



TRANSPORTATION 101:

Denver's Vision Zero Safety Program

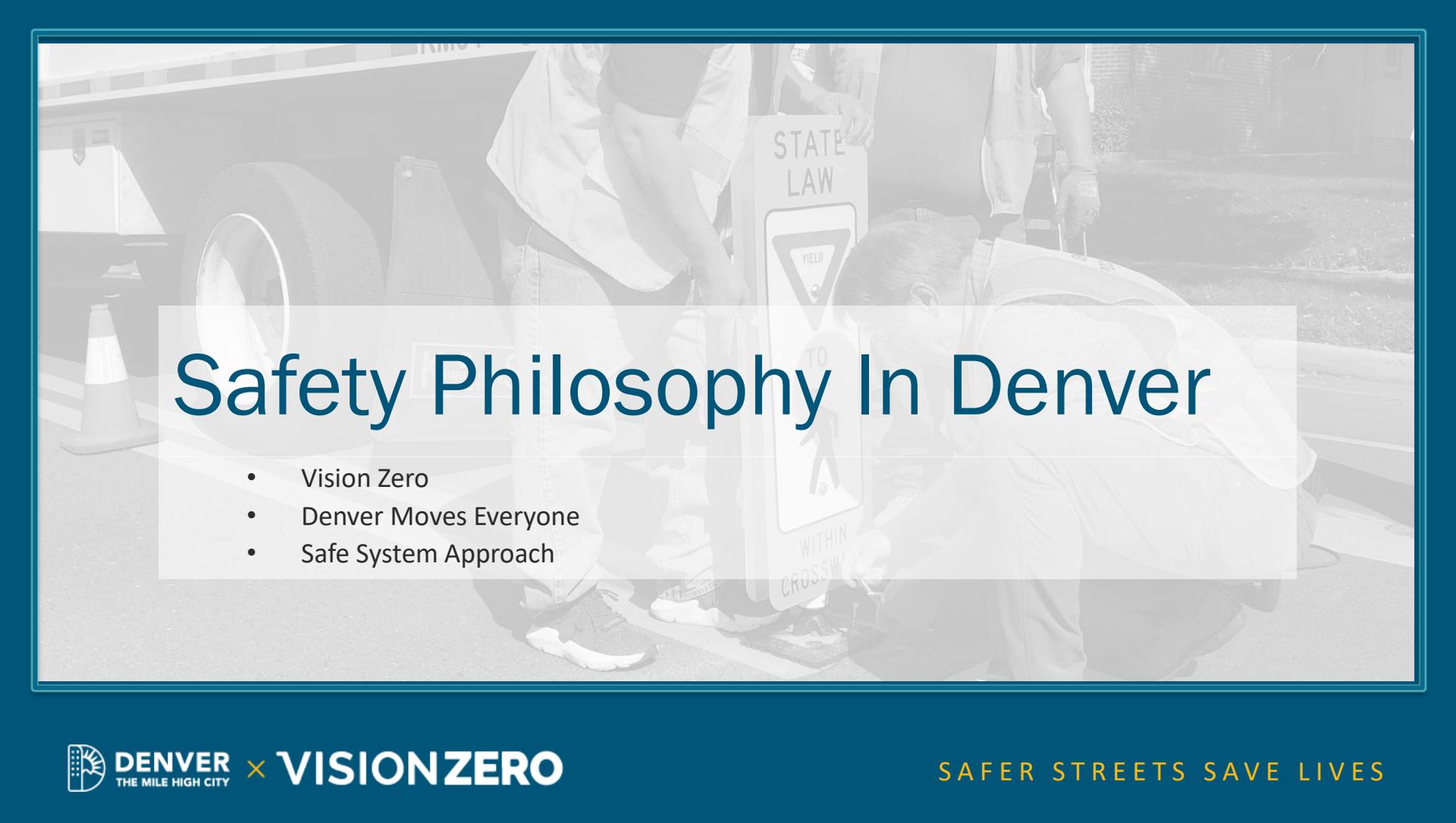
Amy Ford, Executive Director

Rolf Eisinger, Vision Zero Program Manager

Jon Johnson, Principal City Planner, Safety

Agenda

- Denver's Safety Philosophy
 - Vision Zero, Denver Moves Everyone, & the Safe System Approach
- 2025 Safety Overview & Crash Picture
- 2026 Safety Projects & Investments
 - DME Delivers Capital Infrastructure
 - SPEED Program
 - Road Safety Audits (RSAs)
 - Safe Routes to Schools
 - Rapid Response Program

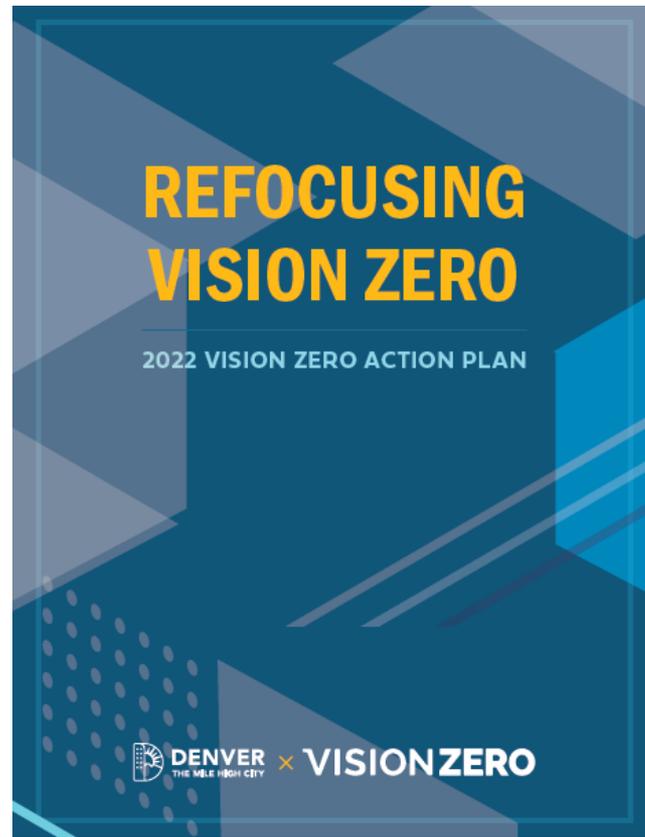


Safety Philosophy In Denver

- Vision Zero
- Denver Moves Everyone
- Safe System Approach

What is Vision Zero

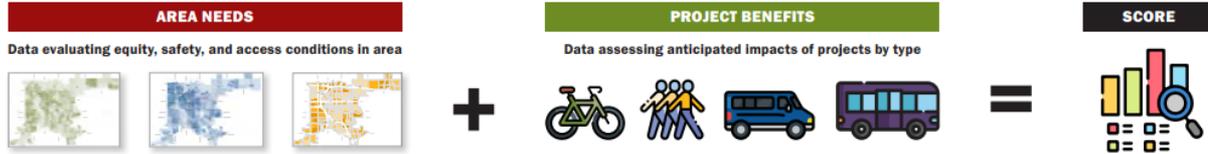
- An international movement to reduce traffic deaths to zero.
 - 2017 Denver Vision Zero Action Plan: pledge to end traffic-related deaths and serious injuries by 2030.
- Prioritizes human life and counters the sentiment that traffic crashes are inevitable “accidents”
 - **Crashes have predictable & preventable causes.**
- A Safe Systems Approach is how we will achieve Vision Zero in Denver.
- **All projects at DOTI have a safety nexus and goal.**



Denver Moves Everyone + Vision Zero

1

DME PROJECT SCORE



2

PROGRAM CONSIDERATIONS

Important considerations relevant to each investment class, such as warrant criteria or program delivery approach

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DME Capital Baseline Plan

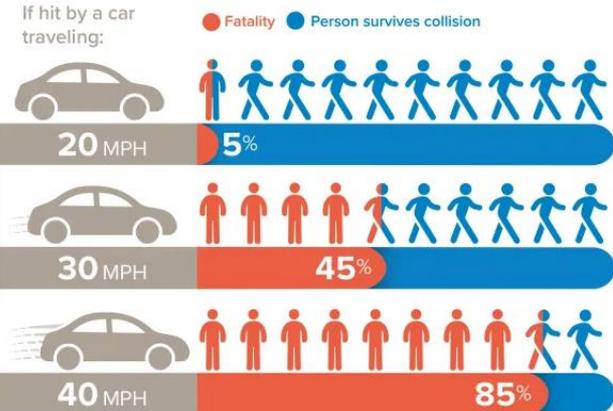
DOTI Capital Investments + Vision Zero Nexus

	Major Multimodal Projects – Cross asset projects, > \$10 mil	High Injury Network
	Pedestrian Crossings – Crosswalks, Signage & Flashing Beacons	Safe Crossings
	Safe & Slow Streets with Bikeways – Traffic calmed streets with bikeways	Neighborhood Bikeways
	Transit – Bus Rapid Transit, Bus Priority, & Bus Stop projects	Corridor Safety Improvements
	Signals – New, Rebuilds, and Multimodal Upgrades	Intersection Safety
	Multimodal Bridges – New and Rebuilds	Remove Barriers to Access
	!NEW! - Neighborhood Traffic Calming – New program to fund stand-alone citywide traffic calming improvements. Projects currently not identified in DME Delivers 6YR Plan.	Slow Driver Speeds

Speed is 1 of the 5 Elements That Create the Safe System

Safe Speeds:

High-speed crashes are deadly. Reducing speeds can accommodate human injury tolerances by reducing impact forces, providing additional time for drivers to stop, and improving visibility.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf>

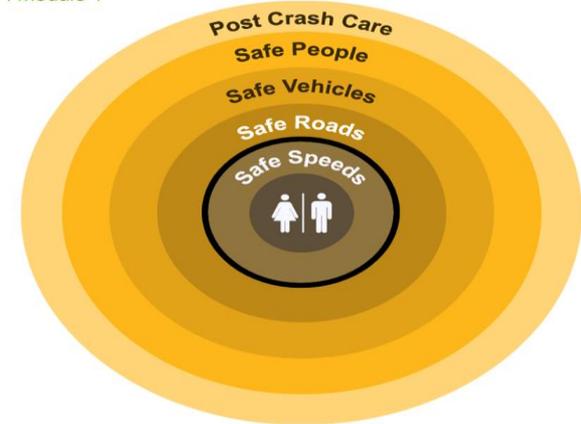


Safe System Approach

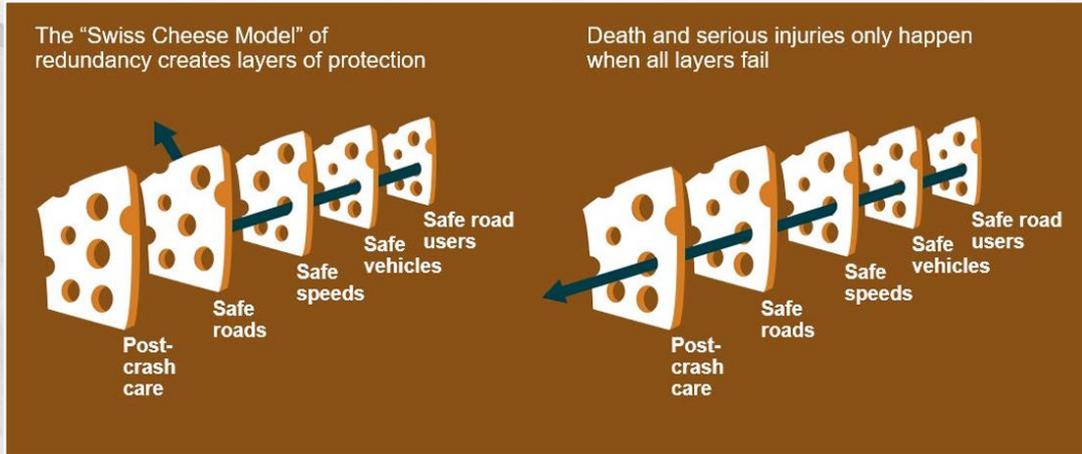
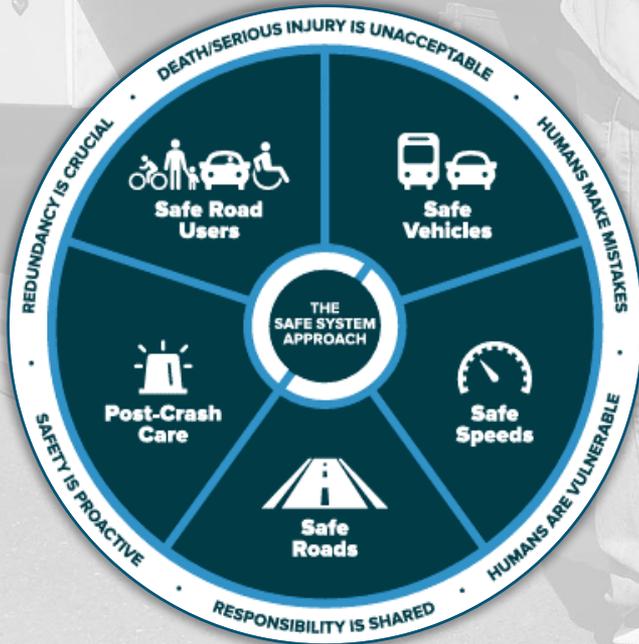
SSA refocuses transportation system design and operation on anticipating human mistakes and lessening impact force to reduce crash severity and save lives.

Humans are vulnerable—Humans have limited ability to tolerate crash impacts before harm occurs. Although the exchange of kinetic energy in collisions among vehicles, objects, and road users has multiple determinants, applying the **Safe System Approach involves managing the kinetic energy of crashes to avoid serious injury outcomes.**

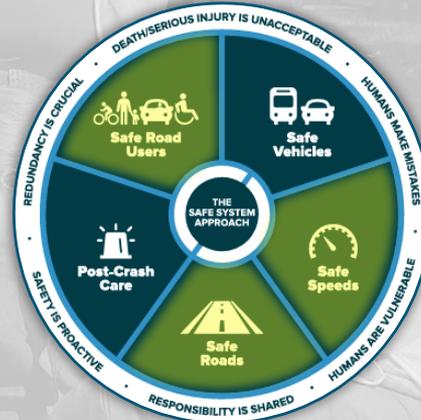
Designing and Operating Roadways for
Safe Speeds | Module 1



The Safe System Approach – Vision Zero is Our Roadmap

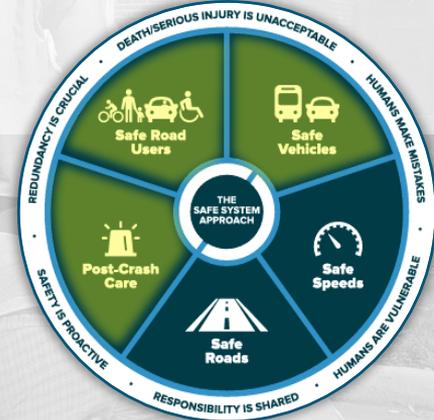


Vision Zero & Safe System Elements



- 1. [Transit lane](#) | 2. [Pedestrian refuge island](#) |
- 3. [Bike separated lane](#) | 4. [Reflective backplate signals, pedestrian signals and increased signal time for pedestrians to cross](#)

Vision Zero & Safe System Elements



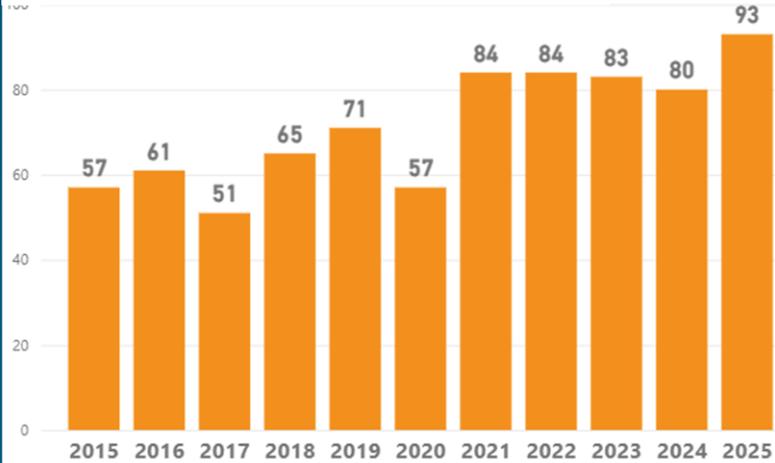


2025 Safety Overview

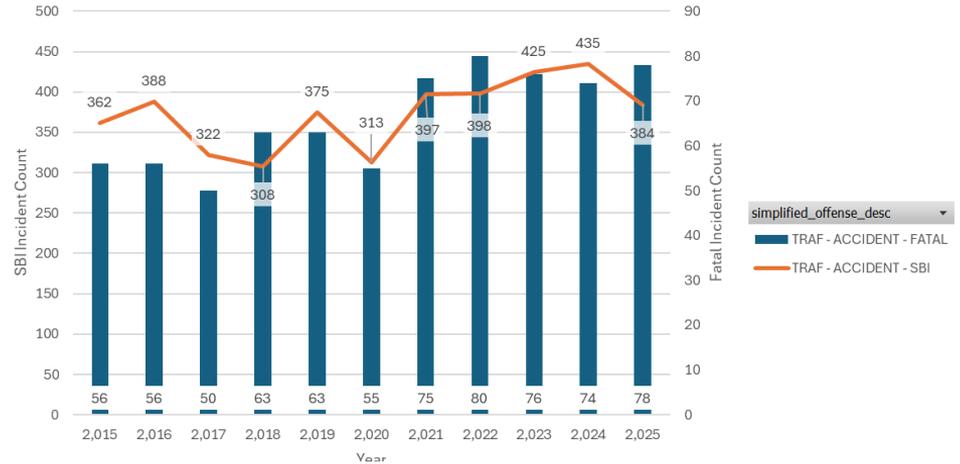
- Fatal & Serious Bodily Injuries
- High Injury Network & Safety Focus Areas
- Crash Picture: Where and How

Vision Zero Crash Data through Dec 31, 2025

Total Persons Killed in Crashes, by Year

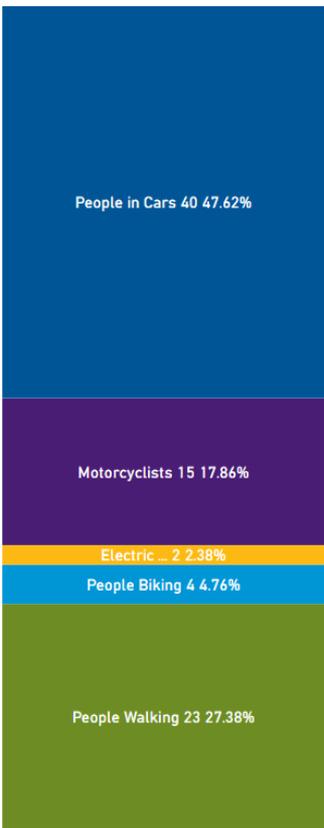


Fatal and SBI Crash Incidents in DPD's Record Management System (RMS)

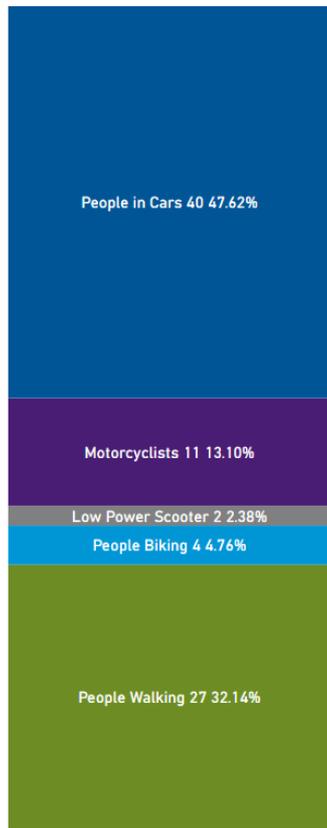


Graphic Credit: Denver Police
 Note: RMS includes FARS data only.

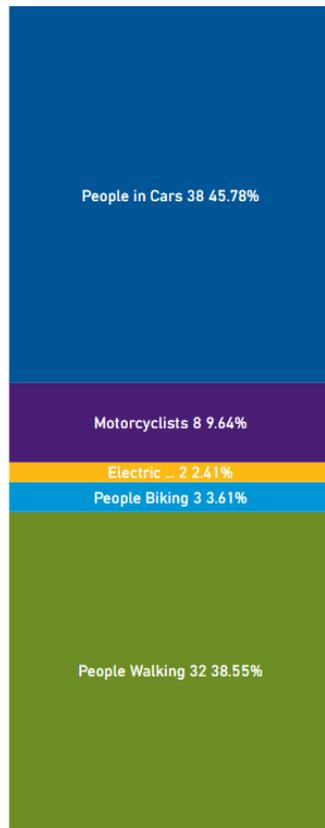
Fatalities by Mode 2021 - 2025



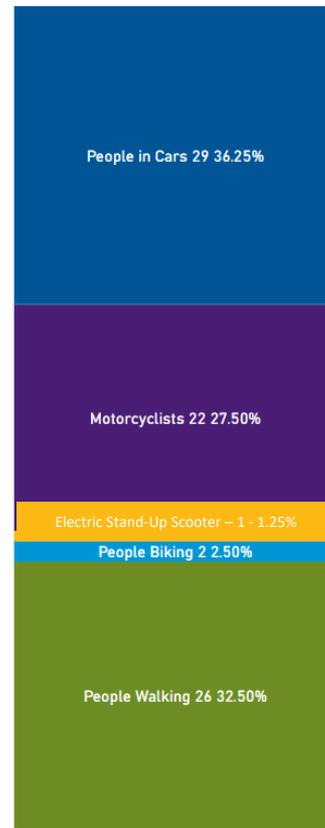
2021



2022



2023

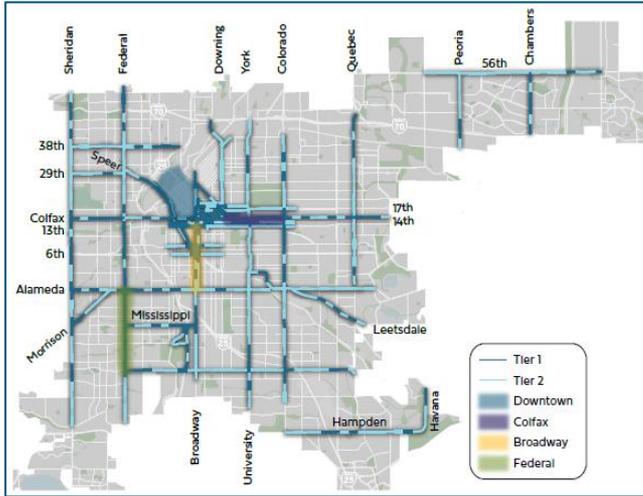


2024



2025

Vision Zero High Injury Network + Safety Focus Areas



Tier 1 serious injury and death rate per mile: 13.4

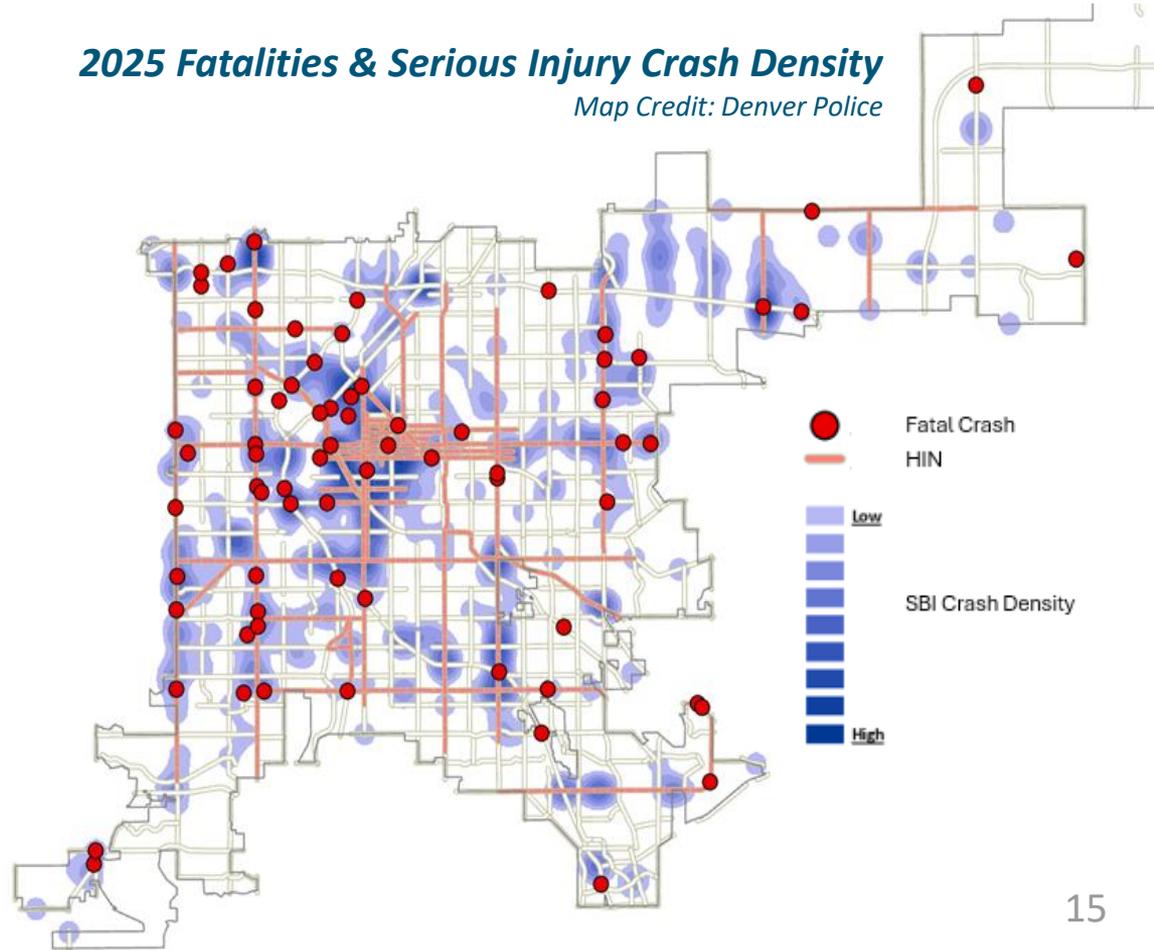
Tier 2 serious injury and death rate per mile: 2.8

The Downtown Safety Focus Area:

While representing only 2% of the city's land area, downtown Denver accounts for 20% of fatal or serious injury crashes.

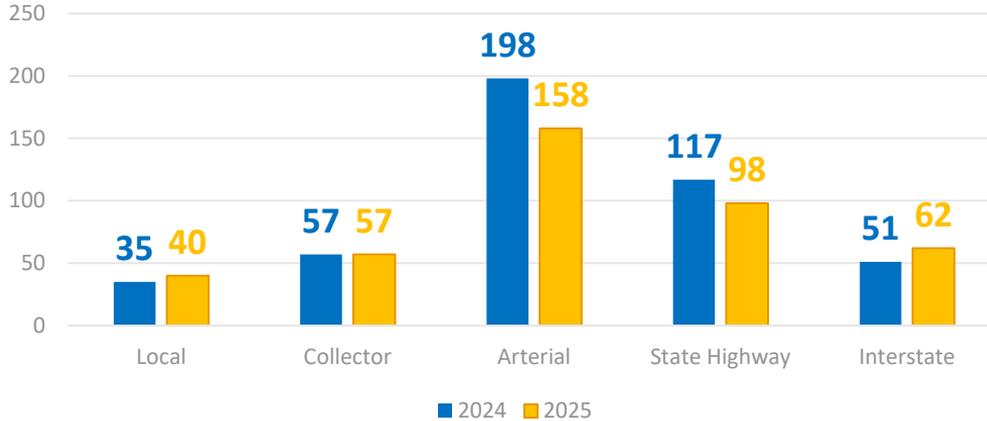
2025 Fatalities & Serious Injury Crash Density

Map Credit: Denver Police



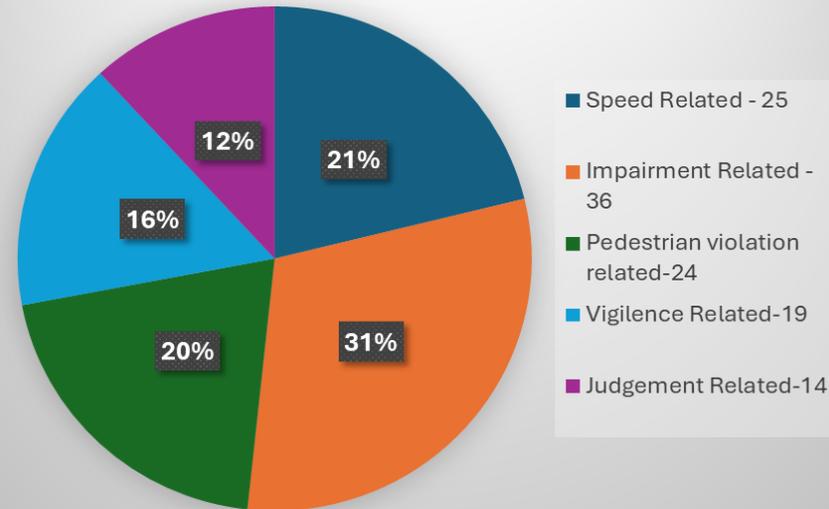
Deeper Dive: Where and Why

Killed or Serious Injury (KSI) Crash Events by Roadway Classification (2024 & 2025)



- In 2025, there was a 21% increase in Killed or Serious Injury (KSI) crashes on the interstates in Denver.
- In 2025, there were 23 people who lost their lives on the interstate, which includes **8 pedestrian fatalities**.
- In 2024, there were 11 people who lost their lives on the interstate, and **one pedestrian fatality**.

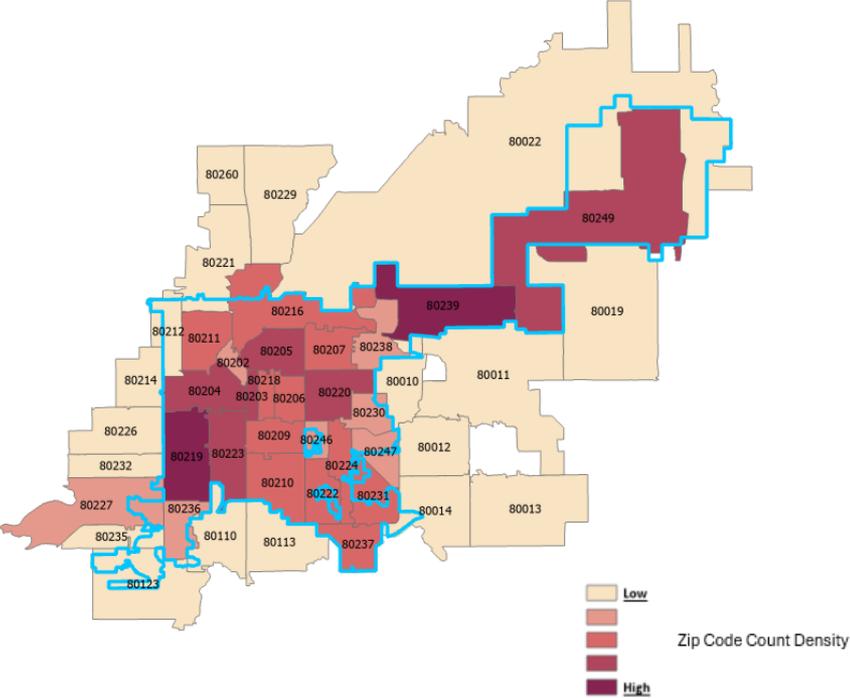
2025 Fatality Causal Factors



Graphic Credit: Denver Police

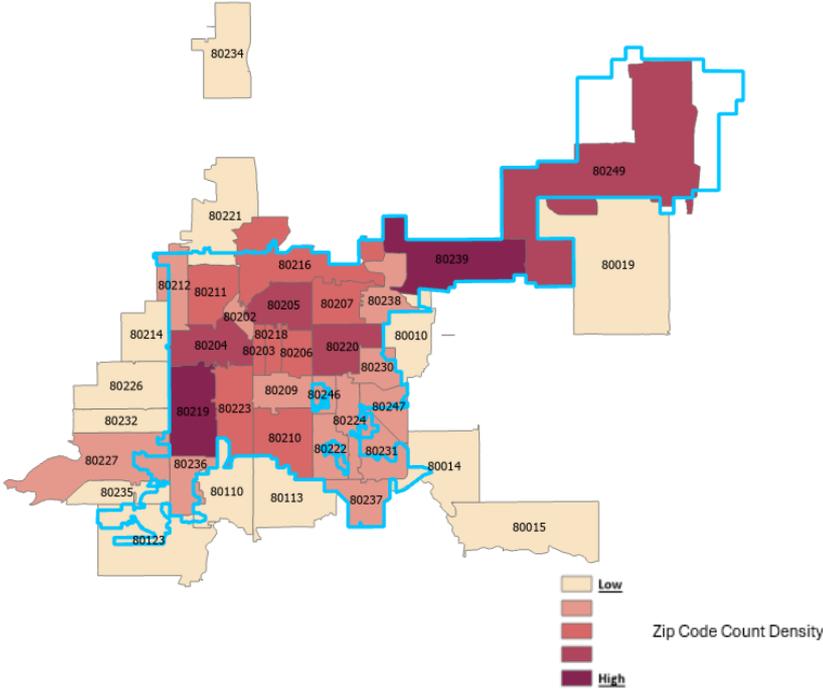
Zip Codes of TU-1 Drivers

2025



Zip Codes of TU-2 Drivers

2025



TU = Traffic Unit

Note: these maps highlight all crashes – it does not focus specifically on serious crashes (fatal, serious injury)

Map Credit: Denver Police

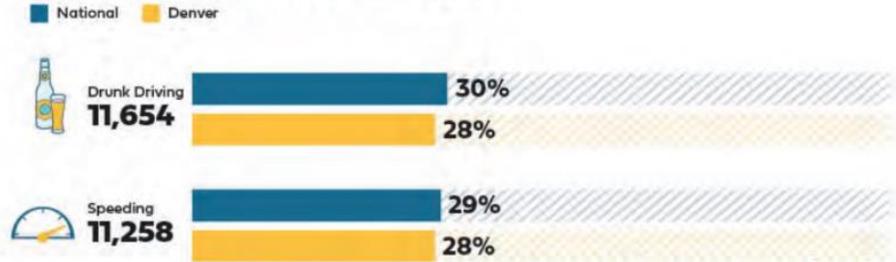
Denver Traffic Fatalities by Contributing Factors

Risky Driving

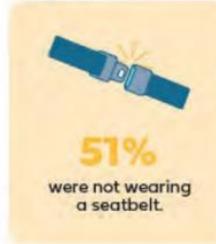
The National Highway Traffic Safety Administration (NHTSA) provides statistics associated with various risky driving behaviors. Many of these behaviors are increasingly contributing to traffic related serious injuries and deaths. In 2020, 38,824 traffic related deaths occurred in the US. In addition to traffic fatality data, NHTSA also released findings from behavioral research conducted from March 2020 through June 2021, indicating that incidents of speeding and traveling without a seatbelt were higher than during pre-pandemic times. Below are the statistics from the NHTSA for various risky driving behaviors in the US in 2020. Where available, statistics from Denver or Colorado are included.

**In 2023, nationally, 49% of persons killed in crashes were unrestrained*

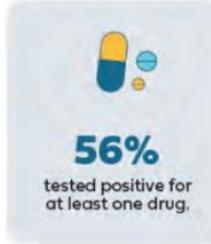
Causes of Traffic Related Deaths in 2020



In Colorado:



Nationally:

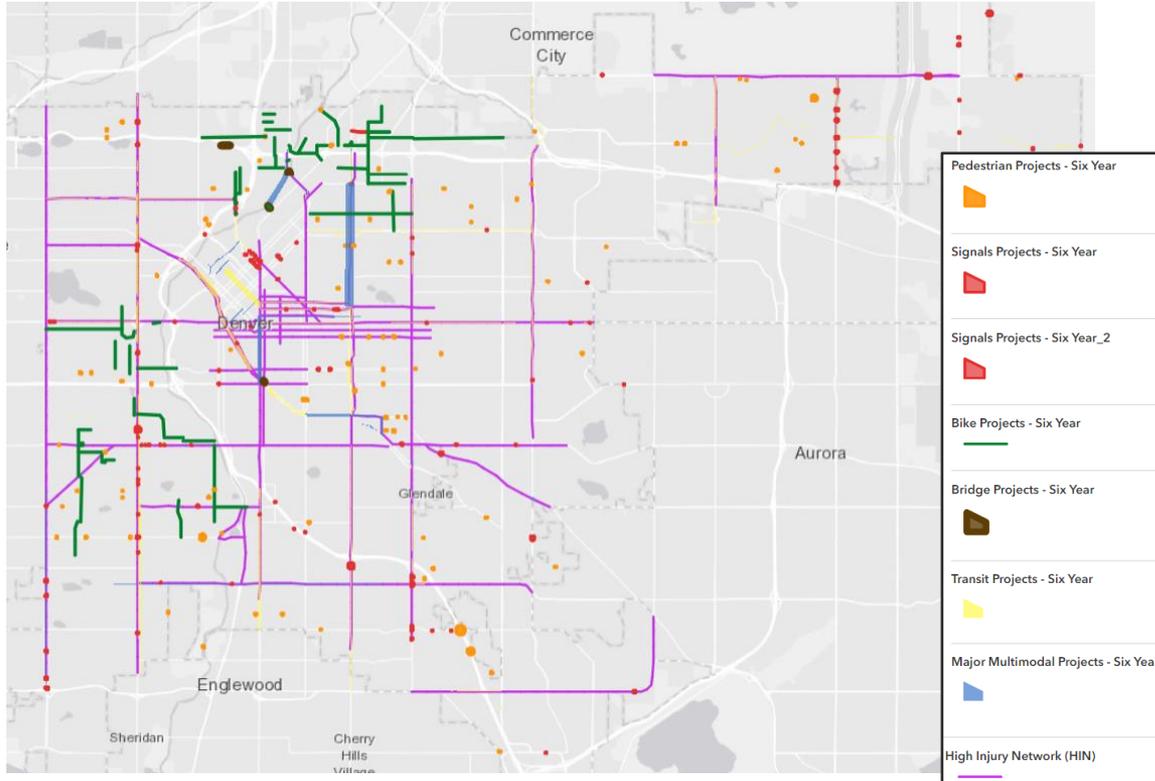




Safety Focus In Denver

- DME Delivers Capital Infrastructure
- SPEED Program
- Road Safety Audits (RSAs)
- Safe Routes to Schools
- Rapid Response Program

Denver Moves Everyone



<https://experience.arcgis.com/experience/650cf18e34554f37ae004f964792b5da/>

DOTI has prioritized and mapped all transportation investment class priorities in one place, with consistent project information.

Dozens

**Major Multimodal Projects
& Bridges**

120

Pedestrian Intersection Projects

3 Networks

Safe, Slow Streets with Bikeways

10

Transit Corridor Projects

210

Signal Projects

Current and Future Efforts – Denver’s SPEED Program

What | Start Protecting Everyone Every Day

How | System Providing Evidence-Based Enhancements in Denver

High Injury Network Solutions

WHAT

- Speed Limit Sign Density
- Driver Feedback Signs
- Signal Retiming, Protected Left Turns and Leading Pedestrian Intervals, rest on red
- Speed Reduction Marketing Campaign
- Refreshed / Enhanced Pedestrian Crossing
- Enhance Visibility (Streetlights + Daylighting)
- Fixed Speed Camera Enforcement

Safety Focus Areas

WHAT

Safety Focus Areas. All of the above plus:

- High Visibility Crosswalks
- Pedestrian Refuge
- Bulb outs
- Speed Cushions
- Minor Signal Rebuilds

WHERE

- Downtown, Colfax, Federal and Broadway

Safety: SPEED Program

- Initiative launched in June 2024
- **Goal:** Reduce Killed or Seriously Injured Crashes on Federal Blvd and Alameda Ave by 50% by end of 2026
- Targeted & measured approach to safety treatments – speed limit signs, driver feedback signs, traffic signal timing
- Evaluation on-going
- Advancing Speed Safety Cameras (SSC) - 2026

Federal Blvd	2023 Baseline	2025 as of Dec 31	% Decrease 2023 v 2025
Total crash events (excluding fatal and SBI crash events)	644	637	1%
Serious bodily injury crash events	20	19	5%
Persons killed in fatal crashes	6	8	0
By lighting condition (dark out)	215	180	16%
Late night crash events (10pm-6am)	111	96	14%
Alameda Avenue	2023 baseline	2025 as of Dec 31	% Decrease 2023 v 2025
Total crashes (excluding fatal and SBI crash events)	473	420	11%
Serious bodily injury crash events	12	12	0
Persons killed in fatal crashes	2	0	100%
By lighting condition (dark out)	101	105	0
Late night crash events (10pm-6am)	68	54	21%

Past Safety Project Examples – VZ + SSA

- West Colfax Ave Pedestrian and Transit Improvements
- N Federal Blvd Pedestrian Safety
- Santa Fe Streetscape
- Park Ave West Pedestrian Safety
- Broadway Two-way Protected Bikeway and Intersection Improvements
- York Street 4 to 3 conversion:
 - (No serious crashes since project completion)

W Colfax Ave – Serious & All Crash Events, 2020-2025

Year	Fatal Crash Events	SBI Crash Events	Total Crash Events
2020	3	5	93
2021	0	0	84
2022	1	3	74
2023	1	4	68
2024	0	1	80
2025	0	0	52

Crash data from Denver Open Data, pulled Feb 2026



Albrook Dr.



York St

Safety Planning & Design

High Injury Network Focus –

Road Safety Audits (RSA):

- RSA 20th Street – 100% Design Q2 2026
- Project Pipeline: 9 Road Safety Audits (RSA) via SS4A Planning Grant (Q2 2026)
 - Completion May 2026
- Downtown SS4A Demonstration Grant – final agreement with FHWA/USDOT



City and County of Denver

Vision Zero Road Safety Audit

Broadway from

Colfax Avenue to 29th Street



Road Safety Audit – Broadway – Completed 2025

Rapid Response Program

DOTI to host a Crash Management Team to:

- Collaboratively reviews all traffic fatalities with partners (DPD, CDOT)
- Identify spot & systematic improvements for the transportation system
- Work with Project Managers to amend active projects *when feasible* to address safety concerns

In 2025: 93 fatal (persons) traffic crashes reviewed

- 30 field visits (*with internal & external staff, members of the public*)
 - *Note: 32 locations not feasible for field visits (interstates, non-FARS)*
- 45 fatal crashes reviewed alongside CDOT

25

Rapid Response Program

Of the 70 crash sites DOTI could influence change at in 2025:

- 10 Signs/specialty markings work orders installed
 - Spot Example: Federal at Howard Pl/14th Ave
 - System wide: installation along MLK Jr Blvd
- Retimed traffic signals for all roadway users
 - Example: W 38th Ave at Tejon St
- Collaboration with CDOT
 - Example: 20th St at NB I-25 Onramp
- Collaborate with DOTI PMs on Active Projects
 - Example: Hampden/Havana Median Chevrons
- Documented locations for long-range planning - grants



Overnight DOTI crews installing safety projects along Federal at Howard Pl/14th Ave

Planning Safe Routes to School in 2026

Planning/Studies/Education

- Complete Travel Plan Studies (*Summer '26*)
- Continue collaboration with CDOT – School Zones + State Highways
- Finalize grants with CDOT and kick off work in 2026
- Continue 311 support for school-related requests
- Crossing Guard Contract continues
- Strategic refresh of the SRTS Action Plan

27

Delivering Safe Routes to School in 2026

School Zones, Pedestrian Crossings:

- Flashing Beacons & School Zone Updates:
 - 30 School Beacon Designs
 - 20 School Zone Updates
- Pedestrian Crossings: 15 locations in design

Traffic Signals:

- Design: Quebec at 4th pedestrian signal, School Zone – Stanley British
- Construct: Mill 22: Evans Ave m/b between Marion/Lafayette – Asbury
- Construct: Pedestrian Signal, 56th/Beeler Street – Northfield

Bikeways:

- W Kentucky Ave – Targeted bikeway enhancements – Kepner Beacon
- W 7th Ave – neighborhood bikeway – GALS MS/HS
- E 12th Ave – neighborhood bikeway – Teller Elem.

Safety: Other Efforts

- Media/Marketing
 - Press Conferences w/ Partner Agencies
 - For the Love of Safety Pledge
 - Sports Teams – players books
- Persons Experiencing Homelessness Outreach (OCBE)
- Education/Encouragement at Community Events (OCBE)



Safety & Mobility Implementation by Capital Program (2026 CIP)

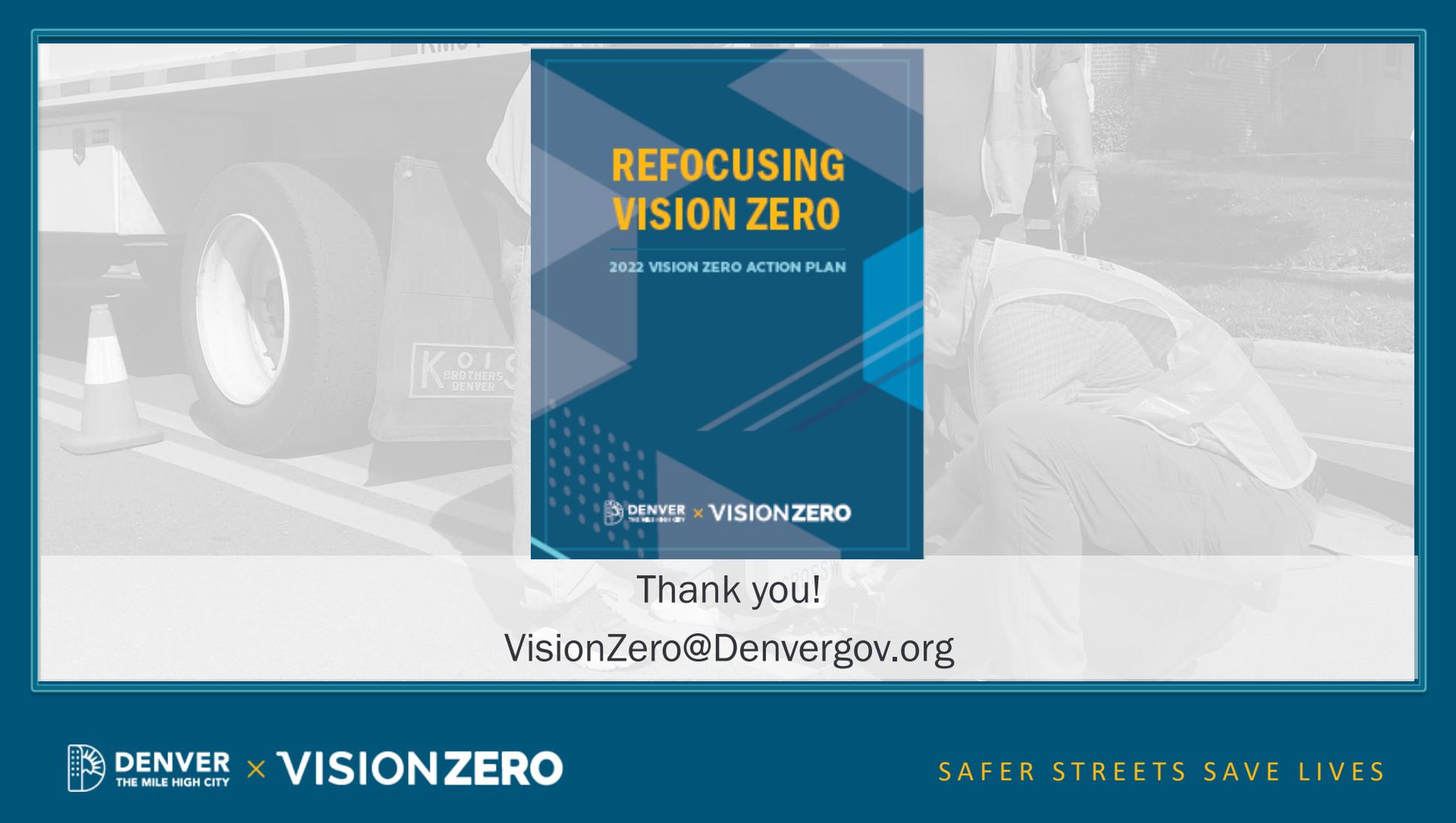
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Capital Program	Description	Amount
PO008 – DM Bikes Implement	Rapid Divertor Pilot (up to 15 locations)	\$ 1,000,000
PO008 – DM Bikes Implement	Downtown Bikeway Upgrades (All downtown bikeways)	\$ 1,400,000
PY001 – Major Multimodal	Blake and Market Phase 2 (3 Intersections)	\$ 500,000
PQ017 – NTMP & Traffic Calming	Traffic Calming – S Irving St (Speed Cushions)	\$ 300,000
PQ017 – NTMP & Traffic Calming	GES Safer Streets	\$ 300,000
PQ017 – NTMP & Traffic Calming	Traffic Calming Improvements (~5 Corridors)	\$ 385,000
PS011 – Pedestrian Crossing	Package 0 (14 locations)	\$ 1,500,000
PS011 – Pedestrian Crossing	Package 1 Improvements (9 locations)	\$ 825,000
PS011 – Pedestrian Crossing	Council Priority Advancement (3 locations)	\$ 160,000
PS011 – Pedestrian Crossing	Morey Middle School - RRFB Construction	\$ 320,000
PR008 – Safe Routes to School	Pedestrian Crossing Improvements (15 locations)	\$ 1,185,000
PR008 – Safe Routes to School	Traffic Calming Improvements (Design) (6 locations)	\$ 240,000
PR008 – Safe Routes to School	School Zone Flashing Beacons (4 locations)	\$ 400,000
PZ037 – Traffic Signal Infra. & Maint.	New Traffic Signals (14 locations)	\$ 10,900,000
TOTAL		\$ 18,915,000

Safety: Next Steps

Safety Stand Down

1. 2025 DOTI Transportation Crash Deep Dive Workshop - March
2. Divisional Level (Integrate into Existing Meetings)
3. Safety Stand Down All Hands – March (3/11)
4. Partner-Level Convening (CDOT + DRCOG)
5. Vision Zero Culture of Safety – 10 Question Self-Assessment



REFOCUSING VISION ZERO

2022 VISION ZERO ACTION PLAN

 DENVER  VISIONZERO

Thank you!

VisionZero@Denvergov.org