

PLANNING & DEVELOPMENT MEMORANDUM
#23-2026

DATE: July 13, 2026

TO: Honorable Mayor Meredith Leighty and City Council Members

THROUGH: Heather Geyer, City Manager *hmg*
Jason Loveland, Deputy City Manager *12*

FROM: Becky Smith, Director of Planning & Development *BS*
Eden Teklemariam, Planner II

SUBJECT: CR-88 – City of Northglenn Comprehensive Safety Action Plan

PURPOSE

To consider CR-88, a resolution adopting the City of Northglenn Comprehensive Safety Action Plan (CSAP), developed in partnership with Adams County.

BACKGROUND

The City of Northglenn participated in the Adams County Comprehensive Safety Action Plan (CSAP) project, a regional effort led by Adams County and supported through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program. The project was initiated in 2024 following the approval of an intergovernmental agreement between Adams County and the cities of Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, and Westminster. Each participating agency received a jurisdiction-specific safety action plan tailored to its transportation network, safety needs, and community priorities.

Development of the plan included analysis of historic crash data, evaluation of roadway characteristics, identification of high-risk corridors and intersections, review of Areas of Persistent Poverty, and extensive community engagement. Community input was gathered through online surveys, interactive mapping tools, project websites, community events, and coordination with local, regional, state, and federal agency partners.

The resulting recommendations are intended to improve transportation safety and support the City's long-term vision of eliminating traffic fatalities and serious injuries. As part of the Safety Action Plan development process, staff, the consultant team, and project stakeholders evaluated several performance target options and agreed upon 5% year-over-year reduction in killed and serious injury (KSI) crashes as a realistic and measurable pathway toward achieving Vision Zero outcomes.

Based on this performance target, Northglenn could achieve an estimated cumulative reduction in KSI crashes of approximately 26% by 2030, 56% by 2040, and 74% by 2050. These projected reductions reflect the compounding effect of consistent year-over-year progress and provide a framework of measuring performances and prioritizing future transportation safety investment.

BUDGET/TIME IMPLICATIONS

Preparation of the Comprehensive Safety Action Plan was funded through the Transportation Improvement Program (TIP). The total project budget was approximately \$2 million, including \$1.6 million in TIP funding and \$400,000 in local matching contributions from participating jurisdictions. Northglenn's contribution to the project was \$15,000.

Adoption of the plan does not commit the city to construct any specific project or allocate funding at this time. Individual projects identified within the plan will be evaluated and prioritized through future capital improvement planning, budgeting processes, and grant funding opportunities.

STAFF RECOMMENDATION

Staff recommends approval of CR-88.

STAFF REFERENCE

If Council members have any questions, please contact Becky Smith, Director of Planning & Development, at bsmith@northglenn.org or 303.450.8741.

ATTACHMENTS

1. Presentation
2. Executive Summary



CITY OF
Northglenn

SAFETY ACTION PLAN SUMMARY

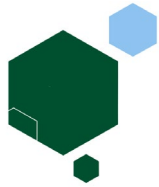
July 13, 2026





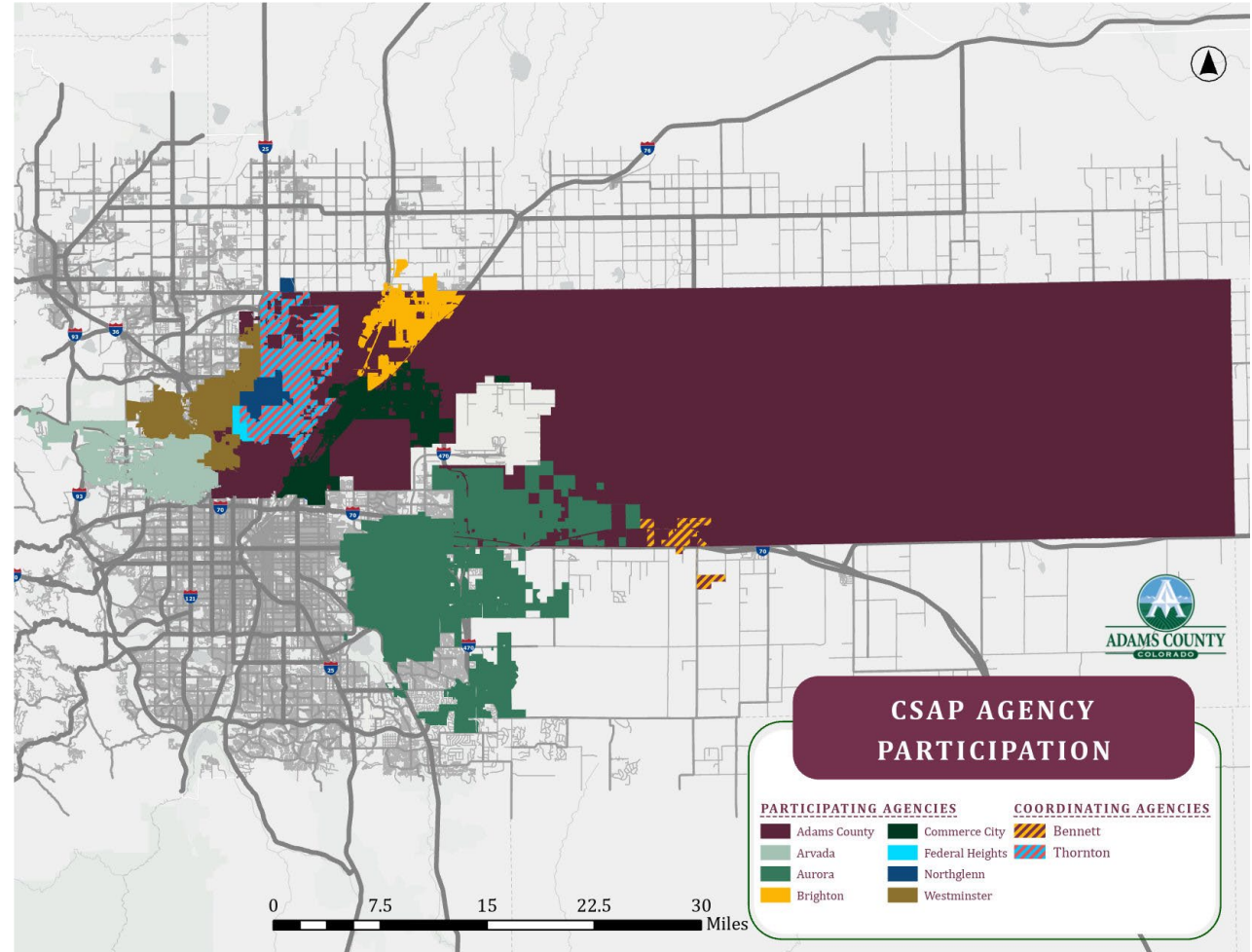
AGENDA

- Project Overview
- Engagement and Collaboration
- Safety Analysis
 - Top Locations
- Project Prioritization
- Countermeasures
- Plan and Policy Review
- Implementation



PROJECT OVERVIEW

- The **Safe Streets and Roads for All (SS4A)** program provided federal funding to develop the **Northglenn Comprehensive Safety Action Plan (CSAP)**, a data-driven roadmap to reduce traffic fatalities and serious injuries while positioning the City for future implementation funding.
- **Comprehensive Safety Action Plan (CSAP)**
 - Identify Northglenn's highest-risk corridors and intersections.
 - Prioritize projects that improve safety for all roadway users.
 - Develop a long-term strategy to reduce fatalities and serious injuries.
 - Position the City to compete for future federal and state transportation funding.



PROJECT GOALS

1

Analyze the System:

Analyze and evaluate areas of safety concern using crash and systemic data.

2

Understand

Impacts: Identify where socio-economically disadvantaged populations exist.

3

Identify Projects: Identify projects that will improve safety.

4

Identify Funding:

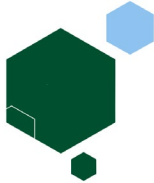
Develop a strategy to identify and leverage funding opportunities for the implementation of projects.

5

Collaborate and

Partner: Recognize that transportation challenges and improving safety don't stop at jurisdictional boundaries.

ENGAGEMENT AND COLLABORATION

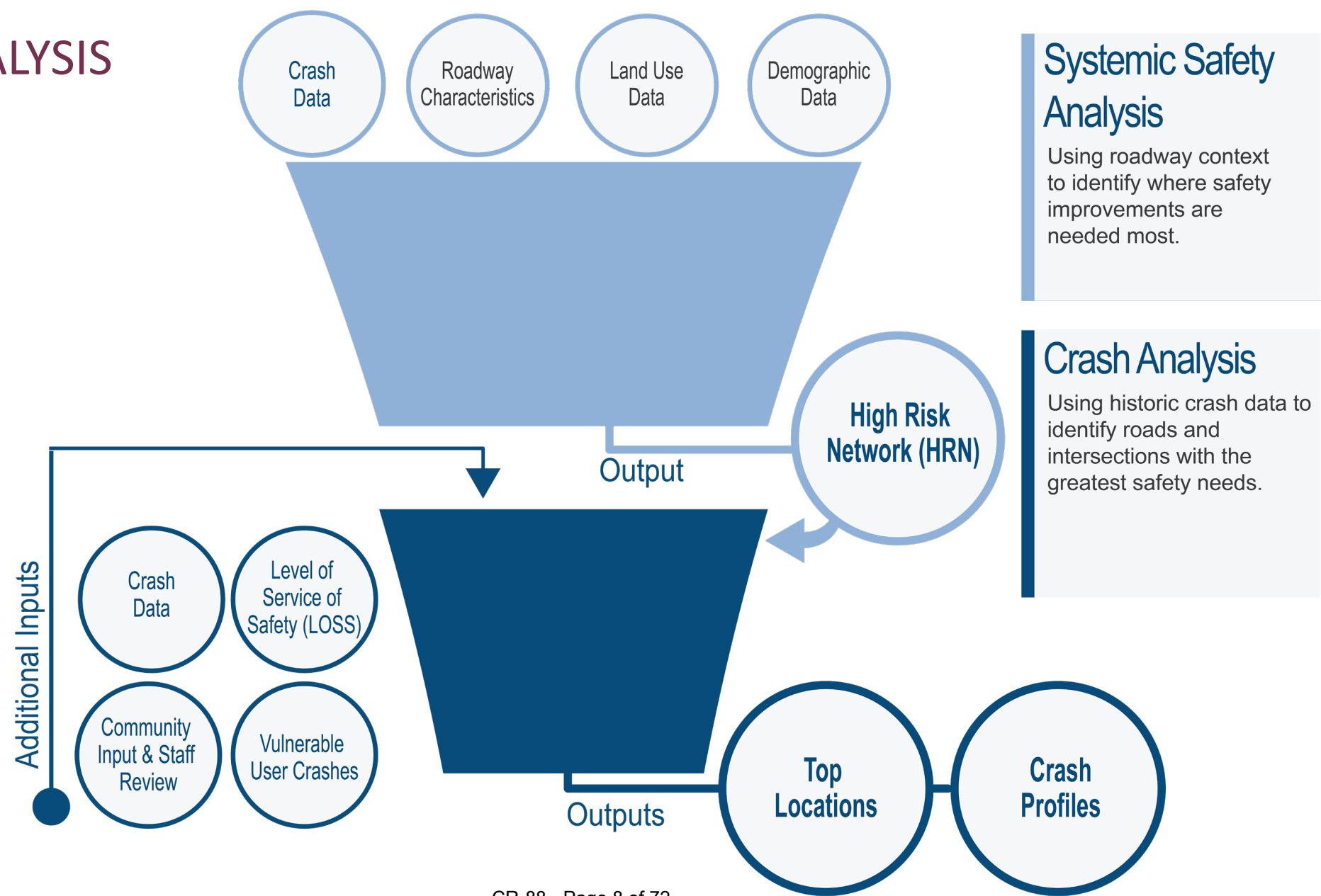


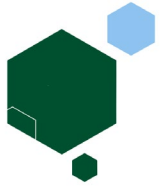
PROJECT WIDE ENGAGEMENT ACTIVITY SUMMARY

- 20 documents reviewed, at least one from each participating jurisdiction
- Informed how to tailor engagement in this project
- Social Media and Newsletter Content Packages shared for outreach
- Social Pinpoint
 - 1,191 page views, 664 unique visitors
 - 853 contributions, 541 added through project team data entry based on recent safety-related feedback



SAFETY ANALYSIS SUMMARY





SAFETY ANALYSIS SUMMARY

CRASH SUMMARY

Between 2018 and 2022, Northglenn saw:

- Average of **3 Crashes per day, 1 Injury Crash every 2 days, 1 Fatal or Serious Injury Crash every 20 days**

Total Crashes	Killed or Seriously Injured (KSI) Crashes
5,348	88

18 people killed
(17 fatal crashes)

81 people seriously injured

NORTHGLENN CRASH ANALYSIS, 2018-2022

KSI BY MODE

1 out of 8 people involved in a fatal or serious injury crash were **walking or biking**

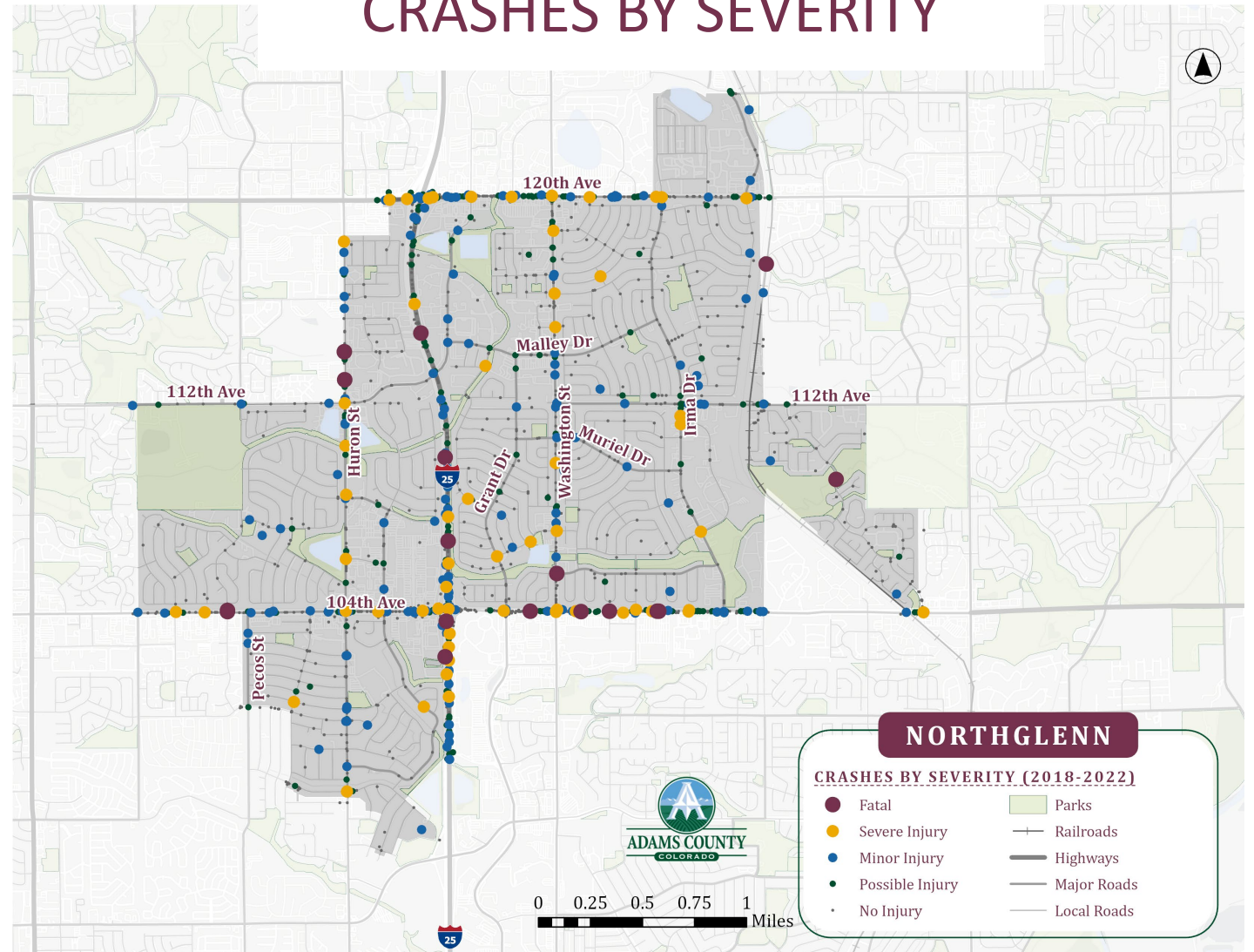
Who was Involved?		
88% drivers	6% walking	6% Biking

CRASH TREND (2018-2022)

- Total crashes decreased by nearly 40% over the five-year period (1,292 to 785 crashes).
- Fatal and serious injury crashes remained relatively stable, ranging between 15 and 21 crashes per year.
- indicates that while overall crashes declined, severe crashes continue to occur at a consistent rate, highlighting the need for targeted safety improvements.

NORTHGLENN CRAS ANALYSIS, 2018-2022

CRASHES BY SEVERITY

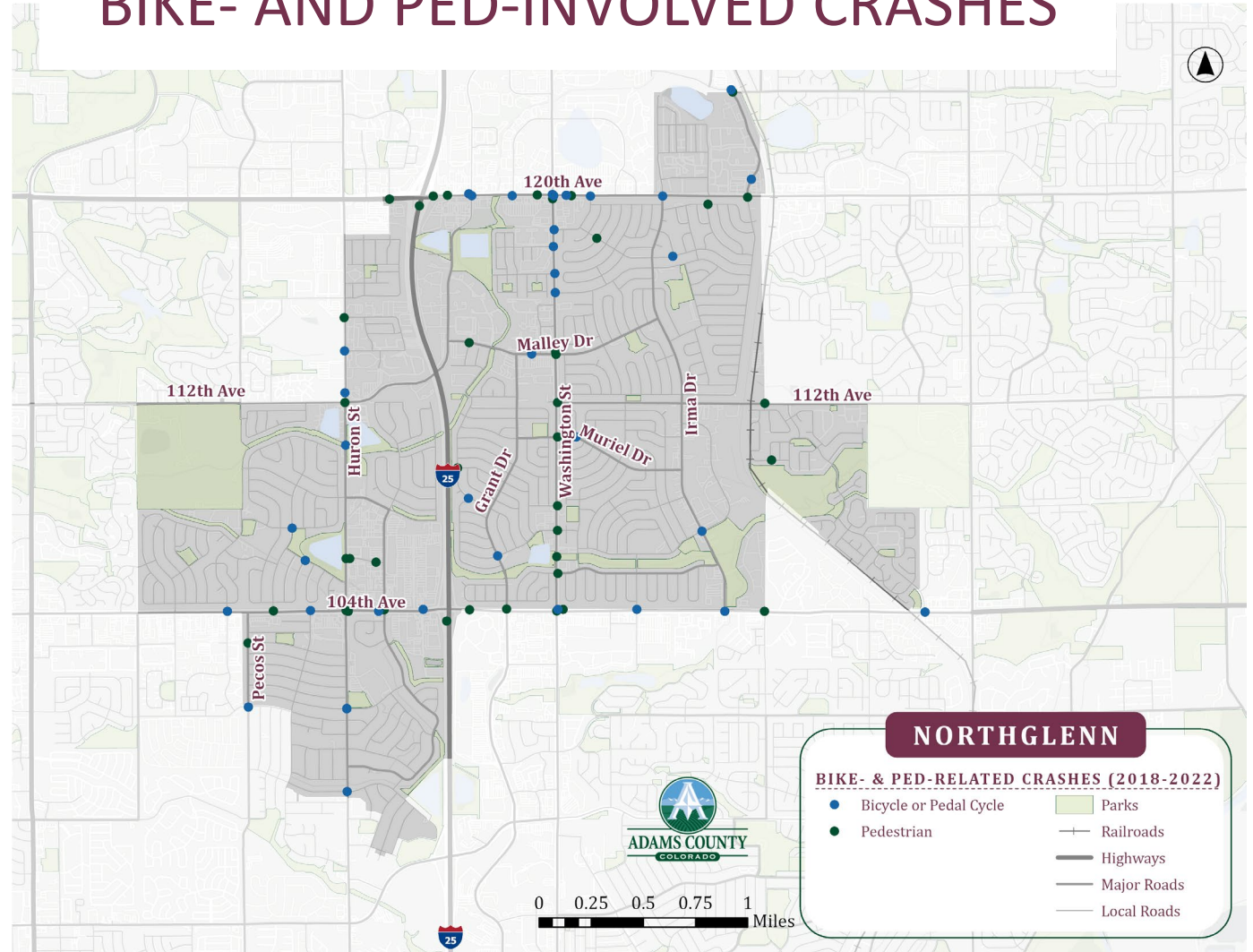


BICYCLE AND PEDESTRIAN CRASH TRENDS

- Bicycle and pedestrian crashes declined from 22 crashes in 2018 to 12 crashes in 2022, a reduction of approximately 45%.
- This decline generally mirrors the reduction in overall crashes during the same period.
- Despite the improvement, crashes involving people walking and bicycling continue to occur and remain a priority because they often result in more severe injuries

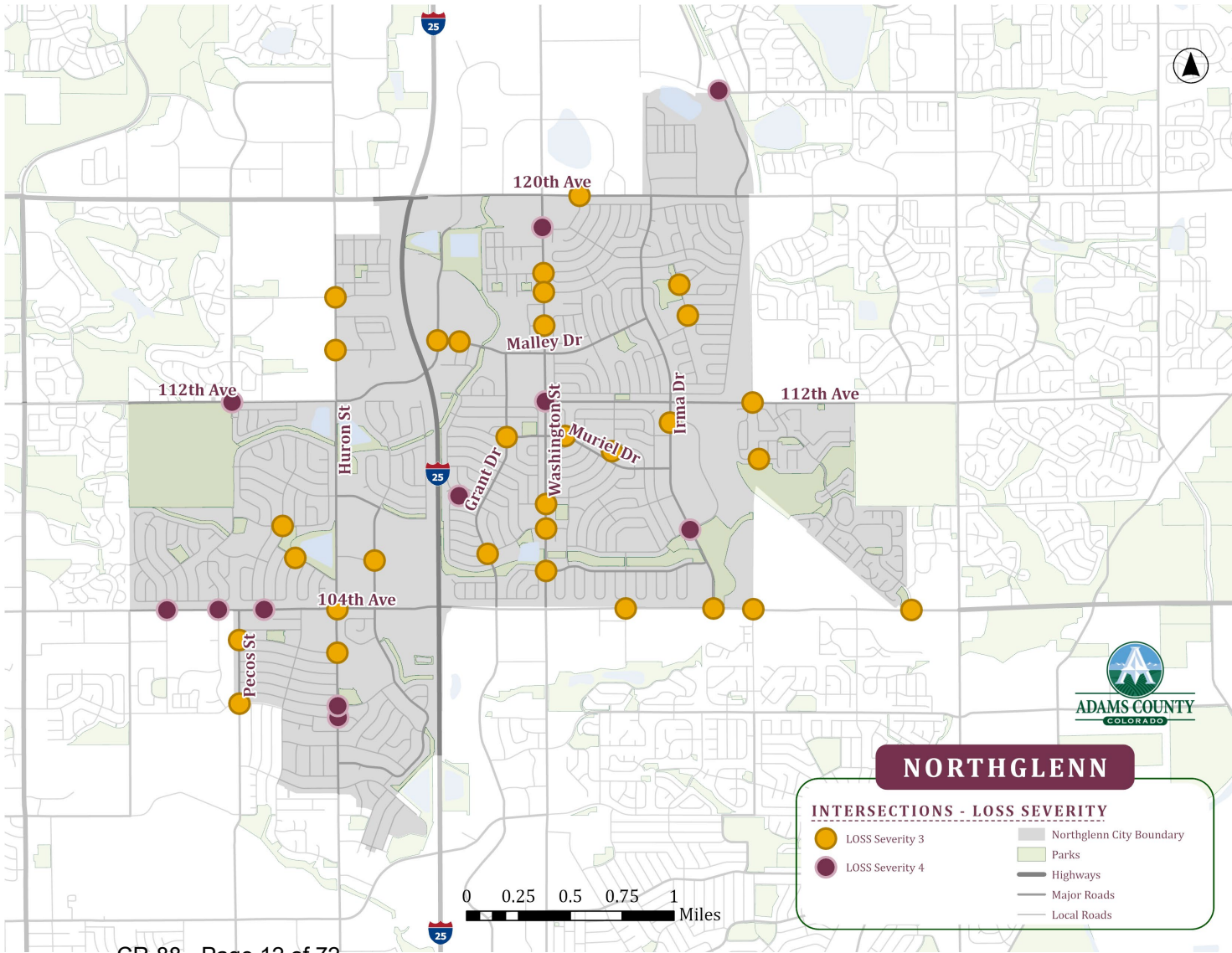
NORTHGLENN CRAS ANALYSIS, 2018-2022

BIKE- AND PED-INVOLVED CRASHES



HIGH RISK INTERSECTIONS IDENTIFIED

Jurisdiction	LOSS IV	LOSS III or IV
Northglenn	11	42



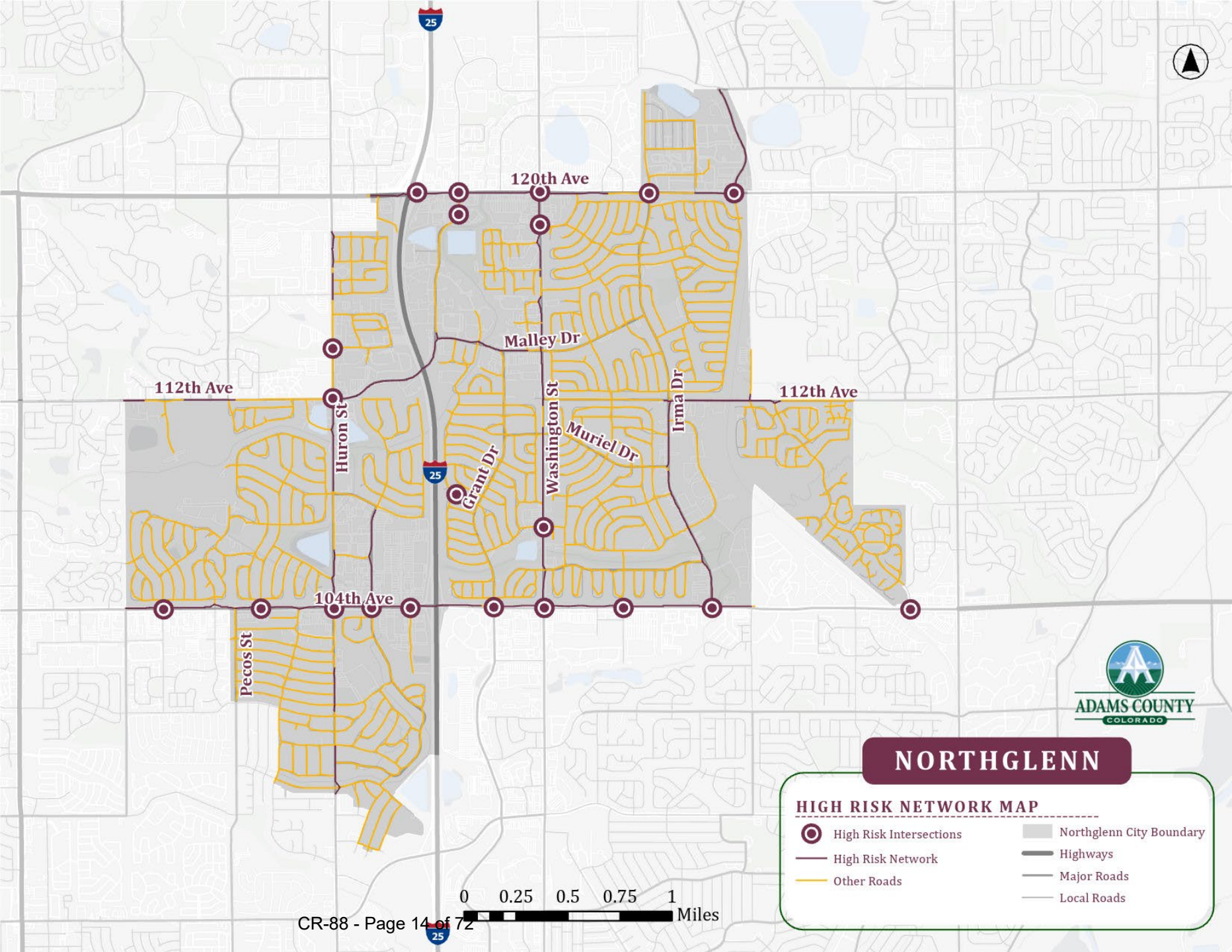
HOW WAS THE HIGH RISK NETWORK CREATED?

1. Systemic Scores calculated & mapped for each agency
2. Percentiles chosen for each agency to identify areas of 'high risk'

Percentile	Systemic Score	Length (mi)	% of Total Road Miles	% of KSI crashes	% of EPDO Score
>75 th	20	15.6	13.7%	62.9%	65.6%
>80 th	22	10.2	9.0%	55.7%	56.0%
>90 th	24	5.0	4.4%	34.3%	36.9%
>95 th	27	2.3	2.1%	20.0%	19.7%
>99 th	30	0.4	0.3%	2.9%	6.5%

3. Roadway segments with systemic scores greater than or equal to the chosen threshold are considered part of High Risk Network

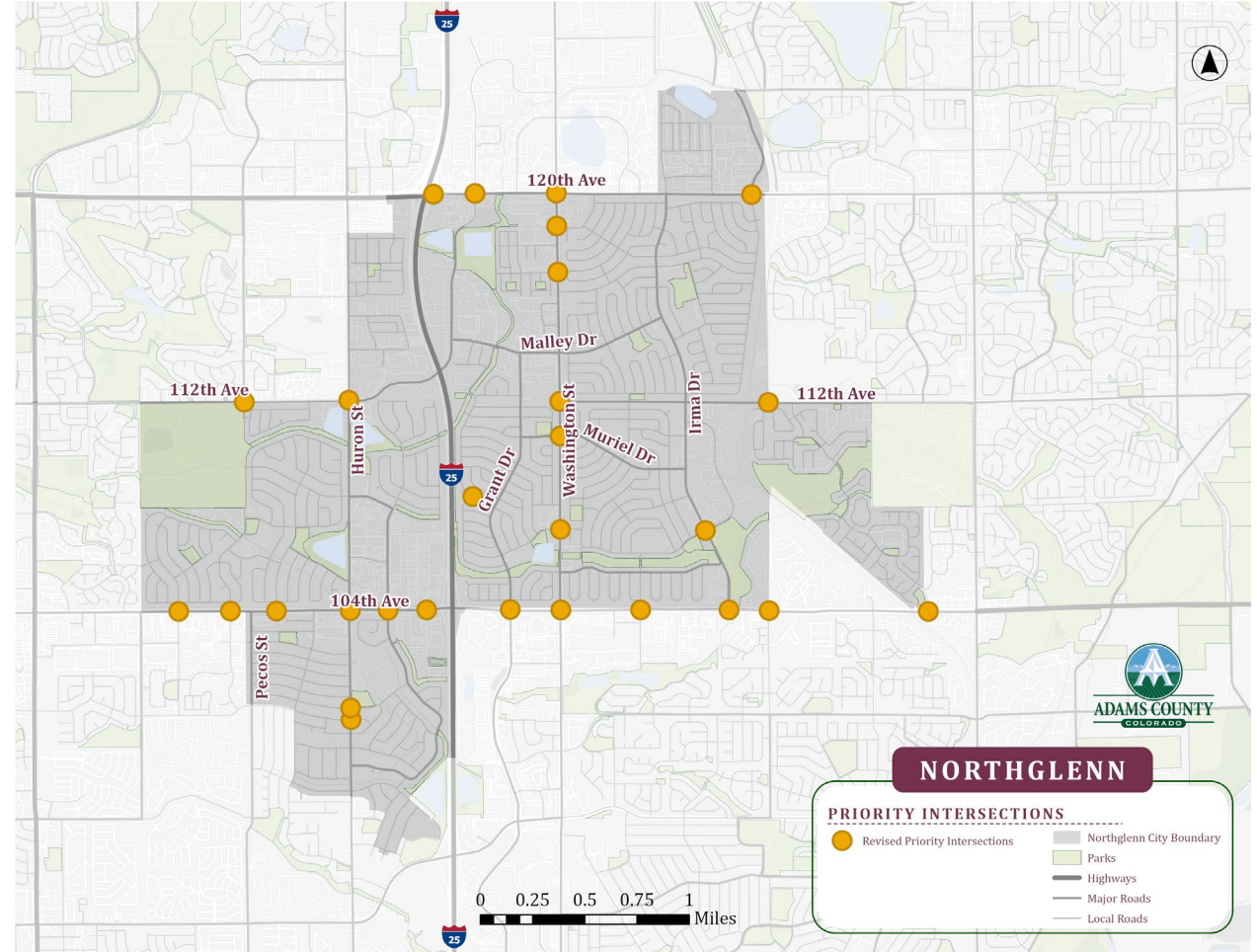
HIGH RISK NETWORK



CRITERIA FOR IDENTIFYING TOP INTERSECTIONS

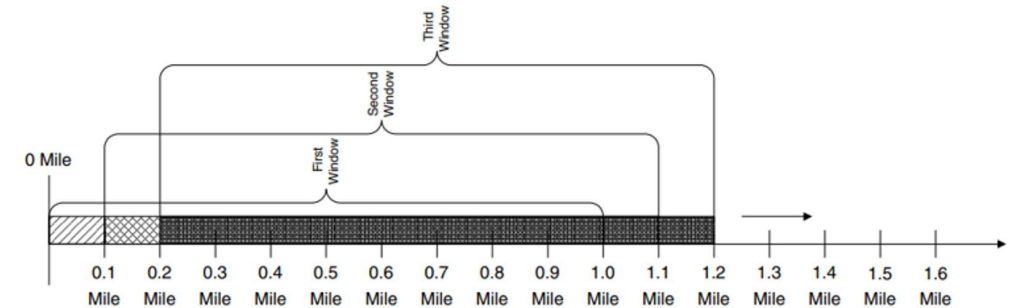
PRIORITY INTERSECTIONS IDENTIFYING THE LOCATIONS WITH THE GREATEST NEED FOR SAFETY IMPROVEMENTS

- A total of 28 priority intersections were identified through a comprehensive safety analysis.
- Priority locations were selected using crash history, roadway characteristics, and engineering analysis.
- These intersections will guide future safety investments and implementation planning.



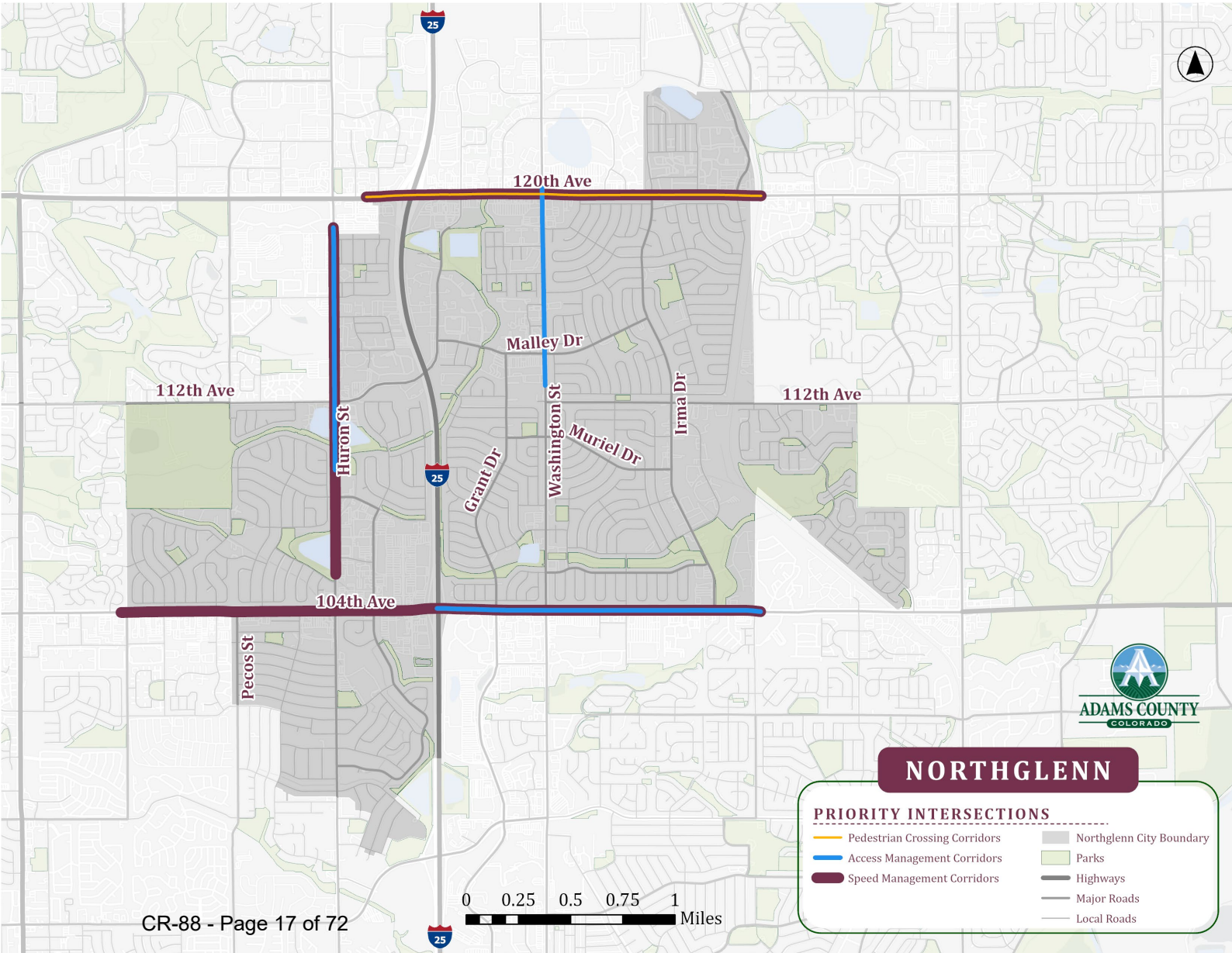
METHODOLOGY FOR IDENTIFYING TOP CORRIDORS

- 3 types of top segments
 - Speed management corridors
 - Access management corridors
 - Ped/bike crossing corridors
- Developed using the sliding window methodology
- Crashes weighted using EPDO scores
- Final segments reflect the 98th percentile

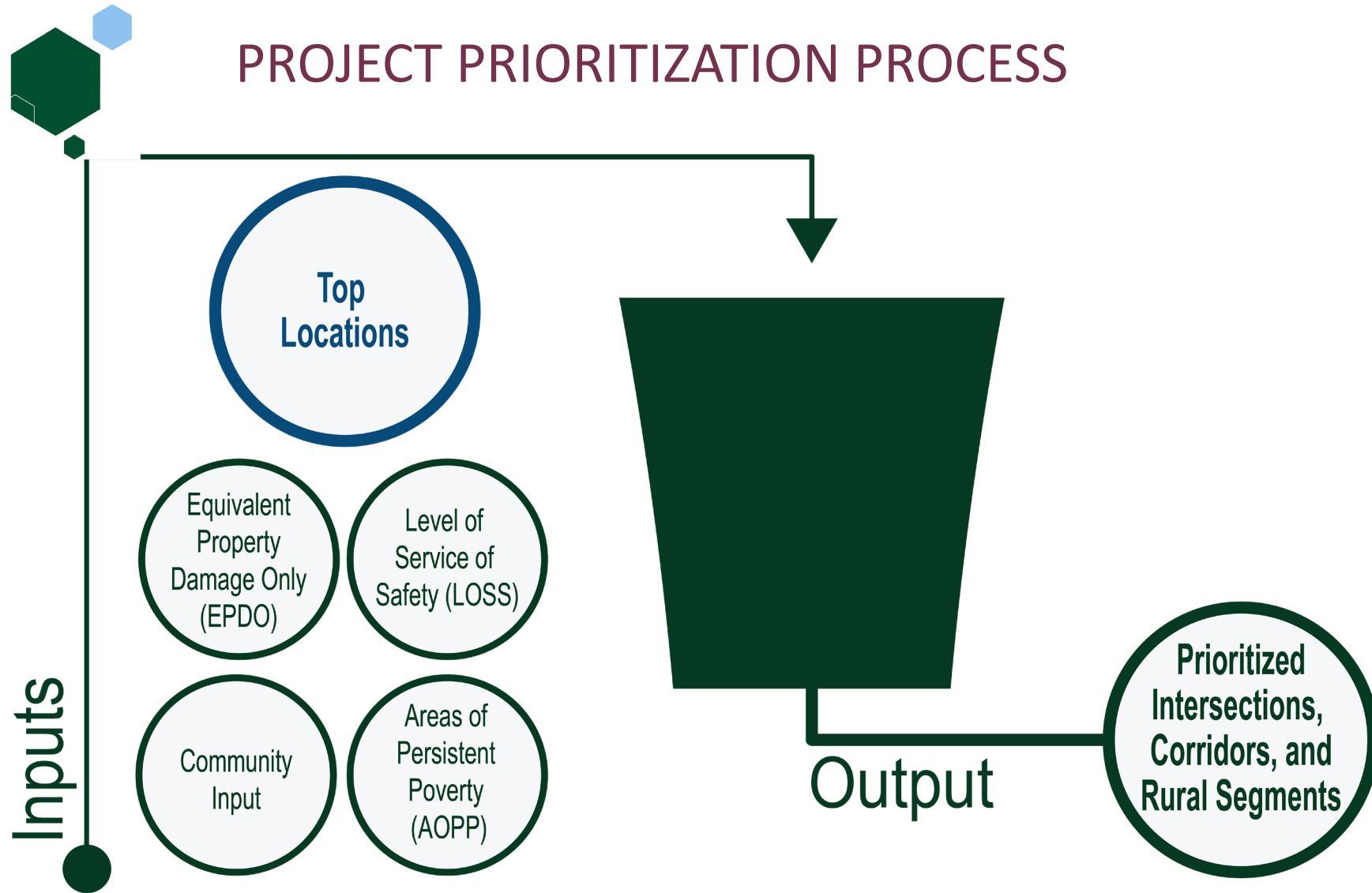


TOP CORRIDORS

Segment Type	Miles
Pedestrian Crossing	2
Access Management	4
Speed Management	3
Total (includes overlap)	7



PROJECT PRIORITIZATION PROCESS



Project Prioritization

Identifying where safety improvements will have the largest impact.

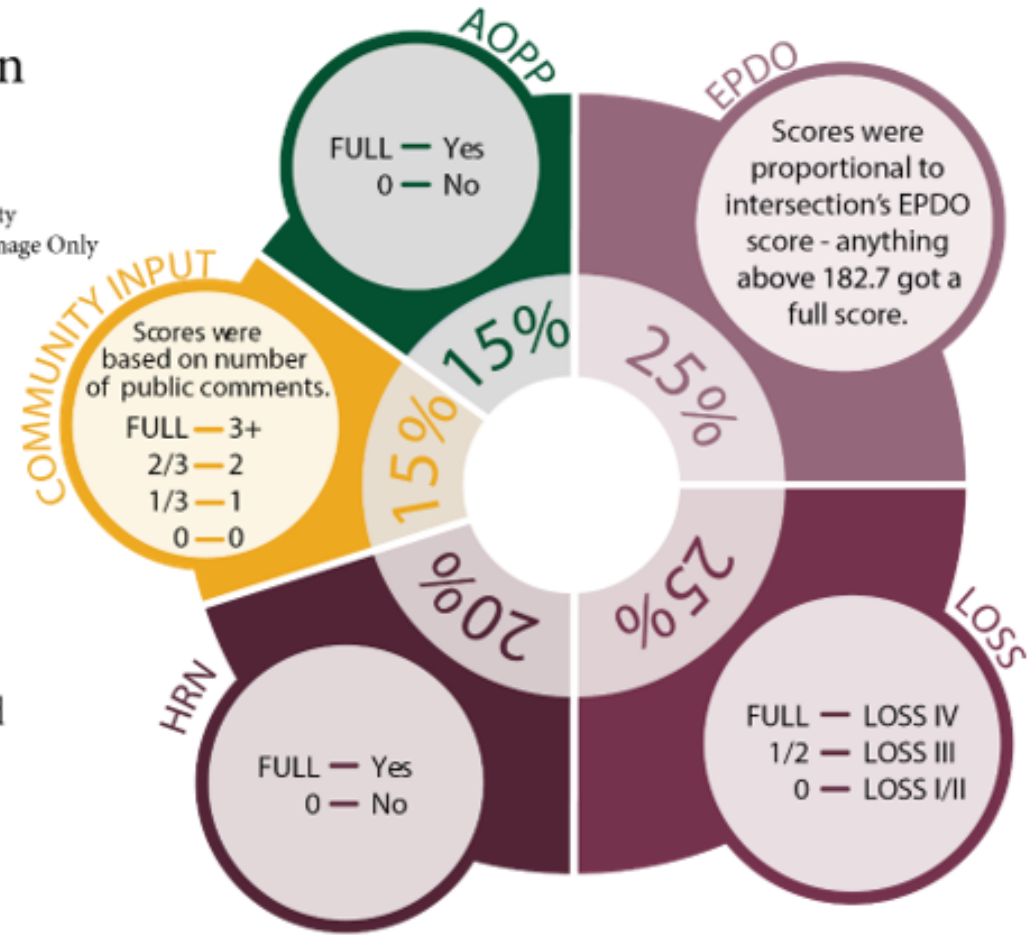
INTERSECTION PRIORITIZATION

Top Intersection Prioritization

AOPP - Areas of Persistent Poverty
EPDO - Equivalent Property Damage Only
LOSS - Level of Service Safety
HRN - High Risk Network

Project Goal

- Safety
- Community Priority
- Historically Underserved



Note: Community input includes both rounds of engagement.

INTERSECTION PRIORITIZATION (TOP 10)

Intersection	Total
E 104th Ave / Irma Drive	95
E 104th Ave / Grant Drive	88
Marion St / E 104th Ave	85
Washington St / E 104th Ave	83
W 104th Ave / Huron St	83
W 104th Ave / Ura Ln	80
W 104th Ave / Livingston Drive	77
E 120th Ave / Claude Court	70
Washington St / Sylvia Drive	70
Huron St / W 100th Place	69

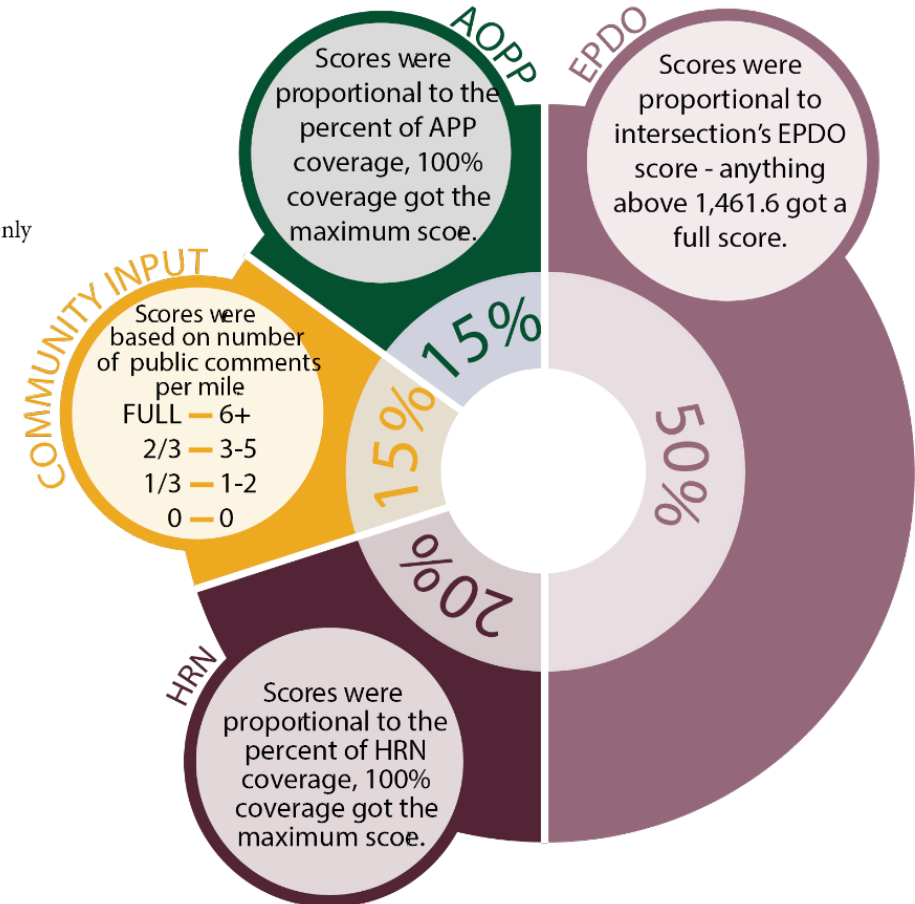
CORRIDOR PRIORITIZATION

Top Corridor Prioritization

AOPP - Areas of Persistent Poverty
EPDO - Equivalent Property Damage Only
HRN- High Risk Network

Project Goal

-  Safety
-  Community Priority
-  Historically Underserved



Note: Community input includes both rounds of engagement.



CORRIDOR PRIORITIZATION (TOP 10)

Corridor	Total
E 104th Ave	95
W 104th Ave	87
E 120th Ave	77
Washington St	73
Huron St	55
Huron St	51

RECOMMENDED SAFETY IMPROVEMENT STRATEGIES

■ Signal Intersection

- Leading Pedestrian Intervals (LPIs)
- Signal timing optimization
- Protected turn movements
- Improved signal visibility

■ Walking & Bicycling Improvements

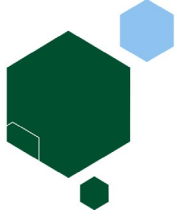
- New or enhanced pedestrian crossings
- Sidewalk improvements
- Bicycle facility enhancements
- Pedestrian refuge medians

■ Speed Management

- Speed feedback signs
- Targeted speed management strategies
- Traffic calming measures
- Automated speed enforcement

■ Roadway Improvements

- Access management
- Pavement friction treatments
- Lighting enhancements
- Signing and pavement markings



IMPLEMENTATION

- Reduce Fatal and Serious Injury crashes by 5% year over year through 2050
 - 26% reduction by 2030
 - 56% reduction by 2040
 - 74% reduction by 2050
- Complete 3-5 systemic improvements at multiple locations or larger projects at specific intersections/corridors in the next five years



EXECUTIVE SUMMARY

OVERVIEW

Roadway safety continues to be a concern affecting those who travel within the study area. In 2023, Unincorporated Adams County and several partner agencies submitted a grant funding application to the Denver Regional Council of Governments (DRCOG) to complete a Comprehensive Safety Action Plan (CSAP). Successfully awarded, the county took the lead on the CSAP with participation from several partner agencies that are fully or partially within the county’s boundary.

Each plan addresses the seven Safe Streets and Roads for All (SS4A) required components of a CSAP, ensuring eligibility for future federal implementation funding and establishing a comprehensive, action-oriented framework to reduce fatal and serious injury crashes.

Participating Agencies

















15% of the State of Colorado’s total population will have safety addressed by these plans.

KEY FINDINGS/TRENDS

Crash Data

Improving roadway safety within the entire project area was the cornerstone of this project, and the data clearly demonstrates the need for and importance of these action plans.

In addition to the five years of crash data (2018–2022) used for this analysis, a high-level review was conducted when 2023 and 2024 crash data became available. This review evaluated whether recent crash trends differed from the prior five-year period and whether any differences were significant enough to affect the project’s recommendations. The results indicated that recent crash trends did not differ significantly from the prior five years.

KSI CRASH SUMMARY

Killed and Seriously Injured (KSI) crashes were prioritized because they represent the most severe crash type with the greatest safety benefit. Between 2018 and 2022 KSI crashes increased in most agencies within the study area, while total crashes generally decreased.

Agency	Annual KSI per 10,000	Bike/Ped KSI	2018-2022 Trend	KSI Trend
Arvada	3	20%	Decreasing	Increasing
Aurora	7	15%	Decreasing	Decreasing
Brighton	6	10%	Decreasing	Increasing
Commerce City	6	10%	Decreasing	Flat
Federal Heights	6	20%	Flat	Increasing
Northglenn	5	10%	Decreasing	Flat
Westminster	5	15%	Decreasing	Flat
Unincorporated Adams County	12	15%	Decreasing	Increasing

Summary of KSI Crash Types by Agency

A breakdown of KSI crash types by land use context illustrates how severe crash types vary based on the surrounding land use context, with bicycle and pedestrian-related crashes being the most common in urban designated areas and fixed object crashes being predominant on limited access highways.

Urban	Suburban	Rural	Limited Access Highway
Bike/Ped Broadside Approach Turn	Approach Turn Bike/Ped Fixed Object Broadside	Fixed Object Broadside Head On Overturning	Fixed Object Rear End Overturning

Total Crashes

92,772

KSI Crashes

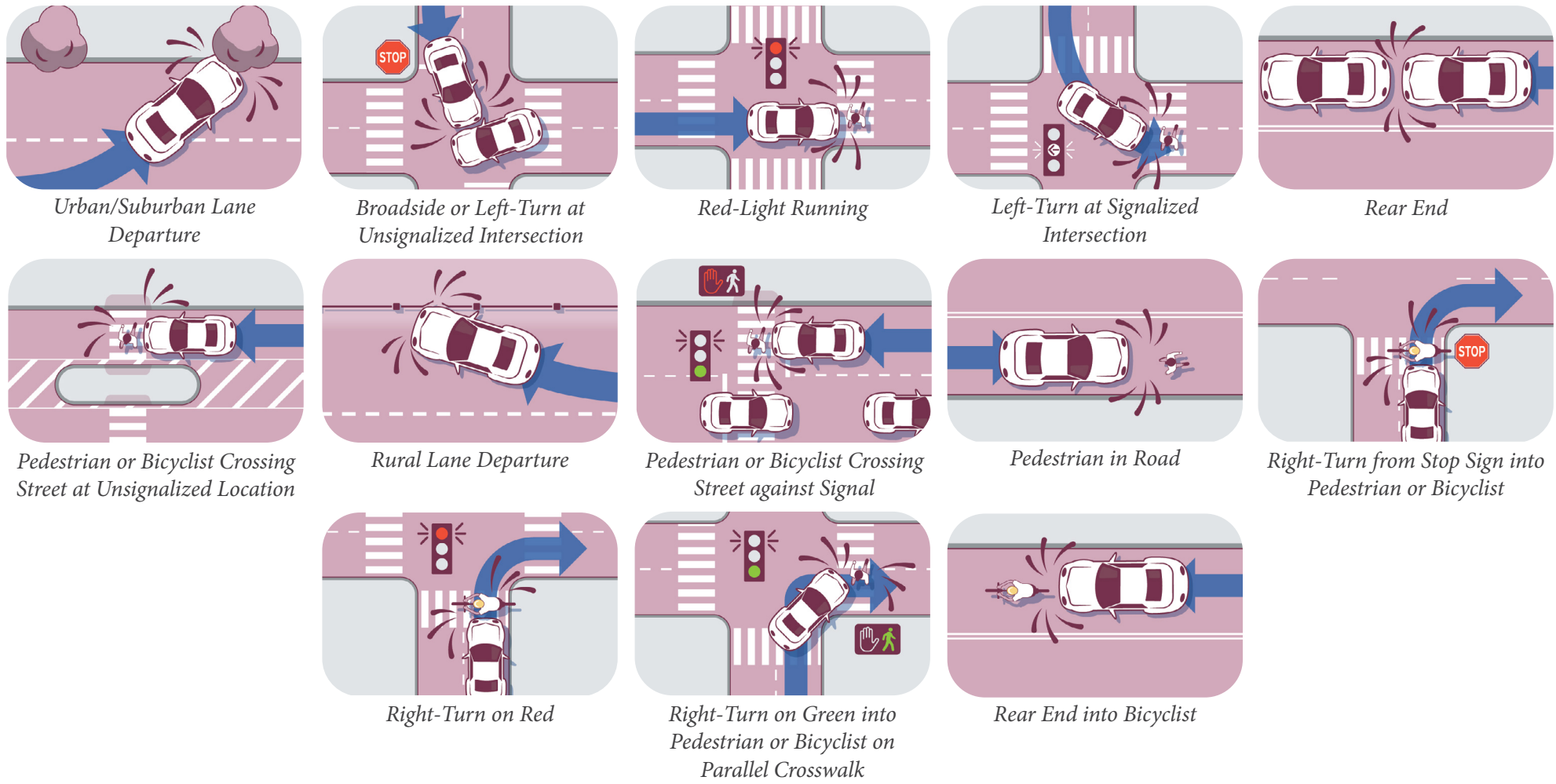
2,888

Pedestrian or
Bicycle Crashes

2,099

Crash Profiles

Crash profiles were developed for the project area by analyzing crash details. They reveal the major crash types that lead to KSI crashes. A total of 13 crash profiles were identified that collectively represent close to 90% of KSI crashes in the study area. Not all crash profiles are represented in each agencies’ crash data.



Crash Profile	Total
Urban/Suburban Lane Departure	21%
Broadside or Left-Turn at Unsignalized Intersection	16%
Red-Light Running	14%
Left-Turn at Signalized Intersection	12%
Rear End	9%
Pedestrian or Bicyclist Crossing Street at Unsignalized Location	7%
Rural Lane Departure	6%
Pedestrian or Bicyclist Crossing Street against Signal	2%
Pedestrian in Road	1%
Right-Turn from Stop Sign into Pedestrian or Bicyclist	1%
Right-Turn on Red	<1%
Right-Turn on Green into Pedestrian or Bicyclist on Parallel Crosswalk	<1%
Rear End into Bicyclist	<1%
Unknown/Missing	2%
Total (excluding unknown/missing)	88%

Crash Profiles as a Percent of Total KSI Crashes by Area Type

Across agencies within the study area, roadway context and agency size vary widely, resulting in differences in the distribution of KSI crashes by crash profile. In Aurora, all 13 crash profiles are present and relatively evenly distributed across the top categories. In contrast, Federal Heights, a much smaller agency, has only 8 crash profiles, with left turn at signalized intersection representing 21% of KSI crashes in the city.

Urban/suburban lane departure is the top KSI crash profile for nearly all participating agencies. The primary exception is Federal Heights, where left-turn crashes at signalized intersections are most prevalent. In Aurora, urban/suburban lane departure crashes are tied with broadside and left-turn crashes at unsignalized intersections.

LOSS

Level of Service of Safety (LOSS) is a metric that compares roadway safety performance at similar intersections and on similar rural roadway segments. LOSS compares historic crash frequency and severity to expected crashes using a predictive analysis. When the crash history exceeds the expected crashes, the LOSS analysis indicates that the location has a greater opportunity for improving safety. As a starting point for identifying top intersections and rural segments, locations with a LOSS of III or IV were selected. The first number represents the number of locations with the identified LOSS for all crash severities and the second is based only on severe (fatal and serious injury) crashes.

Jurisdiction	LOSS IV Total / Severe	LOSS III or IV Total / Severe
Arvada	64 / 39	127 / 108
Aurora	339 / 361	614 / 660
Brighton	79 / 28	115 / 66
Commerce City	63 / 42	122 / 100
Federal Heights	14 / 10	21 / 25
Northglenn	22 / 11	61 / 39
Westminster	52 / 47	121 / 118
Unincorporated Adams County	118 / 92	215 / 205

Number of intersections with LOSS III and IV by Jurisdiction

High Risk Network (HRN)

A high risk network was identified for each agency by first conducting a systemic analysis. Systemic analysis is a proactive approach that identifies roadway features associated with elevated crash risk by comparing crashes across the entire roadway network to crashes on road segments with specific characteristics. In systemic analysis some roadways could be identified as having high risk despite having no history of crashes. The HRN for each agency is based on the roadway segments with the highest systemic scores, and generally captures more than half of severe crashes, allowing agencies to focus investments where they will have the greatest impact.

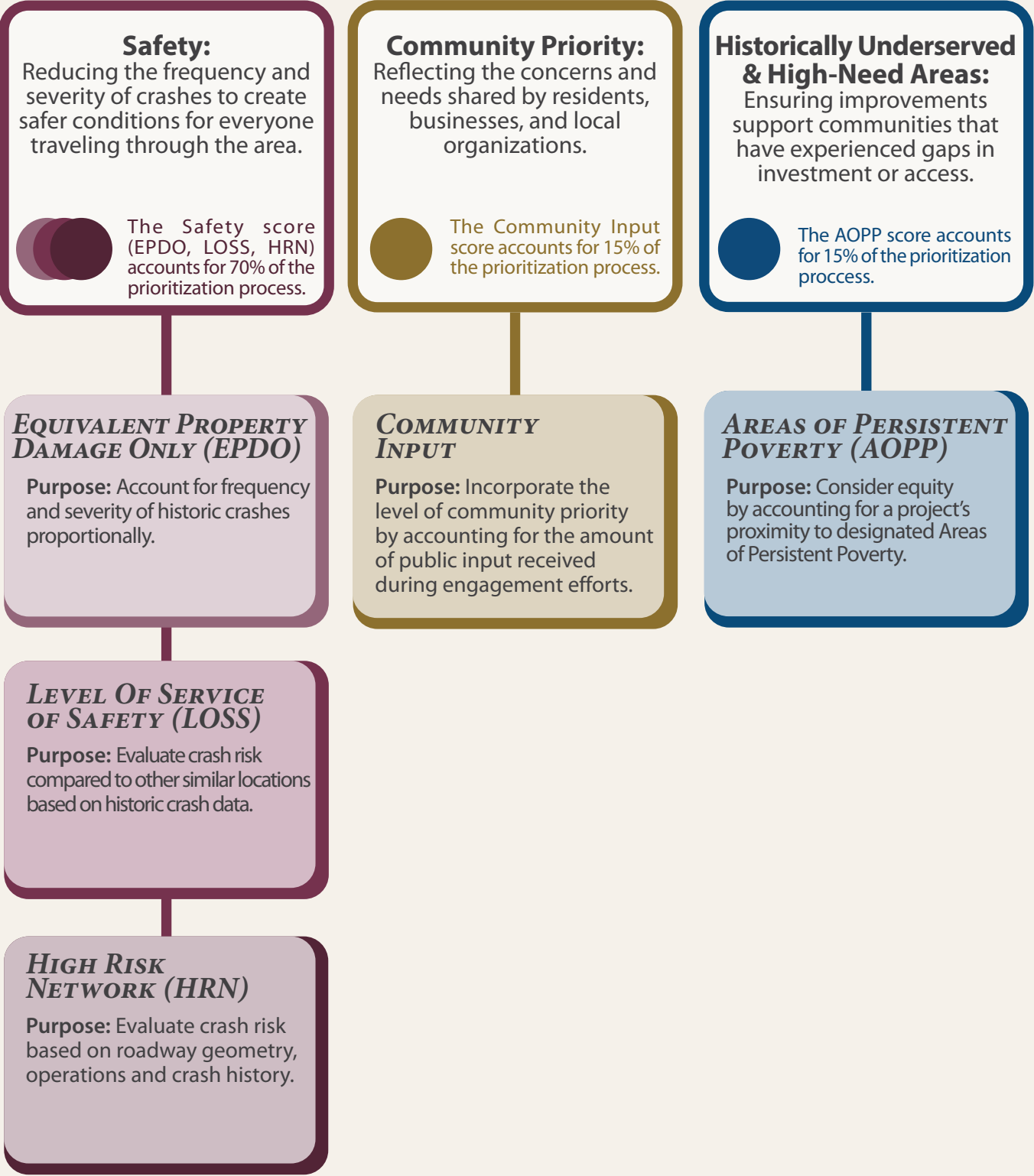
Top Locations

As a result of the crash and systemic analysis, each agency was presented with a list of top intersections, corridors, and rural segments. While some agencies found that the rural segments were not applicable or relevant to their communities, Adams County and Brighton elected to move forward with identification of countermeasures and prioritization of rural segments in addition to the top intersections and corridors.

Project Prioritization

The top intersections, corridors, and rural segments (as applicable) were prioritized based on the goals of this CSAP.

Comprehensive Safety Action Plan Goals



Countermeasures

A list of safety countermeasures was shared with each of the participating agencies and refined based on each agencies' existing policies and processes. The countermeasures included systemic strategies that could be applied agencywide, and others that could be applied at specific locations where a need was identified.

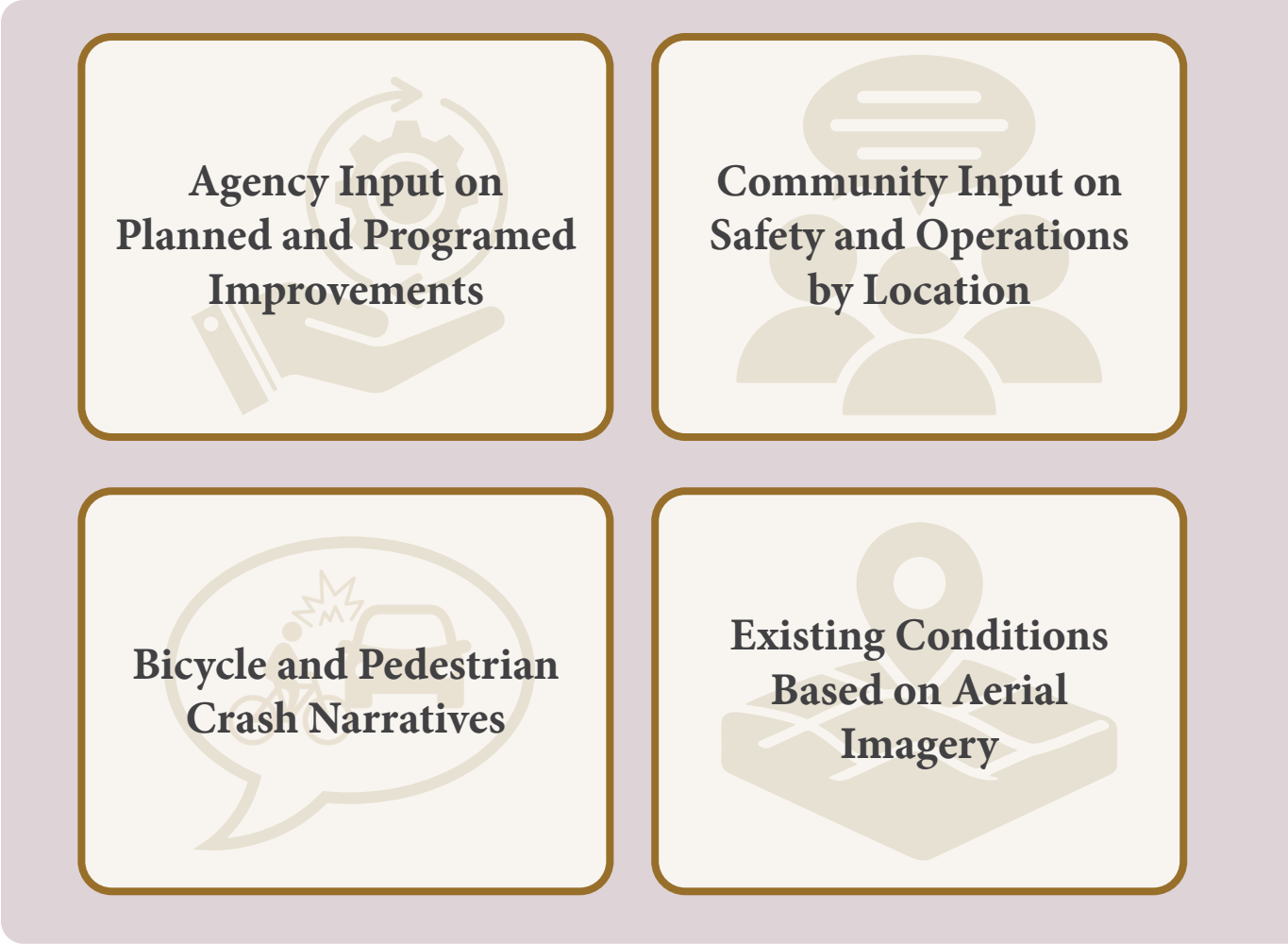
Countermeasure Pairing

For each of the top locations, the following information was used to identify recommended countermeasures. While several countermeasures were identified for each location, the intent was for the agency to use this information to further evaluate the appropriate countermeasures based on funding, feasibility and other factors. In some cases, both an all-way stop and roundabout would be recommended. In these cases, the agency may choose to install an all-way stop in the short term while they secure funding for a future roundabout.

Following the countermeasure pairing exercise, high-level planning cost estimates were provided to agencies that selected priority design projects. The cost estimates were intended for use in identifying how much to request when applying for implementation grants.

Policy, Process, Design Guidance

Data Used to Pair Countermeasures with Locations



For each of the participating agencies, relevant transportation planning documents and design standards were reviewed to identify revisions that could enhance multimodal safety and contribute to the reduction of serious injuries or fatalities. Additionally, strategies aligned with the Safe Systems Approach were shared. Each agency selected those they felt were applicable to their communities.

Implementation

Achieving meaningful and lasting safety improvements requires agencies to work together across jurisdictions, disciplines, and responsibilities. Traffic injuries and fatalities do not respect municipal boundaries, and agencies will need to share data, align priorities, and implement complementary strategies to create a more consistent and effective safety system for all road users. By working collaboratively, agencies can maximize limited resources, reduce duplication of efforts, and ensure that safety investments are targeted where they will have the greatest impact, supporting shared goals such as the Safe System Approach.

Adequate funding is critical to the successful implementation of this plan, with grants representing a key opportunity to advance safety projects. Agencies should regularly track available funding programs and pursue them either independently or in partnership with other agencies.

Plan Effectiveness

The following table shows proposed metrics for measuring plan effectiveness for each of these plans. Each agency will be responsible for selecting a final list of criteria that can be reviewed to provide a comparative analysis year over year.

Performance Measure	Description
Fatal Crashes	Total number of traffic fatalities.
Fatality Rate	Total number of fatal crashes per 100,000 residents.
Serious Injury Crashes	Total number of traffic related serious injuries.
Serious Injury Rate	Total number of serious injury crashes per 100,000 residents.
Pedestrian Fatalities and Serious Injuries	Total number of pedestrian fatalities and serious injuries.
Bicycle Fatalities and Serious Injuries	Total number of bicyclist fatalities and serious injuries.
Implemented Projects	Number of top projects or priority projects implemented.
Status of Strategy Recommendations	List showing status of Strategy Recommendations. (Complete, In Progress, Not Started)

Optional plan effectiveness metrics for agencies to select from.

LESSONS LEARNED

Development of the CSAP provided several insights that can help inform future updates to the plan.

Maintaining comprehensive, high-quality crash and roadway data is critical for identifying priority intersections, corridors, and High Risk Networks (HRN).

The safety planning process should remain adaptable, refining methodologies and frameworks over time.

Future updates should consider integrating new or expanded data sources to enhance the accuracy and depth of safety assessments.

Effective data visualization helps decision-makers and the public better understand crash trends, project progress, and overall safety performance.

Enhancing the project dashboard can improve how safety data is tracked, visualized, and communicated.

The analytical methods and thresholds used (e.g., LOSS and HRN metrics) were based on current crash patterns and should be periodically reevaluated as new data becomes available.

SPONSORED BY: MAYOR LEIGHTY

COUNCIL MEMBER'S RESOLUTION

RESOLUTION NO.

No. CR-88
Series of 2026

Series of 2026

A RESOLUTION ADOPTING THE CITY OF NORTHGLENN COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS, the City of Northglenn participated in the Adams County Comprehensive Safety Action Plan (CSAP), a regional effort led by Adams County to improve transportation safety throughout participating jurisdictions;

WHEREAS, the Comprehensive Safety Action Plan was developed through analysis of crash data, roadway characteristics, safety trends, equity considerations, and public and stakeholder engagement to identify strategies that reduce traffic fatalities and serious injuries;

WHEREAS, the Comprehensive Safety Action Plan establishes a comprehensive framework of engineering, education, enforcement, emergency response, and policy recommendations to improve transportation safety for all roadway users; and

WHEREAS, the Comprehensive Safety Action Plan establishes a long-term, data-driven framework to guide future transportation safety investments, support grant funding opportunities, and advance the City's goal of reducing traffic fatalities and serious injuries.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTHGLENN, COLORADO, THAT:

Section 1. The City Council hereby adopts the City of Northglenn Comprehensive Safety Action Plan, attached hereto as **Exhibit A** and incorporated herein by this reference, as a policy document to guide future transportation safety planning, project prioritization, and implementation.

Section 2. Adoption of the Comprehensive Safety Action Plan does not commit the City to construct any specific project or appropriate funding for any recommendation identified in the Plan. Individual projects shall be considered through future capital improvement planning, annual budget processes, and grant funding opportunities.

DATED, at Northglenn, Colorado, this _____ day of _____, 2026.

SHANNON LUKEMAN-HIROMASA
Mayor Pro Tem

ATTEST:

JOHANNA SMALL, MMC
City Clerk

APPROVED AS TO FORM:

COREY Y. HOFFMANN
City Attorney

City of Northglenn Comprehensive Safety Action Plan

Completed in Partnership with Adams County



TABLE OF CONTENTS

INTRODUCTION6

Purpose 6

Overview 6

Schedule 8

Comprehensive Safety Action Plan Goals 8

The Safe System Approach 10

Regional and Local Alignment 11

A Data-Driven and Community Informed Action Plan 11

COMMUNITY PROFILE..... 14

Demographics 14

Areas of Persistent Poverty 16

COMMUNITY ENGAGEMENT & COLLABORATION 18

Engaging Projectwide 18

SAFETY ANALYSIS 28

Purpose 28

Crash Analysis 29

High Risk Network..... 45

High Risk Intersections 45

Top Locations..... 46

PROJECT PRIORITIZATION 50

Prioritization Criteria 51

COUNTERMEASURES 58

Purpose 58

Analysis of Crash Trends..... 58

Crash Profiles..... 59

Identification of Countermeasures 62

Safety Countermeasures by Location 63

POLICY, PROCESS, AND DESIGN GUIDANCE 70

Purpose 70

Plan Review 71

Operational Expectations and Strategies 71

IMPLEMENTATION 76

Purpose 76

Planning Structure 76

Project Readiness 77

Timing..... 78

PROGRESS & TRANSPARENCY 80

Purpose 80

Plan Effectiveness Metrics 80

Dashboard 83



APPENDICES

APPENDIX A: COMMUNITY ENGAGEMENT

APPENDIX B: CRASH ANALYSIS METHODOLOGY

APPENDIX C: SYSTEMIC SAFETY ANALYSIS

APPENDIX D: LOSS METHODOLOGY

APPENDIX E: HRN IDENTIFICATION

APPENDIX F: COUNTERMEASURES

APPENDIX G: PROJECT PRIORITIZATION

APPENDIX H: PLAN REVIEW

INTRODUCTION



PURPOSE

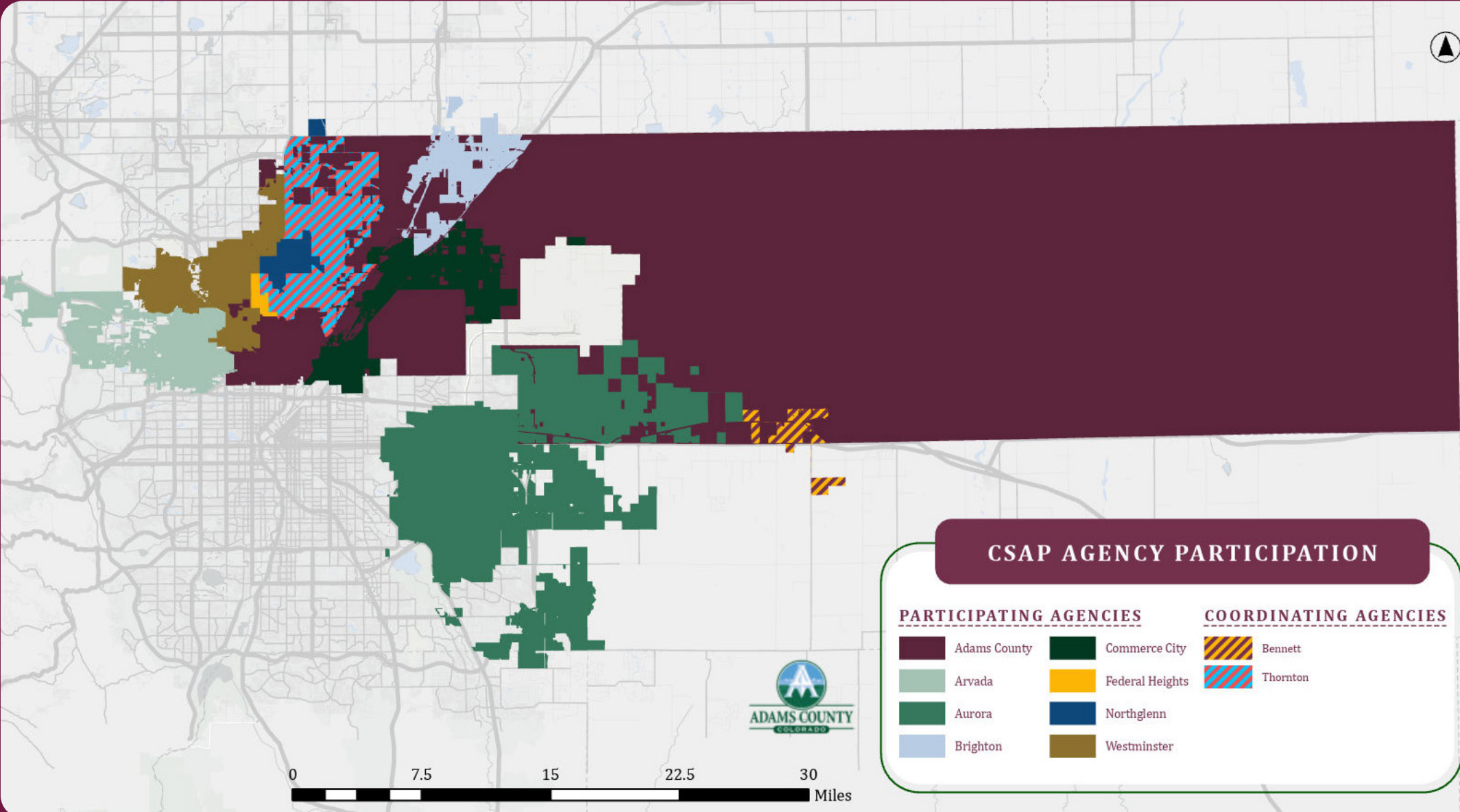
This is the City of Northglenn’s first ever Safety Action Plan (SAP). **Between 2020 and 2024, 18 people were killed and 75 were seriously injured on Northglenn’s streets, including motorists, pedestrians, and bicyclists.** This Plan includes a list of recommended projects, actions, and strategies to be implemented over time to mitigate these killed and serious injury (KSI) crashes. The goal of this plan is to reduce KSI crashes by 5% year over year through 2050. This would result in a 26% reduction in KSI crashes by 2030, a 56% reduction by 2040, and a 74% reduction by 2050.

OVERVIEW

In 2023, Unincorporated Adams County, hereby referred to as Adams County, and several partner agencies submitted a grant funding application to the Denver Regional Council of Governments (DRCOG) to complete a Comprehensive Safety Action Plan (CSAP). Successfully awarded, Adams County took the lead on the CSAP with participation from several partner agencies that are fully or partially within the county’s boundary. As shown in the figure below, these agencies include the City of Arvada, City of Aurora, City of Brighton, City of Commerce City, City of Federal Heights, City of Northglenn, and City of Westminster. Each of the participating agencies were presented with an agency specific SAP as a result of this project. **Together, these plans will address safety for approximately 15% of the State of Colorado’s total population.**

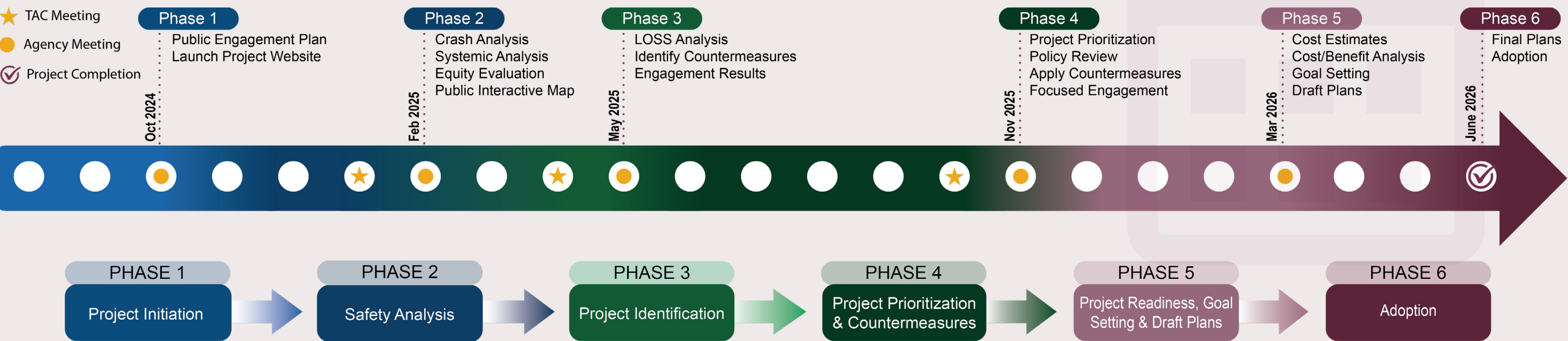
The City of Thornton and the Town of Bennett, CO were not included in this study despite both communities partially overlapping with Adams County. They were separately awarded funding for the completion of safety action plans and opted not to participate in this CSAP. The project team reached out to both jurisdictions in Phase 1 of the CSAP to inform them about the study and make relevant information available to them, if requested. The full list of participating agencies is shown in the figure below.

Improving roadway safety within the entire study area was the cornerstone of this project, and the data clearly demonstrates the need for and importance of these action plans. In the five-year evaluation period (2018-2022) a total of 2,888 KSI crashes occurred on roadways within the CSAP study area.



SCHEDULE

The Adams County Comprehensive Safety Action Plan (CSAP) project began in August 2024 and concluded in June 2026. The project included six phases, two rounds of engagement, and multiple Technical Advisory Committee (TAC) and Agency meetings, as shown in the figure below.



COMPREHENSIVE SAFETY ACTION PLAN GOALS

Understanding the critical need revealed by the crash statistics a specific set of overall project goals were developed to guide action plan development, including:



THE SAFE SYSTEM APPROACH



In addition to the overall project goals, this safety action plan also adheres to the Federal Highway Administrations (FHWA) Safe System Approach. With this approach, an emphasis is placed on safety programs addressing infrastructure, human behavior, responsible oversight, and emergency response, all focused on a goal of zero roadway fatalities and serious injuries. The figure above shows the six principles of the Safe System Approach, which are death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Objectives of implementing the Safe System Approach include five core elements: safer people, safer roads, safer vehicles, safer speeds, and post-crash care. This approach expects the roadway system to be planned, designed, and operated to be forgiving of inevitable human mistakes so that serious injuries are less likely to occur.

REGIONAL AND LOCAL ALIGNMENT

Working down from the Federal level, this project also aligns with and is an important evolution of several regional and local plans.

At the regional level, the action plan is squarely aligned with the goals of DRCOG's Taking Action on Regional Vision Zero plan. This plan includes a commitment to eliminating traffic-related fatalities and serious injuries on the region's roadways and making safety a priority for all transportation system users. The plan outlines six key actions to achieve this commitment.

- Improve collaboration between allied agencies
- Increase awareness and adoption of vision zero
- Design and retrofit roadways to prioritize people's safety
- Improve data collection and reporting
- Increase funding and resources
- Increase support for legislation, policies and practices that focus on safety at all levels

Development of the SAP, including the data analyses, community engagement, multi-jurisdictional collaboration, and recommendations are all aligned with the key actions specified in the regional plan. Moreover, the partner agencies' acceptance and adoption of their individual safety action plans and their implementation of recommended projects over time will help the region in working toward its goal of zero fatalities and serious injuries.

At the local level, this plan addresses the existing Transportation section of 20-Year Comprehensive Plan, and the current development of both the Comprehensive Transportation & Mobility Plan (CTMP) and the Northglenn First/Last Mile Community Mobility Access Plan (MAP) by promoting a safer, more connected and reliable transportation system. While the future CTMP and MAP will address various elements of the city's transportation network, the SAP is entirely focused on saving lives.

A DATA-DRIVEN AND COMMUNITY INFORMED ACTION PLAN

Development of this action plan involved a rigorous analysis of historic crash data (from 2018-2022) to identify where a higher number and frequency of crashes occurred, especially crashes involving a significant injury or fatality. Specific to Northglenn, **a total of 5,348 crashes occurred, including 17 Fatal Crashes (K) and 71 crashes Serious Injury Crashes (A).**

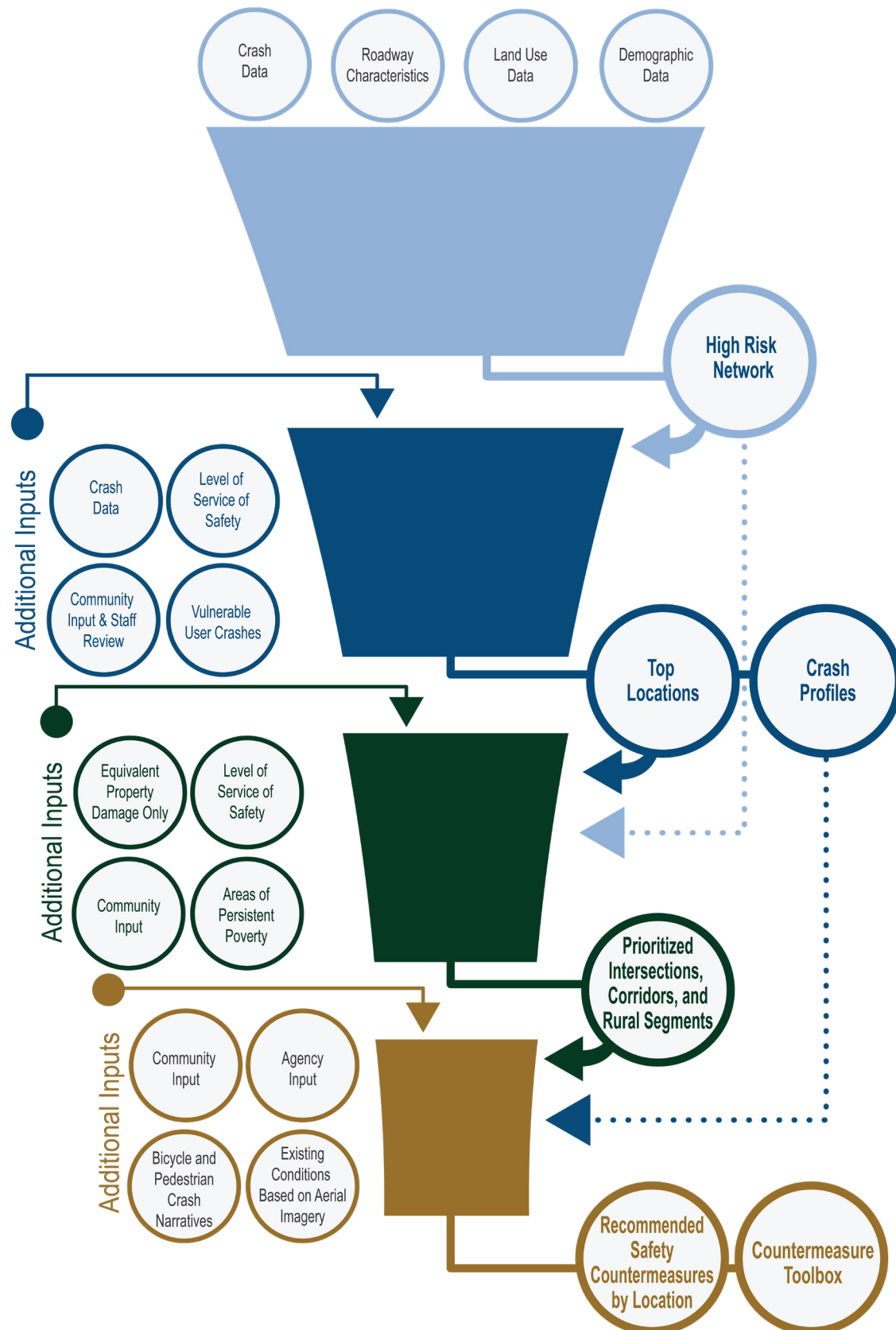
The project team also evaluated a series of roadway characteristics throughout Northglenn to identify and map a high-risk network, where the likelihood of future crashes occurring is higher due to a series of roadway attributes (e.g. volumes, number of lanes, posted speeds, roadway geometry, etc.).

In tandem with this data analysis, the project involved a robust community engagement effort to bolster the project team's understanding of safety concerns in and around Northglenn.

Findings from the data analysis and extensive input received through engagement were used to identify top intersections, and corridors within Northglenn. Subsequently, safety countermeasures were applied to the top locations and tailored to address the highest risks and most frequent types of crashes documented at these locations. The following figure outlines the technical process that the project team followed.

Transportation Safety Analysis & Project Development Process

From data-driven analysis to actionable countermeasure



Systemic Safety Analysis

Using roadway context to identify where safety improvements are needed most.

Crash Analysis

Using historic crash data to identify roads and intersections with the greatest safety needs.

Project Prioritization

Identifying where safety improvements will have the largest impact.

Countermeasure Development

Identifying location-based safety improvements for top intersections, corridors and rural segments based on available data.

PURSuing AMBITIOUS GOALS TOGETHER AND SEPARATELY

While this action plan is the result of a collaborative effort between the partner agencies, it is specific to Northglenn and provides a framework for guiding its future investments in transportation safety.

Looking ahead, this action plan provides Northglenn, with a strong foundation to pursue projects independently and/or partner with other agencies on one or more projects that encompass multiple communities and/or a shared jurisdictional boundary. And while most of the recommendations in this plan are specific to Northglenn, there are several that could be implemented across multiple jurisdictions or with the Colorado Department of Transportation (CDOT). Regardless, the primary goal of project implementation remains the same; to reduce the total number and severity of crashes occurring in Northglenn in the years ahead and deliver a transportation system that is safer, more comfortable, and reliable for all modes of travel.

SAFE STREETS AND ROADS FOR ALL

Funded by the U.S. Department of Transportation (U.S. DOT), the Safe Streets and Roads for All (SS4A) grant program supports local initiatives to prevent fatalities and serious injuries on the nation's roadways. This program requires the development of a SAP that addresses specific components in order to be eligible for SS4A implementation funding.

The Northglenn SAP fulfills the requirements of the SS4A Program by identifying, addressing, and prioritizing roadway safety concerns within the community.

The SS4A Fiscal Year (FY) 2027 Notice of Funding Opportunity (NOFO) outlines the required elements of a SAP to make projects eligible for implementation dollars through the SS4A grant program. **The eight required elements are summarized below, and the location of each within this plan are called out in the table below.**

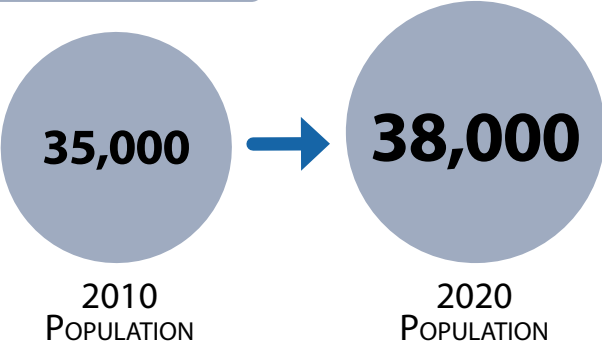
Action Plan Component	Location in Plan	Page
Leadership Commitment and Goal Setting	Plan Purpose and Goals	6
Planning Structure		
• Oversight of Plan Development	Planning Oversight Committee	76
• Implementation and Monitoring	Implementation & Progress Tracking	82
Safety Analysis		
• Crash Analysis	Crash Analysis	29
• Systemic Analysis	Systemic Safety Analysis	40
Engagement and Collaboration		
• Stakeholder Engagement	Public Engagement	18
• Incorporation of Feedback	Priority Projects	24
• Intergovernmental Collaboration	Planning Oversight Committee	19
Policy and Process Changes	Policy, Process and Design Guidance	70
Strategy and Project Selections		
• Project Prioritization	Project Prioritization	50
• Projects to Address Safety	Safety Countermeasures	58
Progress and Transparency	Plan Effectiveness Metrics	80
Action Plan Date	2026	N/A

COMMUNITY PROFILE



DEMOGRAPHICS

Population and Growth

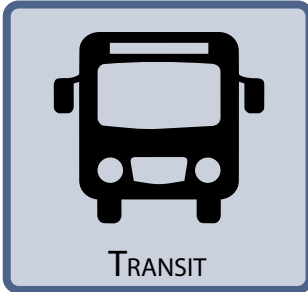


8% Increase

This population growth is an underlying factor in the need for safety upgrades that are exacerbated by higher traffic volumes and varied travel need.

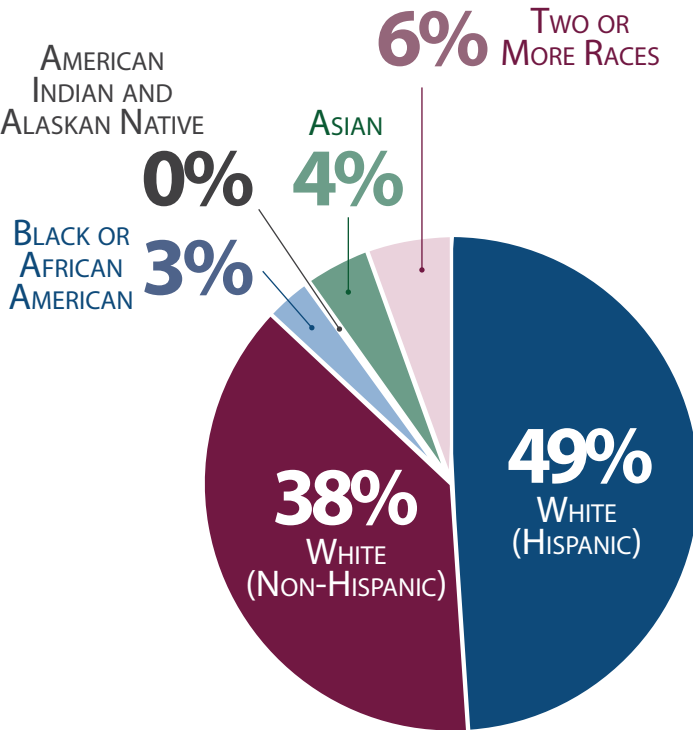
Travel Mode

5% of commuters walked, biked, motorcycled, or used transit to get to work

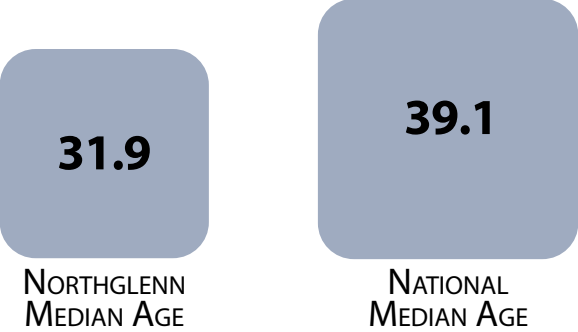


Ethnicity

Northglenn is also culturally diverse (see figure below). These demographics shaped the project's engagement strategy by prioritizing digital-first outreach, multilingual translation, and participation at family-oriented community events. They also shaped infrastructure recommendations to prioritize safe routes for non-drivers such as children walking or biking to school, family-friendly facilities like protected bike lanes and wider sidewalks, and accessibility features that support older adults and individuals with mobility challenges.



Vulnerable Road Users



21% of Northglenn's population is under 18
13% of Northglenn's population is above 65

Vulnerable road users are those that are more likely to get seriously injured or killed in a traffic crash and include children, older adults, and people walking, bicycling/scooter, or motorcyclists.

ACS Demographic and Housing Estimates, 2010 American Community Survey 5-Year Estimates Data Profiles
ACS Demographic and Housing Estimates, 2024 American Community Survey 5-Year Estimates Data Profiles
Commuting Characteristics by Sex, 2024 American Community Survey 5-Year Estimates Subject Tables

AREAS OF PERSISTENT POVERTY

The U.S. Department of Transportation (U.S. DOT) defines Areas of Persistent Poverty (AOPP) as census tracts with poverty rates of at least 20% for the past 30 years. These areas often face compounded challenges such as aging infrastructure, limited walking and biking facilities.

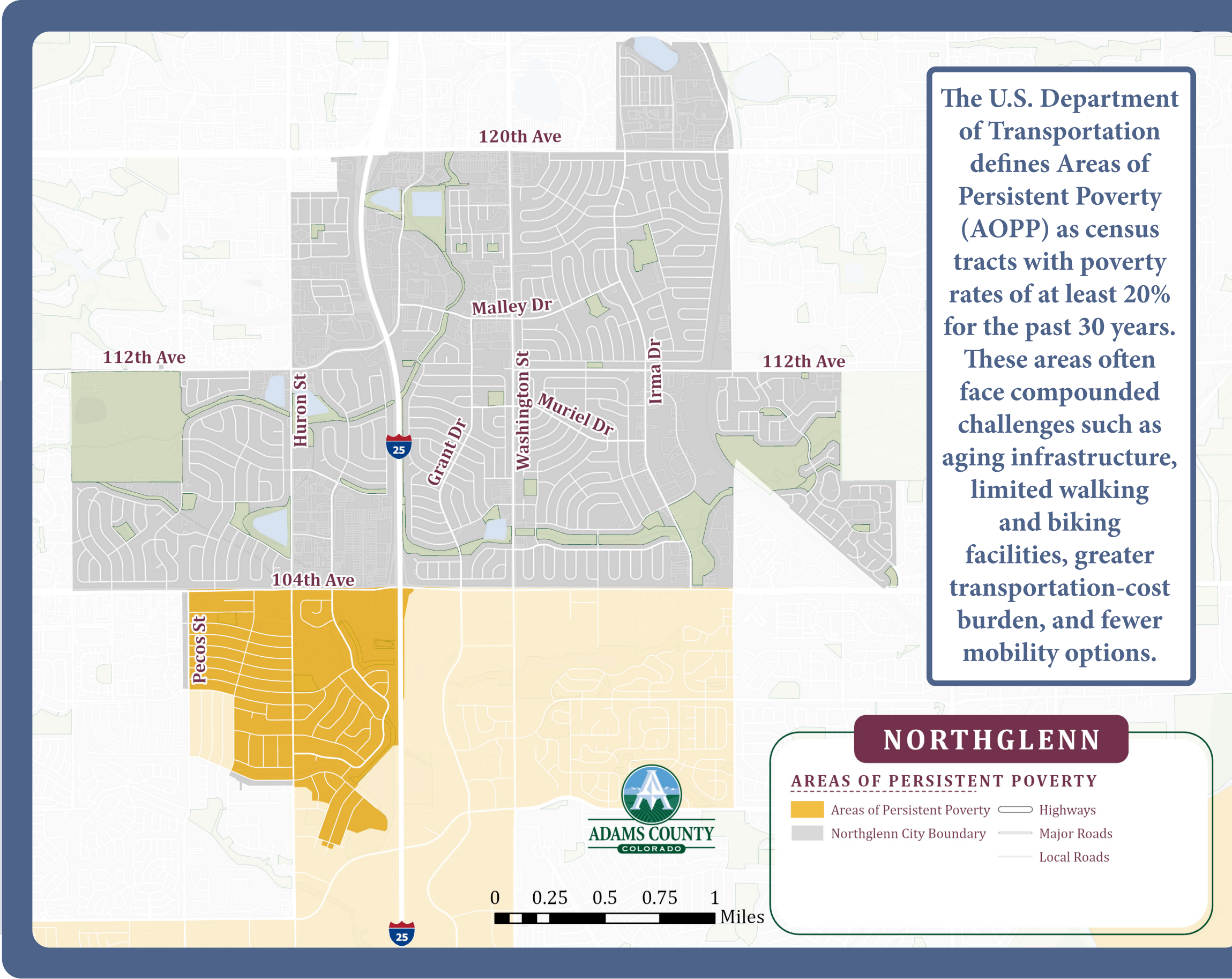
Identifying and supporting underserved communities is a core focus of the SAP. Long-term economic hardships and infrastructure underinvestment in these areas overlap with transportation safety risks and identifying these locations assist with targeting investments where they can have the greatest impact.

AOPP Findings and Recommendations

Key findings from a review of the AOPP show that poverty and transportation safety are closely connected. Many AOPP census tracts are located along roads with high crash rates, heavy freight traffic, and limited access for transit, walking, or biking. These conditions increase safety risks and limit access to jobs, schools, and essential services. Safety improvements in these areas should focus on:

- Safer street crossings and improved corridor lighting
- Expanding transit access through first- and last-mile connections
- Managing freight traffic in residential neighborhoods

Investment should be prioritized in neighborhoods where safety needs and social vulnerability intersect, particularly to support high pedestrian and transit use and reduce crash risk. While recommended countermeasures were informed by crash analysis and the data, the AOPP played a key role in identifying and prioritizing appropriate improvements.



COMMUNITY ENGAGEMENT & COLLABORATION

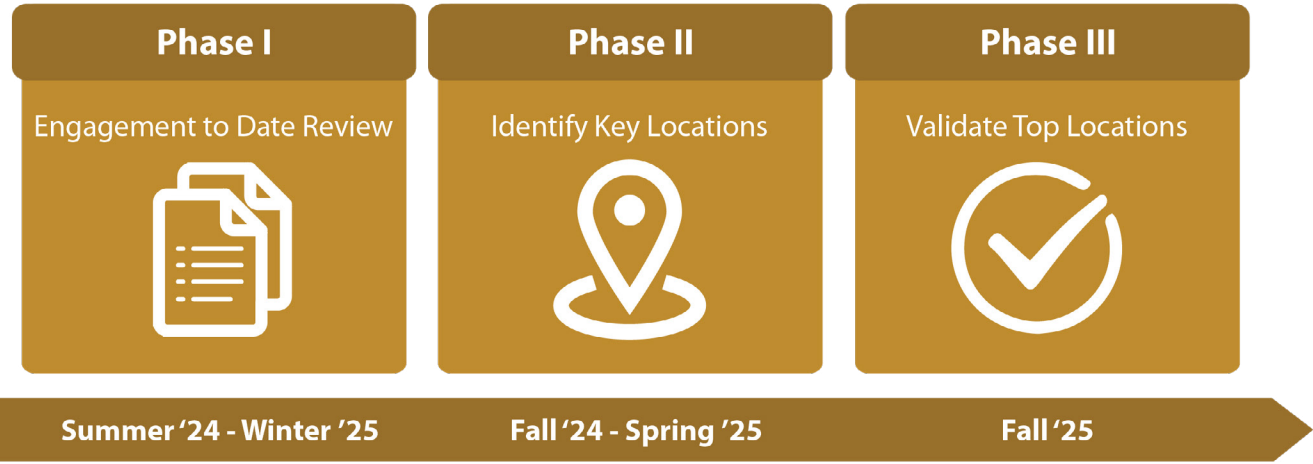


ENGAGING PROJECTWIDE

Community engagement is a core component of the SS4A program, and this plan reflects a strong commitment to connecting with a broad range of community members, gathering meaningful input, and incorporating that feedback into the final recommendations. Engagement activities and materials were offered in both English and Spanish to ensure accessibility for the diverse populations within the Adams County Comprehensive Safety Action Plan (CSAP) project area, including younger residents and households where English is not the primary language. This section summarizes how community members and stakeholders were engaged throughout the process and describes how their input informed the larger Adams County CSAP. More detailed information about the full engagement process and input received is provided in **APPENDIX A: ENGAGEMENT SUMMARY**.

Three phases of engagement occurred during the project with each phase serving a specific purpose:

- **Phase I** focused on reviewing and evaluating data from recent transportation safety engagement efforts and incorporating those findings into the Phase II dataset.
- **Phase II** focused on building project awareness and identifying key areas of concern.
- **Phase III** centered on validating top locations and identifying any new ones.



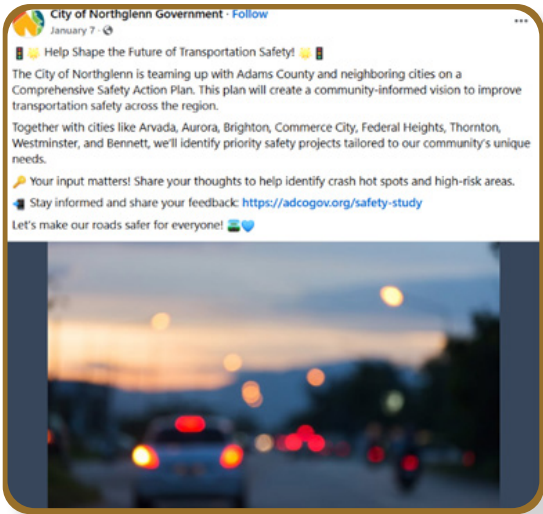
Community Engagement Touchpoints Throughout the Duration of the Project

Outreach

The project team employed multiple outreach methods to gather community input throughout the planning process. A dedicated project website was developed to introduce the effort, share key information, and host interactive engagement tools, including a Social Pinpoint map and online survey. The website and engagement opportunities were promoted through agency newsletters, websites, and social media platforms.

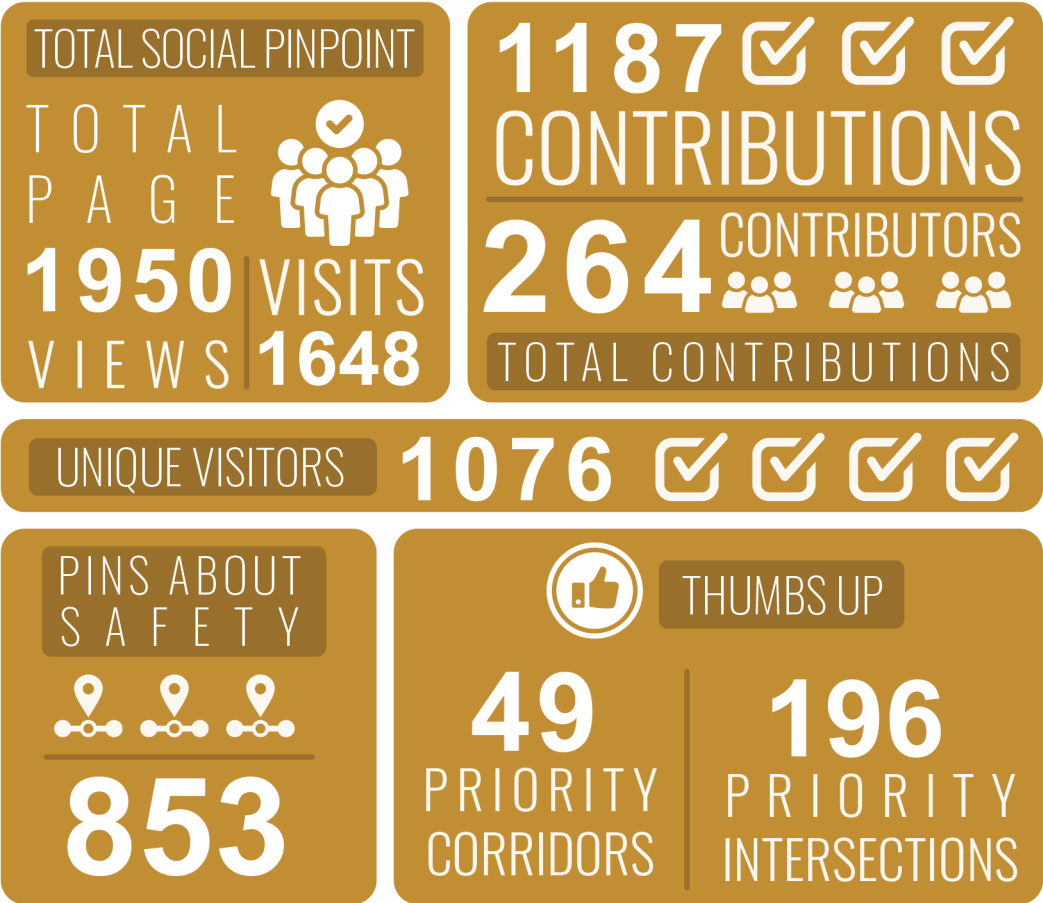
Technical Advisory Committee

The Technical Advisory Committee (TAC) comprised of representatives from local, regional, state and federal agencies was established to guide the project. They provided technical oversight and guidance, as well as recommendations for how to best reach community members. For details on the TAC's roles, responsibilities, and the milestones at which they were engaged, please refer to **APPENDIX A: ENGAGEMENT SUMMARY**.



Social Pinpoint

To gather meaningful input from residents throughout the duration of the project, the project team utilized Social Pinpoint, which is an online engagement platform featuring an interactive commenting map. The infographic below summarizes all the feedback collected throughout Social Pinpoint over the entire project timeline, highlighting how community members identified both urgent problem spots and broader travel patterns they experience during daily commutes and neighborhood trips.



Representative Snapshot of Safety Concern Data Collected Using Social Pinpoint

ENGAGING WITH NORTHGLENN

This section highlights the key themes and data points specific to Northglenn during the three phases of engagement.

Phase I: Engagement to Date

During this phase, community input associated with transportation and mobility was collected from recent planning efforts. The two plans reviewed during this phase are shown below. Across these plans, community feedback emphasized goals focused on traffic calming, safer walking and biking facilities, improved access to transit, and dedicated funding to advance bicycle and pedestrian recommendations. Input also reflected strong community support for trails, greenways, and safer intersections that improve overall connectivity.

- Looking Up! A Vision for Northglenn's Future, A 20-Year Comprehensive Plan (2023)
- Connect Northglenn Bicycle & Pedestrian Master Plan (2018)

Rapid development has expanded into lower density areas, creating widespread safety concerns. This growth has increased vehicle traffic and congestion and placed homes farther from transit and key destinations. As a result, it is harder for people to safely walk, bike, or use transit.

Across the reviewed plans, community feedback highlighted transportation goals focused on improving roadway safety and conditions, strengthening public transit access, and expanding bicycle and pedestrian infrastructure, education, wayfinding, and funding. Input also reflected why people choose to walk and bike, most often for exercise, enjoying nature, and social time, and identified priority destinations such as parks, trails, community events, and grocery stores. Residents emphasized the need for more trails and greenways, buffered sidewalks, safer intersections, dedicated bikeways, and separated lanes, along with strong support for additional funding to expand pedestrian and bicycle networks.



Phase II: Identify Key Locations of Concern for Northglenn

During Phase II, 20 Social Pinpoint map comments were submitted within Northglenn. Feedback for Northglenn was evenly distributed across residential neighborhoods, with residents emphasizing walkability, safe access to schools, and the need for improved lighting. While comments did not form dense clusters, they pointed to recurring concerns in residential areas, with speeding and cars not stopping emerging as the most common issues, indicating locations where focused safety improvements may be needed.

Participants expressed strong support for the following improvements to enhance safety and infrastructure:

- Fill sidewalk gaps and strengthen connections to transit
- Add bike lanes and improve street lighting for safer travel
- Evaluate intersections to identify locations needing safety upgrades

THEMES WE HEARD IN PHASE II



Safety and Speeding

Frequent reports of unsafe driving on arterial roads near neighborhoods and parks, with speeding cited as a common concern affecting overall comfort and safety.



Lack of Sidewalks and Connectivity

Sidewalk gaps and unclear pedestrian routes were raised as safety risks, highlighting the need for more continuous and connected walkways.



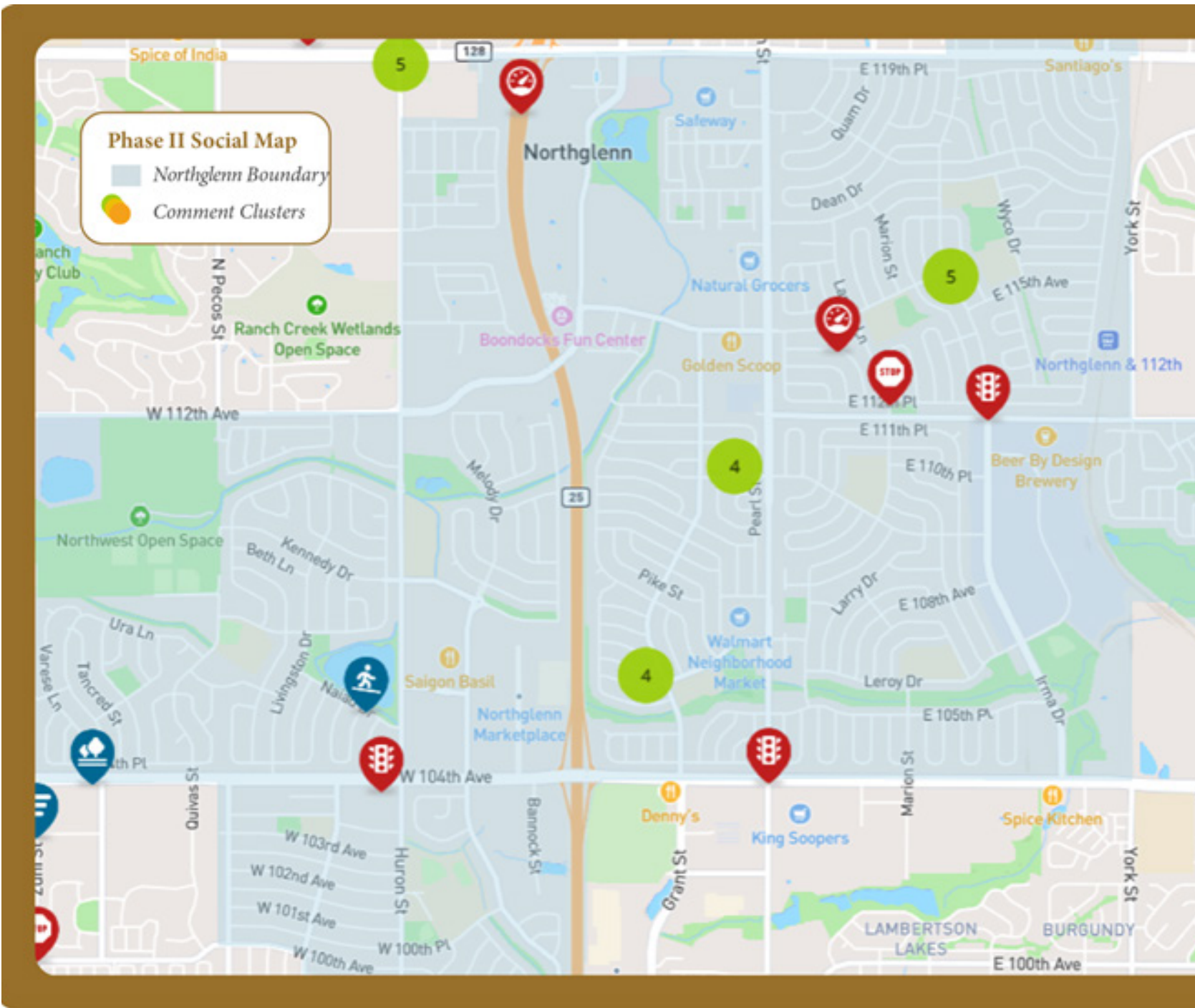
Bicycle Infrastructure Gaps

Minimal bicycle infrastructure and limited protection in traffic left riders feeling exposed, underscoring the need for safer and more reliable bike facilities.



Maintenance and Visibility

Requests for improved lighting and better road surface conditions reflected concerns about nighttime visibility and overall safety for people walking, biking, and driving.



Representative Snapshot of Data Collected Through the Mapping Activity in Phase II

Phase III: Validate Top Locations

A new Social Pinpoint mapping activity was launched in Phase III. Participants were asked to review top intersections and top corridors that were identified from the historical crash analysis and indicate agreement or disagreement, and suggest additional areas for safety improvements. Participants submitted feedback on 32 top intersections and three top corridors in Northglenn.

In addition to the online feedback, the project team hosted five popup events across the Adams County CSAP study area, including Pirate Festival in Northglenn, where they engaged with approximately 75 attendees who live in or frequently travel through Northglenn and shared valuable input on roadway safety concerns. Participants identified new locations to add to the map of top locations and confirmed many of the areas already under consideration. Feedback highlighted persistent issues along 104th Ave and 120th Ave, including speeding, drag racing, and frequent crashes, as well as safety concerns near schools and bus stops. Attendees expressed strong support for measures such as speed humps, speed feedback signs, increased enforcement, and higher. This input was added to the digital map and was used to validate and refine top locations for future safety improvements.

Using the data collected during Phase II and Phase III of engagement, top locations were prioritized to identify the locations with the greatest need for safety improvements. One of the criteria used during this process was the number of public comments provided at each location. **The community input accounted for 15% of the total prioritization score.** Detailed information about the engagement process can be found in **APPENDIX A: ENGAGEMENT SUMMARY**. Additional information on the prioritization of projects can be found in the **PROJECT PRIORITIZATION** section.

THEMES WE HEARD IN PHASE III



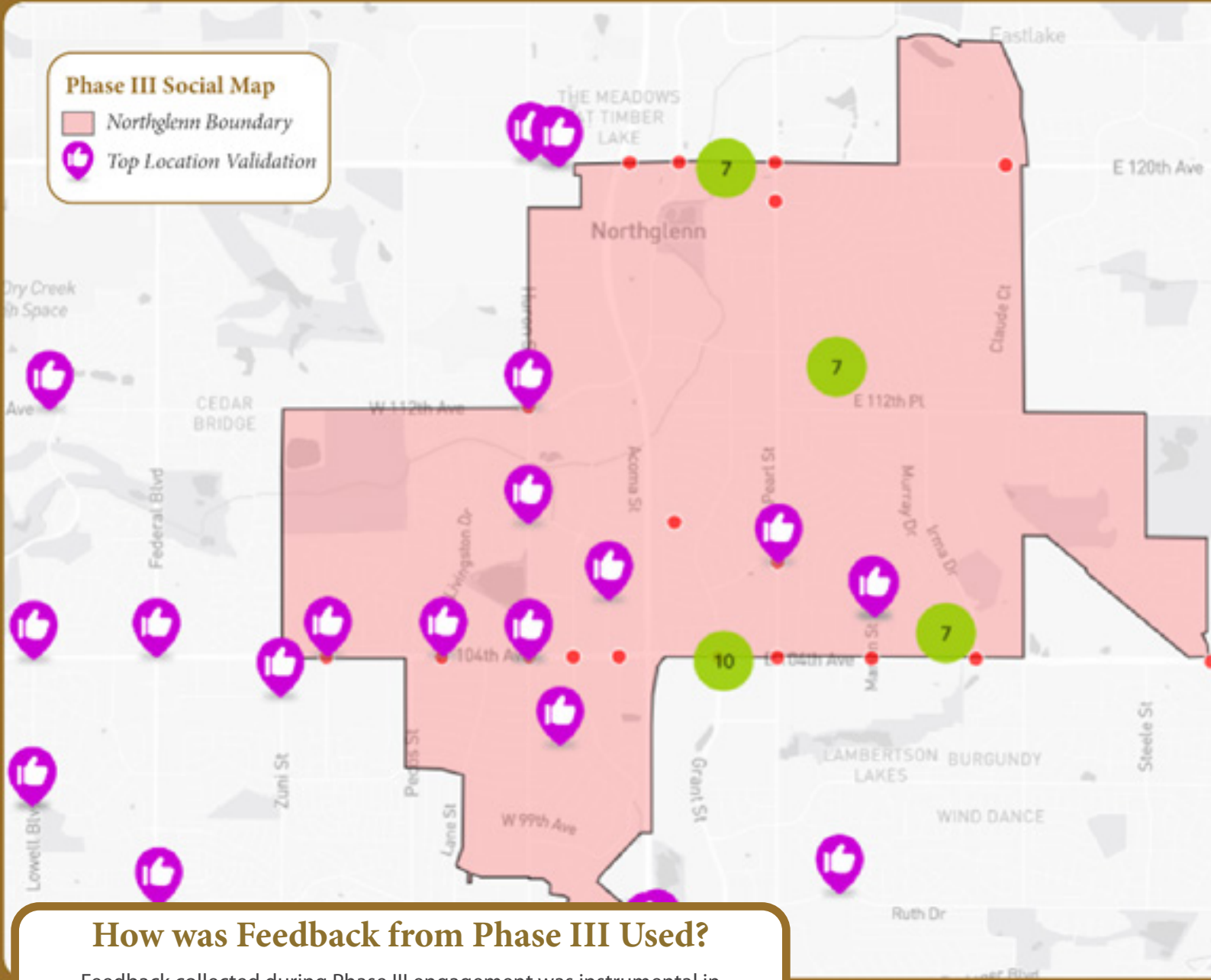
Top Intersections

Feedback for Northglenn pointed to persistent concerns with red light running and failure to yield. Residents also highlighted issues with speeding, aggressive driving, and unsafe lane changes, along with pedestrian safety concerns near schools, bus stops, and residential neighborhoods where students frequently cross. Neighborhood impacts such as cut through traffic and large trucks on local streets were also noted.



Top Corridors

Comments on Northglenn's top corridors highlighted concerns related to high traffic volumes and merging complexity near freeway interchanges, along with excessive speeds in residential areas and noise from modified vehicles. Residents also raised issues with truck traffic on neighborhood corridors, contributing to safety concerns and roadway wear, as well as pedestrian exposure near schools and community destinations where foot traffic is common.



How was Feedback from Phase III Used?

Feedback collected during Phase III engagement was instrumental in confirming the accuracy of the top locations previously identified through earlier public input and the project team's safety analysis. Input on these top locations was directly incorporated into the project prioritization process to help refine and rank recommended improvements locations.

Representative Snapshot of Data Collected Through the Mapping Activity in Phase III

SAFETY ANALYSIS

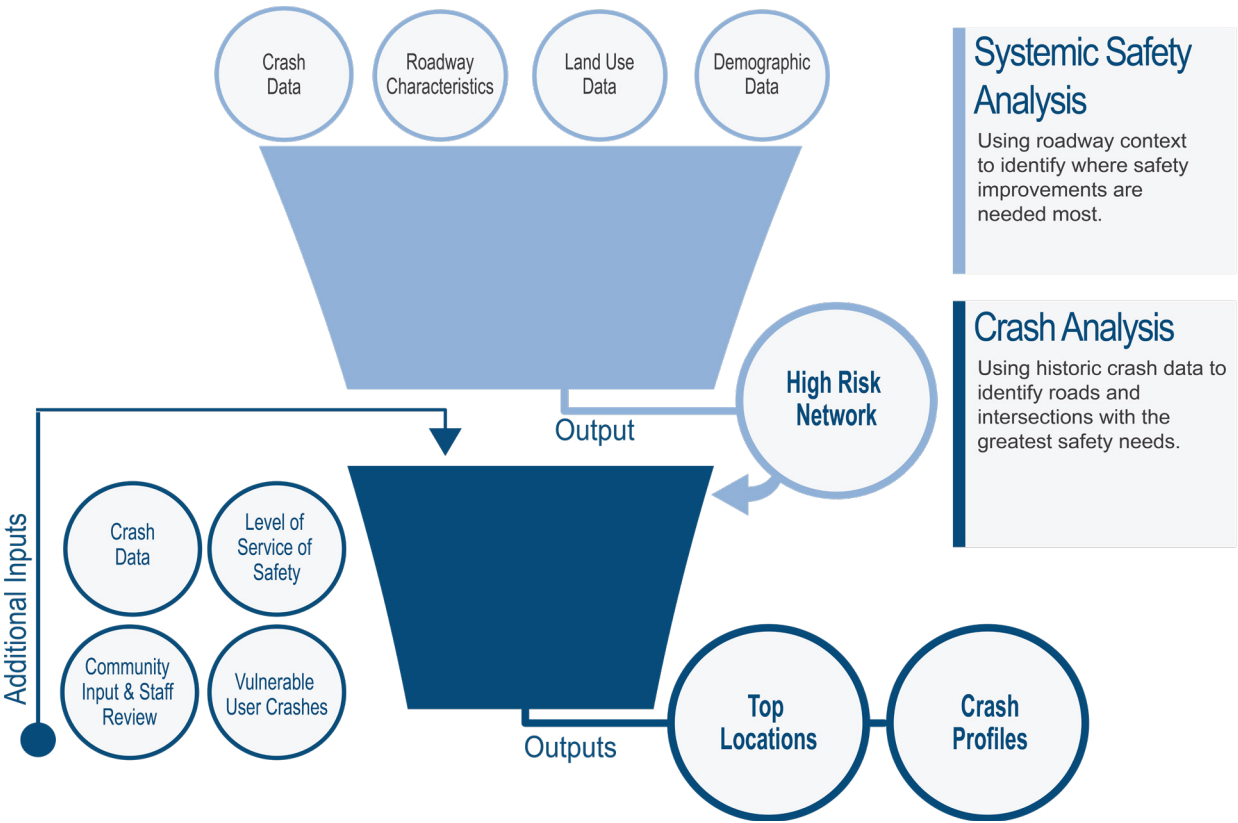


PURPOSE

Between 2018 and 2022, over 5,300 crashes occurred on Northglenn’s roads, involving over 12,400 people, and resulting in 1,100 injuries, which included 93 people killed or seriously injured (KSI). The goal of the safety analysis was to understand what types of crashes were most likely KSI crashes, where these KSI crashes were occurring disproportionately, and where KSI crashes are likely to occur in the future.

To answer these questions, a series of data-driven safety analyses were conducted, as shown in the figure below. Crash analyses based on historical crash data were complemented by systemic safety analysis to proactively identify risk. The data used for these analyses covered the five-year time period from 2018 through 2022, as this was the most recent period of geocoded crash data available when the project began in 2024. Combined, these safety analyses resulted in lists of top intersections and corridors where safety interventions are recommended, as well as a High Risk Network (HRN).

Systemic Safety and Crash Analysis



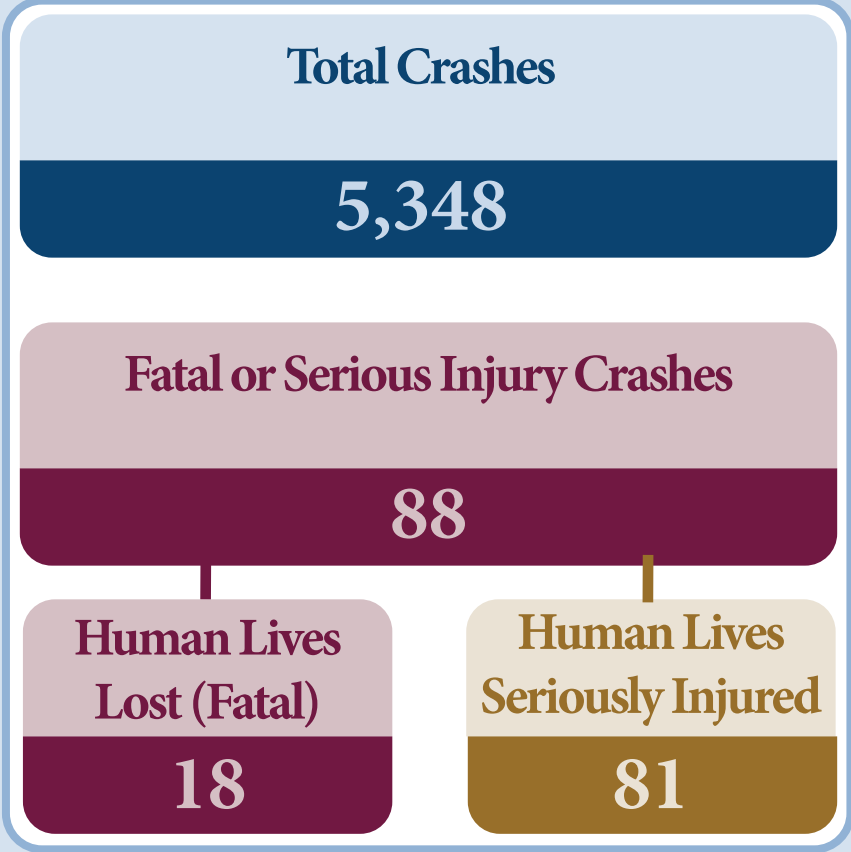
CRASH ANALYSIS

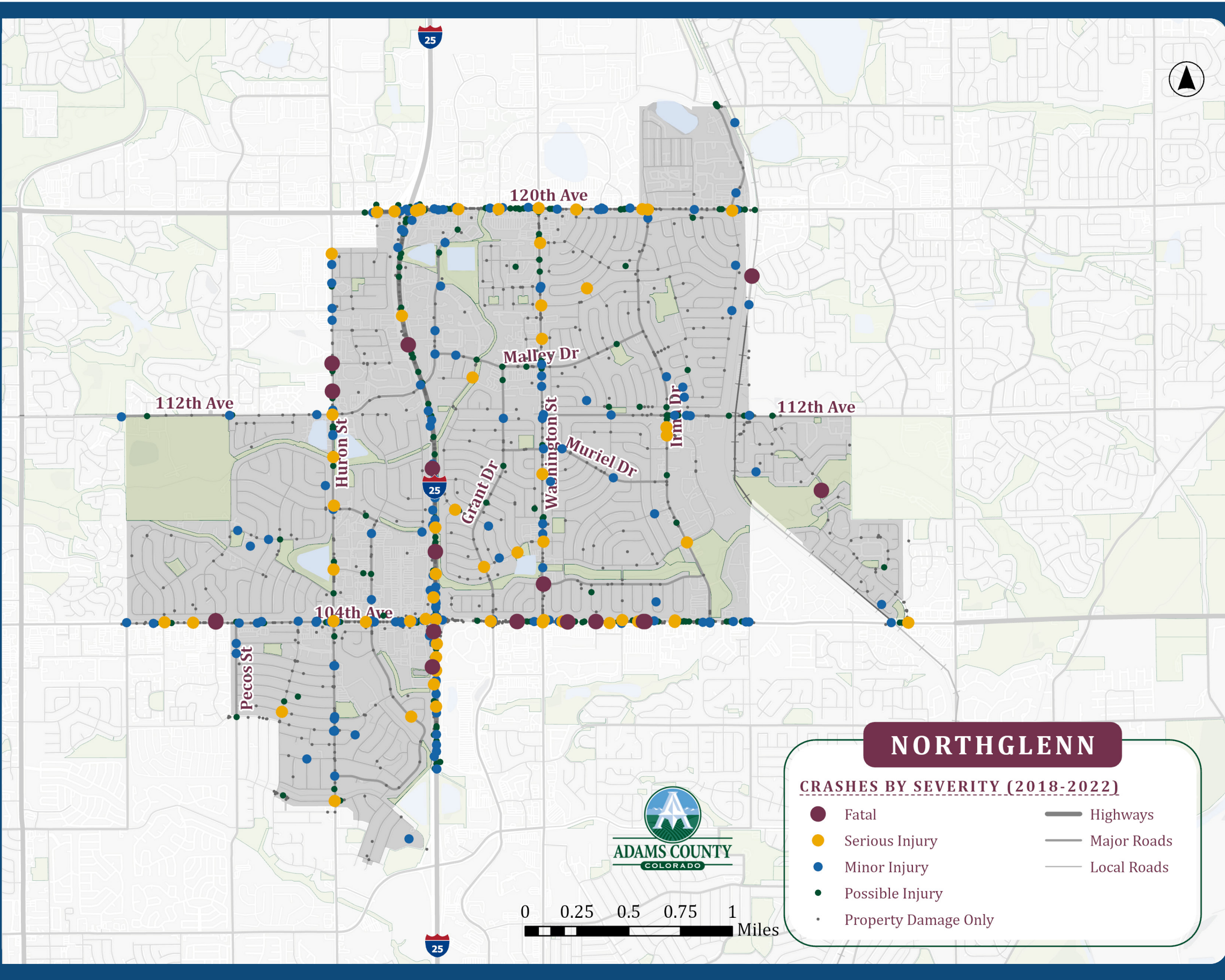
Overview

The crash analysis provided a snapshot of all crashes that occurred during the five-year period between 2018 and 2022, the most recent five-year period with available data at the start of the project. Crash records originated from law enforcement reports submitted to the Colorado Department of Revenue, were processed and quality-controlled by CDOT, further cleaned and geocoded by Adams County through DiExSys, and subsequently reviewed and refined by the consultant team for analysis.

The crash analysis was completed for all roadways in Adams County, including facilities owned and operated by the Colorado Department of Transportation (CDOT), to provide a comprehensive picture of countywide crash trends and safety concerns. While limited-access highways and interstates were included in the analysis, they were not considered for county-led safety countermeasure development due to jurisdictional authority. Other CDOT-owned facilities were included in the countermeasure analysis and help inform safety priorities, coordination, and partnership opportunities between the county and CDOT.

Crashes occurred at a rate of three per day, including one injury crash every two days and one KSI crash every 20 days, on average.

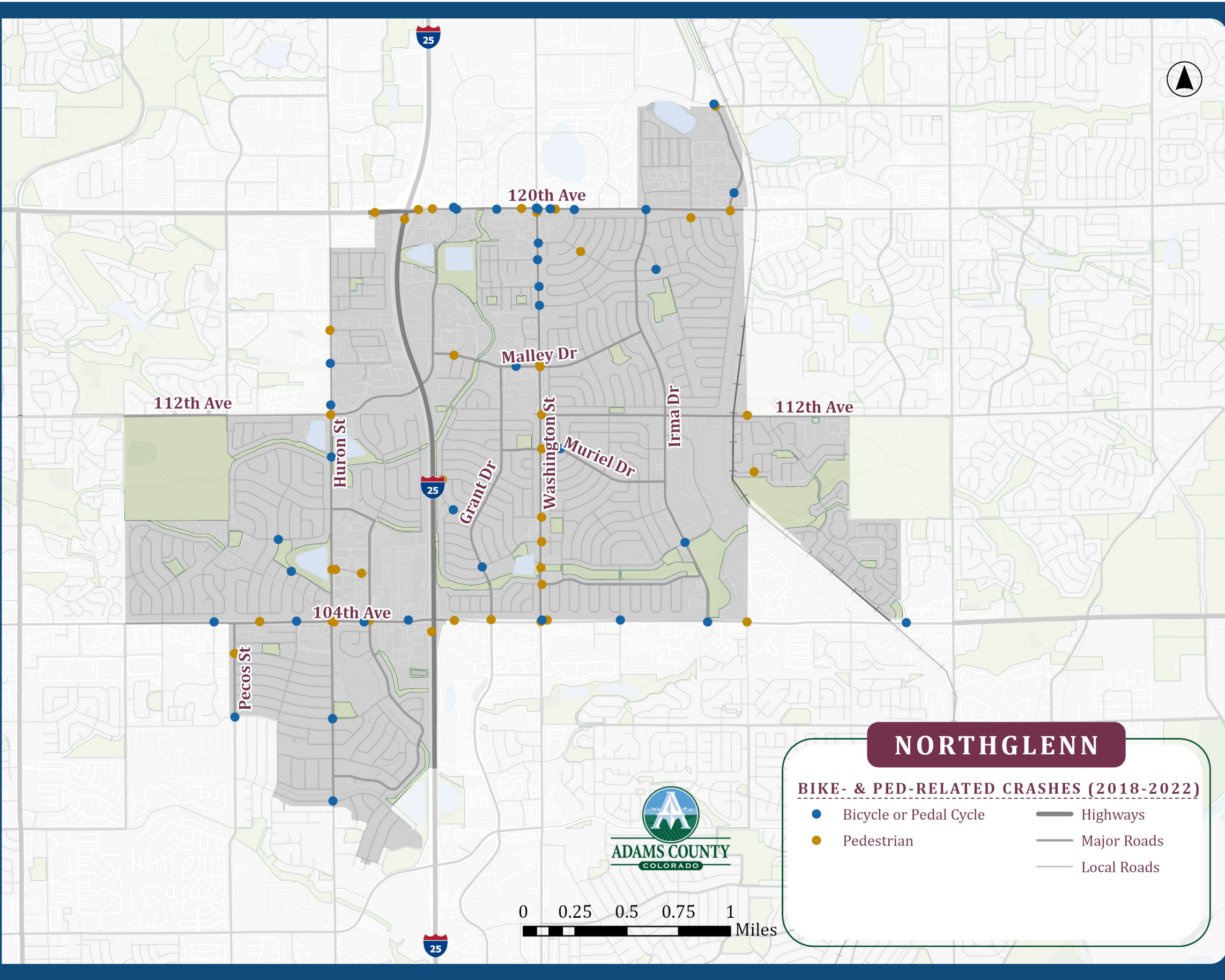




Crashes by Severity

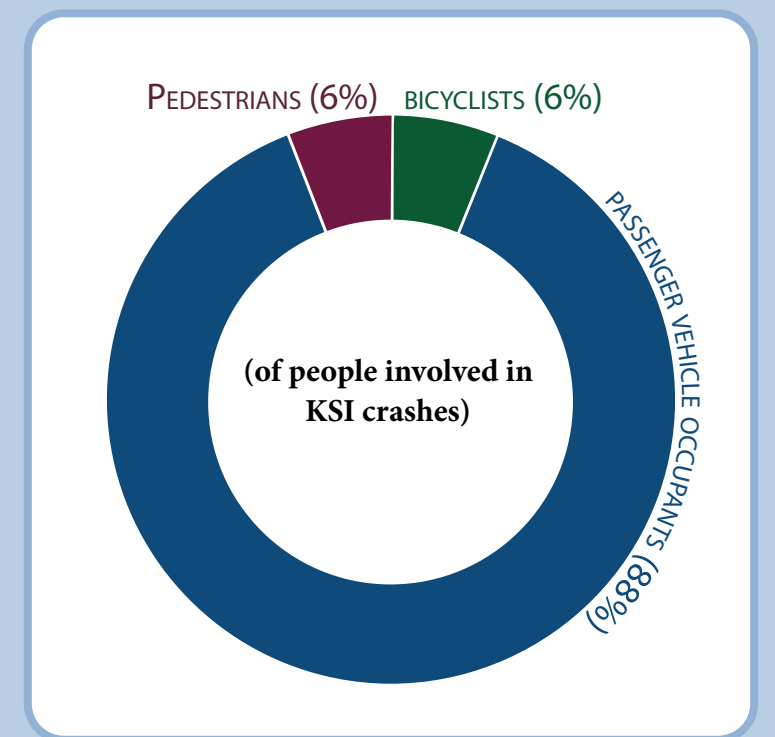
The map shows the distribution of crashes by severity. Crashes happened most frequently along Northglenn's major arterials, 104th Ave, 120th Ave, Huron St, and Washington St, as well as on I-25.





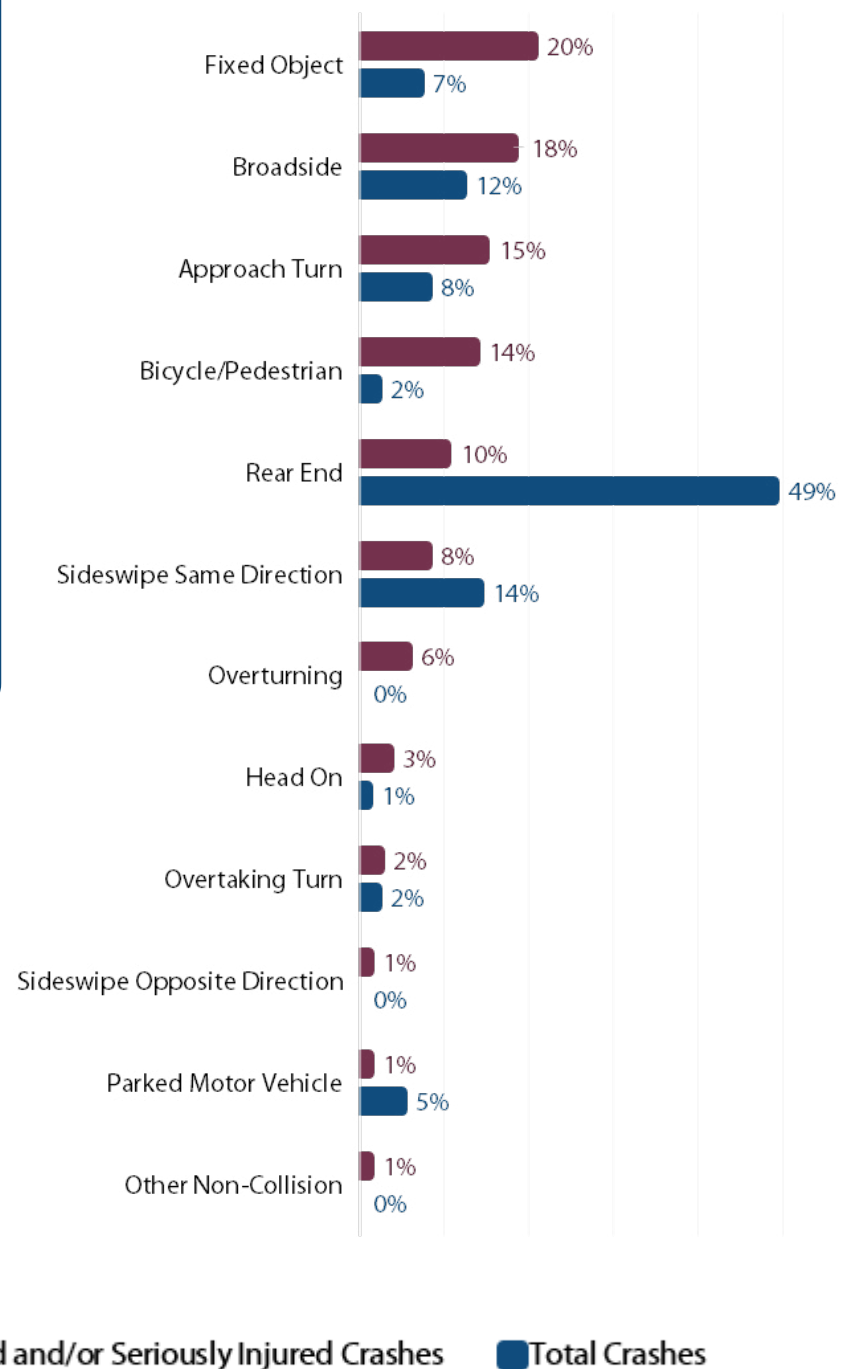
Bike and Pedestrian Crashes

Crashes involving bicyclists and pedestrians were scattered across the city, but mainly occurred along the major arterials, shown in the map. Bicyclists and pedestrians accounted for approximately 12% of all people killed or seriously injured in the city.



Percent of Crashes by Crash Type

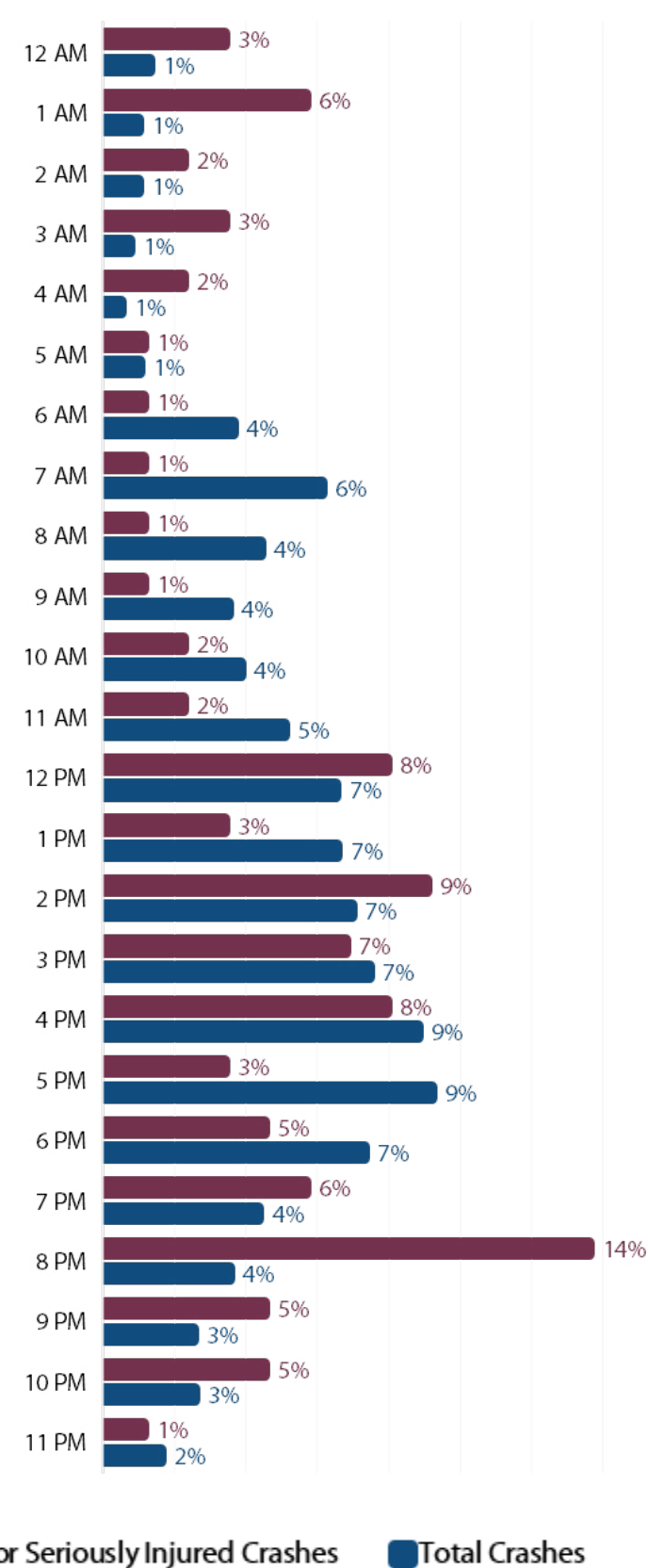
Crash frequency and severity differed by crash type, as shown in the figure below. Nearly half of crashes in Northglenn between 2018 and 2022 were rear-end crashes, but these crashes do not generally result KSI's. By contrast, only 2% of crashes during this period involved a bicyclist or pedestrian, but this crash type accounted for 14% of KSI crashes. Fixed object, broadside, and approach turn crashes also disproportionately accounted for KSI crashes.



Crashes by Crash Type

Percent of Crashes by Time of Day

Crash frequency and severity also varied by time of day, shown in the figure below. Crashes happened most frequently between noon and 6 PM. While crashes were less frequent later in the evening and in the early morning (between 7 PM and 5 AM), these crashes were more likely to be a KSI crash. Only 21% of total crashes occurred between 7 PM and 5 AM, but 47% of KSI crashes occurred during this time.



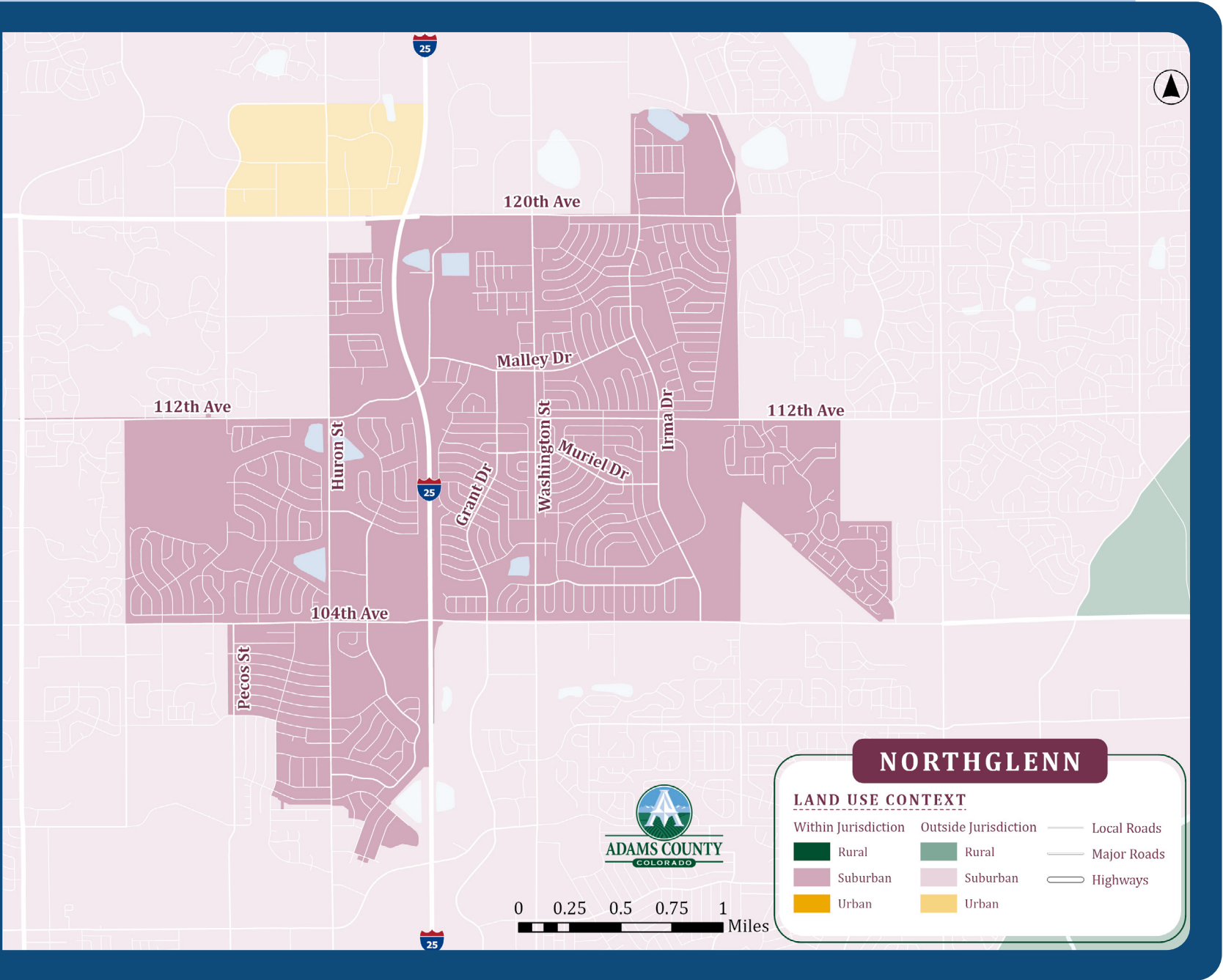
Crashes by Time of Day

Crashes by Land Use Context

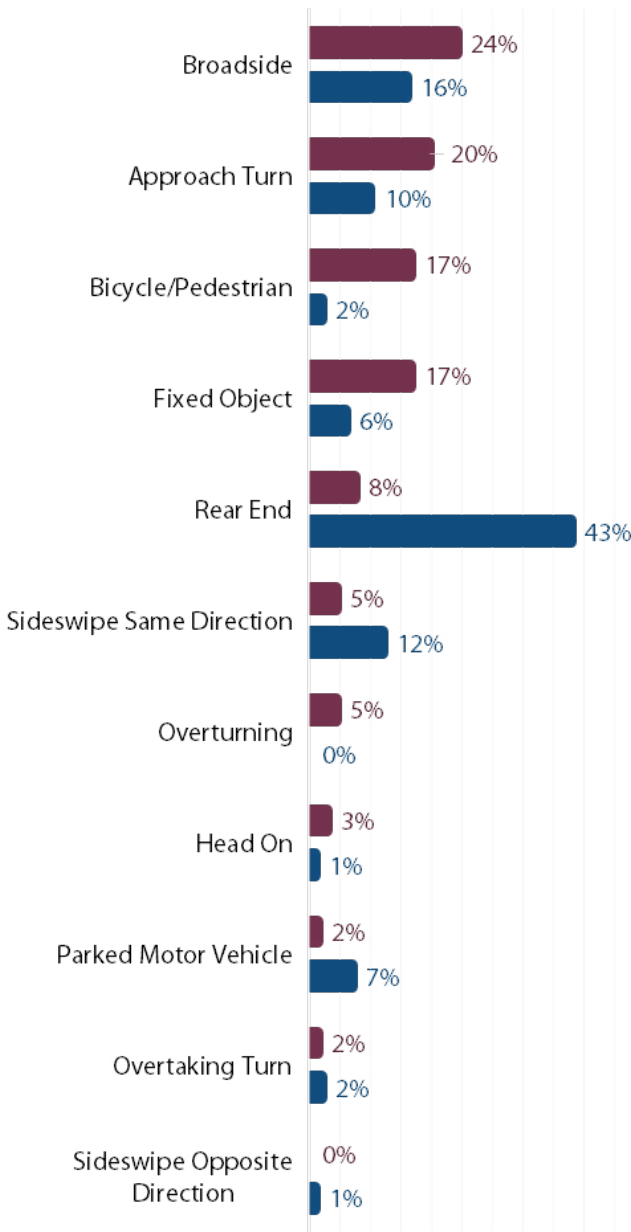
Crash patterns also varied by land use context. While Northglenn is entirely characterized by suburban land uses, this plan identifies limited access highways (such as I-25) as a distinct land use.

Rear end crashes are by far the most common crash type on both Northglenn’s suburban roads and I-25. By contrast, broadside and approach turn crashes account for nearly half of KSI crashes on suburban roads, while fixed object and rear end crashes account for over half of KSI crashes on the section of I-25 that runs through the city.

The charts show the crash picture for the whole city, including crashes on limited-access highways. The focus of the SAP is on local, collector, and arterial streets (including state highways) rather than limited access highways, as limited access highways have distinct crash types and countermeasures compared to other roads. The following analyses and subsequent recommendations in the SAP do not include I-25.

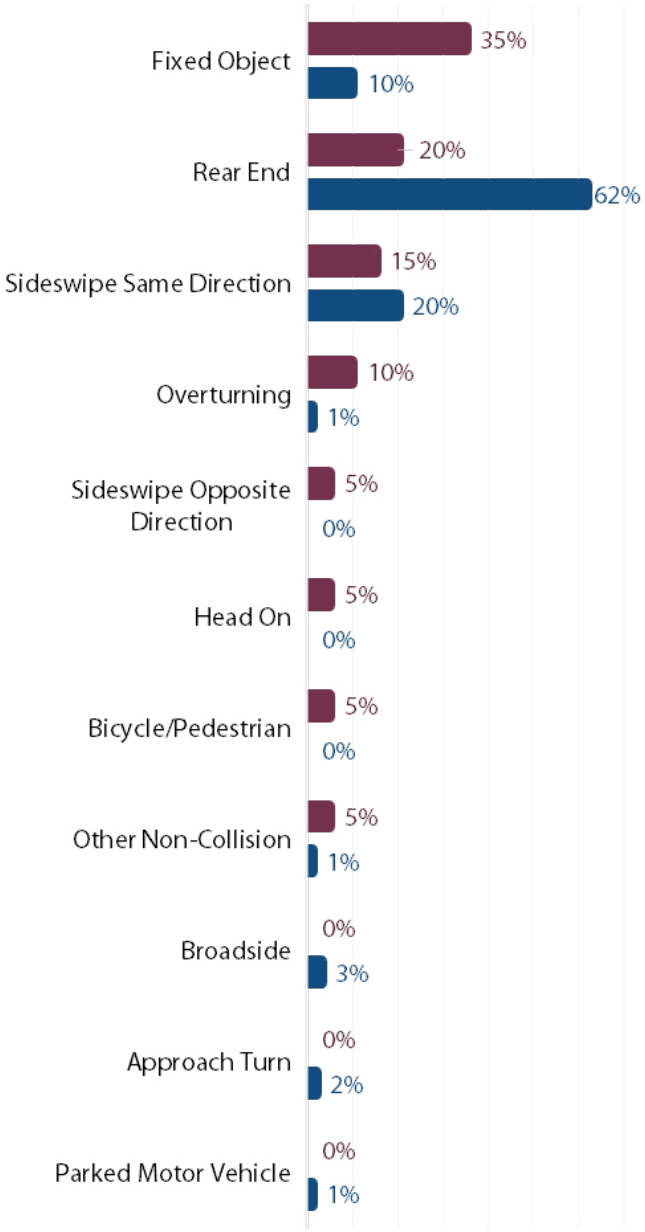


Suburban Crashes



■ Killed and/or Seriously Injured Crashes ■ Total Crashes

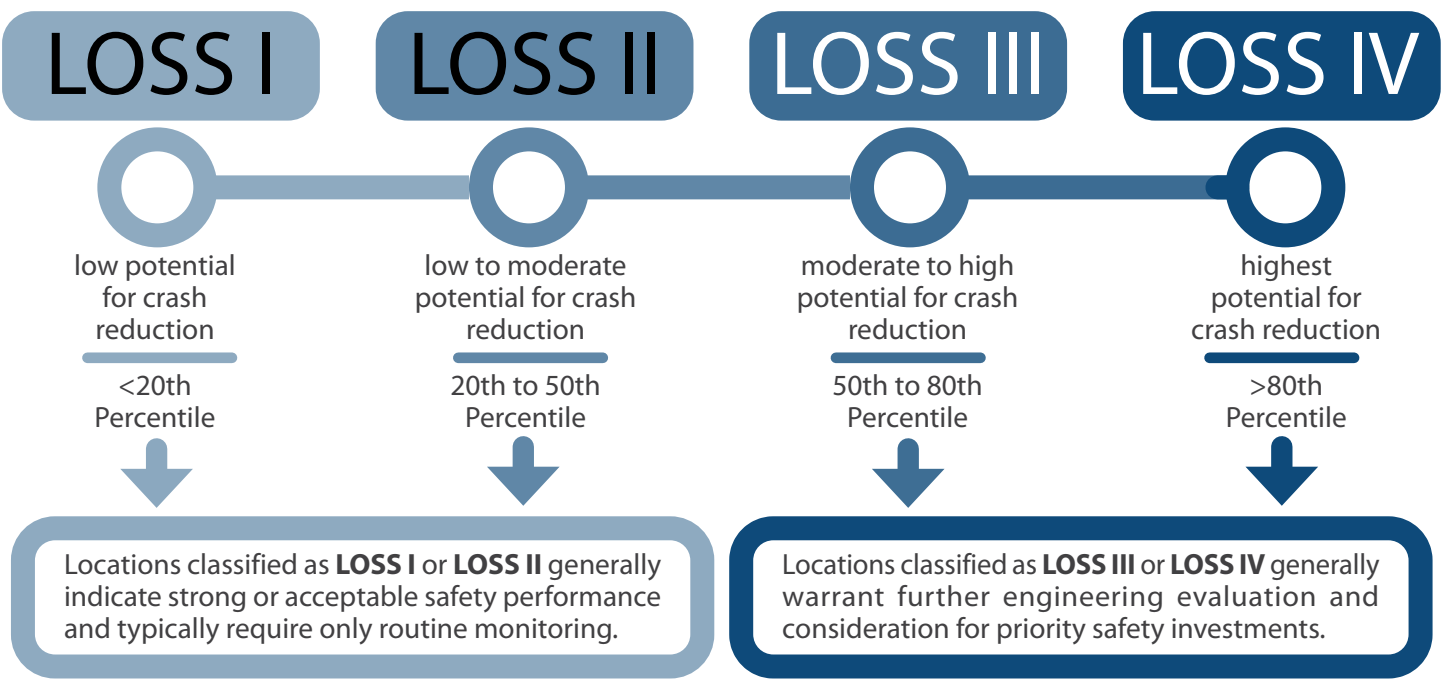
Limited Access Highway



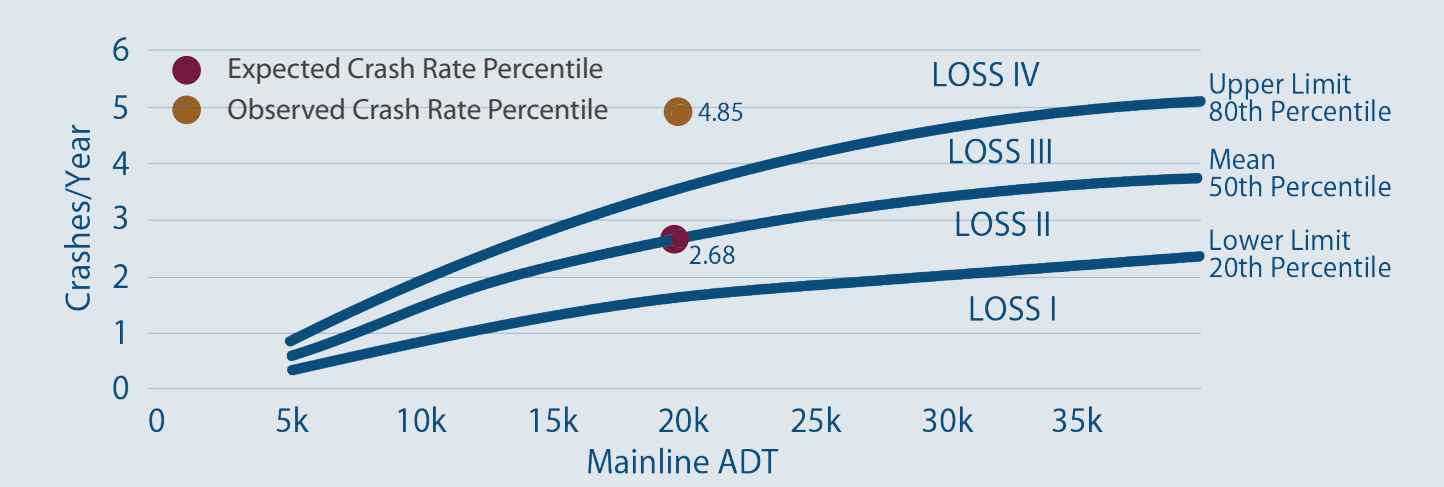
LEVEL OF SERVICE OF SAFETY

Level of Service of Safety (LOSS) analysis assessed crash frequency and severity of Northglenn’s intersections compared to similar intersections statewide. Analysis was completed in DiExSys Vision Zero Suite (VZS) using CDOT-verified crash data from 2018-2022. DiExSys has developed predictive Safety Performance Function (SPF) models that predict the number and severity of crashes expected to occur at different intersection facility types in Colorado given the traffic volumes on the cross streets. Based on information input into VZS for an intersection, the tool returns LOSS scores that quantify the intersection’s performance in terms of the number and severity of crashes observed compared to the number and severity of crashes predicted by the SPF model. LOSS scores range from I to IV, with higher scores indicating higher potential for crash reduction. A detailed LOSS methodology is provided in **APPENDIX D: LOSS METHODOLOGY**.

LOSS scores are based on the crash percentile of a given location relative to similar locations in Colorado:

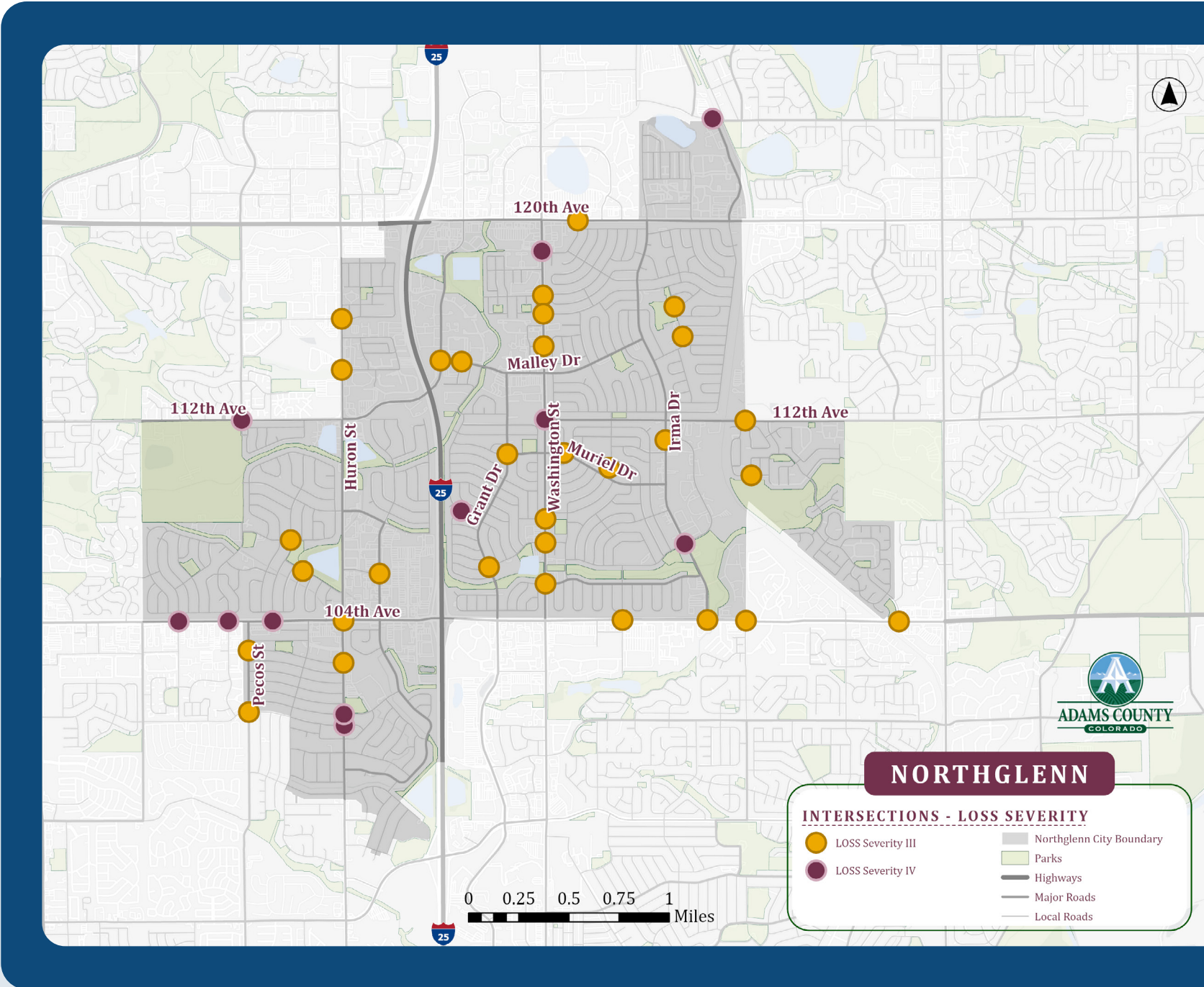


LOSS Analysis Example



This example illustrates a LOSS IV intersection. There is high potential for crash reduction.

LOSS analysis found that 11 intersections were LOSS Severity IV, meaning they were in the 80th percentile or above for injury crash rate as compared to similar locations, and 31 were LOSS Severity III (meaning they were in the 50th to 80th percentile), as shown below. More crashes resulting in injuries occurred at these intersections between 2018 and 2022 than is typical for similar intersections. These intersections have higher potential for crash reduction and may be good candidates for location-specific safety improvements.



SYSTEMIC SAFETY ANALYSIS

Systemic safety analysis is a proactive approach to identifying risk based on roadway characteristics. This approach correlates KSI crashes with roadway design factors, demographic characteristics, and different land uses to predict where serious crashes may happen in the future. Through this method, proactive safety interventions can be implemented in locations where KSI crashes have not yet occurred. Similarly, using a systemic approach, safety interventions such as a leading pedestrian interval could be applied at all intersections in a community that share certain characteristics, regardless of crash history.



Functional Classification



Posted Speed Limit



Operating Speed (85th Percentile)



Total Number of Lanes



AADT



Sidewalks



Bike Lanes



Near School (0.25 mile)



Near Railroad Crossing (0.03 mile)



Bus Route



Signalized Intersection (0.03 mile)



Parks (1000 feet)



Trails (30 feet)



Disadvantaged Area (DRCOG)



Population Density (population/mi²)



Journey to Work (% Car-free)



Regional Area Type

Characteristic	Categories	Risk Scores
Functional Classification	Local	0
	Collector	0
	Arterial	3
	State Highway	3
Speed Limit	below 35 mph	0
	35 mph and above	3
Operating Speed (85th Percentile)	30 mph and below	0
	30 – 50 mph	3
	50 mph and above	0
Total Number of Lanes	0-3 lanes or less	0
	4-6 lanes	3
AADT	≤3000 vehicles per day (vpd)	0
	> 3000 vpd	3
Bike Lanes	Yes	0
	No	0
Sidewalks	Yes	0
	No	0
Near School (0.25 mi)	Yes	0
	No	2
Near Railroad Crossing (0.03 mi)	Yes	0
	No	0
Bus Route	Yes	3
	No	0
Signalized Intersection (0.03 mi)	Yes	3
	No	0
Parks (1000 ft)	Yes	0
	No	2
Trails (30 ft)	Yes	3
	No	0
Disadvantaged Area - DRCOG	Yes	0
	No	0
Population Density (population/mi ²)	≤500	0
	>500	3
Journey To Work (% Car-free)	≤2.5%	0
	2.5% – 10%	3
Regional Area Type	Suburban	0

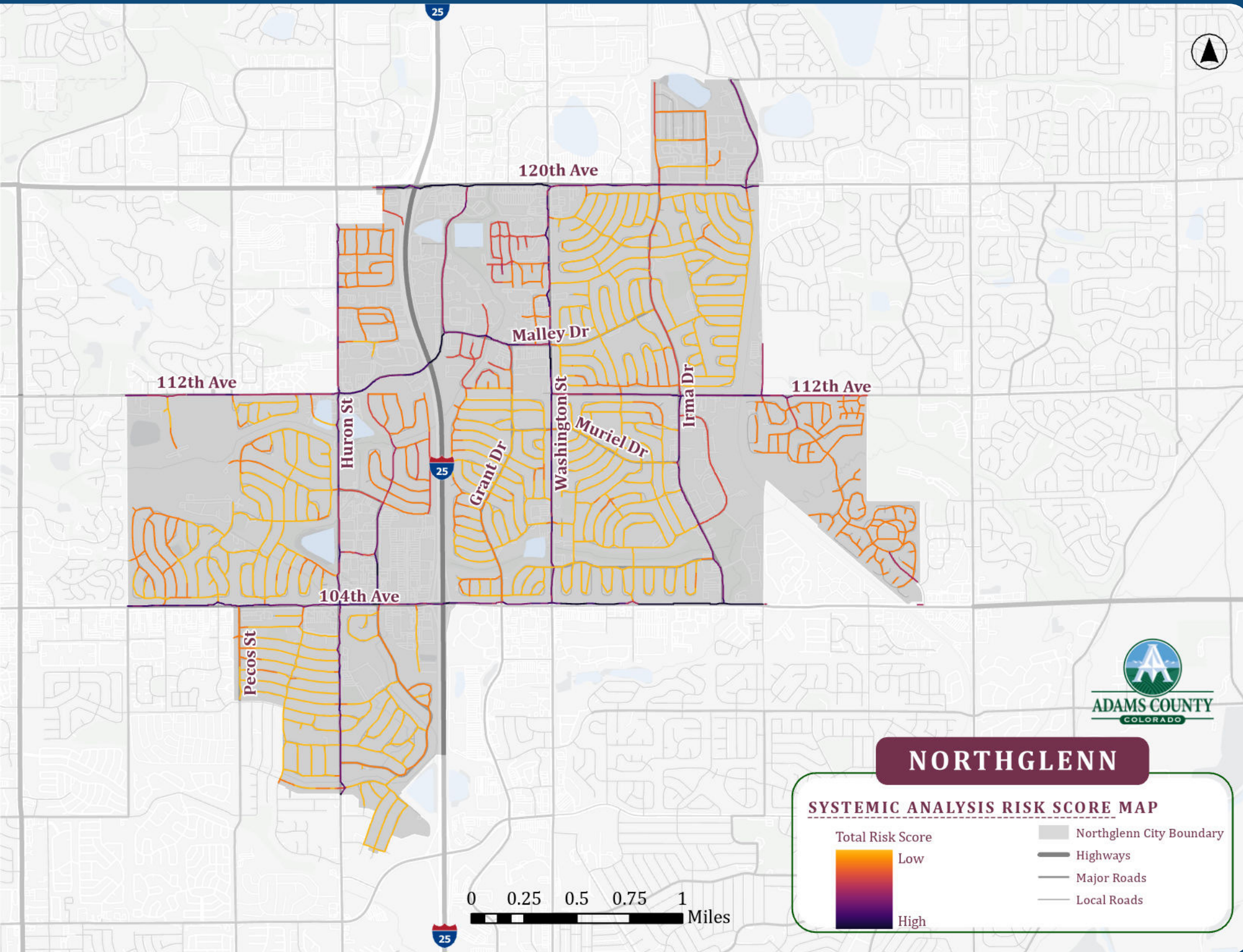
Systemic Risk Scores

The Equivalent Property Damage Only (EPDO) method was used to weight crashes by severity and assess the relative risk of different roadway characteristics. In this approach, fatal and injury crashes are converted into an equivalent number of property damage only (PDO) crashes. This conversion is calculated by dividing the comprehensive cost of crashes at each severity level by the comprehensive cost of a PDO crash. EPDO scores were calculated for each roadway segment and compared to the overall average EPDO per centerline mile in the city. Roadway characteristics with EPDO values at least 115% of the network average were identified as overrepresented, given a score of 3, and considered indicators of systemic safety risk. These risk tiers were then converted into a 0–3 scoring system, with 3 being the highest risk, to identify segments with the greatest safety needs. The detailed systemic analysis methodology and calculations are provided in **APPENDIX C: SYSTEMIC SAFETY ANALYSIS**.

The systemic approach identifies correlations rather than causation, meaning a roadway feature labeled “high risk” does not inherently make the roadway unsafe. Some features, like sidewalks, may appear overrepresented simply because they are more common in high activity areas where exposure is greater. Therefore, systemic results should be viewed as guidance for where proactive safety countermeasures may be most effective, not as judgments about the safety of the feature itself.

The table shows all characteristics that were tested and risk scores assigned to them based on correlation with crashes. Some characteristics had no risk associated with them; these have a risk score of 0.

85th percentile speed refers to the speed at or below which 85% of vehicles travel on a given road segment.
DRCOG has developed an index that combines Census tract-level data about economic status, mobility barriers, and race and ethnicity. Scores are split into quartiles and compared to the whole DRCOG region.



Systemic Analysis Results

To create the HRN, the systemic analysis scores from 17 roadway characteristics were mapped on the roadway network, splitting segments whenever a feature changed. Each segment received a total systemic score based on a compilation of scores for the roadway characteristics within that segment. A sensitivity analysis tested different percentile thresholds, and the city selected the 80th percentile as the cutoff for the first HRN iteration. This threshold included only segments that scored 22 or higher, which accounted for about 9% of the roadway network and over half of all KSI crashes.

Percentile	Systemic Score	Length (mi)	% of Total Road Miles	% of KSI crashes
>75th	20	215.6	13.7%	62.9%
>80th	22	10.2	9.0%	55.7%
>90th	24	5.0	4.4%	34.3%
>95th	27	2.3	2.1%	20.0%
>99th	30	0.4	0.3%	2.9%

High Risk Network

The High Risk Network (HRN) is a proactive tool that helps identify roads with a higher potential for serious crashes based on roadway conditions and surrounding community context. Unlike a High Injury Network, which looks only at past crashes, the HRN highlights locations with features known to increase future crash risk, even if few crashes have happened yet. This helps the county focus safety improvements where people are most likely to benefit.

Network Smoothing

After selecting the threshold, the HRN was refined through a smoothing process to create logical, continuous corridors that support planning and project development. This step ensured the HRN functions as a cohesive network rather than a set of disconnected fragments. The smoothing process involved:

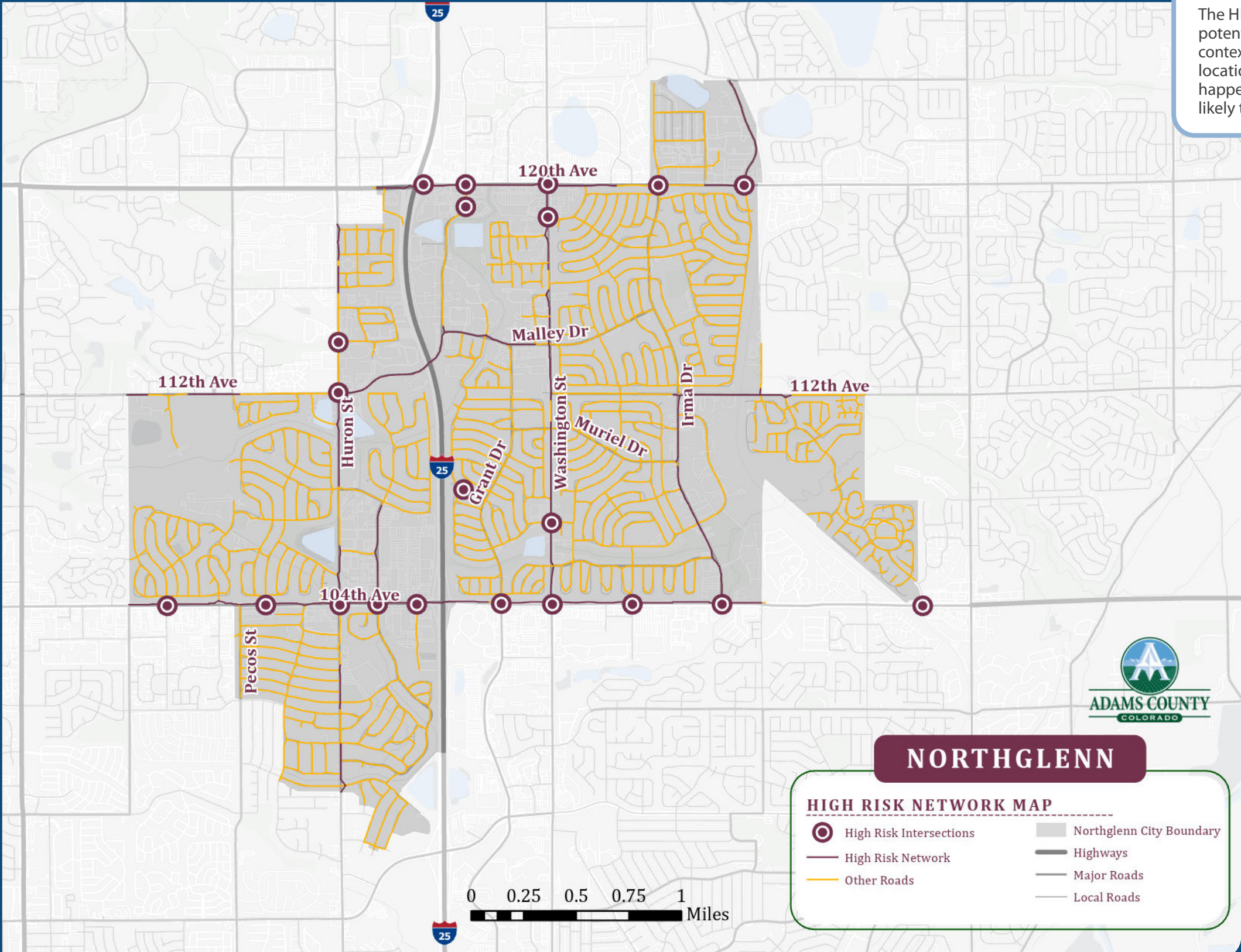
- Filling short gaps between high risk segments
- Evaluating larger gaps based on context, land use, and systemic scores
- Adjusting segment start and end points so they aligned with intersections or logical boundaries

These steps ensured the HRN formed a cohesive network rather than disconnected fragments.

The final HRN, shown on the following page accounts for just 13% of Northglenn’s road network but 64.3% of the KSI crashes that occurred between 2018 and 2022. When considering the level of risk on boundary roads, results may change from agency to agency. Review the adjacent agency’s HRN for a comprehensive evaluation, located in **APPENDIX E: HRN**.

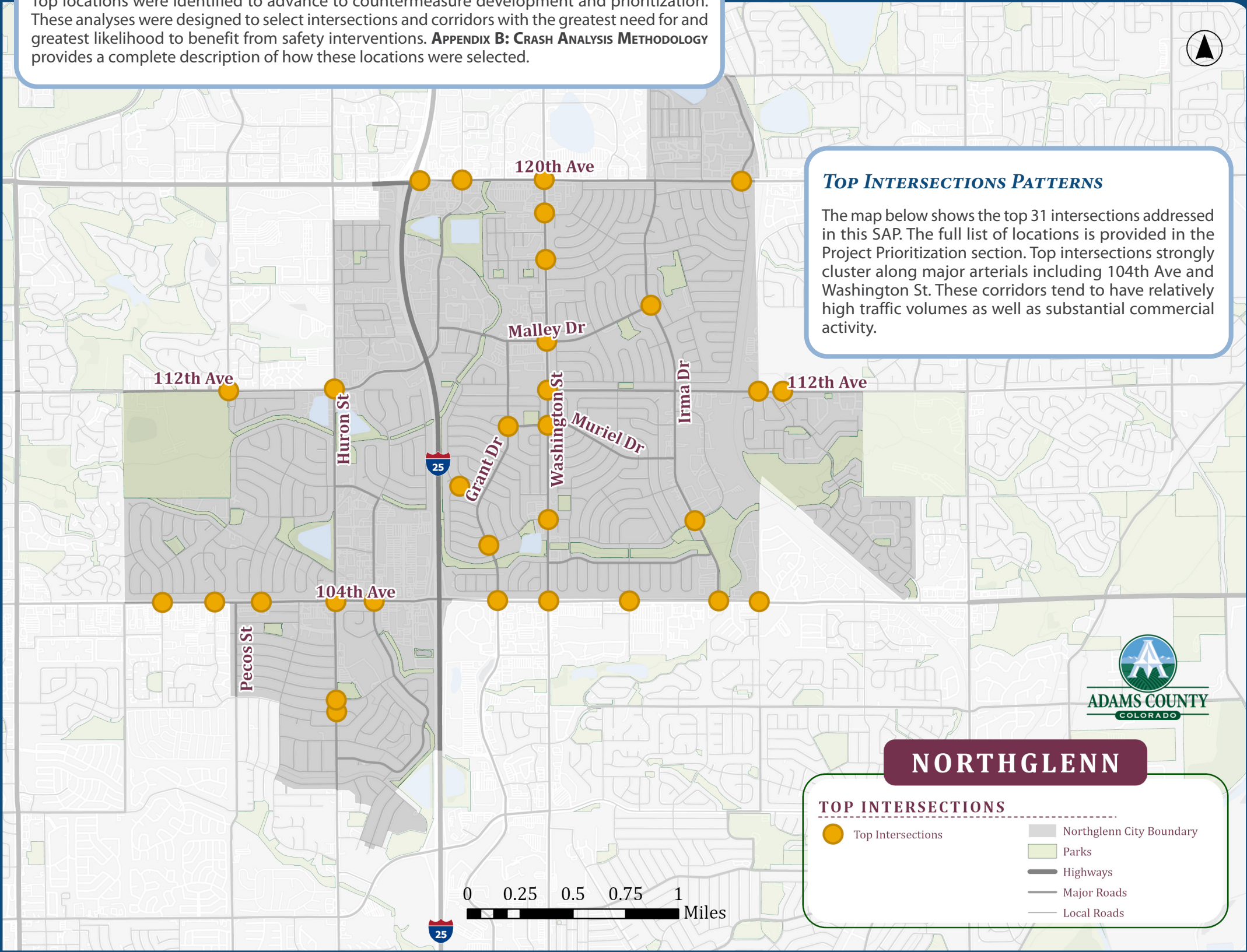
High Risk Intersections

When performing the smoothing process, the project team was careful to minimize the impact (change) to the original data informed version of the HRN by ensuring that the segments of the network added or removed from the smoothed HRN did not sum to a total length greater than 1/10th of the HRN. As part of this process, small segments, typically surrounding by signalized intersections, were converted from isolated, high-risk “island” segments, into High Risk Intersections (HRIs). HRIs were identified when they met the scoring criteria for being on the HRN but scores on the adjacent segments did not. This does not mean they are the only intersections with high risk. Intersections with more than one leg falling on the HRN would also be considered high risk.



TOP LOCATIONS

Top locations were identified to advance to countermeasure development and prioritization. These analyses were designed to select intersections and corridors with the greatest need for and greatest likelihood to benefit from safety interventions. **APPENDIX B: CRASH ANALYSIS METHODOLOGY** provides a complete description of how these locations were selected.



Top Intersections

Northglenn has over 600 intersections. Using a set of criteria, the city identified a subset of these intersections where safety interventions are likely to have the greatest impact toward reducing traffic fatalities and serious injuries. These criteria, shown in the table below, integrate results from the LOSS analysis and HRN, and add crash frequency.

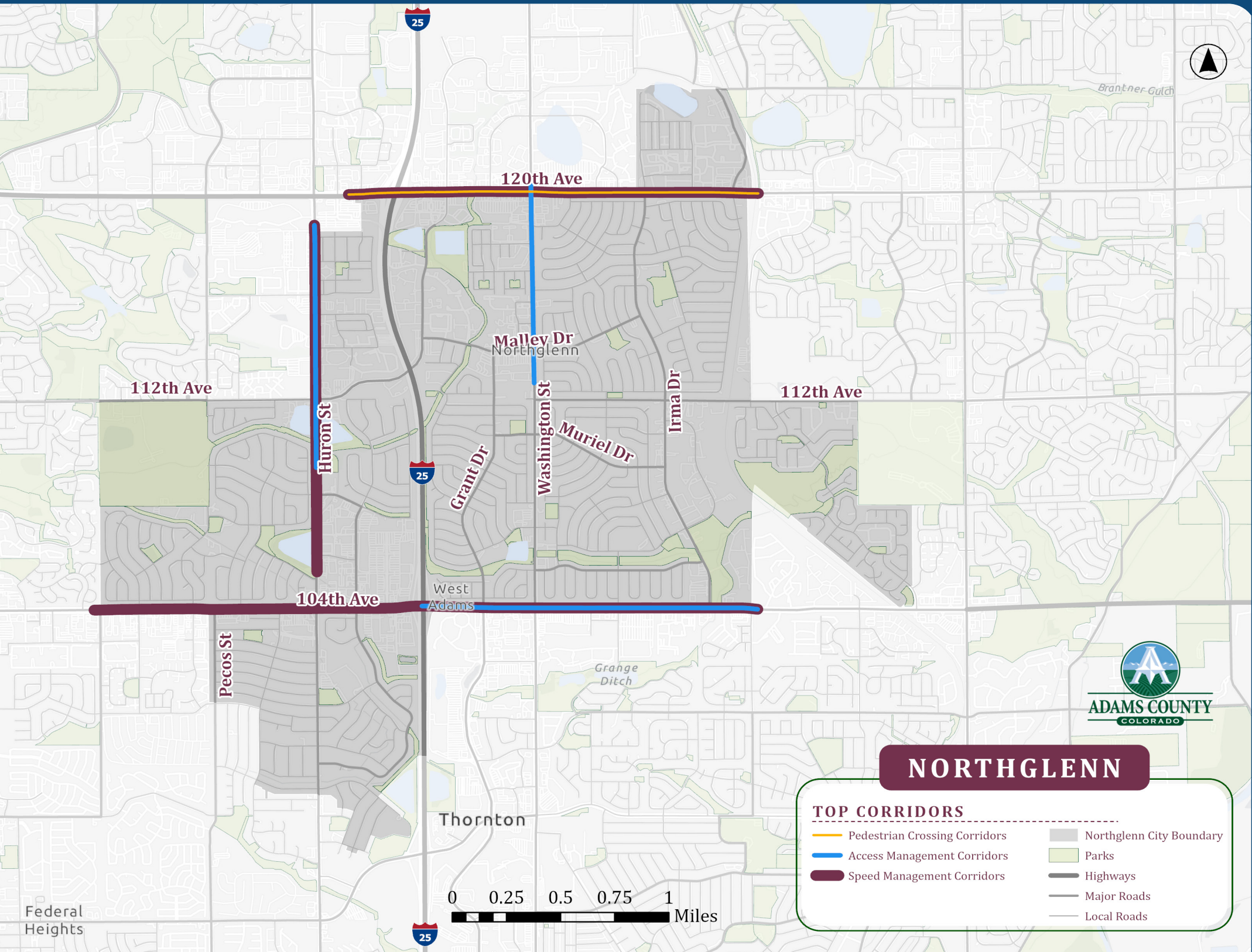
600 INPUT INTERSECTION		
Criterion 1	LOSS Severity IV AND 3+ KSI/Level B Injury Crashes	17 Intersections
Criterion 2	LOSS Severity III AND 3+ KSI/Level B Injury Crashes AND on HRN	7 Intersections
Criterion 3	2+ KSI/Level B Bike/ Ped Crashes AND on HRN	2 Intersections
Criterion 4	5+ KSI/Level B Injury Crashes	7 Intersections
Criterion 5	Total Crashes ≥ 62	2 Intersections
28 TOP INTERSECTION		

As an example, the table shows that 10 intersections met the first criteria, with a LOSS severity score of IV and three or more KSI or Level B injury crashes in the study period (2018-2022). An additional 7 intersections met the second criteria, meaning they each had a LOSS severity of III, three or more KSI or Level B injury crashes in the study period, and fell along the HRN. In total 28 intersections in Northglenn met one or more of the five criteria.

Each element in the criteria helped to refine the intersection list in a unique way:

- LOSS Severity III and IV scores identify intersections with higher rates of injury crashes compared to similar intersections.
- The KSI or Level B injury crash threshold identifies locations where crashes that resulted in injuries or deaths have happened in the past.
- The HRN identifies locations where KSI or Level B injury crashes are most likely to occur in the future.
- The focus on previous crashes involving bicyclists or pedestrians pays particular attention to these vulnerable road users.
- The raw frequency criteria identify intersections where there were significantly more crashes in 2018-2022 than typical for Northglenn.

After following this data-driven approach to produce an initial list of target intersections, three additional intersections were added based on community priorities.



Top Corridors

Top corridors were identified to mitigate specific crash types that are prevalent along longer stretches of roadway.

CORRIDOR TYPES

Three types of corridors were identified:

- Speed management corridors have high densities of non-intersection crashes.
- Access management and intersection control corridors have high densities of crashes at driveways or unsignalized intersections.
- Pedestrian crossing corridors have high densities of crashes where pedestrians or cyclists were crossing mid-block or at an unsignalized location.

In developing these corridors, crashes were weighted by severity of the injury level. The final corridors, shown below, represent the streets where KSI crashes by each corridor type have most frequently occurred.

TOP CORRIDORS PATTERNS

The top corridors fall along major arterials where traffic volumes are higher, access is more complex, and multimodal activity produces repeated windows of elevated crash severity. Speed management corridors appear on multilane, higher speed roadways such as 104th Ave where non-intersection crashes cluster. Access management corridors emerge on commercialized corridors like Washington St with frequent driveways or unsignalized turning conflicts.

The pedestrian crossing corridor along 120th Ave aligns with high commercial activity and bus stops, highlighting midblock exposure where people need to cross wide roadways.

These patterns suggest that many of the city's most consequential crash problems are corridor based and reflect a combination of speed, access friction, and crossing demand rather than solely intersection improvements.

PROJECT PRIORITIZATION



PURPOSE

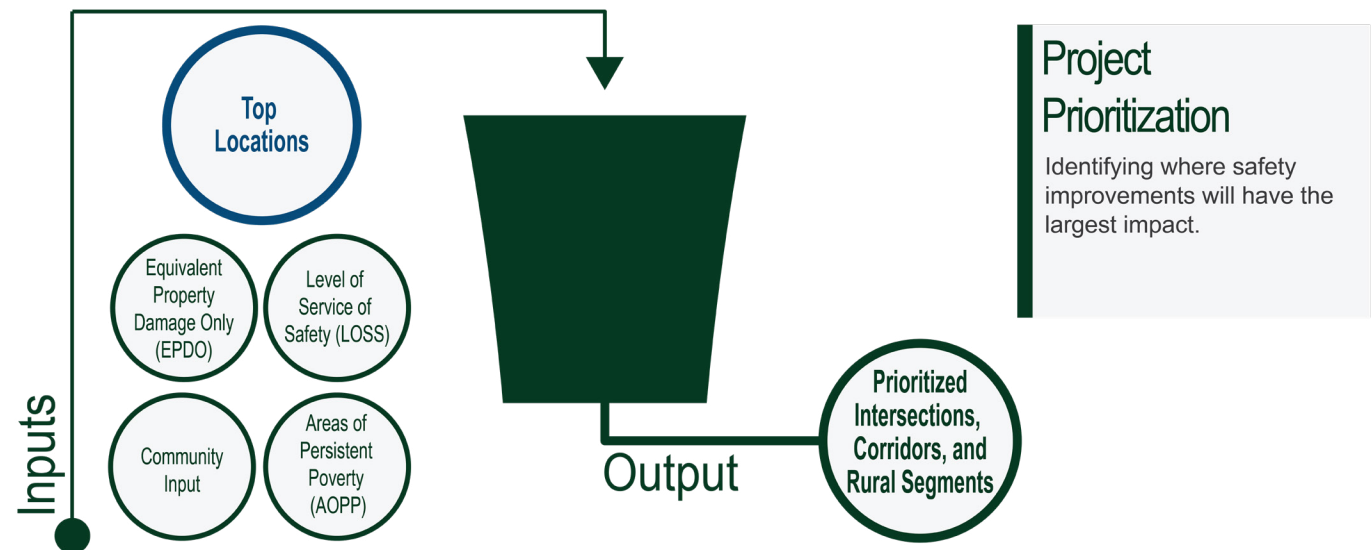
Given resource constraints it will likely be infeasible to implement all of the projects immediately. Instead, they will be implemented over time as resources allow. A project prioritization methodology was developed to help Northglenn identify the highest priority projects to be implemented first.

The graphic below shows the prioritization approach and criteria used to prioritize intersection projects and corridor projects. Prioritization criteria were developed based on three primary goals: increasing safety, addressing community concerns, and ensuring improvements support high-need communities. The outcome of this process was a set of ranked intersection and corridor projects.

PRIORITIZATION CRITERIA

Prioritization criteria were developed based on three primary goals: increasing safety, addressing community concerns, and ensuring improvements support high-need communities. The outcome of this process was a set of ranked intersection and corridor projects.

Prioritization Approaches



EQUIVALENT PROPERTY DAMAGE ONLY (EPDO)

Agency Goal: Safety

Purpose: Account for frequency and severity of historic crashes proportionally.

LEVEL OF SERVICE OF SAFETY (LOSS)

Agency Goal: Safety

Purpose: Evaluate crash risk compared to other similar locations based on historic crash data.

HIGH RISK NETWORK (HRN)

Agency Goal: Safety

Purpose: Evaluate crash risk based on roadway geometry, operations and crash history.

COMMUNITY INPUT

Agency Goal: Community Priority

Purpose: Incorporate the level of community priority by accounting for the amount of public input received during engagement efforts.

AREAS OF PERSISTENT POVERTY (AOPP)

Agency Goal: Historically Underserved & High-Need Areas

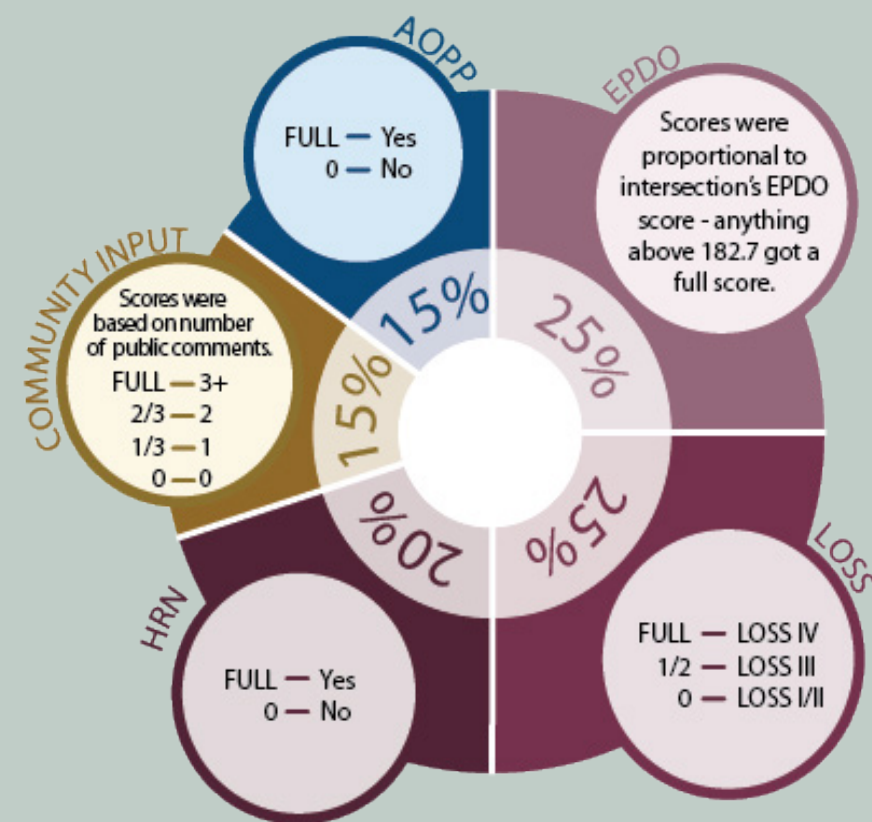
Purpose: Consider equity by accounting for a project's proximity to designated Areas of Persistent Poverty.

AGENCY GOALS

- The Safety score (EPDO, LOSS, HRN) accounts for 70% of the prioritization process.
- The Community Input score accounts for 15% of the prioritization process.
- The AOPP score accounts for 15% of the prioritization process.

Prioritized Intersections

Intersections were prioritized based on the following five criteria as shown in the figure below.



- Equivalent Property Damage Only Score (EPDO)
- Level of Service of Safety (LOSS) Severity
- High Risk Network (HRN)
- Community Input
- Areas of Persistent Poverty (AOPP)

The highest weight was given to the two criteria related to crash history and severity, measured by Equivalent Property Damage Only (EPDO) and Level of Service of Safety (LOSS) scores, which each accounted for 25% of an intersection's weighted score. Systemic risk, measured by whether or not the intersection is on the HRN, added another 20% of the intersection's score. Finally, community input, based on the number of public comments near an intersection, and historically underserved communities, measured by whether an intersection is in a federally-defined AOPP, rounded out the scoring. The maximum prioritization score is 100. A more detailed description of the prioritization methodology is provided in **APPENDIX G: PRIORITIZATION**.

EPDO Weights Used for Prioritization

Fatal Crash (K)

CDOT Cost
\$1,869,000

EPDO Weight
60.9

Serious Injury Crash (A)

CDOT Cost
\$1,066,000

EPDO Weight
60.9

Minor Injury Crash (B)

CDOT Cost
\$232,000

EPDO Weight
13.3

Possible Injury Crash (C)

CDOT Cost
\$126,000

EPDO Weight
7.2

Property Damage Only (O) Crash

CDOT Cost
\$17,500

EPDO Weight
1.0

CDOT Highway Safety Improvement Program 2024 Annual Report – Crash Costs

Prioritized Top Intersections

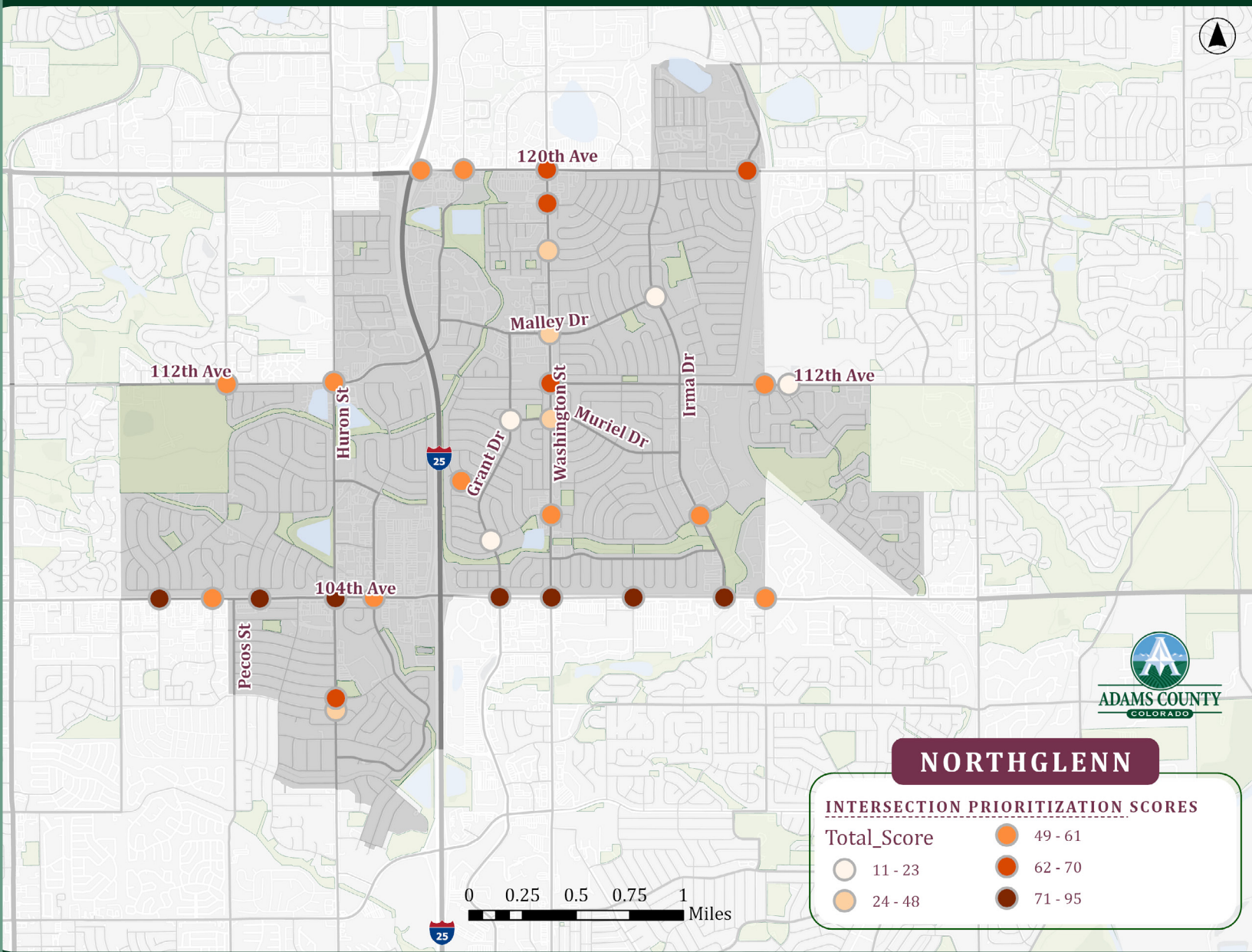
The resulting list of prioritized intersections is shown in the table and map below. The table shows the score for each criterion.

It should be noted that 120th Ave & I-25 Northbound Ramp is on a State Highway and is owned by the Colorado Department of Transportation (CDOT); improving this intersection will be an interjurisdictional partnership. In general, CDOT is responsible for the installation of traffic control devices and the speed limit settings on State Highways.

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E 104th Ave / Irma Drive	25.0	25	20	10	15	95
E 104th Ave / Grant Drive	25.0	12.5	20	15	15	88
Marion St / E 104th Ave	25.0	25	20	0	15	85
Washington St / E 104th Ave	25.0	12.5	20	10	15	83
W 104th Ave / Huron St	25.0	12.5	20	10	15	83
W 104th Ave / Ura Ln	25.0	25	20	10	0	80
W 104th Ave / Livingston Drive	17.2	25	20	0	15	77
E 120th Ave / Claude Court	25.0	25	20	0	0	70
Washington St / Sylvia Drive	25.0	25	20	0	0	70
Huron St / W 100th Place	9.0	25	20	0	15	69
E 120th Ave / Washington St	25.0	12.5	20	10	0	68
E 112th Ave / Washington St	13.9	25	20	5	0	64
York St / E 104th Ave	13.7	12.5	20	0	15	61
W 104th Ave / Melody Drive	24.6	0	20	0	15	60
W 112th Ave / North Pecos St	14.6	25	20	0	0	60
E 120th Ave / I25 NB On Off Ramp	25.0	12.5	20	0	0	58

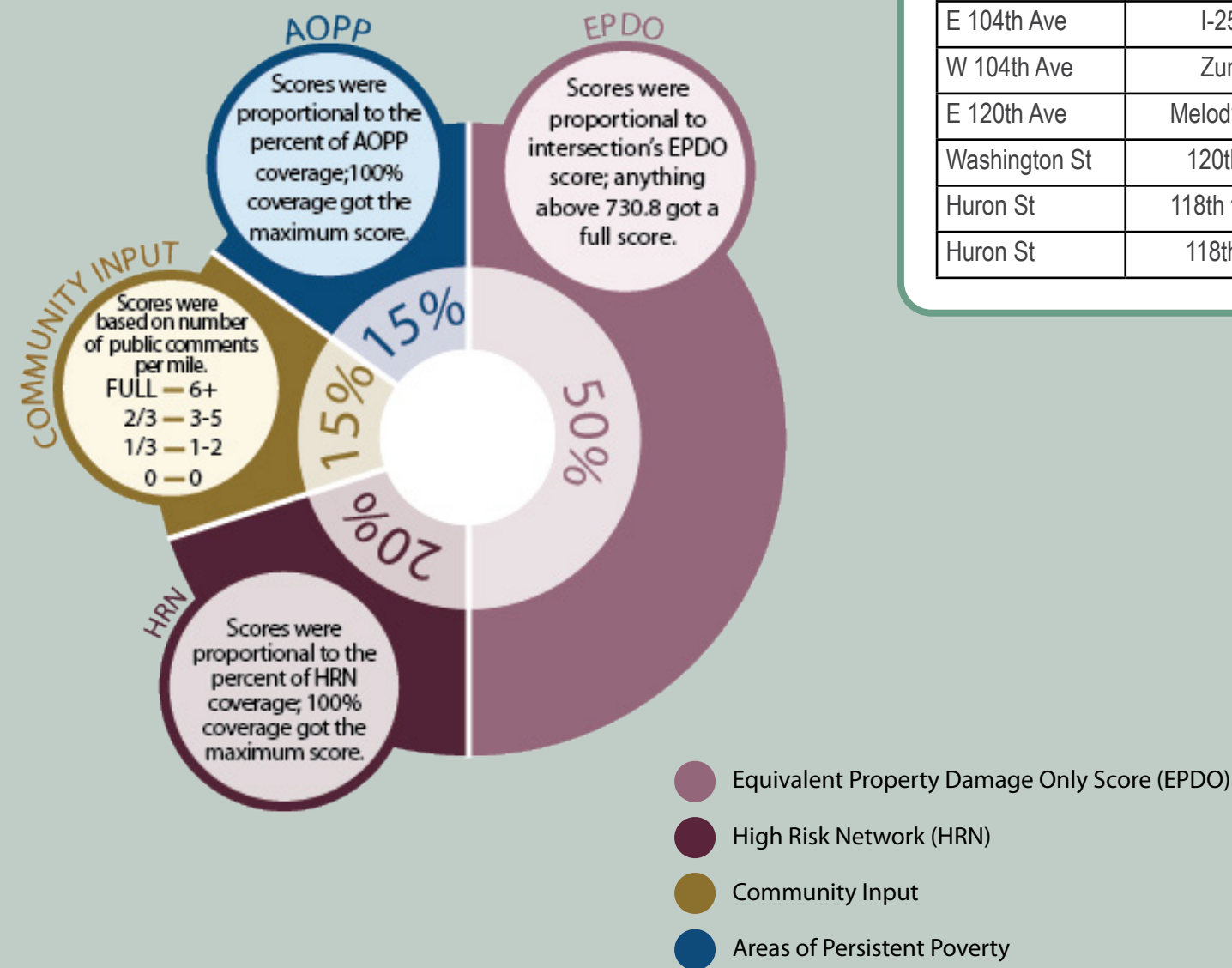
Prioritized Top Intersections (Continued)

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
W 112th Ave / Huron St	25.0	12.5	20	0	0	58
Leroy Drive / Irma Drive	12.4	25	20	0	0	57
W 104th Ave / Quivas St	10.9	25	20	0	0	56
York St / E 112th Ave	10.2	25	20	0	0	55
Lincoln St / Northglenn Drive	24.2	25	0	5	0	54
Garland Drive / Washington St	18.7	12.5	20	0	0	51
E 120th Ave / Grant St	25.0	0	20	5	0	50
Huron St / W 100th Ave	8.3	25	0	0	15	48
Washington St / Malley Drive	16.8	0	20	5	0	42
E 117th Ave / Washington St	7.8	12.5	20	0	0	40
Muriel Drive / Washington St	6.6	0	20	10	0	37
E 112th Ave / Fox Run Park-way	2.7	0	20	0	0	23
Grant Drive / Garland Drive	8.9	0	0	10	0	19
Malley Drive / Irma Drive	0.4	0	0	15	0	15
Grant Drive / Muriel Drive	0.7	0	0	10	0	11



Prioritized Corridors

Corridors were prioritized based on the following four criteria as shown in the figure below.



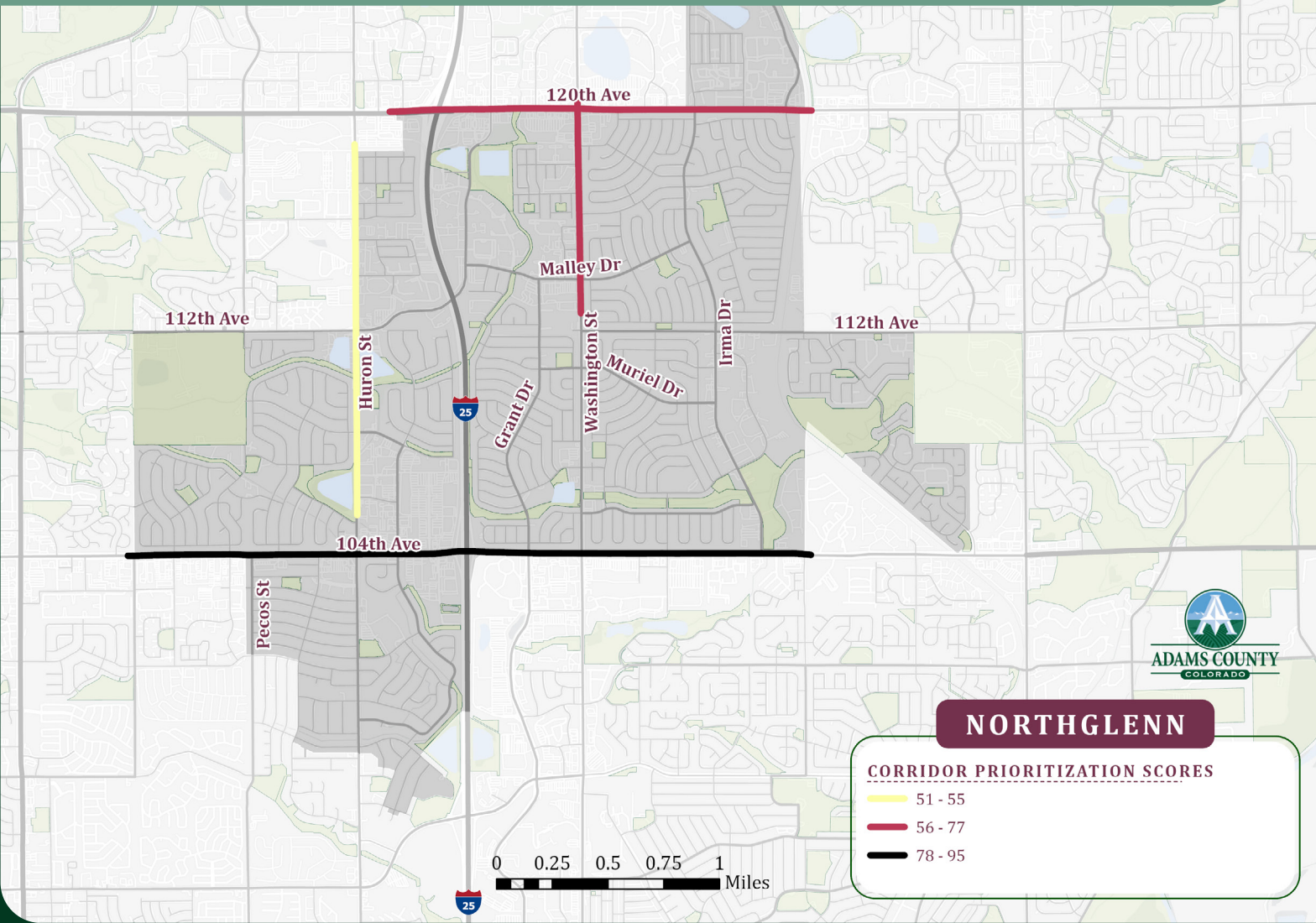
Crash history and severity, measured by EPDO scores, accounted for half of each corridor's weighted score. Systemic risk, measured by the proportion of the corridor that overlaps the High Risk Network (HRN), added another 20% of the corridor's score. Finally, community input, based on the number of public comments per mile along a corridor, and historically underserved communities, measured by the percent of the corridor that falls within an area of persistent poverty, rounded out the scoring.

The prioritization score should be considered as a starting point and as one tool in the larger effort to address traffic safety systemically across the city. Additional feasibility analysis will be completed as part of implementation of each project, the outcomes of which may further impact the specific countermeasures applied and the order of implementation. Additionally, some projects or parts of projects identified as lower priority may be implemented sooner either through systemic safety improvements or as opportunities arise from other projects and programs.

Prioritized Top Corridors

The prioritized corridor list is shown in the table and map below.

Corridor Name	Approximate Extents	Corridor Type	EPDO Score	HRN Score	Community Input Score	Persistent Poverty Score	Total Score
E 104th Ave	I-25 to York	Speed Management, Access Management	50	20	10	15	95
W 104th Ave	Zuni to I-25	Speed Management	45	20	10	12	87
E 120th Ave	Melody to Claude	Speed Management, Pedestrian Crossing	50	17	10	0	77
Washington St	120th to 112th	Access Management	43	20	10	0	73
Huron St	118th to Kennedy	Access Management	25	15	15	0	55
Huron St	118th to Naiad	Speed Management	22	14	15	0	51



COUNTERMEASURES

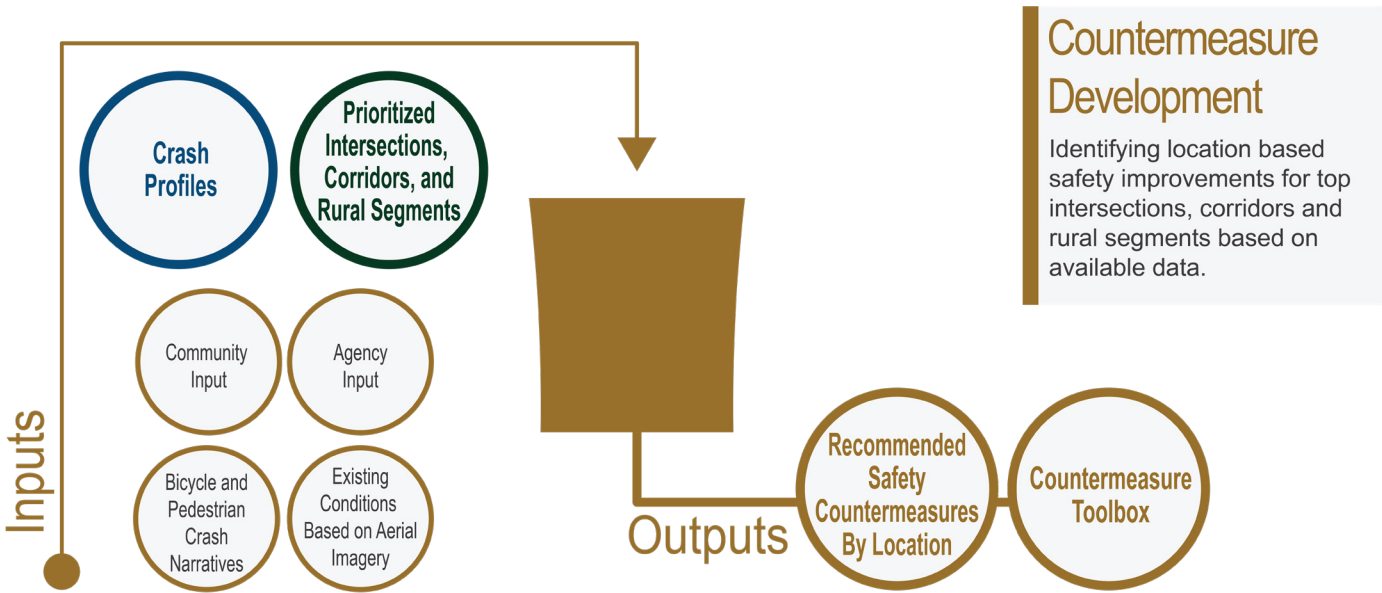


PURPOSE

Countermeasures are strategies, designs, technologies, and policies implemented to reduce or eliminate specific risks in the transportation network to reduce the frequency and severity of traffic-related crashes. The implementation of these countermeasures represents the primary means by which agencies address transportation safety issues identified through planning efforts such as this Safety Action Plan (SAP), thereby improving overall system safety.

The following graphic provides an overview of the process used to develop countermeasures for this safety action plan.

Countermeasure Development



ANALYSIS OF CRASH TRENDS

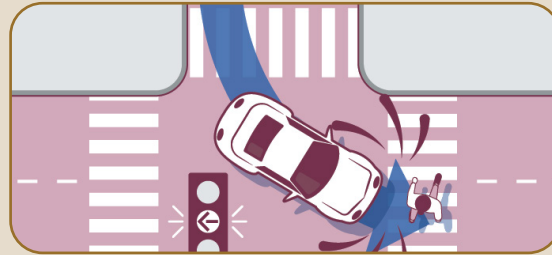
A comprehensive analysis of crash trends resulted in crash profiles intended to guide the selection of countermeasures to achieve the greatest possible safety benefit. Crash profiles within this SAP were defined as data-driven priority categories that identify locations and crash patterns associated with a disproportionate incidence of killed and/or seriously injured (KSI) crashes. They reveal the types of crashes most responsible for fatalities and serious injuries within Northglenn and were developed by examining specific crash attributes such as crash type, vehicle direction, vehicle movements, and narrative reviews for bicycle and pedestrian crashes where additional context was needed.

CRASH PROFILES

The crash profiles used to inform the countermeasure strategies in this plan are provided below, along with a description of the crash profile and the percent of KSI crashes associated with each. It should be noted that approximately 10% of crashes did not fit the developed crash profile definitions, so the summed percentage of the crash profiles does not add up to 100%. A matrix showing the countermeasures that can be used to address each crash profile can be found in **APPENDIX F: COUNTERMEASURES**.

Urban/Suburban Lane Departure	Broadside or Left Turn at Unsignalized Intersection
22% of KSI crashes in Northglenn	18% of KSI crashes in Northglenn
A driver departed the travel lane in an urban or a suburban area and struck a fixed object (tree, traffic light, fence, parked car, etc.), a pedestrian or bicyclist in the parallel sidewalk or bikeway, an oncoming vehicle in the opposing direction, or overturned.	A driver or bicyclist turning onto, from, or crossing an arterial or a collector street at a STOP controlled intersection or driveway failed to yield to cross traffic, opposing traffic, or bicyclist.

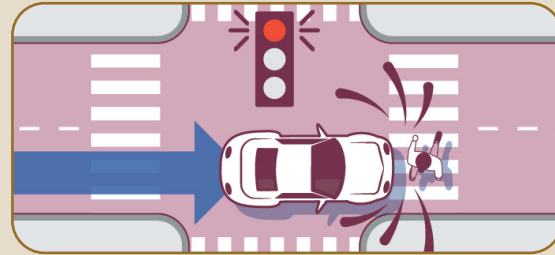
Left-Turn at Signalized Intersection



**14% of KSI
crashes in Northglenn**

A driver turning left failed to yield to an oncoming vehicle or bicyclist, or pedestrian or bicyclist in the crosswalk.

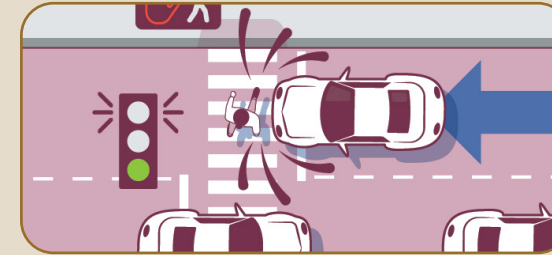
Red-Light Running



**10% of KSI
crashes in Northglenn**

A driver ran the red light resulting in a broadside crash or striking a crossing pedestrian or bicyclist in the crosswalk/bikeway.

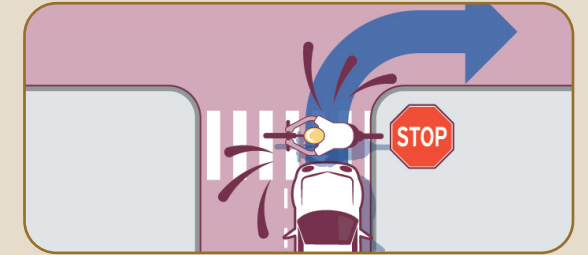
Pedestrian/Bicyclist Crossing Street against Signal



**3% of KSI
crashes in Northglenn**

A pedestrian or bicyclist crossed when at a DON'TWALK signal and was struck by a vehicle that had the green signal.

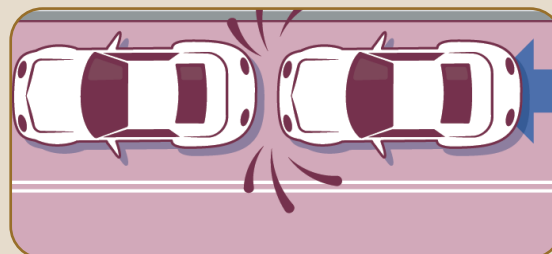
Right-Turn from Stop Sign into Pedestrian/Bicyclist



**1% of KSI
crashes in Northglenn**

A driver turning onto a major street from a side street or driveway at an unsignalized intersection failed to yield to a crossing pedestrian or bicyclist traveling along the major street.

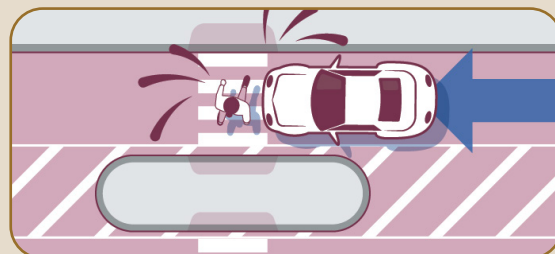
Rear End



**7% of KSI
crashes in Northglenn**

A driver collided with the rear end of a vehicle in the same lane heading in the same direction.

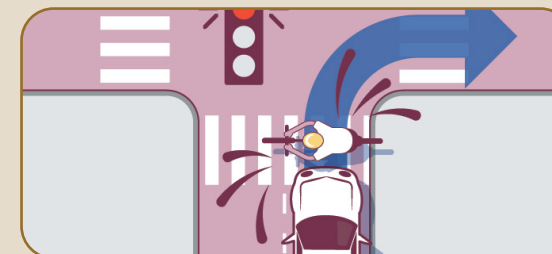
Pedestrian/Bicyclist Crossing Street at Unsignalized Location



**3% of KSI
crashes in Northglenn**

A pedestrian crossing a street midblock or at an uncontrolled crossing (no signal or STOP sign for vehicles) was struck by a crossing vehicle.

Right Turn on Red



**1% of KSI
crashes in Northglenn**

A driver turning right on red failed to yield to a pedestrian or bicyclist in the crosswalk or to an approaching vehicle on the cross street.

IDENTIFICATION OF COUNTERMEASURES

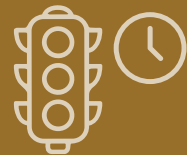
Strategies to address the identified crash profiles were informed by a range of established and authoritative sources, including FHWA Proven Safety Countermeasures, the National Highway Traffic Safety Administration (NHTSA), and the Crash Modification Factors (CMF) Clearinghouse. **APPENDIX F: COUNTERMEASURES** provides a comprehensive list of countermeasures considered as part of this (SAP), along with a matrix showing the countermeasures that can be used to address each crash profile, and planning level cost estimates for implementation of some of the countermeasures.

In general, countermeasures were categorized as either systemic or location-specific. An agency’s approach to project development and implementation may vary based on local priorities and programmatic considerations.

Systemic Countermeasures

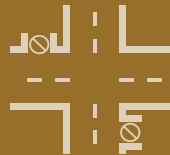
Under a systemic approach, countermeasures address safety issues occurring repeatedly across the transportation network. This approach was particularly well suited for treatments that target common crash factors and yielded widespread safety benefits when implemented at scale and at a relatively low cost. Below is a list of systemic countermeasures identified by category. A list of jurisdiction-wide maintenance improvements to be applied over time to all intersections in Northglenn is provided in **APPENDIX F: COUNTERMEASURES**.

Signal Timing and Phasing Enhancements:



Strategies that improve traffic control and reduce the risk of angle and left-turn crashes, including split phasing, protected left-turn phasing, leading pedestrian intervals, improved signal coordination, and systemwide application of updated clearance interval calculations.

Access Management Strategies:



Treatments that reduce conflict points along corridors and at intersection approaches, such as access consolidation, turn restrictions, and raised medians.

Speed Management:



Treatments intended to reduce operating speeds or improve speed compliance, particularly in high-risk or multimodal environments. Examples include traffic calming measures, speed limit reductions, and self-enforcing roadway designs that encourage appropriate speeds through physical roadway characteristics.

Signing, Lighting, and Delineation:



Measures that enhance driver awareness and roadway guidance by improving the visibility and clarity of traffic control devices, including lighting upgrades, enhanced pavement markings, larger or more visible signs, and improved retroreflective materials.

Signal Visibility:



Treatments to increase visibility of traffic signals, including ensuring all signals have retroreflective backplates and one signal head is present per lane.

Pedestrian and Bicyclist Safety:



Measures focused on improving safety for vulnerable road users, including pedestrian refuge islands, separated bicycle facilities, RRFBs, PHBs, ADA-compliant sidewalks and curb ramps, and curb extensions.

SAFETY COUNTERMEASURES BY LOCATION

The top locations identified in this SAP include intersections and corridors exhibiting the greatest safety concerns. To address these concerns, safety countermeasures were identified for each crash pattern of concern at these locations.

Location-Specific Countermeasures

The location-specific approach to countermeasure application focused on selecting countermeasures for the top intersections and corridors. Potential countermeasures were selected from two primary sources: the FHWA Proven Safety Countermeasures and the Crash Modification Factors (CMF) Clearinghouse, which documents treatments supported by empirically derived crash modification factors. The project team then matched these countermeasures to the prioritized intersections and corridors based on site-specific context and identified safety needs. For each location, the project team evaluated observed crash patterns and bicycle/pedestrian crash narratives in conjunction with aerial and street view imagery to confirm that the selected countermeasures appropriately addressed the documented safety concerns. Additionally, community input and agency feedback for each location were considered and countermeasures adjusted by location as appropriate.

While each location is unique and required consideration of site-specific characteristics—such as geometry, sight distance, lighting conditions, grade, and surrounding land use—general countermeasure strategies were identified based on an understanding of prevailing crash profiles. **It should be noted that a more detailed assessment and field review of each location will be required to finalize the list of countermeasures the city chooses to apply to each location.** This location-specific approach was most appropriate in contexts where significant safety issues were concentrated at a limited number of locations rather than distributed across the broader network. CDOT was a partner in finalizing the countermeasure list provided in **APPENDIX F: COUNTERMEASURES**.

Data Used to Pair Countermeasures with Locations

Agency Input on
Planned and Programed
Improvements

Community Input on
Safety and Operations
by Location

Bicycle and Pedestrian
Crash Narratives

Existing Conditions
Based on Aerial
Imagery

Intersection Countermeasures

For intersections, countermeasures to improve safety, visibility and reduce speeds, such as signal timing adjustments, appropriate geometry, enhanced lighting, and clearer and larger signage and striping, were generally considered in all circumstances. Within the project area there was some variability in the relevance of countermeasures across agencies.

A description of each countermeasure is provided in **APPENDIX F: COUNTERMEASURES**.

INTERSECTION NAME	SIGNAL MAINTENANCE RESPONSIBILITY	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES						COUNTERMEASURE																										
			Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing at Unsignalized Location	Red-Light Running	Other	Leading Pedestrian Intervals (LPI)	Prohibit Right Turn on Red	Red Protection / Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing / Passive Detection	Evaluate the Cycle Length	Evaluate the "WALK" Phase	Signal Coordination	Improve Signal Visibility	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	Setback of Shared-Use Path	Raised Median (or Pedestrian Refuge Median)	Tighten the Turn Radius	Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Red Light Cameras	Evaluate Yellow and All-Red Change Interval	Backplates with Retroreflective Borders	One Signal Head per Lane		
W 104th Ave / Melody Dr	Northglenn					🛑	🛑	🛑				🟢		🟢			🟡		🟡		🟡				🟡	🟡	🟡				🟡						🟡	🟡	🟡		
Washington St / E 104th Ave	Northglenn		🛑		🛑	🛑	🛑	🛑				🟢	🟢		🟢		🟡	🟡	🟡		🟡		🟡	🟡	🟡			🟡			🟡						🟡	🟡			
W 104th Ave / Ura Ln	Northglenn		🛑				🛑												🟡																						
E 120th Ave / Washington St	Thornton		🛑			🛑	🛑	🛑		🟢	🟢		🟢		🟢			🟡	🟡	🟡	🟡	🟡	🟡		🟡			🟡			🟡	🟡					🟡	🟡	🟡		
York St / E 104th Ave	Thornton		🛑				🛑	🛑						🟢					🟡					🟡						🟡		🟡					🟡	🟡	🟡		
W 104th Ave / Huron St	Northglenn		🛑			🛑	🛑	🛑	🟢				🟢						🟡	🟡	🟡	🟡	🟡	🟡				🟡								🟡	🟡	🟡	🟡		
E 120th Ave / Grant St	Thornton		🛑		🛑	🛑	🛑	🛑				🟢	🟢				🟡		🟡		🟡	🟡	🟡	🟡				🟡			🟡	🟡					🟡	🟡	🟡		
Washington St / Sylvia Dr	Northglenn					🛑	🛑	🛑	🟢				🟢				🟡		🟡	🟡			🟡	🟡				🟡			🟡					🟡	🟡	🟡	🟡		
W 112th Ave / Huron St	Northglenn		🛑		🛑	🛑	🛑	🛑		🟢								🟡	🟡	🟡	🟡				🟡						🟡						🟡	🟡	🟡		
Garland Dr / Washington St	Northglenn		🛑				🛑	🛑		🟢					🟢			🟡		🟡				🟡							🟡						🟡	🟡	🟡	🟡	
Muriel Dr / Washington St	Northglenn							🛑	🟢						🟢		🟡		🟡	🟡					🟡											🟡	🟡	🟡	🟡		
W 104th Ave / Quivas St	Northglenn		🛑				🛑	🛑	🟢				🟢						🟡	🟡				🟡	🟡			🟡		🟡							🟡	🟡			
Marion St / E 104th Ave	Northglenn		🛑			🛑	🛑	🛑	🟢										🟡	🟡					🟡												🟡	🟡	🟡		
E 112th Ave / Washington St	Northglenn		🛑			🛑	🛑	🛑							🟢				🟡																			🟡	🟡	🟡	🟡

Intersection Countermeasures Continued

INTERSECTION NAME	SIGNAL MAINTENANCE RESPONSIBILITY	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES								COUNTERMEASURE																								
			Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing at Unsignalized Location	Red-Light Running	Other	Leading Pedestrian Intervals (LPI)	Prohibit Right Turn on Red	Red Protection / Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing/ Passive Detection	Evaluate the Cycle Length	Evaluate the "WALK" Phase	Signal Coordination	Improve Signal Visibility	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	Setback of Shared-Use Path	Raised Median (or Pedestrian Refuge Median)	Tighten the Turn Radius	Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Red Light Cameras	Evaluate Yellow and All-Red Change Interval	Backplates with Retroreflective Borders	One Signal Head per Lane		
E 120th Ave / Claude Court	Northglenn		🔻			🔻	🔻	🔻	🔻	🔻								🔻	🔻						🔻										🔻	🔻					
E 120th Ave / I25 NB On Off Ramp	Thornton	Yes	🔻			🔻	🔻	🔻	🔻							🔻		🔻							🔻	🔻										🔻					
E 104th Ave / Grant Dr	Northglenn		🔻		🔻	🔻	🔻	🔻	🔻				🔻				🔻	🔻	🔻		🔻				🔻										🔻	🔻	🔻	🔻			
Washington St / Malley Dr	Northglenn		🔻			🔻	🔻	🔻	🔻		🔻				🔻			🔻	🔻	🔻			🔻		🔻						🔻				🔻	🔻	🔻				
York St / East 112th Ave	Thornton		🔻					🔻	🔻	🔻		🔻							🔻																🔻						
E 117th Ave / Washington St	Northglenn							🔻	🔻	🔻		🔻							🔻															🔻							
E 104th Ave / Irma Dr	Northglenn		🔻			🔻	🔻	🔻	🔻	🔻								🔻	🔻						🔻											🔻	🔻	🔻			
Huron St / W 100th Place	Northglenn							🔻							🔻	🔻		🔻							🔻											🔻	🔻		🔻		
W 112th Ave / W 111th Way / North Pecos St	Westminster		🔻				🔻												🔻																						
W 104th Ave / Livingston Dr	Northglenn		🔻				🔻	🔻	🔻	🔻								🔻	🔻					🔻											🔻	🔻	🔻	🔻			
E 112th Ave / Fox Run Parkway	Thornton																		🔻																						
Leroy Dr / Irma Dr	Not Signalized in Northglenn			🔻				🔻			🔻																🔻		🔻				🔻								
Grant Dr / Muriel Dr	Not Signalized in Northglenn																									🔻	🔻			🔻											
Huron St / W 100th Ave	Not Signalized in Northglenn			🔻																											🔻		🔻								
Grant Dr / Garland Dr	Not Signalized in Northglenn							🔻			🔻			🔻													🔻	🔻			🔻	🔻									
Malley Dr / Irma Dr	Not Signalized in Northglenn																									🔻	🔻				🔻	🔻	🔻								
Lincoln St / Northglenn Dr	Not Signalized in Northglenn			🔻				🔻						🔻														🔻			🔻		🔻								

Corridors Countermeasures

For corridors, distinct crash patterns were generally less apparent than those at intersections due to variability in curvature, grade, visibility, and other contextual features from one end to the other. Where a crash occurred along a corridor was often a major factor in the specific details and outcomes of the crash. While generalized crash patterns were less applicable to corridors than to intersections, general categories of countermeasures were considered for corridors based on the corridor type: speed management, access management, and pedestrian crossing corridors, as defined in the Safety Analysis section.

CORRIDOR NAME	APPROXIMATE CROSS STREETS	CDOT ROADWAYS	CORRIDOR TYPE	SPEED MANAGEMENT							ACCESS MANAGEMENT						BICYCLE AND PEDESTRIAN						
				Identify Target Speed and Countermeasures Needed for Compliance	Speed Feedback Signs	Traffic Calming	Lane Repurposing/Road Diet	Automated Speed Enforcement	Signal Coordination	Roundabout	Raised Median (or Pedestrian Refuge Median)	Dedicated Turn Lanes	Remove or Consolidate Access Points	Convert Full Movement Access to RRO or 3/4 Movement	Signal or All-Way Stop	Roundabout	New or Upgraded Pedestrian Crossing	Lighting	New or Upgraded Bike Facility	Setback of Shared Use Path	New or Upgraded Sidewalks	Raised Median (or Pedestrian Refuge)	Move Bus Stop Closer to Ped Crossing
E 104th Ave	I-25 / York St		Access Management Speed Management	↙	↙	↙	↙	↙	↙				↙	↙	↙								
W 104th Ave	Zuni St / York St		Speed Management	↙	↙	↙	↙	↙	↙														
E 120th Ave	Melody Dr / Claude Ct	Part	Speed Management Pedestrian Crossing	↙	↙	↙	↙	↙	↙								↙	↙		↙		↙	↙
Huron St	118th Ave / Naiad Dr		Speed Management	↙	↙	↙	↙	↙	↙	↙													
Huron St	118th Ave / Kennedy Dr		Access Management Speed Management	↙	↙	↙	↙	↙	↙	↙	↙			↙	↙	↙							
Washington St	120th / 112th		Access Management Speed Management	↙	↙	↙	↙	↙	↙	↙			↙	↙	↙	↙							

POLICY, PROCESS, AND DESIGN GUIDANCE



PURPOSE

The team reviewed a combination of Northglenn’s long-range plans, roadway design standards, and road safety programs to identify prospective amendments or revisions that could enhance multimodal safety and contribute to the reduction of killed or serious injury (KSI) crashes. This review is consistent with the requirements in the SS4A self-certification worksheet (version FY 2025) including:

-  **The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety**
-  **The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards**

Based on this assessment, a series of recommendations are provided in this section. They provide an overarching framework of recommended strategies that complement the countermeasure projects identified in the Countermeasures section and support a holistic approach to improving safety. The recommendations are intended to further inform Northglenn’s long-term planning related to transportation safety as well as annual capital investments, maintenance practices, enforcement strategies, and community engagement efforts. The majority of the strategies are organized under the principles of the U.S. DOT Safe System Approach: Safer Roads, Safer Speeds, Safer People, Safer Vehicles, and Post-Crash Care.

City staff are encouraged to adapt these to the local context in consideration of factors such as community priorities, staffing capacity, and available funding. In addition to the countermeasure projects recommended in the Countermeasures section, city staff will need to consider the recommendations made in this section and how best to integrate them into annual work plans, budget requests, and future amendments to design and review standards.

PLAN REVIEW

The table summarizes the documents reviewed.

Document Title	Document Type
Connect Northglenn	Bicycle / Pedestrian Plan
School Zone Traffic Assessment	Safe Routes to School Project or Site / School Specific Plans
Safety Sensitive Zones	Traffic Calming Program or Toolkit
No Need for Speed Program	Safety Focused Education Campaigns
Traffic Calming Policy	Traffic Calming Program or Toolkit
CR-140 Complete Streets Policy	Complete Streets Policy or Resolution
112th Station Area Master Plan	Transit Planning
Public Right-of-Way Standards & Specifications	Roadway Design Standards

Plans and Standards Review Documents

OPERATIONAL EXPECTATIONS AND STRATEGIES

Using the U.S. DOT Safe System Approach combined with a review of planning documents, the following tables outline the timing and prioritization of policies and strategies that will help Northglenn complete the goals of this project. The deployment of policy strategies was recommended in three phases: short-term (within the next five years), medium-term (5-10 years), and long-term (more than 10 years).

Deployment Timeline Legend

Short Term
(0-5 Years)

Mid Term
(5-10 Years)

Long Term
(10+ Years)

Ongoing

Strategy Type Legend

 Analysis

 Education

 Enforcement

 Engineering

 Planning

 Partnership

 Process

 Operational Expectation

 Program

 Tracking

CR-88 - Page 66 of 72

Plan Review and
Operational Expectations

PAGE 71

Safer Speeds

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Enforcement Priorities	Use crash history and High Injury/High Risk Network corridors to guide where enforcement is concentrated. May include additional funding or resources for police enforcement.		Short
Expand Automated Enforcement	Increase use of automated enforcement tools such as photo radar, paired with signage and publicity, to deter speeding. Consider changing red light camera policy in the future.		Short
Publicized Sobriety Checkpoints	Regularly conduct and widely publicize sobriety checkpoints in high-risk areas and times to deter impaired driving.		Mid
Implement Traffic Calming	Policy or process to reconfigure roads with excess capacity to reduce vehicle speeds and improve safety for all users.		Mid
Signal Timing for Safety	Develop signal timing policies that prioritize pedestrian and bicycle safety over vehicle throughput. Add safety improvements such as audible signals, countdown timers, re-timed clearance intervals, minimum bicycle timing across arterials, leading pedestrian intervals (LPI), exclusive phases, protected turning movements, extended walk phases (to match the parallel movement green phase), shorter cycle-lengths, and accessible pedestrian signals (APS).		Short
Facilitate Interdepartmental Safety Meetings	Convene regular meetings between local agency departments (infrastructure, police, fire, development, parks, communications) to coordinate enforcement, education, and safety initiatives.		Short
Posted Speed Modifications	Review the 2026 CDOT Local Agency Speed Setting Tool and, if warranted, make downward adjustments to posted speed limits. Pair with roadway design and enforcement measures to reduce the likelihood and severity of crashes.		Short
Update Street Design Guidelines	Revise street design guidelines to prioritize safety and reflect changes to design speeds, turning radii, and other systemic safety countermeasures. Match design speeds with posted speeds, lower posted speeds on all street classes, use "effective" turn radii to account for streets with bike lanes and parking, do not allow full access movements at unsignalized locations on 6-lane arterials, incorporate positive left-turn offsets at uncontrolled left turns, and only allow slip lane design that uses lower angles to reduce speeds and increase visibility.		Short
Develop a Safe Ride Home Program	Partner with businesses and organizations to provide free or discounted ride options during high-risk times (e.g., holidays, weekends) to reduce impaired, drowsy, or distracted driving.		Mid

Safer Roads

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Implement Systemic Safety Interventions Across the City	Apply systemic safety improvements citywide to address common crash factors and proactively prevent serious injuries and fatalities.		Short
Sidewalk Infill and Upgrades	Develop a policy or process to address sidewalk infrastructure gaps and inadequate conditions, prioritizing areas on the High Risk Network or near schools.		Short
Increase Signal Visibility	Adopt a policy or process to add and maintain retroreflective backplates, improve signal head visibility, replace outdated signal head designs with MUTCD-compliant flashing yellow arrows, and maintain vegetation for visibility.		Short
Leverage Annual Resurfacing / Overlay Projects	As part of annual roadway resurfacing projects, the city should maximize opportunities to modify/improve striping for improved safety. Examples include: better defining turn lanes, narrowing vehicle through lanes, adjusting on-street parking locations to improve sight lines at intersections and driveways, and striping new bike lanes on routes identified in Connect Northglenn, the bicycle & pedestrian plan.		Short
Coordinate with RTD for Safer Bus Stops	Work with the Regional Transportation District (RTD) to relocate/ redesign bus stops, or improve pedestrian crossings at bus stops at uncontrolled crossings on arterials streets to improve pedestrian safety and crossing access.		Short
Reference Transportation and Active Transportation Plans	Use the DRCOG Active Transportation Plan, and Connect Northglenn, the bicycle and pedestrian plan, to identify and address gaps in the sidewalk and bike network and to expand use of separated bikeways and highly-effective pedestrian crossing treatments.		Mid
Establish a Sustainable Funding Source for Safety Projects	Secure or evaluate options for a sustainable, safety-focused funding source for annual capital projects, systemic safety improvements, and matching grant opportunities.		Short
Improve Safety at Priority Intersections	Implement safety countermeasures a priority intersections.		Short
Access Management and Driveway Consolidation Policy	Reduce conflict points and improve corridor safety by re-evaluating standards that limit the number of driveways along arterial roads, consolidating access points, and encouraging shared driveways where possible.		Short


Education


Analysis


Enforcement


Engineering


Planning


Partnership


Process


Operational Expectation


Program


Tracking

Safer Roads Continued

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Prioritize Safety in Capital Improvement Projects	Embed safety as a high priority in the Capital Improvement Project process, ensuring that infrastructure investments contribute to safer transportation systems.		Short
Roadway Lighting and Visibility Policy	Establish minimum standards for roadway lighting, with a focus on intersections, pedestrian crossings, and high-injury corridors.		Short
Develop a Road Safety Audit (RSA) Program	Develop a program to periodically conduct RSAs to identify locations of high safety improvement needs. Require RSAs on all major roadway reconstruction or resurfacing projects and encourage their use in identifying systemic risks.		Short
Implement Quick-Build Solutions	Develop and deploy quick-build solutions—such as temporary barriers, paint, or signage—to rapidly address urgent safety issues while more permanent infrastructure changes are being planned.		Short
Track and Monitor Crash Data Before and After Safety Improvements	Systematically collect, analyze, and publish crash data to track injury and fatality frequency trends, evaluate safety improvements, and guide future interventions.		Short

Safer People

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Pedestrian Crossing Guidelines	Develop pedestrian crossing treatment guidelines for enhancing safety at uncontrolled pedestrian crossings. The guidelines should address crosswalk visibility enhancements such as advanced stop bars and high-visibility striping as well as guidance for incorporating treatments such as Pedestrian Hybrid Beacons (PHBs/HAWKs), Rectangular Rapid Flash Beacons (RRFBs), signals, and refuge islands.		Short
Safe Routes to School Programs	Conduct Safe Routes to School studies, audits, and capital improvement planning to identify and address barriers to safe walking and biking for students. Prioritize campuses on or near High Risk Networks and integrate findings into infrastructure/non-infrastructure projects.		Mid
Work Zone Safety and Fleet Driver Policies	Adopt agency-wide standards for safe work zones, including reduced speed limits, pedestrian and bicycle detour requirements, and enhanced worker visibility measures.		Short

Education

Analysis

Enforcement

Engineering

Planning

Partnership

Process

Operational Expectation

Program

Tracking

IMPLEMENTATION



PURPOSE

To achieve Northglenn’s stated goal of reducing killed and seriously injury (KSI) crashes by 5% per year through 2050, Northglenn will need to build on progress to date and sustain a long-term commitment in the years ahead to implementing the plan’s recommendations. This chapter outlines key factors for city staff and teaming partners to consider as part of implementation and monitoring of this plan over time.

Goal: Reduce Fatal and Serious Injury crashes by 5% per year, year over year

Implementation of this action plan will play a critical role in how Northglenn integrates safety into future efforts including projects, programs, operational expectations, and day-to-day operations.

PLANNING STRUCTURE

At the start of this plan, a Technical Advisory Group (TAC) consisting of members from each of the participating agencies, CDOT, RTD, DRCOG and FHWA was established. These members were responsible for oversight of the plan’s development.

During the implementation and monitoring phases, Public Works staff in Northglenn will primarily be responsible for implementing projects and tracking progress towards the annual reduction goal. However, this will require continued collaboration with a variety of teaming partners, including CDOT, Adams County, Regional Transportation District (RTD), and DRCOG. Projects along shared boundaries or shared intersections will require coordination with neighboring cities and CDOT.

PROJECT READINESS

The projects recommended in this plan differ in complexity, and therefore readiness, due to project location, existing conditions, and the improvements recommended. Factors affecting readiness include:

Prioritization identified in the adopted Safety Action Plan

Level of environmental review and status of such review

Environmental permits and other clearances

Complexity of design

Right of way and utility impacts

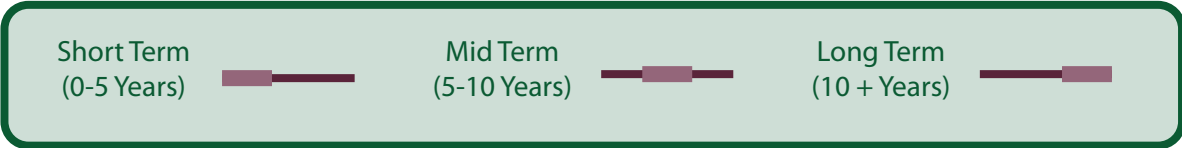
Coordination with other agencies

Funding match from agencies (minimum 20%)

In general, project readiness refers to the degree to which a proposed safety project is prepared to progress to construction and, hence, demonstrate how federal funds for delivering the project can be obligated within the required timeframe. Other considerations include whether a project can be coupled and coordinated with another project, such as a utility line replacement or a roadway resurfacing.

TIMING

Recommendations for the deployment of policy strategies were recommended in three phases:



Recommendations for the deployment of the top intersections, top corridors, and system-wide countermeasures will generally be guided by the prioritization score and implemented by 2050 or sooner. Depending on funding, the project development processes that emerge, and other opportunities, a particular countermeasure may be implemented systemically at multiple locations (such as retroreflective backplates, medians, etc.) or all improvements at one location may occur at once as part of a larger project. The city will aim to complete three to five systemic improvements at multiple locations or larger projects at specific intersections or corridors in the next five years.

The action plan includes initial guidance on how recommendations should be carried out across the three phases. As part of staff’s annual tracking and reporting on the plan’s progress, they may opt to adjust their approach to phased implementation. Based on several variables, such as unexpected safety concerns, availability of funding, staff capacity, or direction from elected officials, the number of projects carried out in any given phase may be more or less than what’s recommended in the plan. Regardless of what phase a project ultimately moves forward in, the key to the plan’s success is that some level of implementation be continuous year over year.

FUNDING OPPORTUNITIES

Implementation of safety countermeasures is key to achieving the goals stated in this SAP but funding can sometimes be a challenge. Below is a list of potential funding opportunities that should be considered to progress this plan forward. This list includes the agency who manages each funding opportunity, whether it is a regional, state or federal opportunity, and when the next call for project grant applications will occur.

Funding Opportunity	Agency	Next Call for Applications
Safe Streets and Roads for All	U.S. Department of Transportation	Summer 2026
Safe Routes to School	CDOT	Summer 2026
Transportation Alternatives Program (TAP)	CDOT	Mid 2026
Regional Transportation Operations and Technology (RTOT) Program	DRCOG	Mid 2026
Highway Safety Improvement Program (HSIP)	CDOT	Late 2026
CDOT Nonattainment Area Air Pollution Mitigation Enterprise/Community Clean Transportation Assistance Program (CCTAP)	CDOT	2027/2028
Better Utilizing Investments to Leverage Development (BUILD)	U.S. Department of Transportation	Late 2027
Community Based Transportation Plan Set Aside	DRCOG	Late 2027
CDOT Multimodal Options Fund	CDOT	Late 2027/Early 2028
Transportation Improvement Program (TIP)	DRCOG	Early/Mid 2028

**Continuation of these programs and issuance of future Notices of Funding Opportunities is currently uncertain, however the county should continue to track the status of them.*

PROGRESS & TRANSPARENCY



PURPOSE

Northglenn’s commitment to evaluating and reporting progress on plan implementation will be foundational to achieving the goal of reducing killed and seriously injured (KSI) crashes by 5% year over year through 2050. This goal assumes that projects listed in the plan are funded and completed.

PLAN EFFECTIVENESS METRICS

The performance metrics in the table below will help Northglenn assess the success of plan implementation. These metrics may change based on data availability.

Performance Measure	Description
Fatal Crashes	Total number of traffic fatalities in Northglenn
Fatality Rate	Number of fatal crashes per 100,000 residents
Serious Injury Crashes	Total number of traffic related serious injuries in Northglenn
Serious Injury Rate	Number of serious injury crashes per 100,000 residents
Pedestrian Fatalities and Serious Injuries	Total number of pedestrian fatalities and serious injuries
Bicycle Fatalities and Serious Injuries	Total number of bicyclist fatalities and serious injuries
Implemented Projects	Number of top projects and systemic improvements implemented
Policy and Program Strategies in Progress	Number of policy and program strategies in progress or completed

By evaluating plan effectiveness each year, Northglenn can ensure that implemented projects and policies are helping the city reduce KSI crashes. Tracking these metrics will also position the city for internal and external funding requests.

REPORTING AND TRANSPARENCY

Reporting out to the public, elected officials, and the broader city staff is another key to the plan’s future success and an important part of moving the city toward their safety goal. As a first step, this safety action plan will be posted on the city’s webpage. In addition, on an annual basis or at least every two years thereafter, Northglenn public works staff will take the lead on compiling a summary report that documents the following in relation to the prior reporting period (a year or two preceding).



Projects and recommendations that have been implemented.

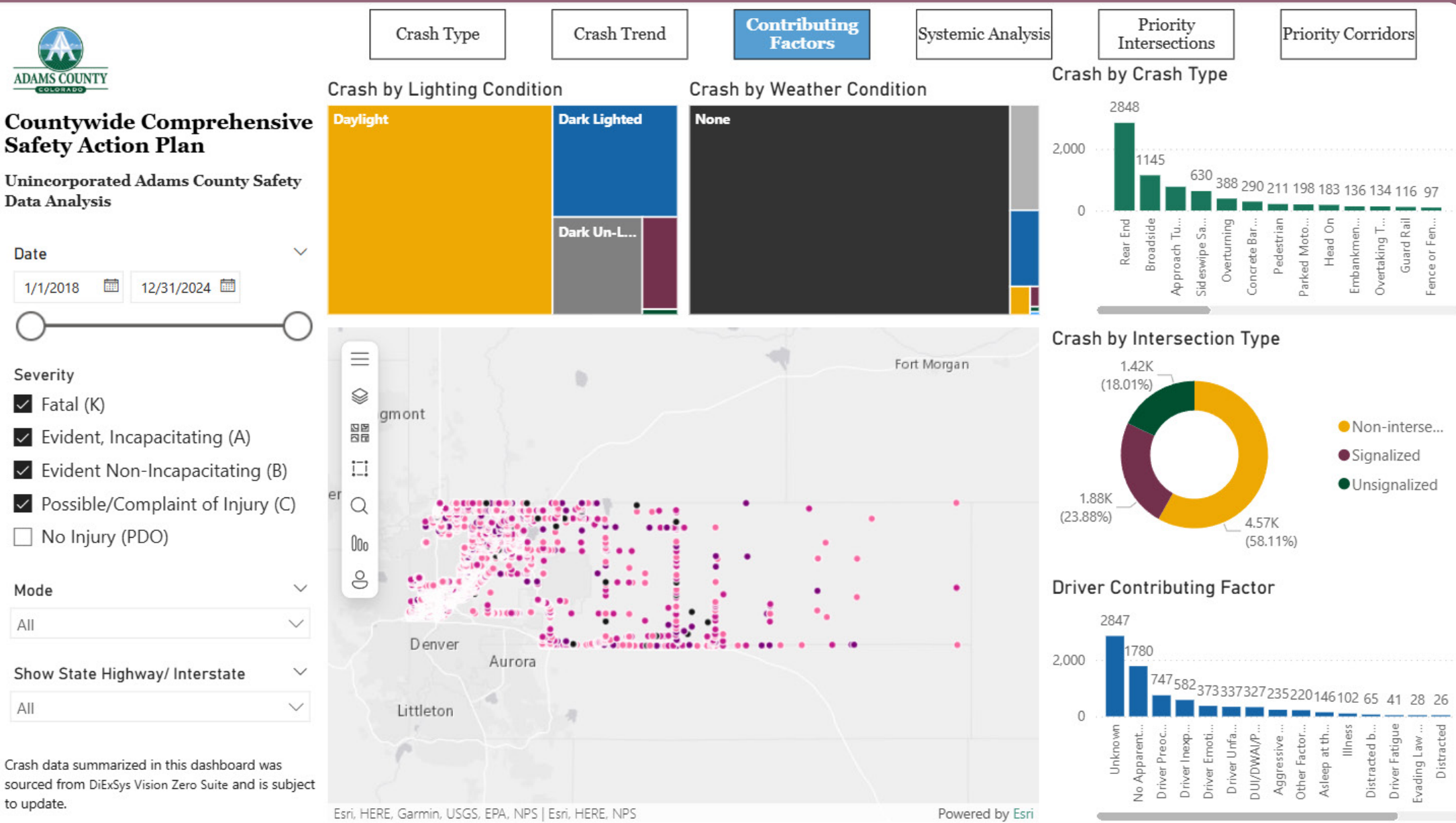


The total number of crashes in the county, whether they have increased or decreased, and by what percentage.



The total number of fatal and serious injury crashes, whether they rose or declined, and by what percentage.

Access to these progress reports, highlighting key accomplishments and outcomes, will be shared out with the larger public through existing, city-established communication channels which may include social media posts, webpages, e-newsletters, and bill inserts.



DASHBOARD

Key metrics tied to the plan effectiveness evaluation will be presented on a digital dashboard, hosted on the city website. The dashboard is an interactive, highly visual, and user-friendly tool that provides transparency related to plan effectiveness over time. Key transportation safety metrics displayed on the dashboard include:

Changes to crash totals in relation to baseline year (2024)

Changes to KSI crashes in relation to baseline year (2024)

Crash trends by severity, mode of transportation, and contributing factors

A combination of staff from the Northglenn public works and geographic information systems (GIS) departments will be responsible for obtaining updated crash data on an annual basis, integrating it into the dashboard, and ensuring that key data, as listed above, are properly displayed.

Although they won't be used for progress tracking purposes, the dashboard will also display top intersections and corridors identified in the action plan as well as the High Risk Network.

Adams County Project Dashboard