

Transportation Advisory Committee

Meeting date: May 18, 2026

Agenda Item #: 8 (Attachment F)

Taking Action on Regional Vision Zero – Minor Update

Agenda item type: Informational briefing

Summary

Status of the “minor update” to Taking Action on Regional Vision Zero, including a preview of the updated Regional Crash Profiles, draft Regional High Injury Network, and Critical Corridors.

Background

In June 2020, the Denver Regional Council of Governments Board of Directors adopted Taking Action on Regional Vision Zero to support the region’s commitment to eliminate traffic-related fatalities and serious injuries on our roadways and make safety for all users of the transportation system a priority.

A “[strategic update](#)” to the plan was adopted in 2024, which updated the document to meet accessibility requirements, added the action items, with timelines and stakeholders responsible for implementation, and included the creation of a companion [story map](#) to facilitate virtual engagement with the plan. Also in 2024, the DRCOG Board of Directors passed a resolution establishing a target of zero traffic fatalities by 2040 and zero serious injuries by 2045.

In the fall of 2025, DRCOG staff kicked off a minor update to Taking Action on Regional Vision Zero. The objectives for this update are to:

- Update the Regional High Injury Network, Regional Crash Profiles, and other crash data analysis elements of the plan using more recent crash data. The current plan used 2013-2017 crash data; it will be updated with 2020-2024 crash data.
- Add high-risk networks to the plan to support more proactive improvements and systemic projects. These high-risk networks would identify roadway segments that are high risk for Regional Crash Profile crash types, such as pedestrian crashes.
- Add the Vision Zero target that was adopted in 2024 and other elements that have been flagged as missing by the U.S. Department of Transportation through the regional Safe Streets & Roads for All applications. This includes a description of how progress will be measured.

The work of the minor update is being guided by participants in the Regional Vision Zero Working Group, which meets on a bi-monthly basis.

Regional Crash Profiles

Crash profiles were identified at the regional level and for the four area types (i.e., urban, suburban/compact, rural, and limited access roads). Crash profiles are the factors and causes behind high numbers of fatal and serious crashes, or travel modes that are disproportionately represented in fatal and serious injury crashes.



To be a Regional Crash Profile, a factor had to be present in more than 10% of fatal and serious-injury crashes at the regional level and for at least three of the four area types. These are factors that are a significant cause of severe crashes region wide. Crash profiles specific to the area types are the handful of factors that were disproportionately found certain area types.

At the regional level, the following factors were found to be significant:

- Front-to-side crashes (30% of regional KSI crashes).
- Collision with fixed object and roadway departure (18% of regional KSI crashes).
- Motorcycle crashes (18% of people killed or seriously injured, and 25% of the vehicles involved in KSI crashes in which a person was killed or seriously injured)
- Alcohol-suspected (16% of regional KSI crashes)
- Pedestrian crashes (14% of people killed or seriously injured)
- Speeding or too fast for conditions (13% of regional KSI crashes)
- Bicycle crashes (5% of people killed or seriously injured)
- Emerging mobility devices (added as a Regional Crash Profile based on feedback from Regional Vision Zero Working Group)

Crash profiles more prevalent in urban and suburban/compact areas:

- Crashes at signalized intersections (41%-45% of KSI crashes in these areas).
- Pedestrian crashes (16%-30% of KSI crashes in these areas).

Crash profiles more prevalent in rural areas:

- Roadway departure crashes (57%).
- For the remaining crashes that were on-road (43%), half were front-to-side crashes.
- Motorcycle crashes (25%).

Crash profiles more prevalent on limited-access highways:

- Rear end crashes (27% of limited access KSI crashes).
- Non-collision crashes (i.e., single vehicle overturning/rollover) (13% of limited access KSI crashes).

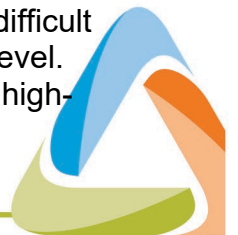
Regional High Injury Network (HIN)

The Regional HIN identifies the roads that account for a disproportionate number of fatal and serious injury crashes in the region. The Regional HIN is being updated with the most recent crash data available (2020-2024), and the methodology has been modified based on research findings by students at the University of Colorado-Denver, and feedback from the Regional Vision Zero Working Group.

The updated draft Regional HIN is consistent with the current 2020 HIN in terms of scale (i.e., percent of the region's road miles captured) but captures a slightly higher percentage of KSI crashes.

Critical Corridors

Because the Regional HIN accounts for more than 1,500 roadway miles, it can still be difficult to determine what corridors should be the highest priority at a regional level or county level. Critical corridors are a subset of the HIN that are intended to identify the highest of the high-



injury routes. Four options for determining critical corridors were reviewed with the Regional Vision Zero Working Group, and two were found to be the most popular, a regional approach and an equal county approach.

The next steps for the minor update to Taking Action on Regional Vision Zero include:

- Updating the plan document with the new and revised content.
- Public review (anticipated for late summer 2026)
- Plan adoption (anticipated for late fall 2026)

A preview of the draft updates to the Regional Crash Profiles, and Regional High Injury Network and Critical Corridors will be presented to TAC.

Action by others

None.

Previous discussion/action

None.

Recommendation

None.

Attachments

Staff presentation.

For more information

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