



Taking Action on Regional Vision Zero – Minor Update

Regional Transportation Committee: May 19, 2026

Adopted June 2020

Updated April 2024

Taking Action on



Taking Action on Regional Vision Zero

- The region's plan for improving transportation safety.
- First adopted in 2020.
- Used 2013-2017 crash data.
- A strategic update in 2024 added new action items.
- 2024 Board of Directors Resolution formally established goal of zero traffic fatalities by 2040, zero serious injuries by 2045.

The many uses of the plan

- Used by DRCOG to **prioritize corridors** for studies or funding.
- Used to **guide DRCOG's safety-related work**.
- Used by communities that lack their own safety plan to **apply for Safe Streets & Roads for All (SS4A) funding**.
- **Serves as a template** or reference when developing local safety plans.
- Used to **build support** for improvements to corridors.

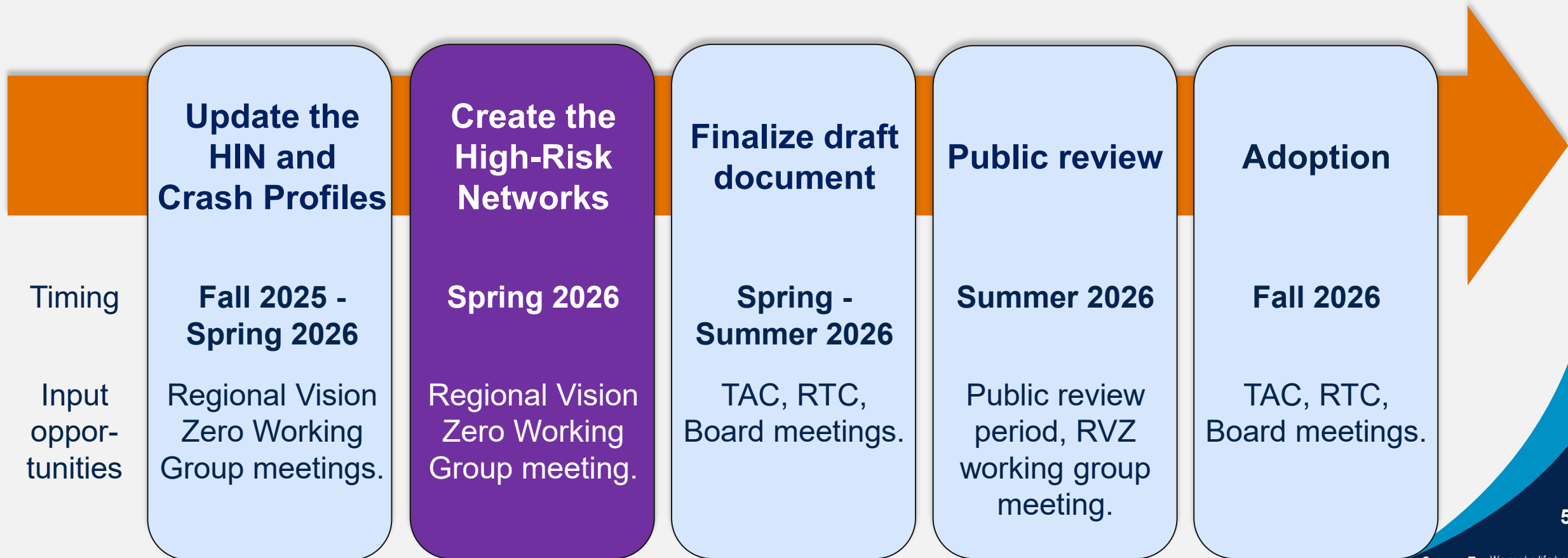


Identified scope of the “minor update”

1. Update the Regional HIN and Regional Crash Profiles with more recent crash data (2020-2024).
2. Add high-risk networks to support proactive and systemic safety improvements.
3. Add “missing” elements, including items flagged through the regional Safe Streets & Roads for All applications.



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



Proposed Regional Crash Profiles

1. **Front-to-side crashes** (30% of regional KSI crashes)
 - Focus on left turns and red-light running
2. **Collision with fixed object and roadway departure** (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)
8. **Emerging mobility devices** (added based on feedback from Regional Vision Zero Working Group)

Crash profiles more prevalent in certain area types than others

Urban and suburban areas:

- Signalized intersections (41%-45% of KSI crashes).
 - 37%-52% of these crashes involved a vehicle making a left turn (front-to-side).
 - 24% of these crashes involved a vehicle running a red light (front-to-side).
- Pedestrian (16%-30% of KSI crashes in these areas).

Rural areas:

- Roadway departure crashes (57%).
 - 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%).

Crash profiles more prevalent in certain area types than others (continued)

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).

What is DRCOG's High Injury Network (HIN)?

- Identifies the **roads with the highest concentrations of fatal and serious injury crashes.**
- Used as **consideration when evaluating projects** for TIP and set-side funding (local safety plans and crash history can also support projects).
- **Brings attention to corridors** that should be a priority at a regional or county level.
- Identifies crash hot spots **for local governments that lack their own safety plan.**
- Supports local and regional **grant applications.**

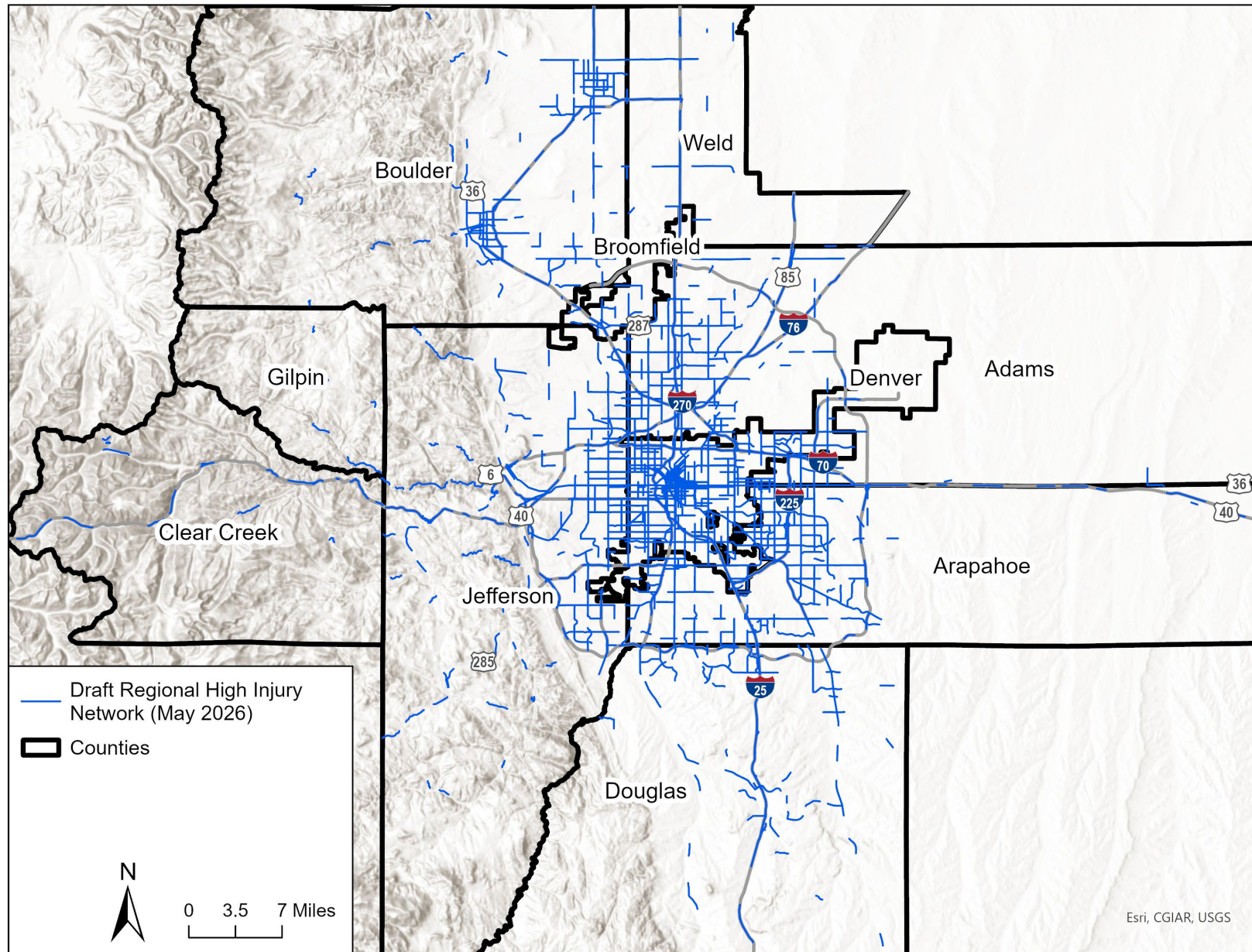
Updating the Regional High Injury Network

Comparison metric	Current 2020 HIN	Draft May 2026 HIN
% of fatal and serious injury (KSI) crashes captured	75%	77%
% road miles captured	9%	9%
Crashes used to create the HIN	2013-2017 KSI crashes (all modes)	2020-2024 KSI crashes (all modes), and minor injury pedestrian and bicycle crashes
Threshold for selecting corridors to be on the HIN	At least 3 crashes per mile	At least 2 crashes per mile
Minimum route length	1 mile typical	0.5 miles
Process for closing gaps	Gaps along corridors were closed (no defined distance)	Gaps along corridors were closed if within 0.5 miles
Treatment of isolated segments	Isolated segments were removed	Isolated segments were retained
Inclusion of limited-access highways	Includes limited-access highways	Includes limited-access highways

The draft Regional HIN:

- Is consistent with the 2020 HIN in terms of scale.
- **Captures more KSI crashes in the same total roadway mileage.**
- Better aligns with the methodologies of many local agencies' HINs.
- Is **more “piecemeal”** but also **more targeted.**
- Has **more local rural road segments.**

The Draft Regional High Injury Network

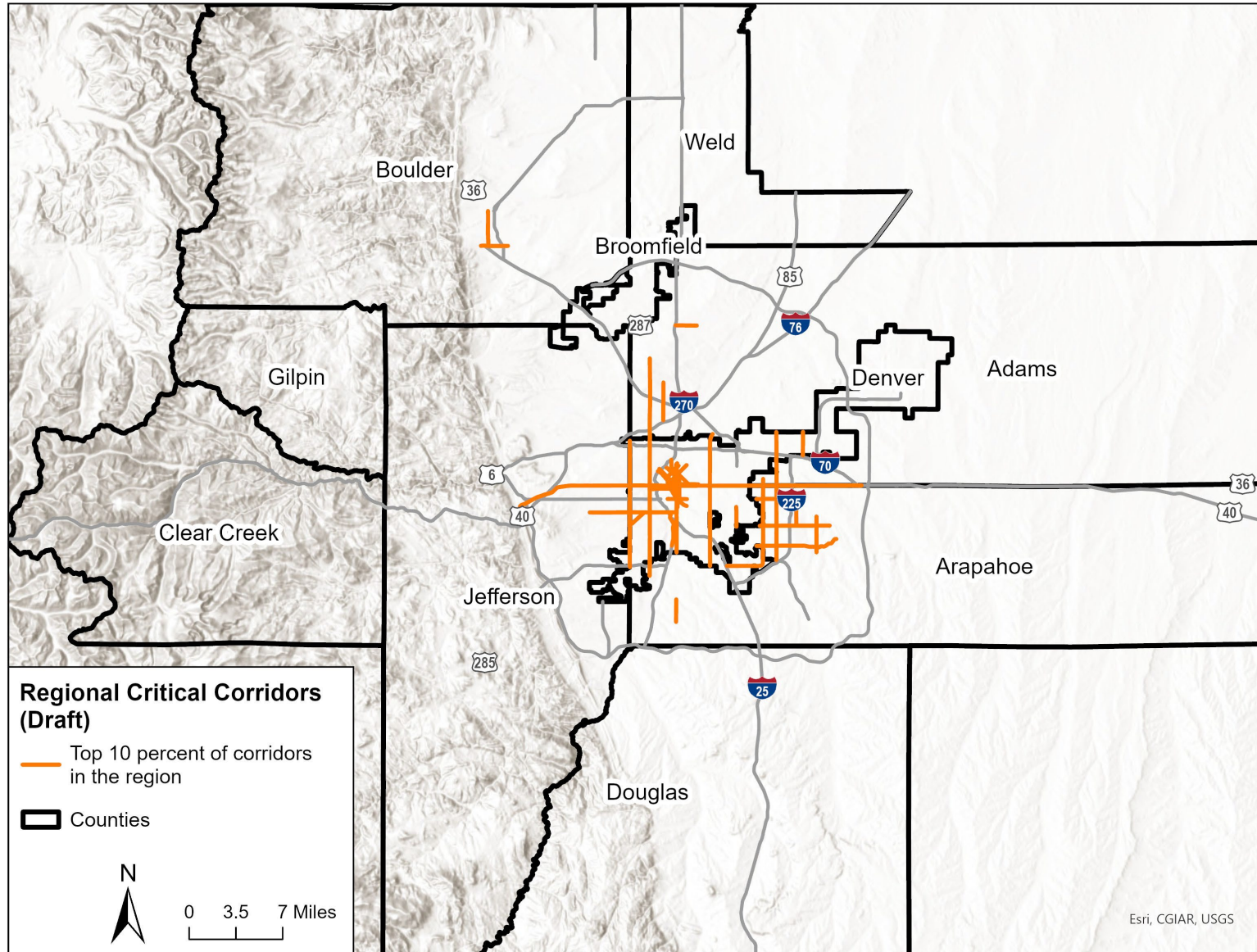


Critical corridors

- This is a **second level of prioritization** of corridors on the HIN.
- In the current *Taking Action on Regional Vision Zero*, they are the 1.5% of road miles that accounted for 32% of fatal and serious injury (KSI) crashes.
- It could be used to help **bring attention to corridors that are particularly high-injury** (i.e., crucial to advancing Vision Zero goal) at a regional level or county level.
- **Two options** for critical corridors were most popular with the Regional Vision Zero Working Group.

Critical corridors option 1: regional approach

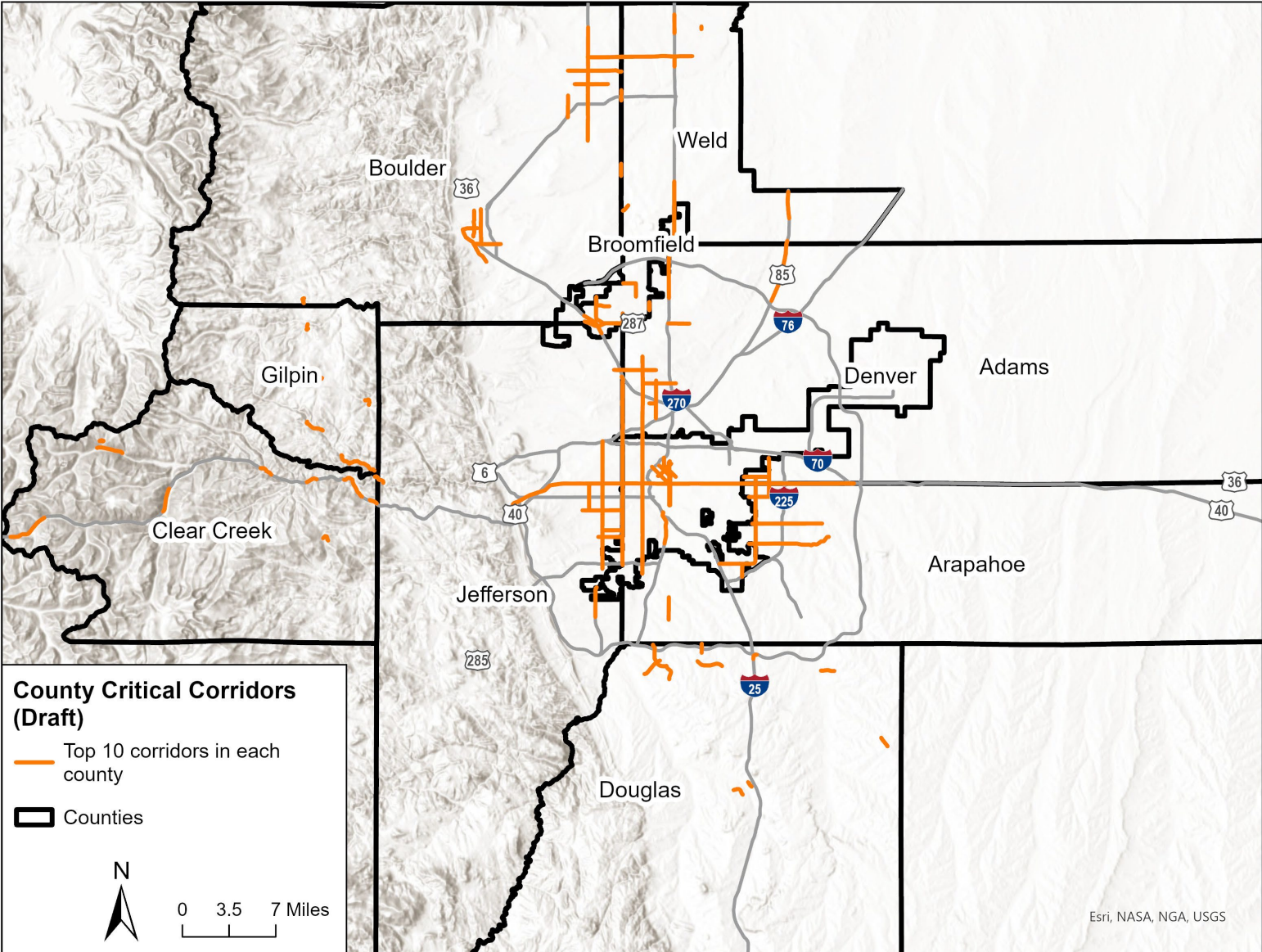
Corridors that are
in the top 20% of
HIN routes for both
crashes of interest
per mile and total
crashes of interest
captured.



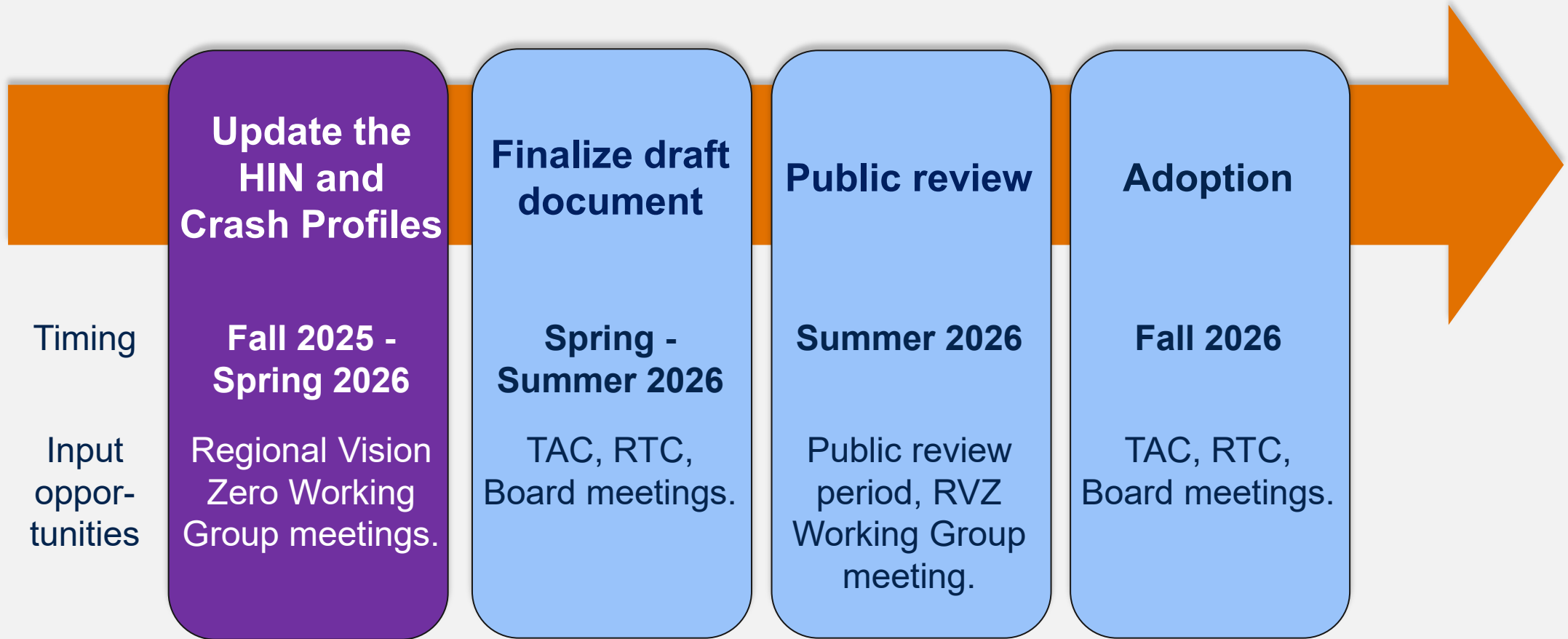
Critical corridors option 2: equal county approach

Top 10 routes in each county based on crashes of interest per mile. (Gilpin only has 5 routes.)

In urban and suburban counties, routes had to be at least 1 mile long. In rural counties, routes had to be at least 0.5 miles.



Next steps



Contact information

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