Jefferson Counties, and Gilpin County. Prevalent fatal and serious injury crash types include roadway departure crashes (57%), of which 22% resulted in head-on collisions. Of the other 43% of on-road crashes, half were front-to-side crashes. 25% of all rural fatal and serious injury crashes involved motorcycles.

**Limited-access roadways** include, but are not limited to, Interstates 25 and 70, US 36 between Boulder and Denver, and Peña Boulevard. Prevalent fatal and serious injury crash types on limited-access roadways include collisions with fixed objects (32%), rear-end crashes (27%) and non-collision crashes such as overturning and rollover crashes (13%).

DRCOG safety planners are working with members of the Regional Vision Zero Working Group to further develop the plan update and will finish a draft plan document and offer an opportunity for public review this summer.

DRCOG's goal is to have the updated plan adopted by fall 2026.

## Regional speed limit dataset update

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Maintaining an accurate, region-wide speed limit dataset remains a critical priority for DRCOG and its member governments. As communities across the region continue to advance Vision Zero initiatives, reliable speed data plays an essential role in improving roadway safety, informing planning decisions and supporting consistent regional analysis. Local efforts like lowering residential speed limits and implementing safety programs highlight the need for a shared, high-quality dataset that reflects real-world conditions across jurisdictions.

Since the comment map closed in November, DRCOG staff have conducted multiple rounds of quality assurance and quality control to refine the dataset. The GIS team organized the effort by assigning specific speed thresholds (like 30 or 35 miles per hour) to individual

reviewers, who then validated those speeds across the entire region. To ensure comprehensive coverage and track progress, the team overlaid a public land survey system, commonly known as PLSS, grid to mark completed areas. After the individual reviewers completed their assigned dataset, the datasets were merged into a single, cohesive regional product.

The work continues with a second, more detailed round of quality control. Team members are now validating speed limits using Google Street View imagery to confirm posted signage, bringing a new level of accuracy to the dataset. While this process is meticulous, it significantly enhances data reliability. The team is excited to share the completed dataset with the region through the DRCOG Regional Data Catalog once quality assurance and control are complete.

The new dataset will support a wide range of applications, including safety analysis, planning efforts and integration with DRCOG's Linear Referencing System, commonly known as LRS. While a final publication date has not yet been set, the team anticipates release by the end of the year. DRCOG's GIS team is also actively

developing a workflow for ongoing updates and maintenance to ensure the dataset remains current as conditions change. The team looks forward to sharing more details soon and continuing to collaborate with member governments to support a safer, more coordinated regional transportation network.

## Denver Regional Data Consortium activities

Denver Regional Data Consortium, commonly known as DRDC, newsletters are published twice per year in April and October. Remember, writing an article for the newsletters gets you GISP points! [Visit DRCOG's GIS website](#) for past newsletter issues.

DRDC meetings occur twice per year in January and July. If your organization would like to host a meeting, please contact DRCOG GIS manager Jenny Wallace at [jwallace@drcog.org](mailto:jwallace@drcog.org).

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