



Regional Vision Zero Working Group

February 10, 2026

Agenda

1. Welcome and introductions.
2. Minor update to *Taking Action on Regional Vision Zero: Regional High Injury Network* scenarios.
3. Minor update to *Taking Action on Regional Vision Zero: Regional Crash Profiles*.
4. News and updates.
5. Next meeting – April 14, virtual via Microsoft Teams.
6. Adjourn.

Schedule for minor update to *Taking Action on Regional Vision Zero*





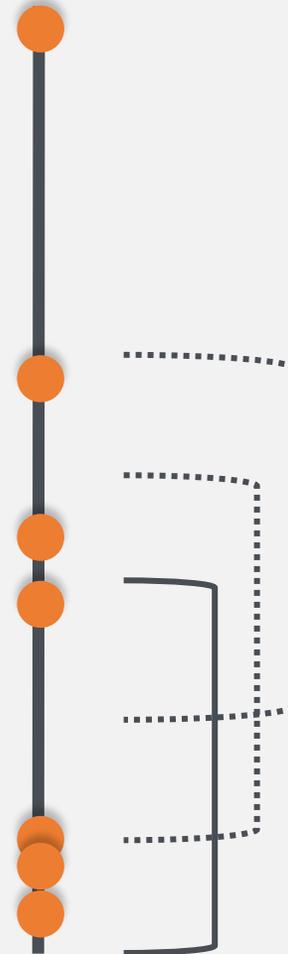
Regional High Injury Network

DRCOG's High Injury Network (HIN)

- Identifies the roadways with the highest numbers of fatal and serious injury crashes.
- Used to inform DRCOG's safety planning.
- Used as criteria to decide where to make safety investments.
- Guides planning and priorities for numerous member governments.
- Current High Injury Network is a product of *Taking Action on Regional Vision Zero*.

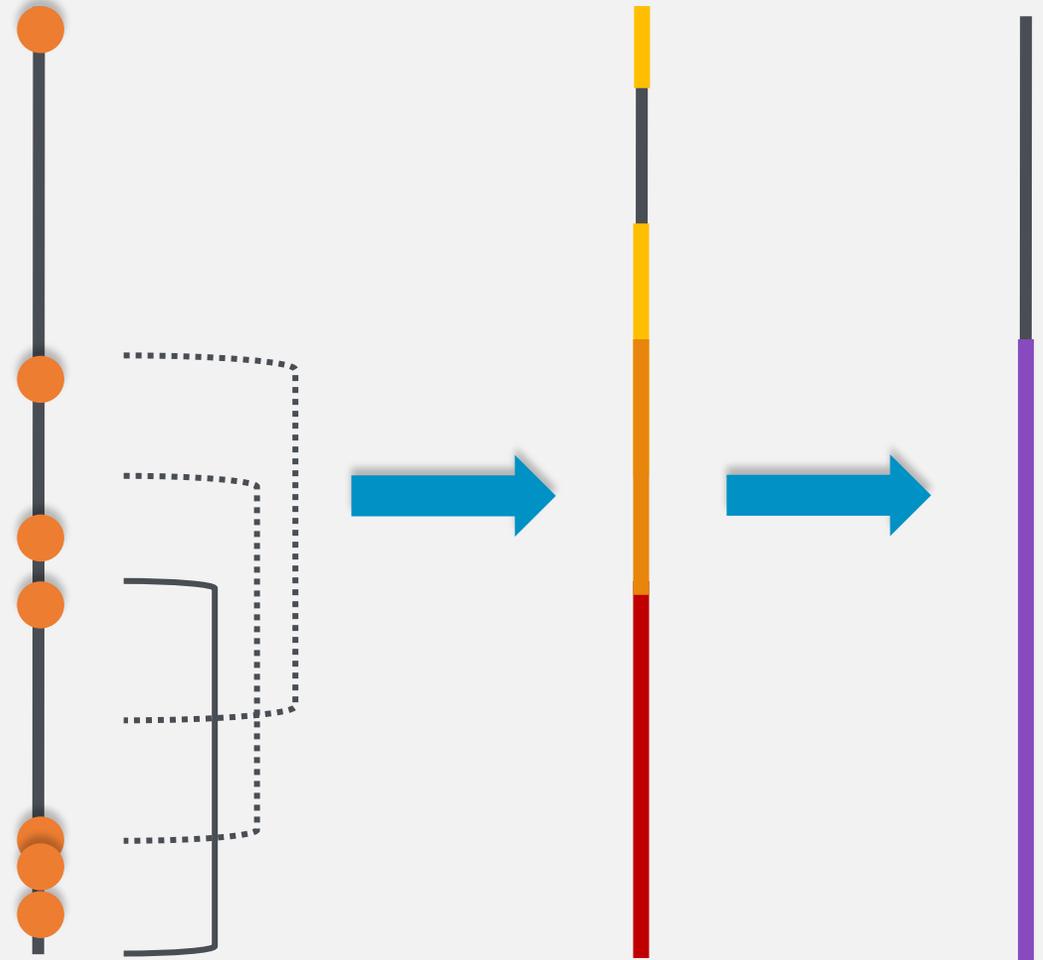
Methodology for updating the HIN

- 2020-2024 “crashes of interest” used:
 - All fatal and serious injury crashes.
 - Minor injury non-motorist crashes.
- Crashes assigned to the roadway system. Roads with “local” functional classification were excluded.
- Sliding window to find road segments with high crash counts.



Methodology (continued)

- Smooth segments of high crash counts into “corridors.”
 - 0.5-mile minimum segment length.
 - Scenarios developed with different crashes per mile thresholds.
- Connect small gaps. Extend/chop to logical termini (in progress).
 - Gaps were filled in if there was less than 0.5 miles between segments.
 - Segments were extended to nearby perpendicular HIN corridor if within 0.5 miles.

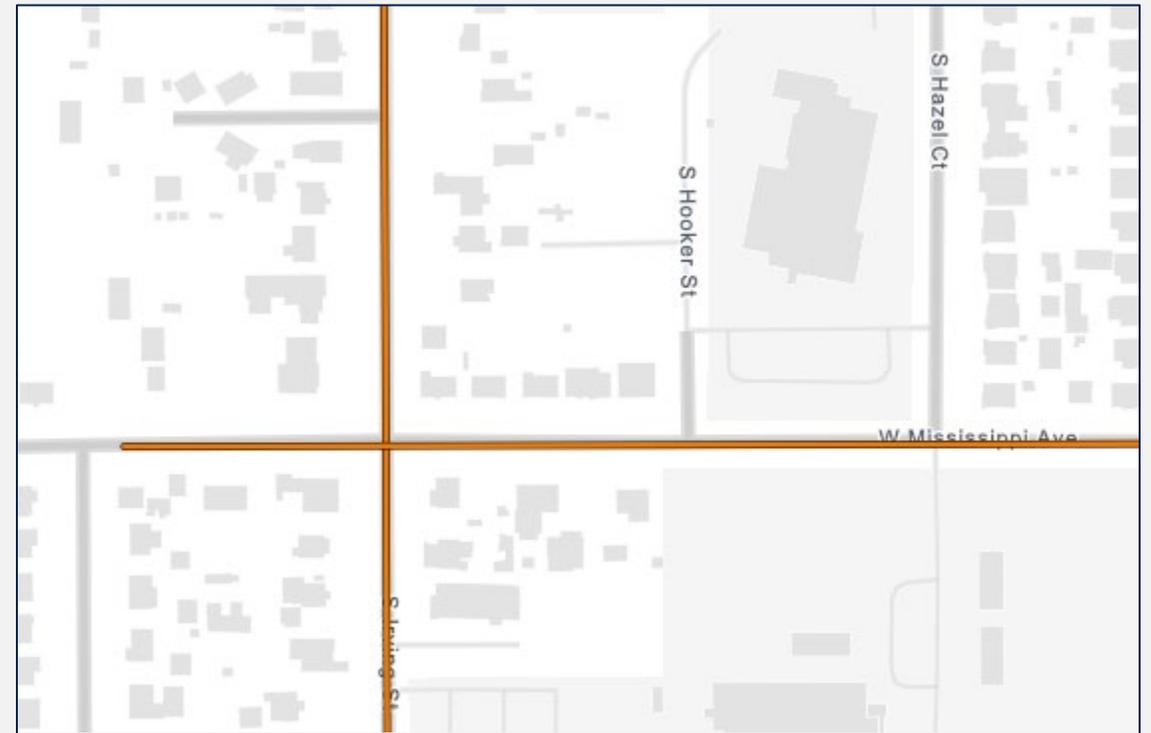


Issues remain with the network scenarios that will need to be manually fixed in the future

Some gaps remain



Some spurs remain



Four scenarios to consider

Scenario	Description	% Crashes of Interest Captured	% KSI Captured	% Road Miles Captured	Crash Capture Efficiency Rate
2-A	Min. avg. 2 crashes of interest per mile, includes limited access roads	67%	70%	9%	5.53
2-B	Min. avg. 2 crashes of interest per mile, excludes limited access roads	56%	56%	8%	5.70
3-A	Min. avg. 3 crashes of interest per mile, includes limited access roads	58%	60%	6%	7.00
3-B	Min. avg. 3 crashes of interest per mile, excludes limited access roads	49%	48%	5%	7.23

Activity: Questions to consider for HIN

In general:

- Should the High Injury Network include limited access roadways?
- Should the threshold be two or three crashes per mile (i.e., should the network have more roadways or be more efficient)?
- How do the different scenarios compare to the crash patterns in your part of the Denver region or to your local HIN? Are there any glaring omissions or discrepancies?
- How well do the different scenarios reflect regional safety priorities?

Specifically:

- Which scenario should we move forward with refining?



Regional Crash Profiles

What are crash profiles and why are they important?

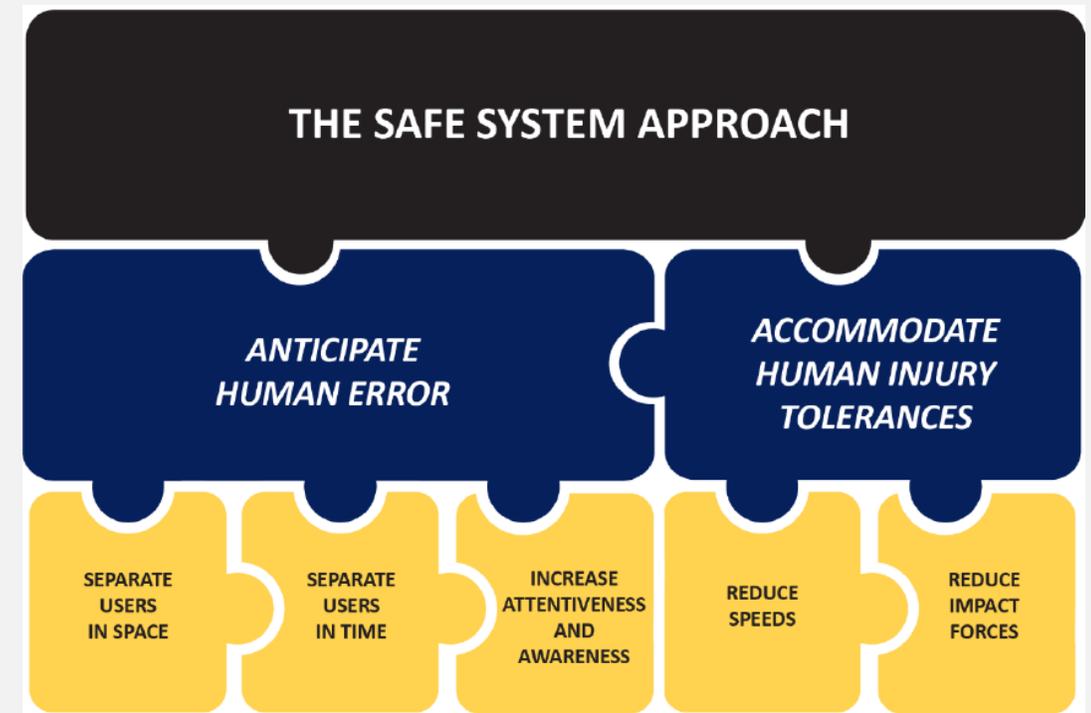
- Crash profiles describe the most frequently occurring crash types that result in fatalities or severe injuries in the Denver region.
- Knowing which types of serious crashes are most common and their precipitating factors, DRCOG and partners can focus efforts on these crash types.

Activity: Critical needs in your community

- What are the most critical on-going safety concerns or issues in your community?
- Are there any emerging safety concerns or issues in your community?

Safe System Approach

- Crash kinetic energy exceeding human tolerances is the root cause of traffic fatalities and serious injuries.
- Crashes with potential for high kinetic energy:
 - High speeds
 - Crashes involving vulnerable road users (pedestrians, bicyclists, motorcycle riders)
 - Head-on crashes
 - Crashes at high impact angles



Source: FHWA, 2023

Process for selecting regional crash profiles

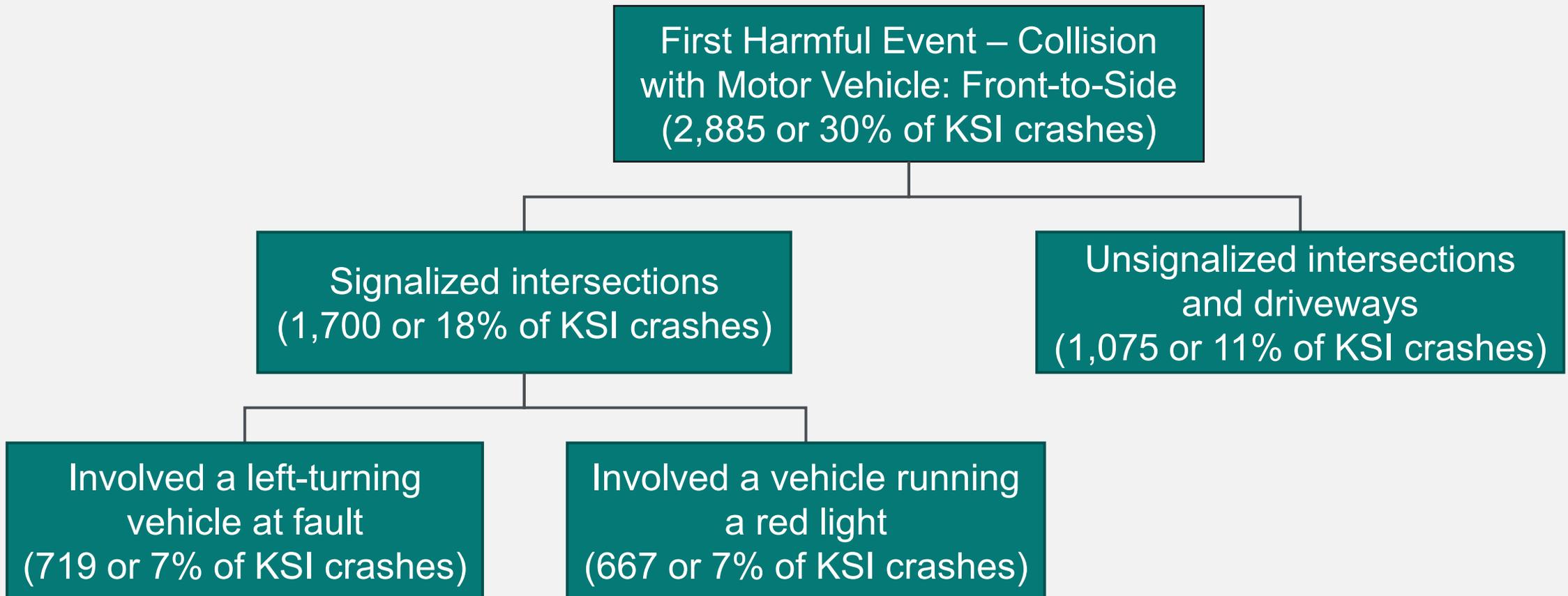
Methodology:

- Evaluate 2020-2024 fatal and serious injury (KSI) crash data.
- Select a handful of crash profiles to bring attention to at a regional level.
- Select crash attributes that...
 - Account for more than 10% of KSI crashes at the regional level, and more than 10% for at least three of the four area types OR
 - Travel modes that are disproportionately represented in fatal and serious injury crashes
- Focus on first harmful event (i.e., how can we stop the crash from happening in the first place), and factors aligned with the Safe System Approach.

Proposed regional crash profiles

1. **Front-to-side crashes** (30% of regional KSI crashes)
 - Focus on left turns and red-light running
2. **First harmful event: collision with fixed object** (18% of regional KSI crashes)
3. **Motorcycle crashes** (18% of people killed or seriously injured)
4. **Pedestrian crashes** (14% of people killed or seriously injured)
5. **Bicycle crashes** (5% of people killed or seriously injured)
6. **Speeding or too fast for conditions** (13% of regional KSI crashes)
7. **Alcohol-suspected** (16% of regional KSI crashes)

First harmful event: front-to-side KSI crashes



Note: 29 of the crashes at signalized intersections involved a left-turning vehicle running a red light.

First harmful event: collision with fixed object

KSI crashes

- For 18% of these crashes, the vehicle was negotiating a curve prior to collision
- 19% involved motorcycles.
- 13% occurred when roads were icy, snowy, slushy, or wet.
- Most prominent contributing factors: aggressive driving (20%), driver inexperience (9%), distraction (7%), medical issue or illness (7%), and asleep or fatigued (6%).
- For 40%, the contributing factors were unknown, not observed, or there was no apparent contributing factor.

First harmful event: collision with fixed object KSI crashes (continued)

The hours of the day with the highest number of fatal and serious-injury (KSI) fixed-object crashes are 10:00 p.m. to 4:00 a.m.

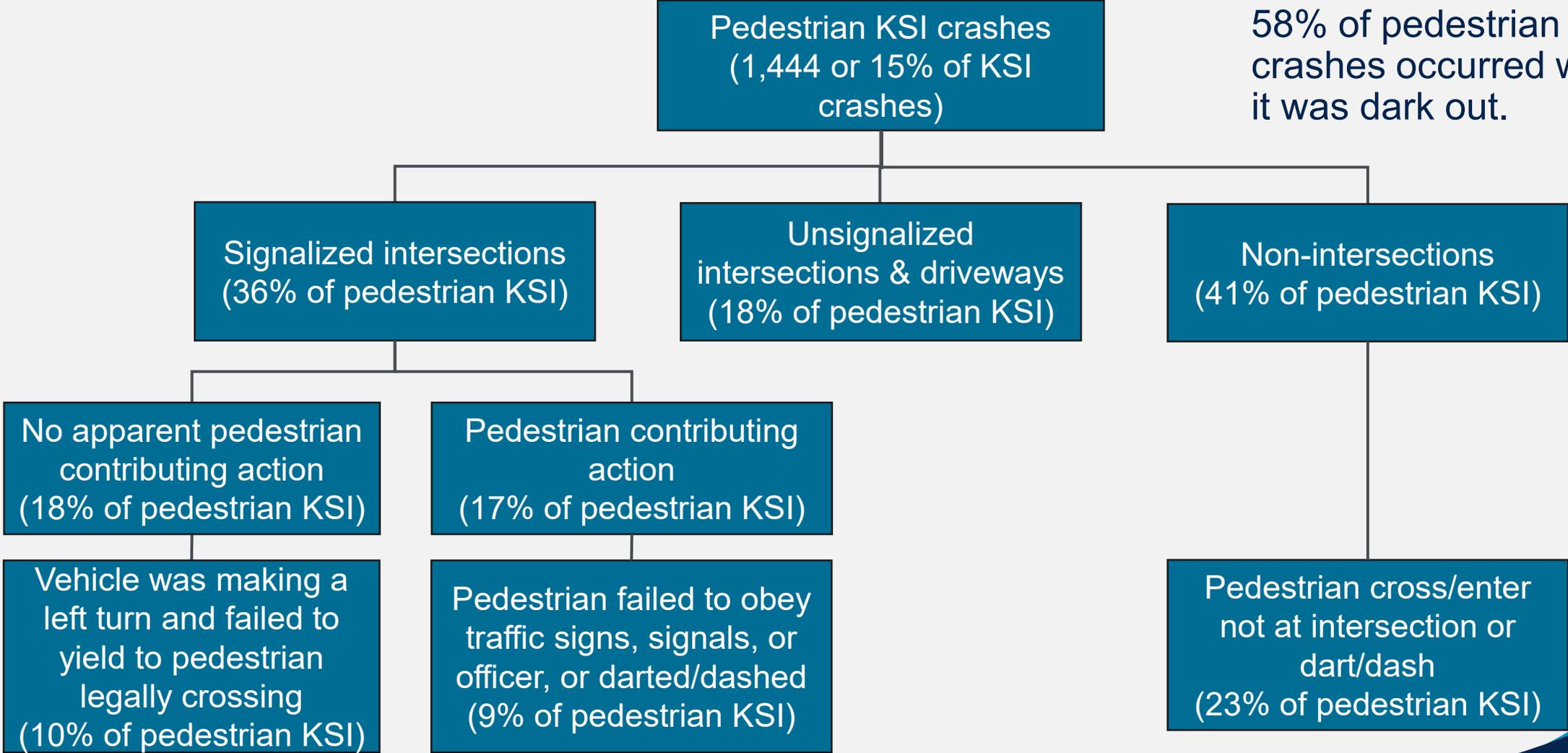
Number of Fatal and Serious Injury Crashes with First Harmful Event of "Collision with Fixed Object" by Time of Day



Motorcycle KSI crashes

- 25% of vehicles in which someone was killed or seriously injured in the region were motorcycles.
- The first harmful event for motorcycle KSI crashes:
 - 39% were non-collision (e.g., overturning/rollover) or collision with hit a fixed object. Most were single-vehicle crashes.
 - 35% were front-to-side crashes, of which 16% involved a left-turning vehicle.
 - 13% were rear-end crashes.
 - 6% were side-to-side same direction.
- 23% of motorcycle KSI crashes occurred at a roadway curve.

Pedestrian KSI crashes



58% of pedestrian KSI crashes occurred when it was dark out.

Bicycle KSI crashes

Most Harmful Event – Collision with Non-Motorist: Bicycle/Motorized Bicycle
(563 or 6% of KSI crashes)

Signalized intersections
(39% of bicycle KSI)

Unsignalized intersections and driveways
(39% of bicycle KSI)

Non-intersections
(18% of bicycle KSI)

No apparent bicyclist contributing action (20%)

Bicyclist contributing action (19%)

No apparent bicyclist contributing action (25%)

Bicyclist contributing action (15%)

No apparent bicyclist contributing action (10%)

Improper crossing by bicyclist (4%)

Vehicle making left turn (9%)

Vehicle making right turn (6%)

Improper crossing by bicyclist (10%)

Vehicle making left turn (7%)

Vehicle making right turn (6%)

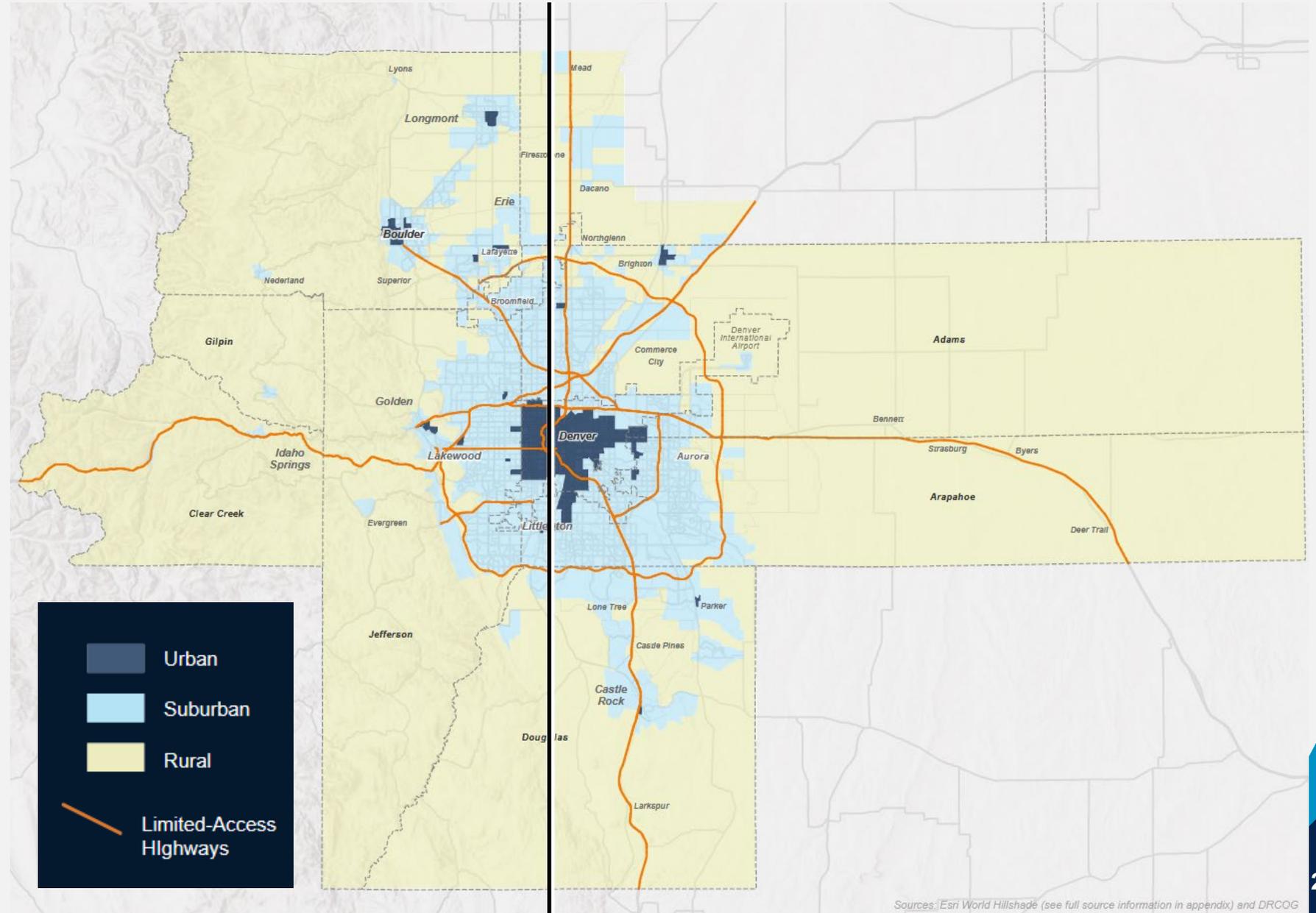
Improper crossing by bicyclist (7%)

Vehicle going straight or passing strikes bicyclist (9%)

Vehicle going straight fails to yield (8%)

Area types

- Urban.
- Suburban.
- Rural.
- Limited access.



Sources: Esri World Hillshade (see full source information in appendix) and DRCOG

How area types compare

Area type	Percentage of fatal and serious injury crashes	Percentage of regional total centerline miles	Percentage of regional population
Urban	23%	9%	16%
Suburban	49%	52%	75%
Rural	11%	34%	8%
Limited Access	16%	6%	---

Crash profiles prevalent within distinct area types

Urban area type:

- Front-to-side crashes (33% of urban KSI crashes).
- Pedestrian (30% of urban KSI crashes).
- Bicycle (9% of urban KSI crashes).
- Signalized intersections (45% of urban KSI crashes).
 - 37% of these crashes involved a vehicle making a left turn.
 - 24% of these crashes involved a vehicle running a red light.

Suburban area type:

- Front-to-side crashes (39% of suburban KSI crashes).
- Pedestrian (16% of suburban KSI crashes).
- Signalized intersections (41% of suburban KSI crashes).
 - 52% of these crashes involved a vehicle making a left turn.
 - 24% involved a vehicle running a red light.

Crash profiles prevalent within distinct area types

Rural area type:

- Roadway departure crashes (57% of rural KSI).
 - 56% were at roadway curves.
 - 22% resulted in head-on collisions.
 - 22% involved a single vehicle overturning/rolling over.
 - 47% involved a single vehicle leaving the road and hitting a fixed object.
- For the 43% that were on-road crashes, half were front-to-side crashes.
- Motorcycle crashes (25% of rural KSI crashes).

Limited access area type:

- Rear end crashes (27% of limited access KSI crashes).
- Non-collision crashes (13% of limited access KSI crashes).

Activity: Questions to consider for crash types

- Are there any major safety challenges your community that are missing from these regional crash profiles?
- Has our analysis of the crash data overlooked anything that we need to reassess or reexamine?



Next steps for *Taking Action on Regional Vision Zero*

Next steps

- Manually refine the selected HIN scenario.
- Send the draft HIN to the Regional Vision Zero Working Group for detailed comments.
- Explore the development of high risk (systemic) networks for one or more of the regional crash profiles.



News and updates

Colorado Highway Safety Office webinar

- Thursday, February 12, 9 – 10:30 a.m.
- In this webinar, you will learn:
 - Which safety areas are eligible for funding this year.
 - How to use the online submission portal.
 - What the reviewers will be looking for in a grant narrative.
 - Deadlines and requirements.
- Reach out to Erika Dubray at erika.dubray@state.co.us for more information and get registered.

FY 2029 Highway Safety Improvement Program

- \$21 million dollars available for State Fiscal Year 2029.
 - Region 1: \$11.1 million.
 - Region 4: \$3.6 million.
- Local agency applications due to your CDOT Regional Traffic Engineer by February 20th.
 - Region 1: Alazar Tesfaye, alazar.tesfaye@state.co.us
 - Region 4: Katrina Kloberdanz, katrina.kloberdanz@state.co.us
- Reach out to David Swenka at david.swenka@state.co.us for more information.



CO Traffic Safety Summit

- Save the date!
 - July 14-16.
 - Grand Junction Convention Center.
- Proposals must be submitted to CDOT by March 12.

Safe Streets and Roads for All

- DRCOG nor any agencies in Colorado were awarded funding in the last cycle.
- DRCOG has requested a debrief from the US Department of Transportation.
- DRCOG is planning to apply for this final year of funding to seek funds to implement recommendations from the *Sheridan Corridor Safety Study*.
- Reach out if DRCOG can be of support in providing data, going over ideas, or reviewing your local agency application materials.

TIP Policy development

- New policy under development for next Transportation Improvement Program (TIP).
- Consider meeting with your Transportation Advisory Committee (TAC) representative if you have ideas for addressing safety.

Winter Bike to Work Day

- Friday, February 13.
- Pledge to ride! It allows Way to Go to show support and continue programs.

waytogo

Program of **DRCOG**





**Next meeting – April 14,
virtual via Microsoft Teams**

Thank you

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