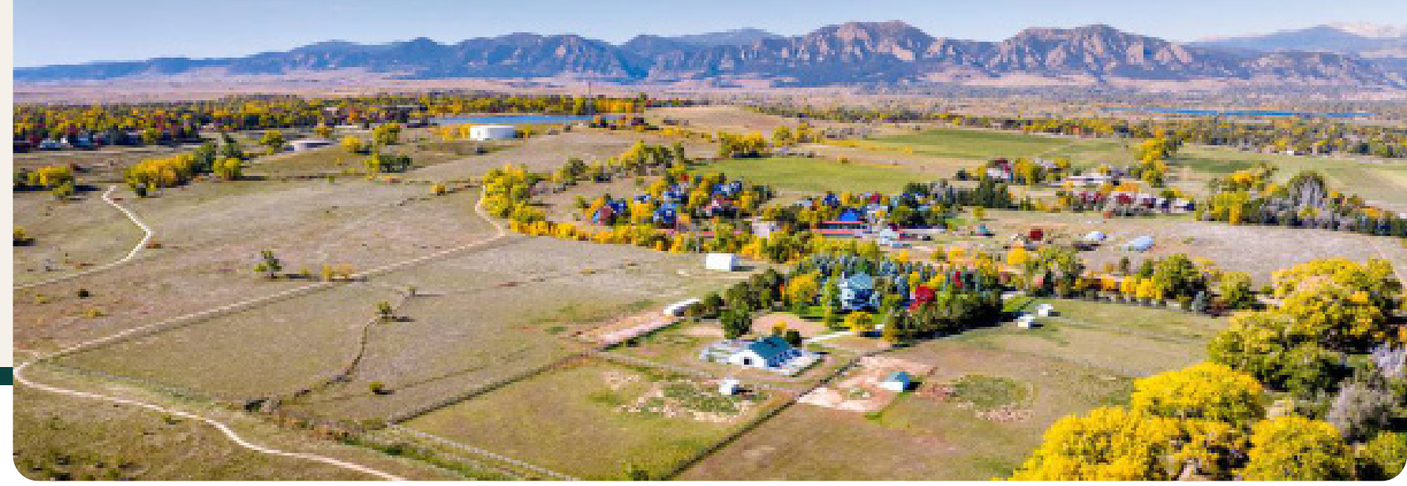
JUNE 2026

Adams County Comprehensive Safety Action Plan

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

Adams County, Colorado
Aurora
City of Arvada
Brighton
Commerce City
Federal Heights
City of Northglenn
Westminster, Colorado

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.

Legend

- Increasing
- Decreasing
- Flat

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

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	Approach Turn	Fixed Object	Fixed Object
Broadside	Bike/Ped	Broadside	Rear End
Approach Turn	Fixed Object	Head On	Overturning
	Broadside	Overturning	

Total Crashes

92,772

KSI Crashes

2,888

Pedestrian or Bicycle Crashes

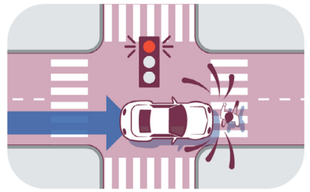
2,099

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.

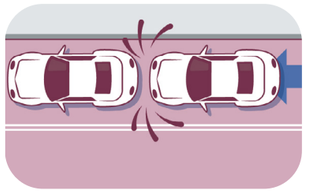
Urban/Suburban Lane Departure

Broadside or Left-Turn at Unsignalized Intersection

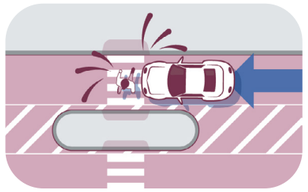


Red-Light Running

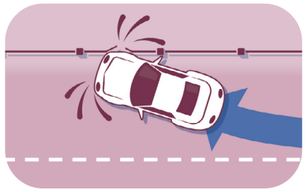
Left-Turn at Signalized Intersection



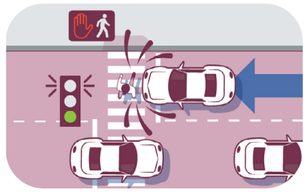
Rear End



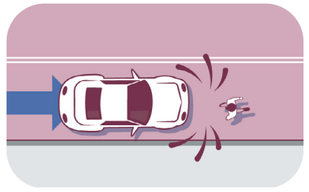
Pedestrian or Bicyclist Crossing Street at Unsignalized Location



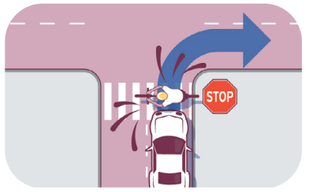
Rural Lane Departure



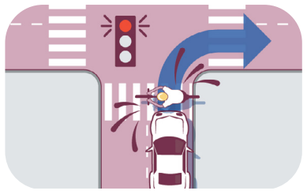
Pedestrian or Bicyclist Crossing Street against Signal



Pedestrian in Road

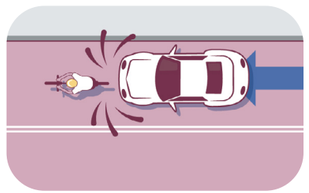


Right-Turn from Stop Sign into Pedestrian or Bicyclist



Right-Turn on Red

Right-Turn on Green into Pedestrian or Bicyclist on Parallel Crosswalk



Rear End into Bicyclist

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)

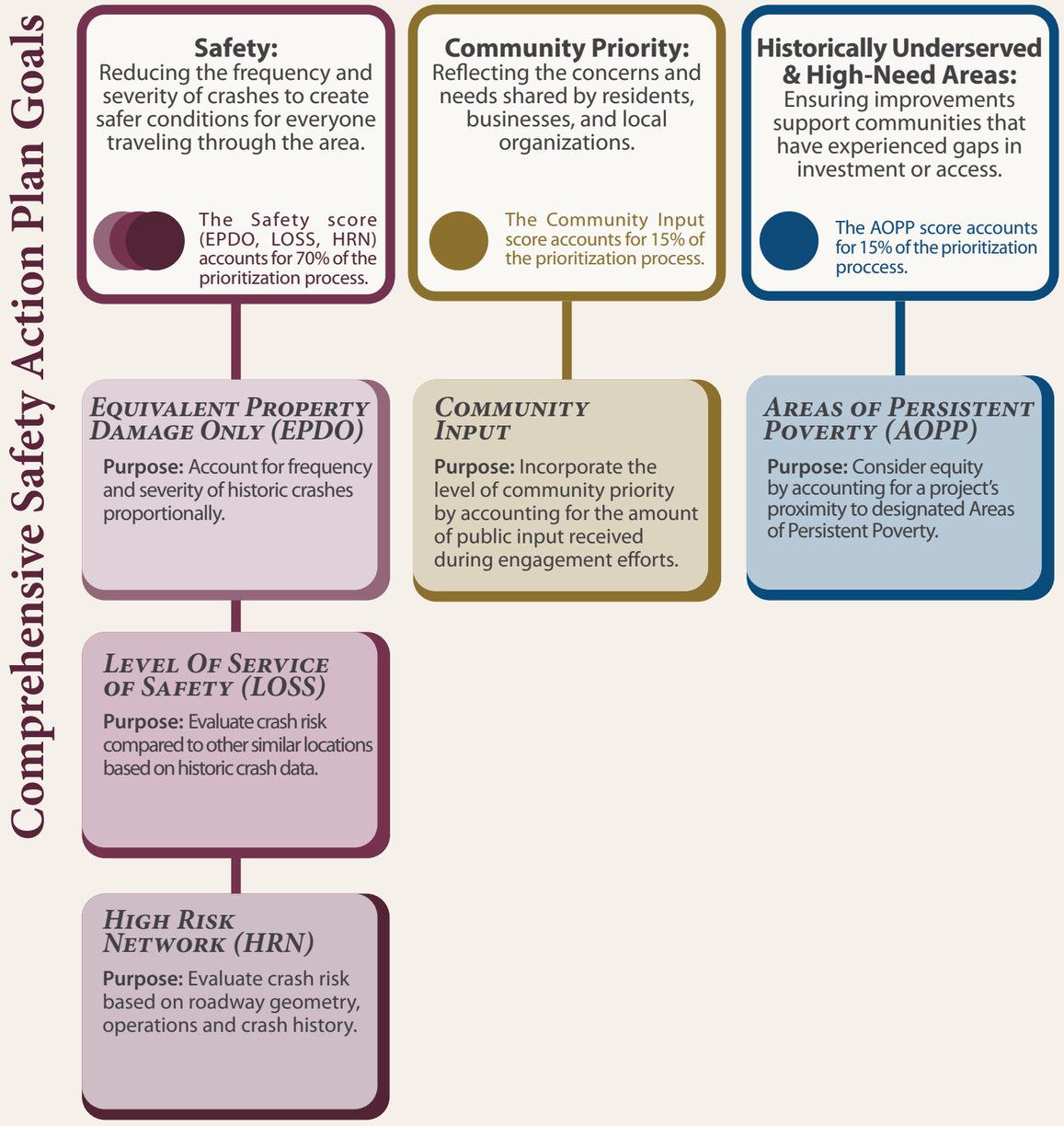
A high risk network was identified for each agency by first conducting a systemic analysis. Systemic analysis is a proactive approach that identifies roadway features associated with elevated crash risk by comparing crashes across the entire roadway network to crashes on road segments with specific characteristics. 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.



Countermeasures

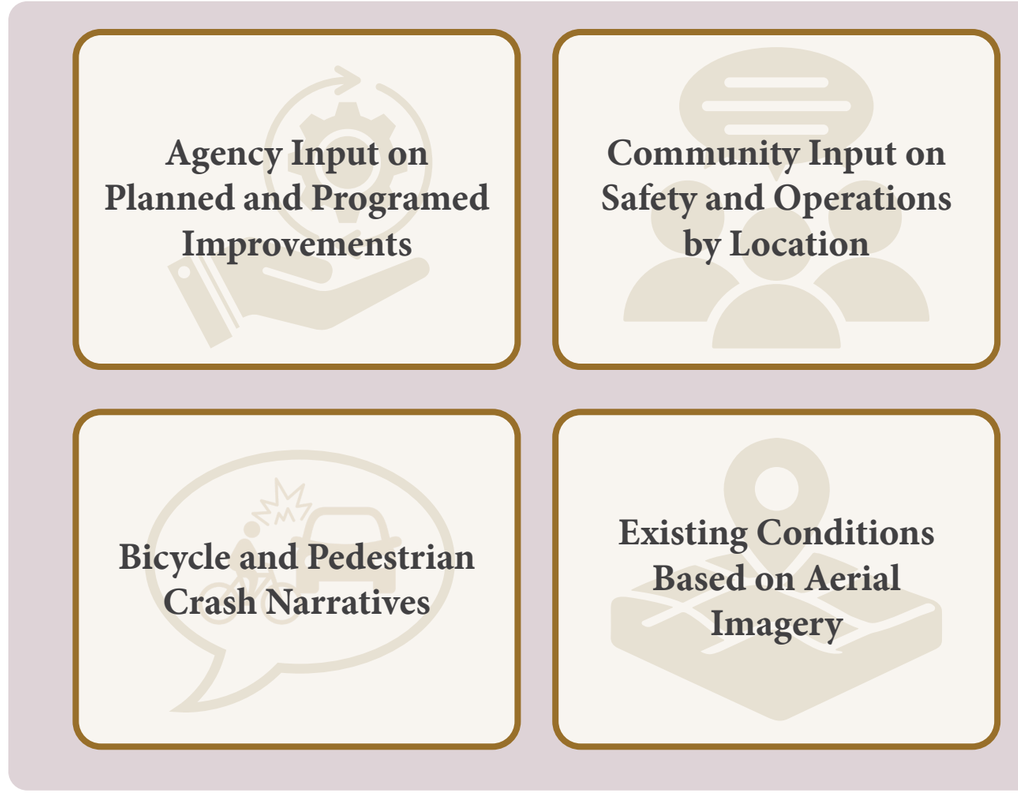
A list of safety countermeasures was shared with each of the participating agencies and refined based on each agencies' existing policies and processes. The countermeasures included systemic strategies that could be applied agencywide, and others that could be applied at specific locations where a need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



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.

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Introduction

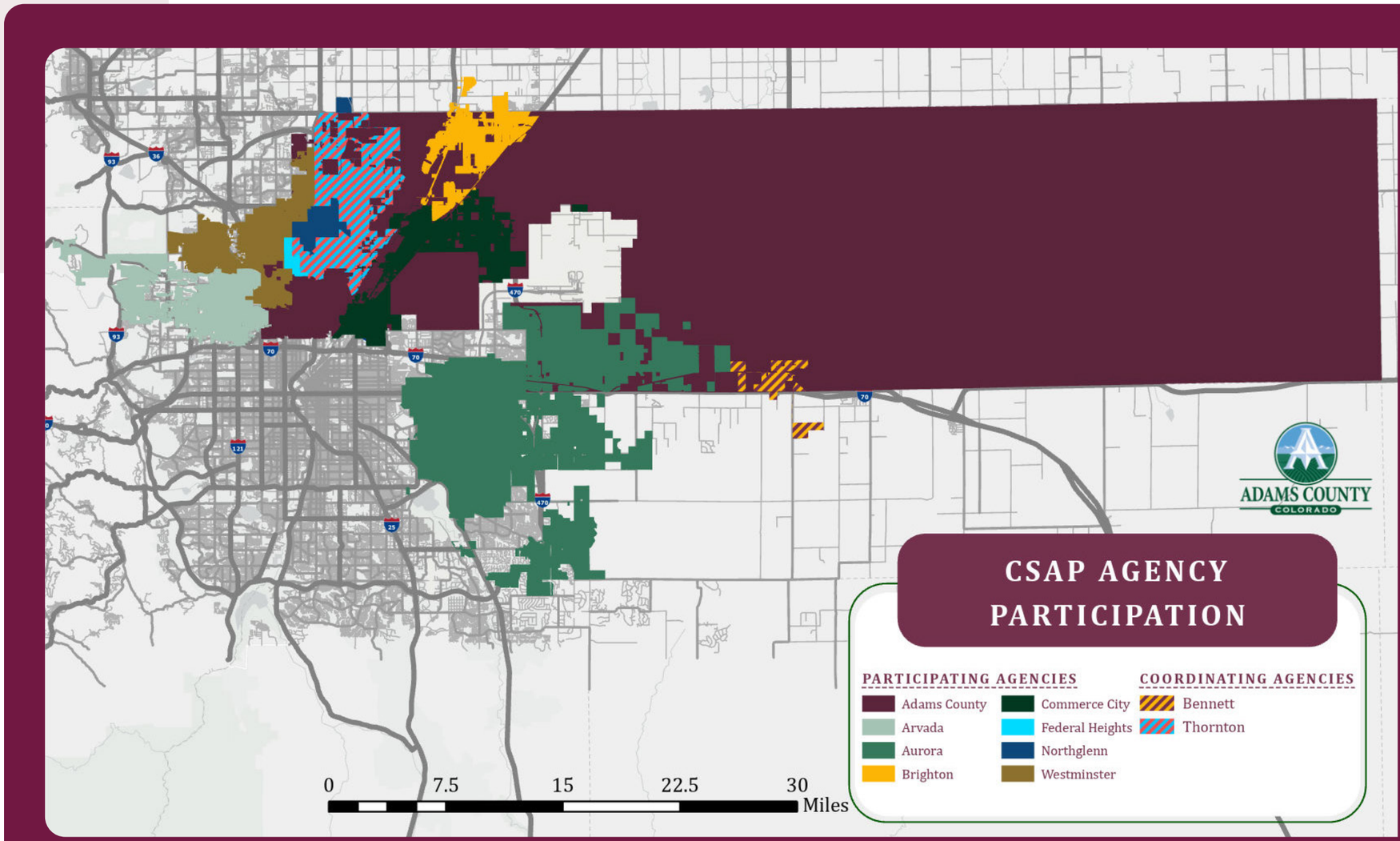
Purpose

Roadway safety continues to be a concern affecting those who travel in Unincorporated Adams County (from this point forward referred to as the county). **Between 2018 and 2022, a total of 17,572 crashes occurred on the county's roads, including 652 crashes resulting in a fatality or serious injury.** Without intervention and concerted action, conditions will not improve. This action plan was developed and will be implemented to address this challenge head on. In the coming years, county staff and their partners will advance the plan's data-driven recommendations and evaluate progress over time. Through deliberate and persistent action, the county can achieve a critical goal: to steadily reduce and ultimately eliminate fatal and serious injury crashes on county roadways.

Overview

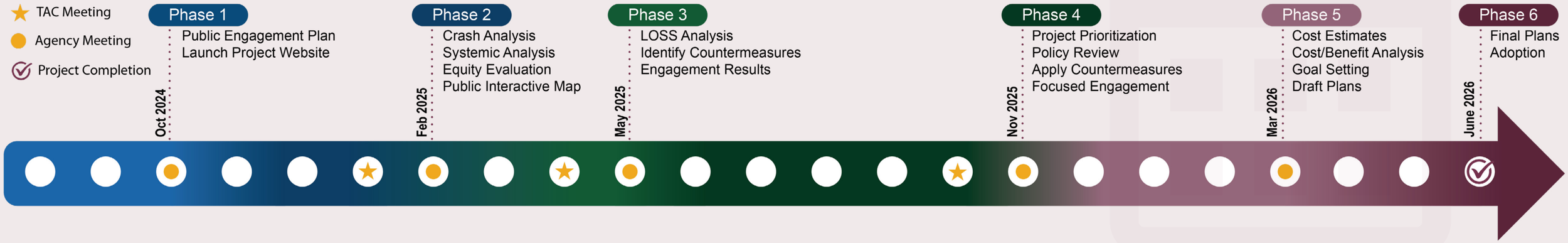
In 2023, the county, and several partner agencies submitted a grant funding application to the Denver Regional Council of Governments (DRCOG) to complete a Comprehensive Safety Action Plan (CSAP). Successfully awarded, the county took the lead on the Adams County CSAP with participation from several partner agencies that are fully or partially within the county's boundary. The participating agencies included the cities of Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, and Westminster. Although the city of Commerce City participated in this plan, they had a separate effort that resulted in a Safety Action Plan (SAP), for which the analysis and evaluation from the Adams County CSAP contributed. Each of the remaining 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 were not included in this study despite both communities being all or partially within the county. They were separately awarded funding for the completion of SAPs and opted not to participate in the Adams County CSAP. The project team reached out to both jurisdictions in the early stages of the Adams County CSAP to inform them about the study and make relevant information available to them, if requested.



Schedule

The Adams County 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.



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:

Analyze the System

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

Understand Impacts

Identify where socio-economically disadvantaged populations exist and identify impacts on their transportation safety.

Identify Projects

Identify projects that will improve safety.

Identify Funding

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

Collaborate and Partner

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

The Safe System Approach

In addition to the overall Adams County CSAP project goals, this SAP also adheres to the Federal Highway Administration's 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 six principles of the Safe System Approach are illustrated above, on the outside of the circle.

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

This project also aligns with and is an important evolution of several regional and local plans.

DRCOG's Taking Action on Regional Vision Zero Plan

DRCOG's 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 as shown below.

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

2022 Advancing Adams Transportation Master Plan

The key topic of the transportation plan is safety and this SAP promotes a safer, more connected and reliable transportation system. Where the Transportation Master Plan addresses various elements of the county'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 serious injury or fatality.

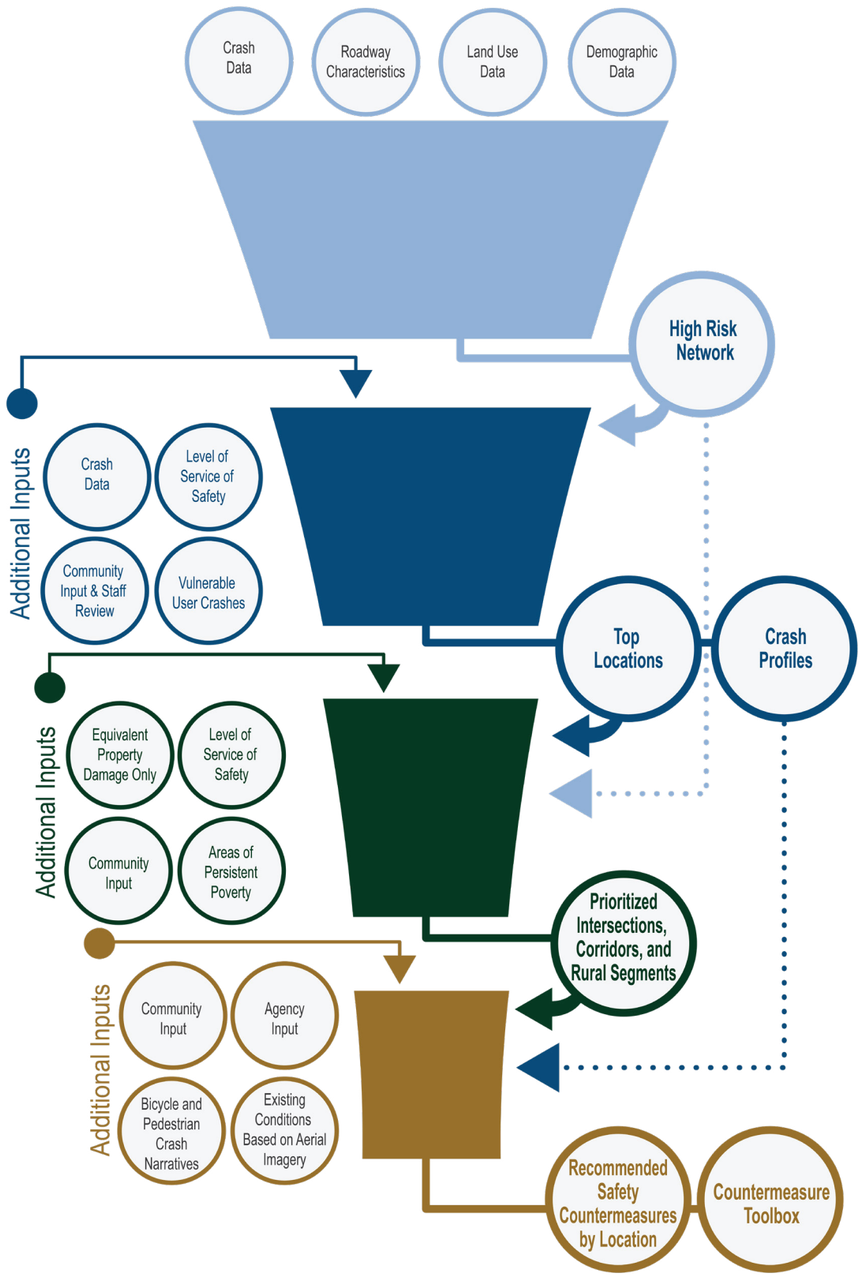
The project team also evaluated a series of roadway characteristics throughout the county to identify and map a high-risk network, where the likelihood of future crashes occurring is higher due to a series of roadway attributes (e.g. volumes, number of lanes, posted speeds, roadway geometry, etc.).

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 the county.

Findings from the data analysis and extensive input received through engagement were used to identify and prioritize top intersections, rural segments, and corridors within the county. 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 technical process for conducting safety analysis, prioritizing projects and developing countermeasures is shown on the following page.

Transportation Safety Analysis & Project Development Process

From data-driven analysis to actionable countermeasures



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 SAP is the result of a collaborative effort between the partner agencies, it is specific to the county and provides a framework for guiding future investments in transportation safety.

Looking ahead, this SAP provides the county 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. While most of the recommendations in this plan are specific to the county, 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 the county in the years ahead and deliver a transportation system that is safer, more comfortable, and more 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 plan that addresses the specific components listed in the table below in order to be eligible for SS4A funding for implementation of roadway safety projects. This SAP fulfills the requirements of the SS4A program by addressing all of the required components such as identifying, addressing, and prioritizing roadway safety concerns within the community.

The Safe Streets and Roads for All 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 is identified, with clickable links provided, for ease of reference.**

Action Plan Component	Location in Plan	Page
Leadership Commitment and Goal Setting	Implementation	100
Planning Structure		
• Oversight of Plan Development	Planning Structure	100
• Implementation and Monitoring	Planning Structure	100
Safety Analysis		
• Crash Analysis	Crash Analysis	29
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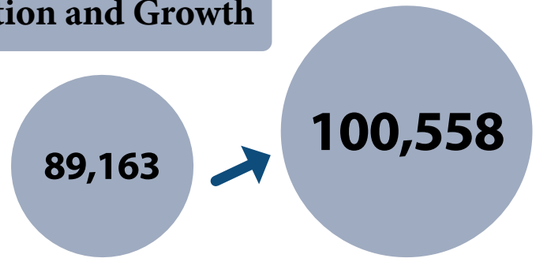
Action Plan Date	2026	N/A

SS4A Self-Certification Eligibility Worksheet Components

Community Profile

Demographics

Population and Growth

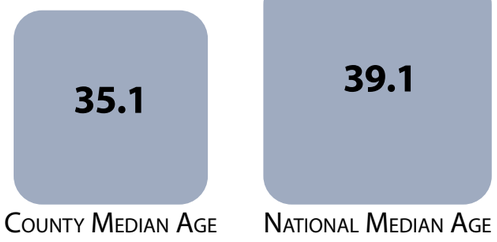


12% Increase

Nearly **2x** the National Average

Rapid growth will increase traffic and travel needs. This will require better transportation infrastructure, added safety improvements, and more travel options for all users.

Age and Ethnicity



24% of the county's population is **under 18**

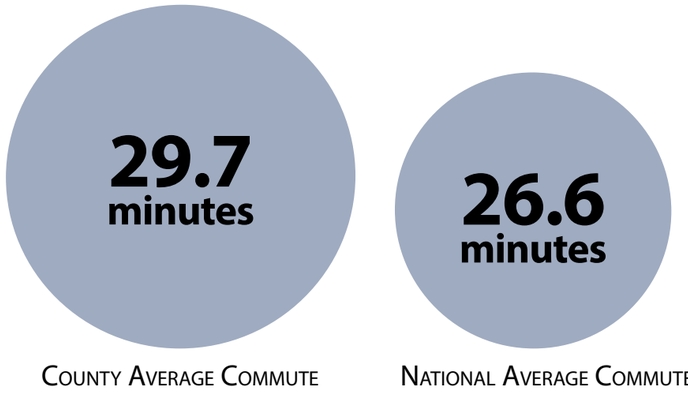
42% of the county's population is **Hispanic**

The county's diverse population shaped community engagement for this SAP. Engagement focused on digital outreach, multilingual communication, and family-oriented events. Safety improvements prioritized children and other non-drivers, with features like safer walking and biking routes, protected bike lanes, wider sidewalks, and accessible facilities.

Travel Patterns

How Do County Residents Get to Work?

Average Commute



6200 Adams County Households Commute **Over 90 Min**

These trends show a strong reliance on personal vehicles. This influenced engagement efforts and helped shape safety strategies to address long commutes and promote safer, more efficient travel options.

https://adamscountyco.gov/about-adams-county/history-profile/
https://adamscountyco.gov/wp-content/uploads/2025/08/TMP-Chapter-4-Analyze-Identify-Opportunities-051021_0.pdf
https://datausa.io/profile/geo/adams-county-co#demographics
https://datausa.io/profile/geo/adams-county-co#housing

Areas of Persistent Poverty

Supporting underserved communities is a key focus of this SAP. These communities often face economic challenges and lack infrastructure, which increases safety risks. As a result, safety investments in these communities can have a greater impact than elsewhere in the county.

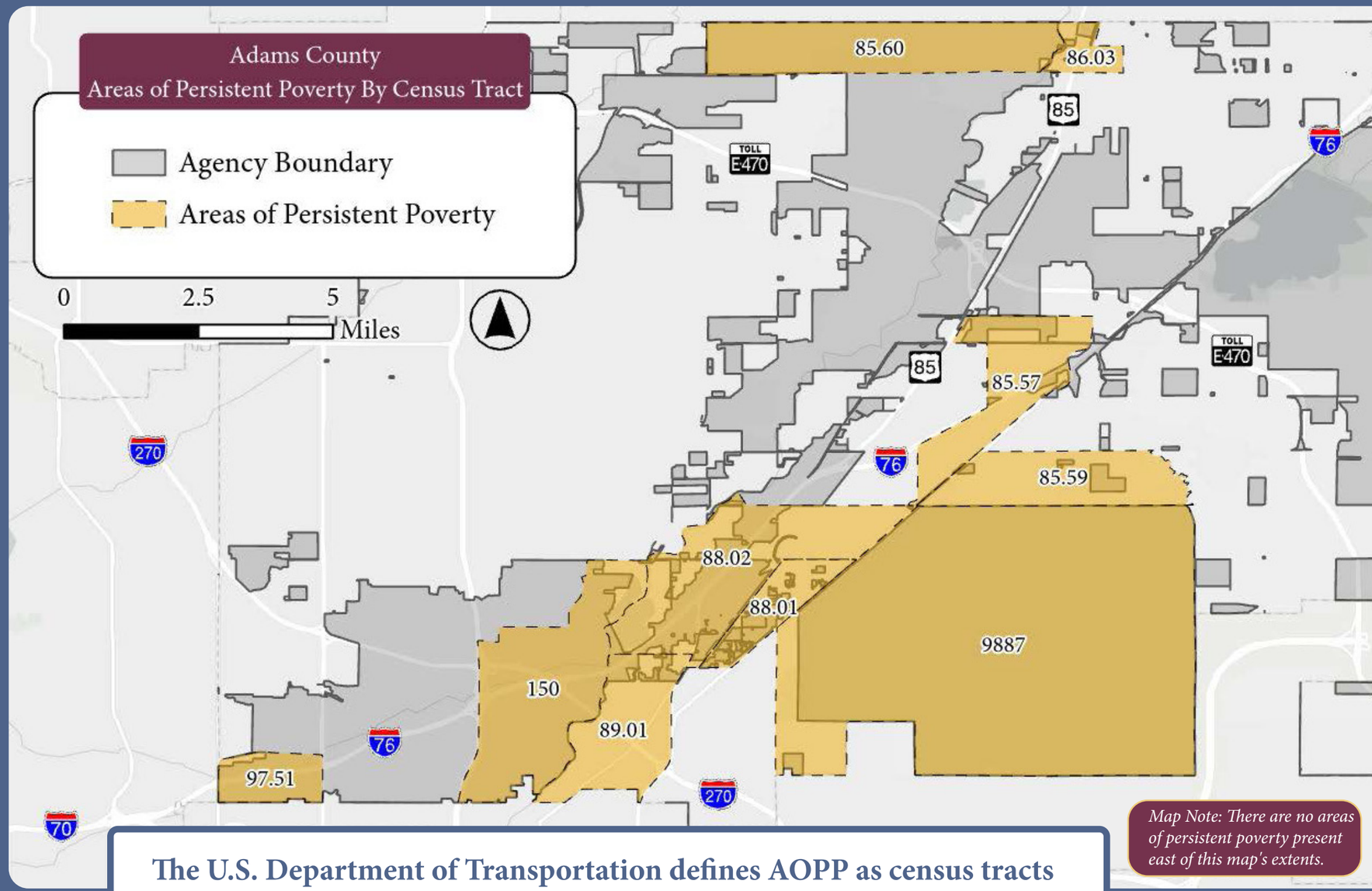
Areas of Persistent Poverty (AOPP) within the county are concentrated along I-76 and US-85 near industrial corridors and older neighborhoods, with additional areas southwest near I-70 and I-270, reflecting freight-heavy routes.

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

Investments should be prioritized in neighborhoods where safety risks and social vulnerability overlap. Improvements in these areas can reduce crashes and better support people who rely on walking, biking, and transit. While crash data and systemic analysis informed the recommended strategies, the AOPP helped identify the highest-priority locations for action.



Map Note: There are no areas of persistent poverty present east of this map's extents.

The U.S. Department of Transportation defines 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, greater transportation-cost burden, and fewer mobility options.

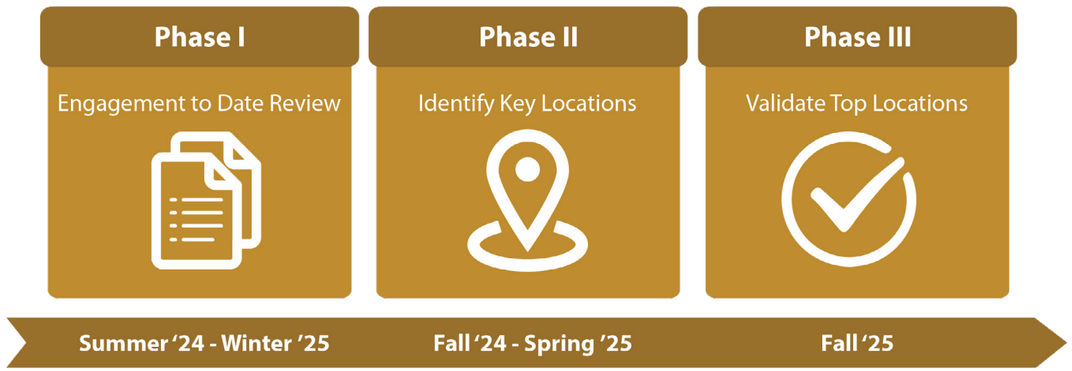
Community Engagement & Collaboration

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 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 projectwide input 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 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 project, the project team used 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.

TOTAL SOCIAL PINPOINT

TOTAL PAGE VIEWS **1950**

VISITS **1648**

1187 CONTRIBUTIONS

264 CONTRIBUTORS

TOTAL CONTRIBUTIONS

UNIQUE VISITORS **1076**

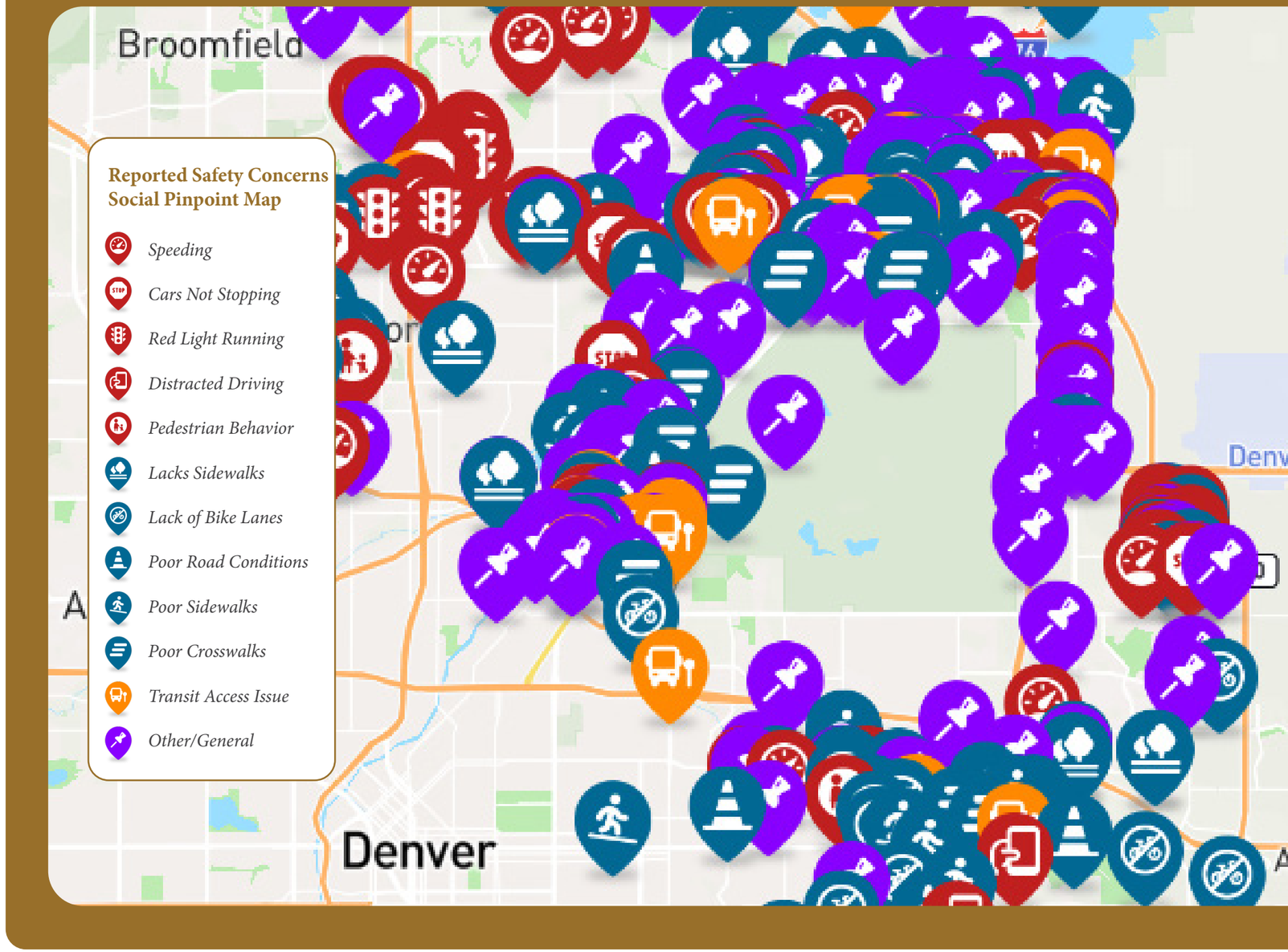
PINS ABOUT SAFETY

853

THUMBS UP

49 PRIORITY CORRIDORS

196 PRIORITY INTERSECTIONS



Representative Snapshot of Safety Concern Data Collected Using Social Pinpoint

Engaging with Unincorporated Adams County

This section highlights the key themes and data points specific to Unincorporated Adams County 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. Plans that were completed between 2021 and 2025 were reviewed for engagement feedback related to transportation and safety. Any plans completed prior to 2021 had already been comprehensively reviewed and included in the Advancing Adams Plans. Additionally, since an update to the Strasburg Plan was under development at the time, staff asked for it to be included in the plan review. The updated Strasburg plan is anticipated for completion in Summer 2026. The five plans reviewed during this phase are shown in the images to the right.

Residents consistently expressed a desire for land use and mobility options that provide safe, comfortable access to parks, services, and amenities within a 20-minute walk, bike, or transit ride, along with stronger first and last mile connections to transit.

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.

Community feedback emphasized the need for improved multimodal network connectivity, including alternative travel routes for drivers, a continuous system of safe pedestrian and bicycle facilities, and enhanced transit service supported by secure walking and biking access to stops and stations.

Plans Reviewed in Phase I

Phase II: Identify Key Locations of Concern for Unincorporated Adams County

During Phase II, 77 Social Pinpoint map comments were submitted within unincorporated areas of the county. Input was geographically dispersed, with notable clusters along Tennyson St, Lowell Blvd, 168th Ave, Belle Creek, the Government Center, and rural corridors such as Highway 7 and 128th Ave. These locations reflect the county's mix of rural and suburban conditions, where rapid growth has outpaced transportation infrastructure.

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

- Protected bike lanes
- Continuous sidewalks and pedestrian bridges
- Better lighting and visibility enhancements
- Intersection upgrades, including improved signal timing
- Traffic calming, such as stop signs and safer crossings near parks and schools

Themes We Heard in Phase II

Safety and Speeding

Frequent concerns about speeding and aggressive driving, particularly on Highway 7, 128th Ave, and rural roads with limited enforcement.

Sidewalk and Connectivity Gaps

Widespread sidewalk gaps, especially near schools, parks, and transit stops, created unsafe walking conditions along corridors such as 168th Ave, Lowell Blvd, and Belle Creek.

Bicycle Infrastructure Gaps

Limited or missing bike lanes on corridors like Tennyson St, Sable Blvd, and connections to the Platte River Trail made biking uncomfortable or hazardous.

Transit Access and Equity Concerns

Several bus stops lacked shelters or safe walking access, particularly along high speed roads, prompting requests for safer, more comfortable routes to transit.

Infrastructure Deterioration and Design Issues

Residents noted potholes, poor pavement, faded crosswalks, and intersections with visibility or traffic control challenges, including missing turn lanes or merge areas.

How was Feedback from Phase II Used?

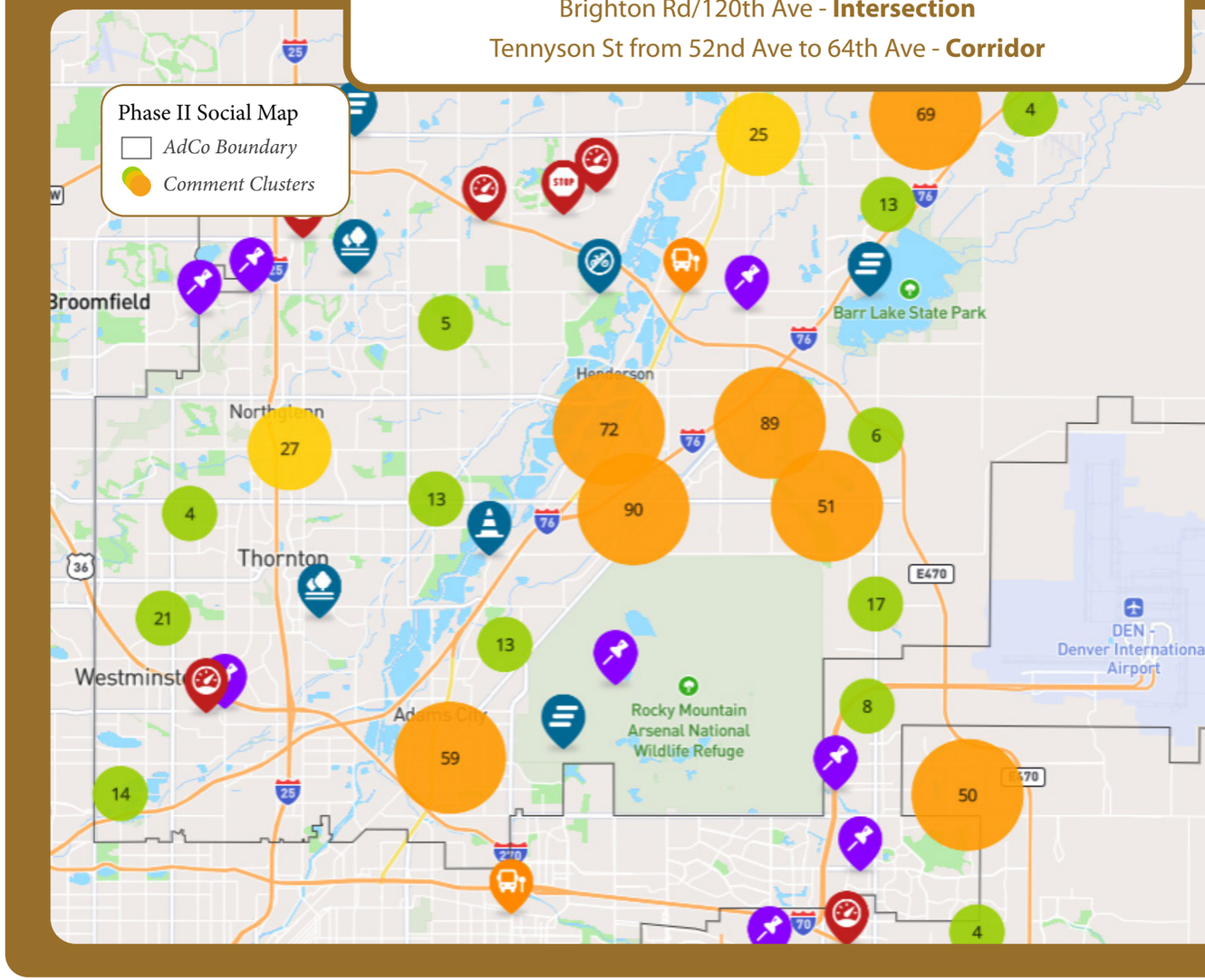
The project team used feedback from Phase II to identify additional intersections, segments and corridors to include in the list of top locations and further analysis and identification of potential safety improvements was conducted for each of these locations.

The top locations that were added as a result of public engagement from Phase II were:

Buckley Rd / High Plains Pkwy/120th Ave - **Intersection**

Brighton Rd/120th Ave - **Intersection**

Tennyson St from 52nd Ave to 64th Ave - **Corridor**



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, enabling participants to review top locations, indicate agreement or disagreement, and suggest additional areas for safety improvements. Participants submitted feedback on 32 top intersections and 18 corridors and rural segments in the county.

In addition to the online feedback, the project team hosted five popup events across the larger Adams County CSAP study area, including Welby Days in Unincorporated Adams County, where they engaged approximately 20 attendees, primarily county residents, who provided valuable feedback on roadway safety concerns.

Themes We Heard in Phase III

Speeding and Safety Risks

Frequent reports of high speeds, aggressive driving, and recurring crashes, including concerns near schools, the DMV, and major intersections such as US 36 & Broadway.

Complex and Congested Locations

Intersections and corridors with limited sight distance, missing turn lanes, challenging freeway access, and heavy congestion, including 104th Ave & US 85, the Pecos St corridor, and US 224 near Broadway, were commonly cited.

Railroad Crossing Delays

Long periods when crossing gates are down and queuing prompted calls for operational changes or grade separation.

Pedestrian and Bicycle Gaps

Residents noted missing sidewalks, lack of curb ramps, and unprotected bike facilities, especially along high speed corridors and near community destinations.

Corridor Growth and Traffic Pressure

Several priority corridors were described as overburdened, fast moving, or functioning like raceways, reflecting growth and increased regional travel.

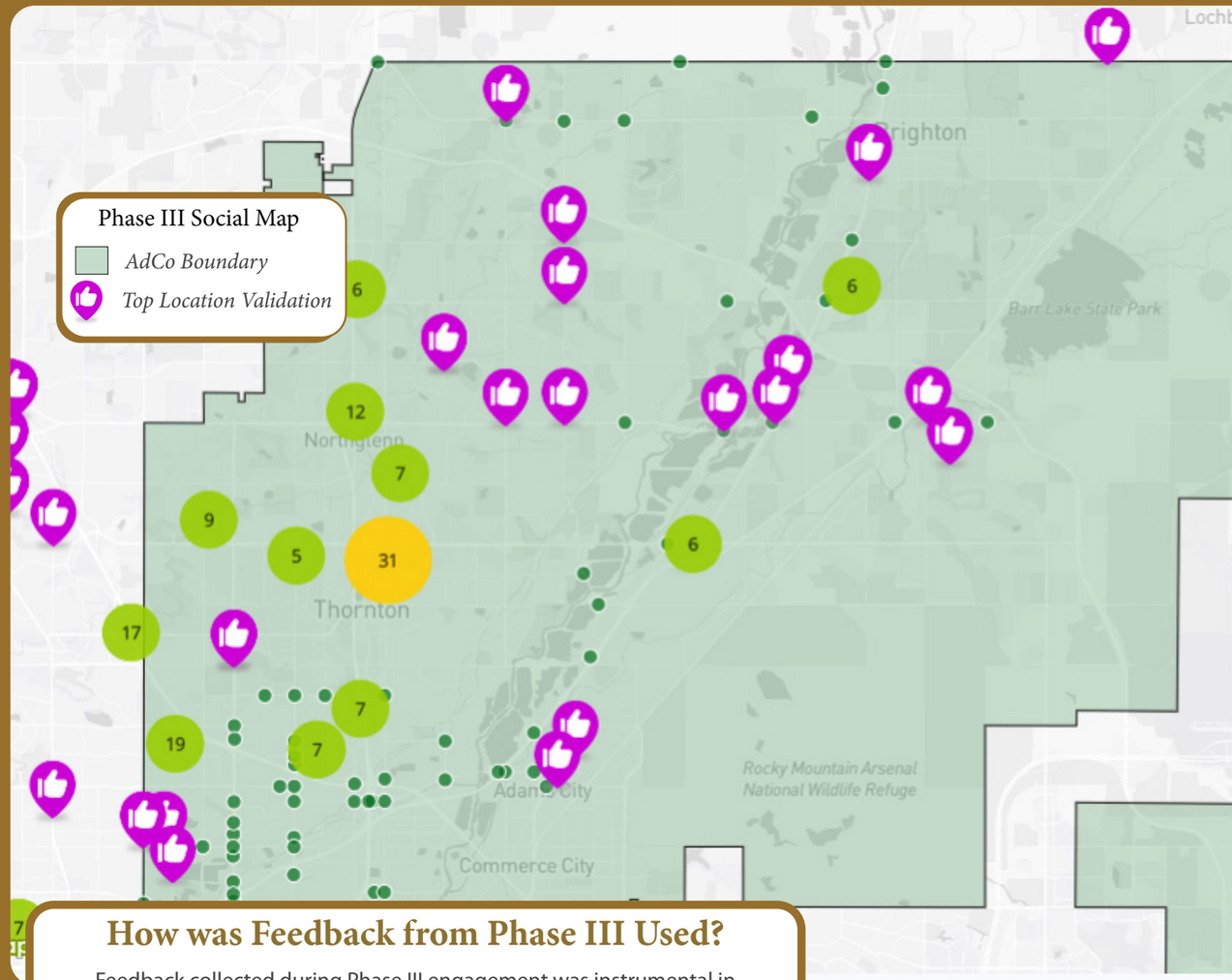
Roadway Condition Concerns

Comments highlighted poor pavement, uncomfortable underpasses, narrow lanes, and faded markings, reinforcing the need for maintenance and upgrades.

Strong Support for Traffic Calming

Residents consistently requested speed control measures, safer crossings, and improvements to sidewalks, bike access, and overall roadway design.

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.

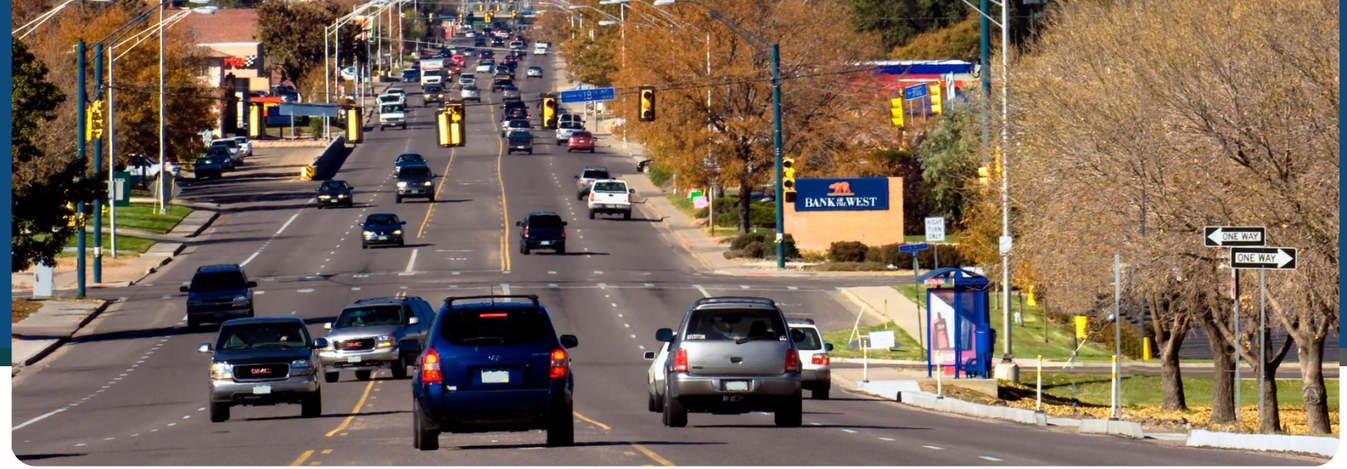


Representative Snapshot of Data Collected Through the Mapping Activity in Phase III

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.

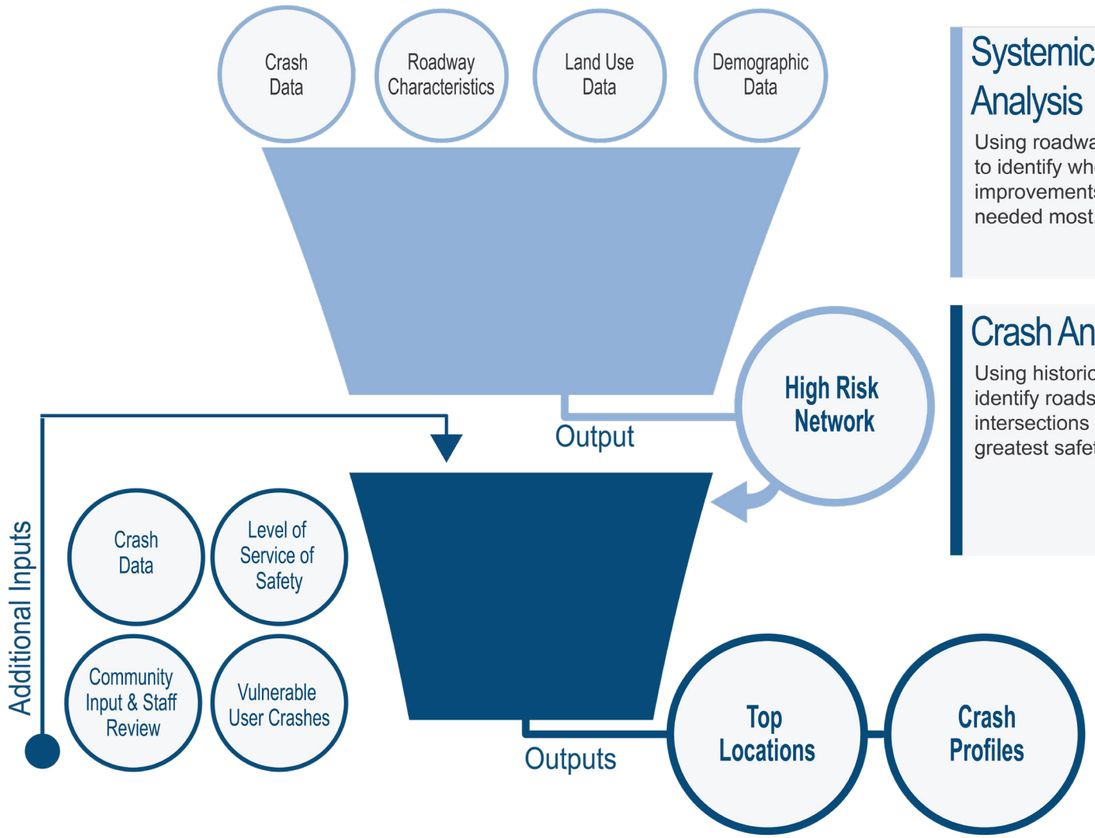
Safety Analysis



Purpose

To identify roadway safety issues and develop mitigation strategies for Unincorporated Adams County (from this point forward referred to as the county) a robust analysis of crash and roadway data was performed. An overview of that process is provided below.

Systemic Safety and Crash Analysis



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.

Unincorportated Adams County Crash Analysis

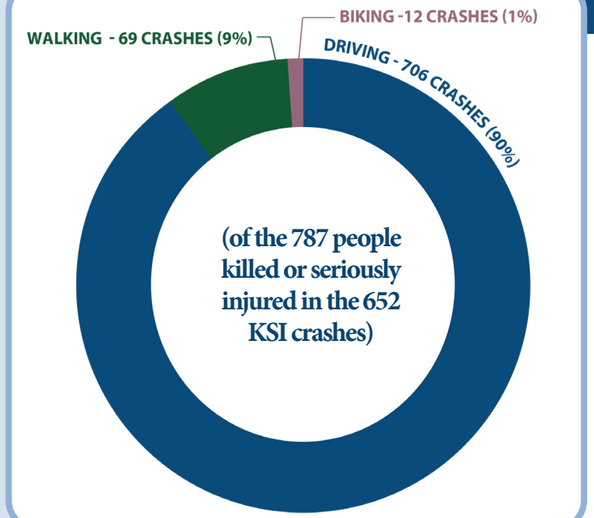
Overview

The crash analysis included five years of crash data from 2018 to 2022 and evaluated the number, location and type of crashes that occurred, as well as the severity of crashes that occurred across the county. A strong emphasis was placed on killed and seriously injured (KSI) crashes, as these events have a significantly greater impact on the safety of individual roadways, and on Adams County as a whole, than crashes of lesser severity.

Crash data from 2018–2022 was selected to reflect the most recent five-year period available 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 unincorporated Adams County, including facilities owned and operated by 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.

The detailed methodology for data collection and cleaning, development of crash profiles, and identification of top intersections and corridors is provided in **Appendix B: Crash Analysis Methodology**.



Between 2018 and 2022, in unincorporated Adams County, there were over 17,500 reported crashes, including 652 KSI crashes. During this period, the county averaged over 10 crashes per day, three injury crashes per day, and one KSI every three days. As a result of the KSI crashes, 626 individuals experienced serious injuries and 161 people lost their lives.

Of the 17,500 total crashes, 6,238 occurred on limited-access highways; likewise, 169 of the 652 KSI crashes took place on these facilities.

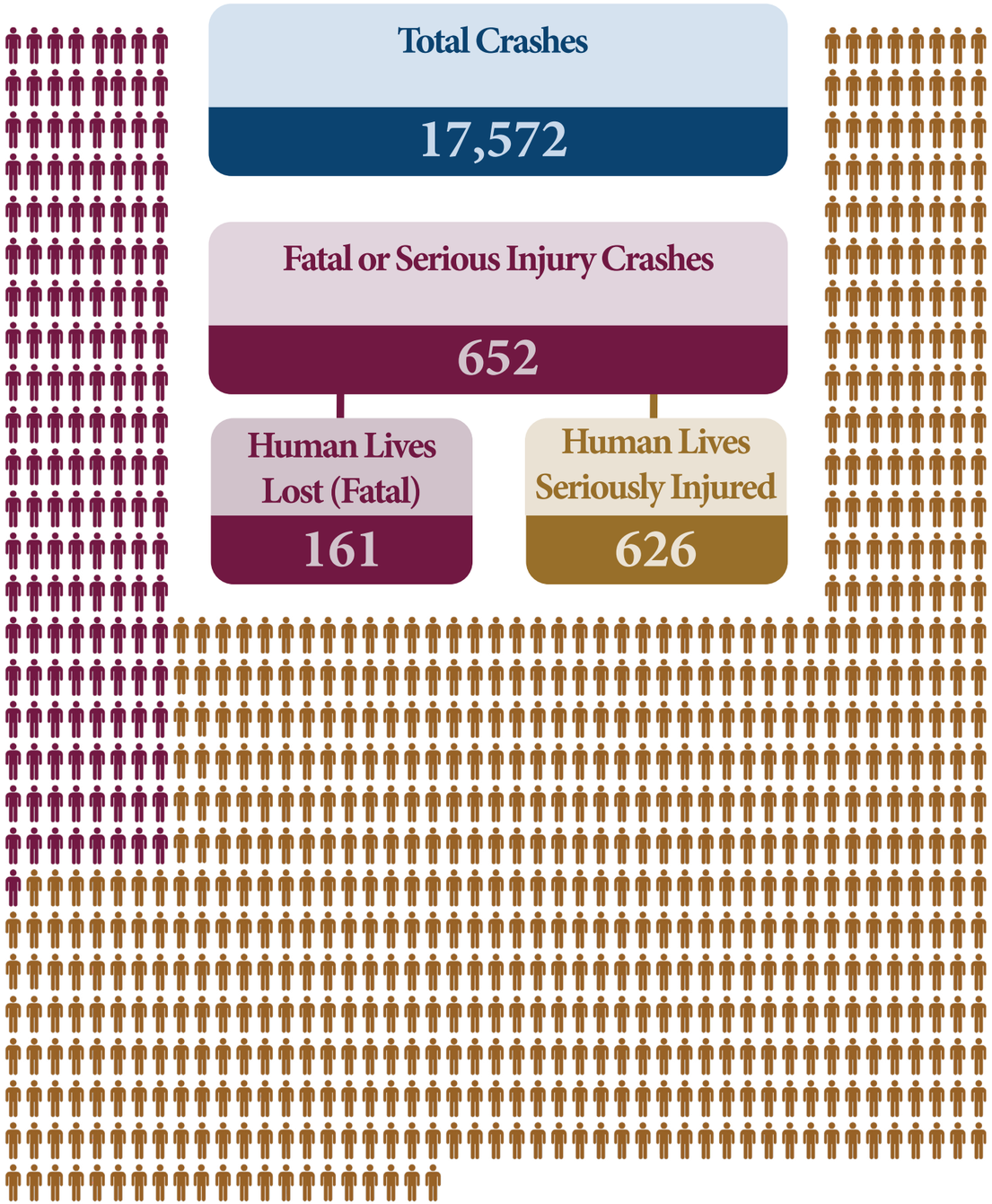
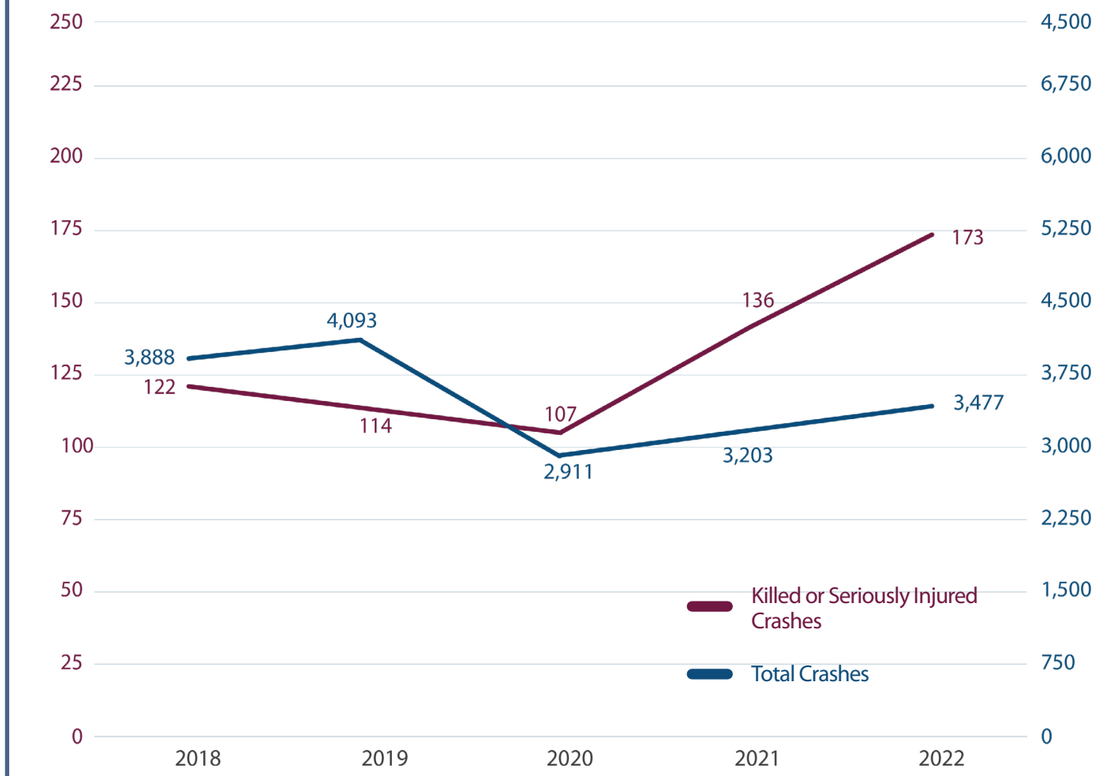


Figure Based on Adams County Unincorporated Crash Data (2018-2022)

KSI Crashes vs. Total Crashes

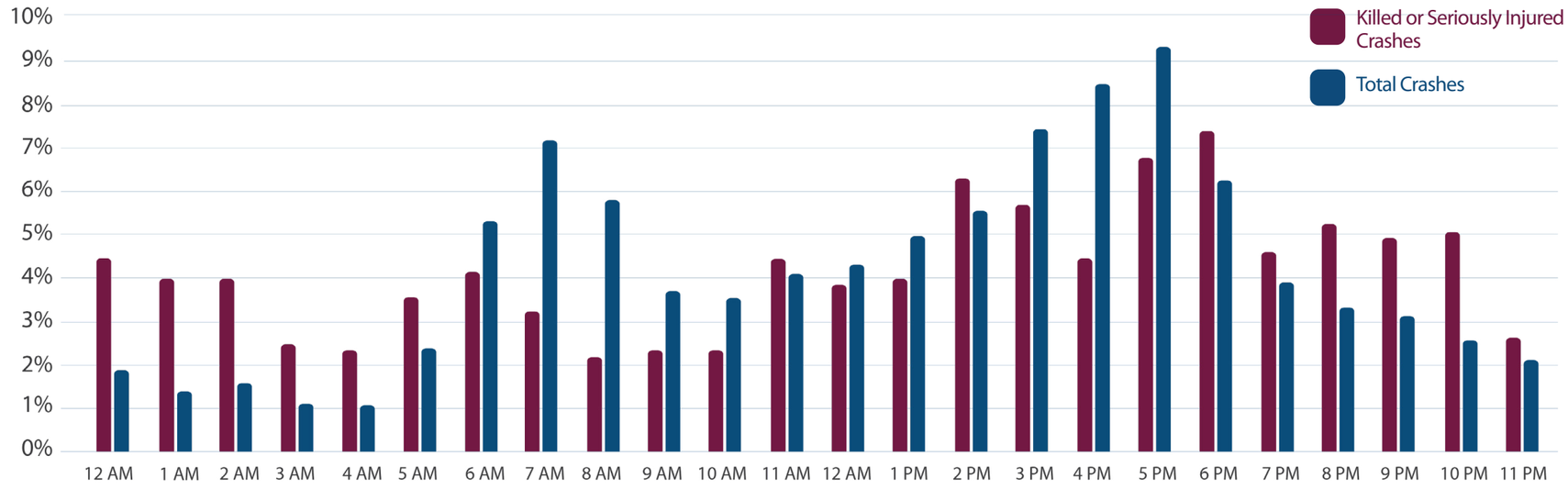
During the five-year study period, total crashes and KSI crashes fluctuated significantly from 2018 to 2022. Total crashes increased from 2018 to a peak in 2019, then dropped sharply in 2020, likely reflecting pandemic-related travel reductions, before gradually rising again through 2022. KSI crashes followed a similar early decline, decreasing each year from 2018 to a low in 2020, but unlike total crashes, KSI crashes rose more sharply afterward, reaching their highest point in 2022.



KSI Crashes vs. Total Crashes

Crashes by Time of Day

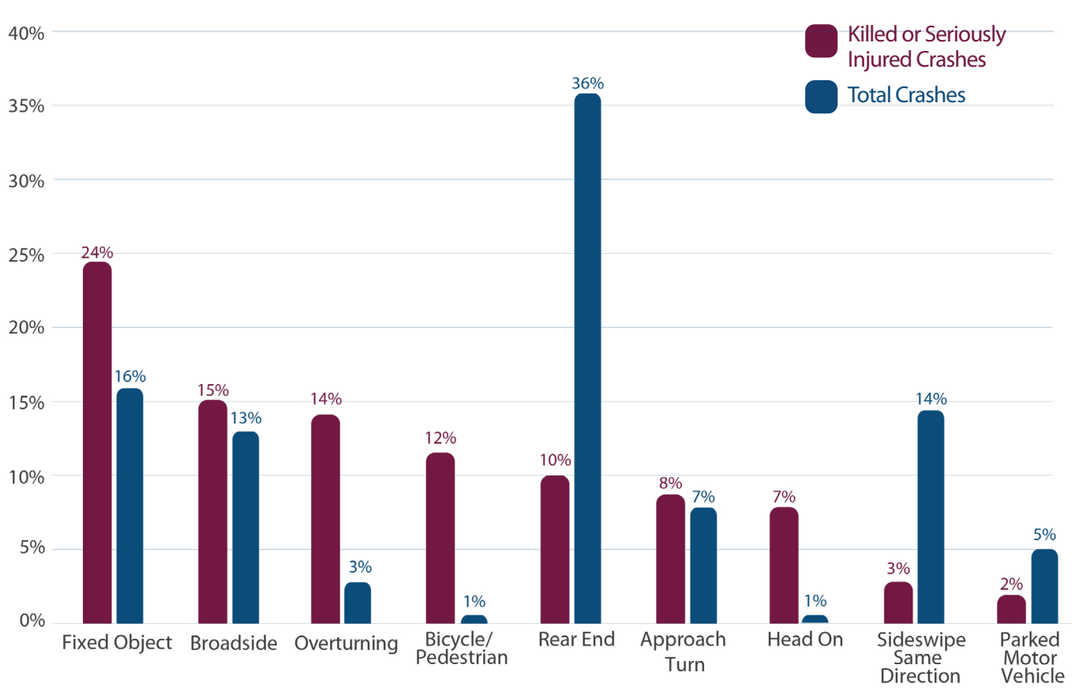
Total crashes varied noticeably throughout the day, with clear peaks during typical commuting hours. In contrast, KSI crashes were overrepresented during nighttime and early morning hours with approximately half (50%) of all KSI crashes occurring between 6 p.m. and 5 a.m., compared to only 30% percent of all crashes during the same period. During nighttime and early morning hours, visibility is limited due to darkness and lack of street lighting, especially in rural areas of the county. These conditions, combined with a higher likelihood of impaired or fatigued driving, contribute to more severe outcomes despite fewer total crashes. KSI crashes also showed increased frequencies in the late afternoon and early evening, particularly at 4 p.m. (7%) and 5 p.m. (7%), paralleling the higher crash volumes during peak congestion but suggesting that severity, not just frequency, rises at these times.



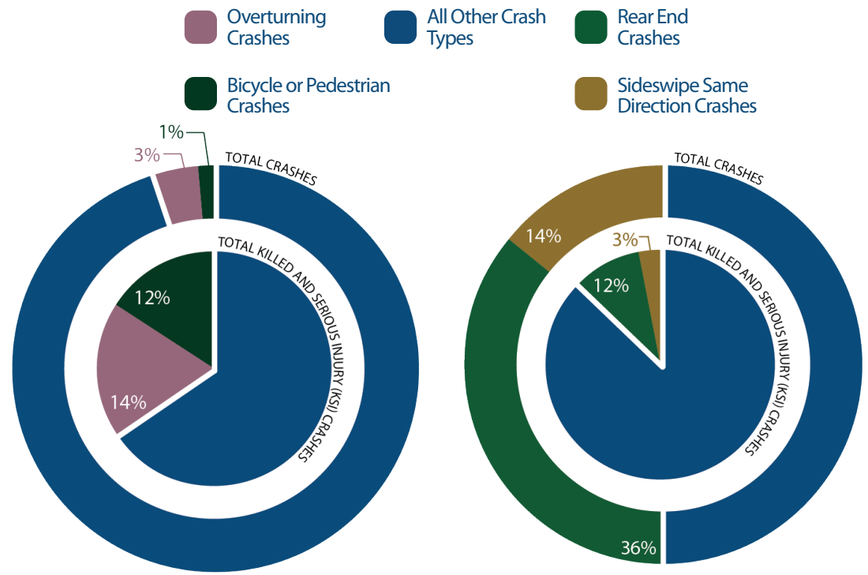
Percent of Crashes by Time of Day

Crashes by Crash Type

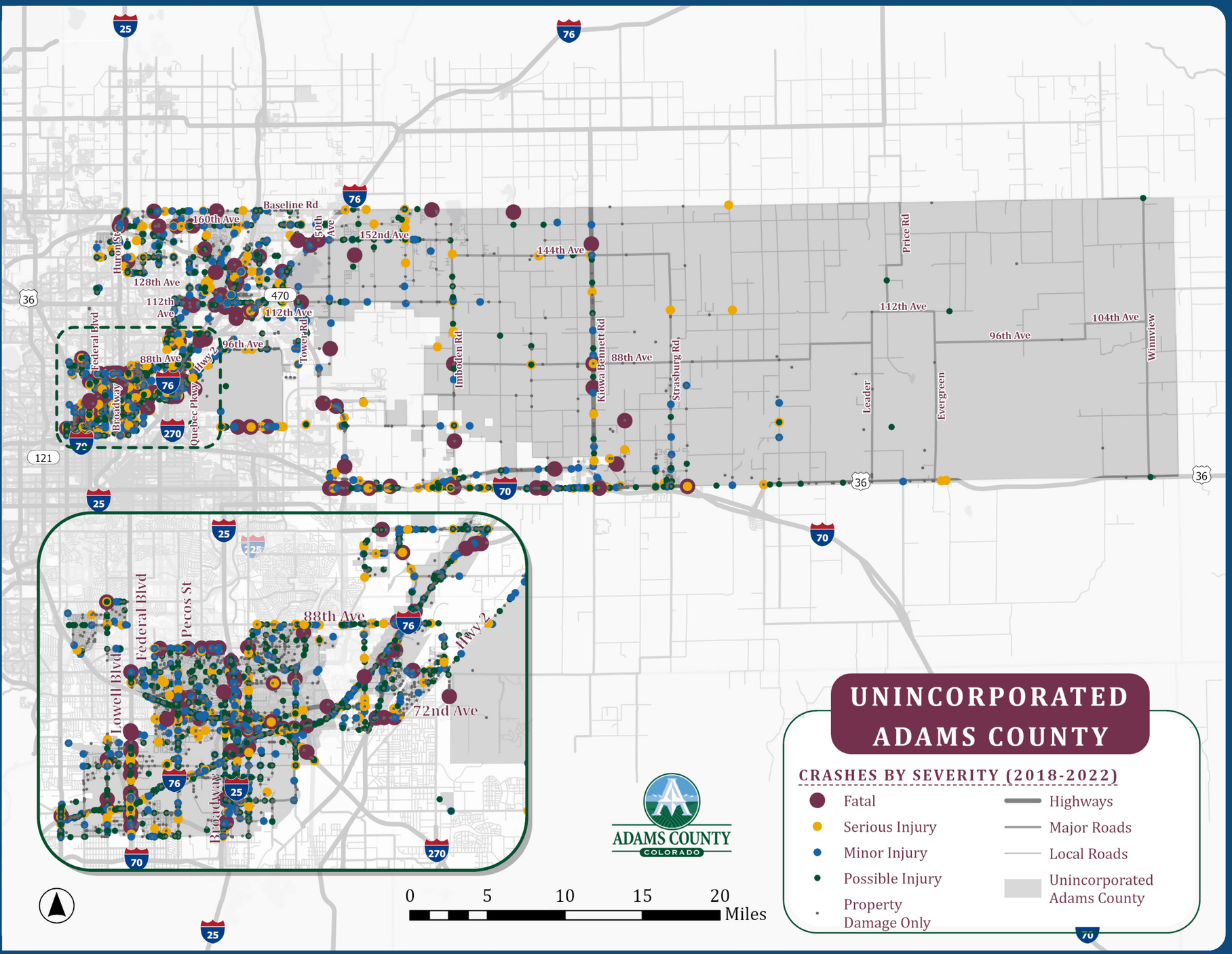
Assessing crashes by type helps identify common roadway safety issues. During the study period, the most common crash types for all crashes (shown in blue) were rear end, fixed object, sideswipe–same direction, and broadside. Together, these four crash types accounted for 79% of all crashes. Conversely, for KSI crashes (shown in red), fixed-object crashes were most common, followed by broadside, overturning, and bicycle/pedestrian crashes.



Two crash types were significantly overrepresented among serious outcomes relative to their overall frequency: bicycle/pedestrian and overturning. Conversely, common crash types such as sideswipe–same direction and rear end were underrepresented in the most severe crashes. Crashes involving vulnerable road users and roadway-departure or rollover events disproportionately contributed to fatalities and serious injuries.



Percent of Crashes by Crash Type



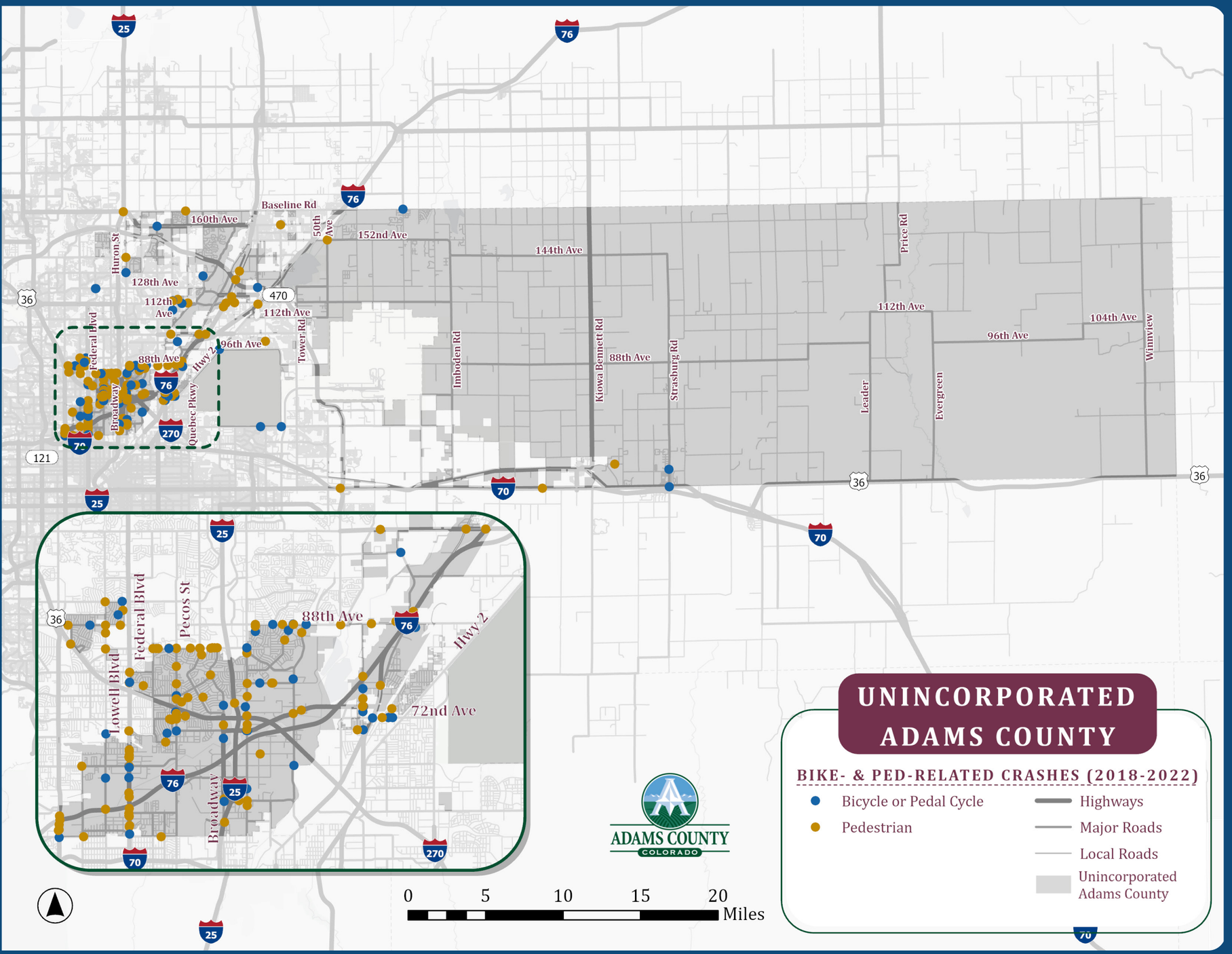
Crashes by Severity

Crashes in unincorporated Adams County were heavily concentrated in the western portion, where development is denser and roadways connect directly to the Denver metropolitan area. This area includes major corridors such as I-25, I-76, I-270, and key arterials that carry higher traffic volumes, resulting in more frequent crashes of all severities. In contrast, the eastern portion of the county, which is predominantly rural with fewer roadway connections and lower traffic densities, experienced far fewer crashes overall. KSI crashes were most commonly located along larger, busier roads and at major intersections, where higher speeds, complex turning movements, and heavier traffic increase both crash likelihood and crash severity. Overall, the spatial pattern highlights a clear urban–rural divide, with crash frequency and severity concentrated in the more developed western region.

To view this map in more detail, see the Adams County CSAP dashboard

Bicycle and Pedestrian Crashes

Pedestrian- and bicycle-related crashes within unincorporated Adams County were most common in the more densely populated and developed areas, where pedestrians and cyclists are more likely to be walking or riding. Understanding where pedestrian and bicycle crashes occur is critical to understanding the safety needs of the county, due to their overrepresentation in crashes resulting in fatalities and serious injuries.

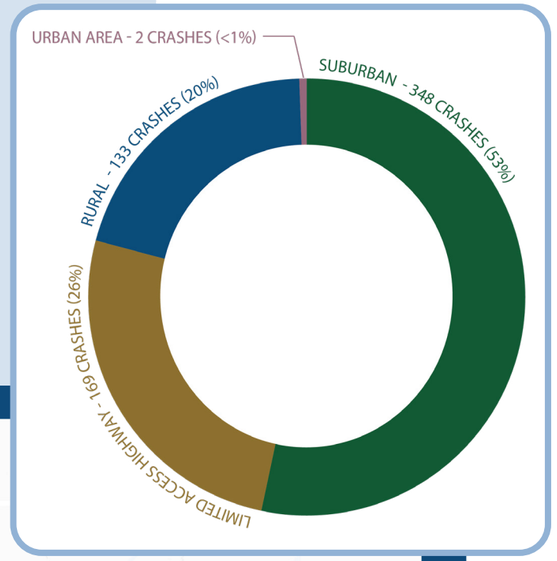


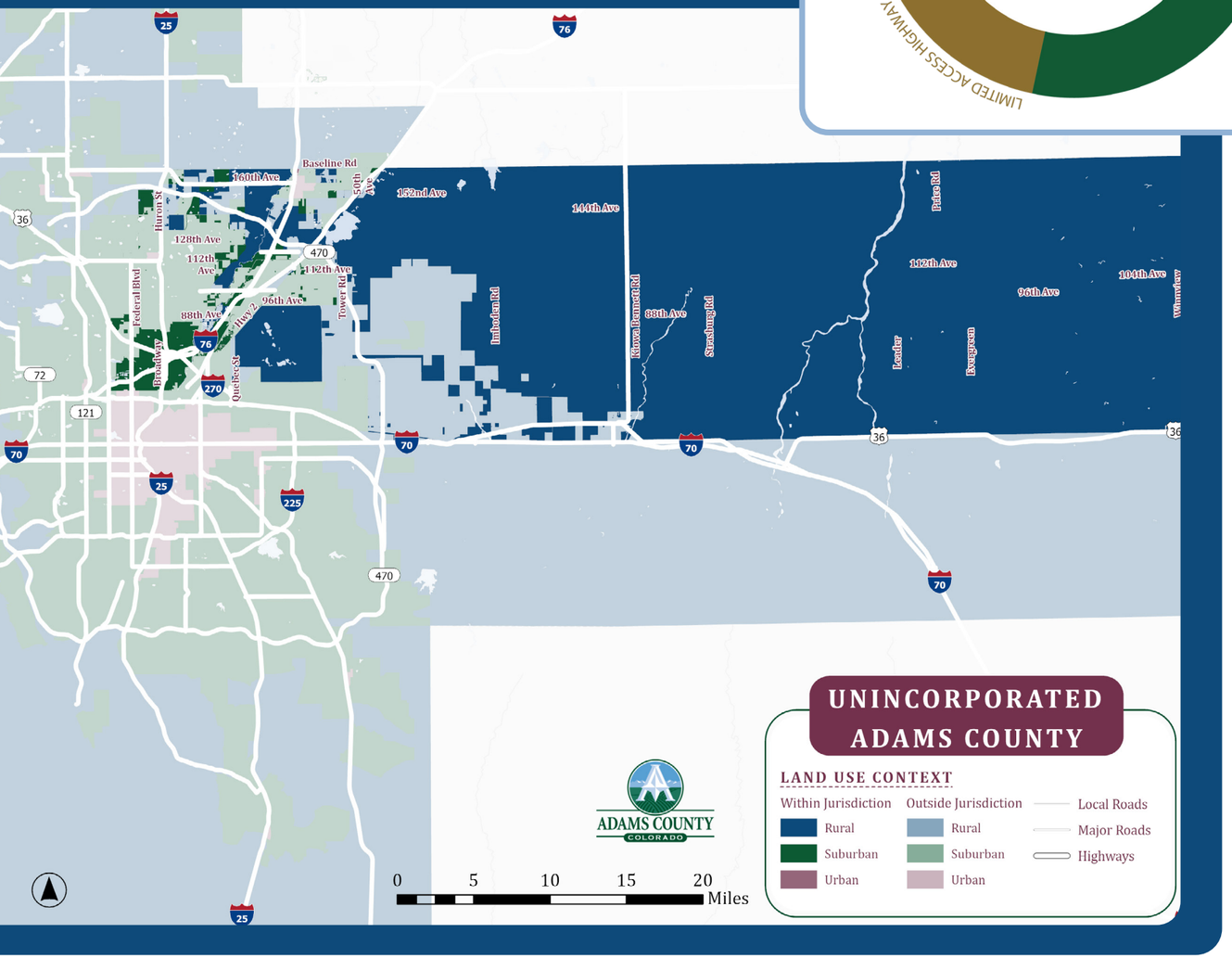
[To view this map in more detail, see the Adams County CSAP dashboard]

Crashes by Land Use Type

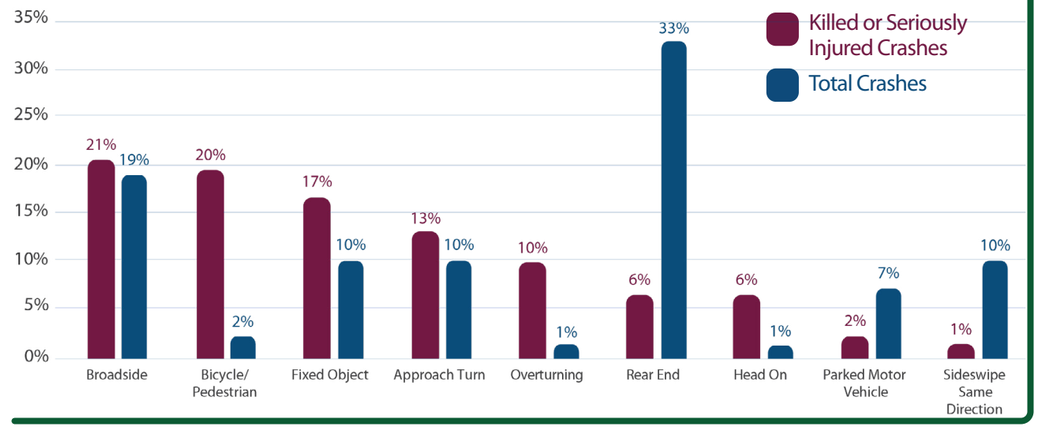
In order to understand the nuances between crash patterns and land use types, KSI crashes were layered on top of the DRCOG-designated area types. The vast majority of Unincorporated Adams County falls within a rural designated area, but only 20 percent of the KSI crashes occurred there. Conversely, the small portion of suburban designated land encompassed more than half of the KSI crashes across the county.

Crash types also vary within different land uses. While rear end crashes are one of the highest crash types for both rural and suburban areas, the crash type that results in the highest percentage of KSI crashes varies. In suburban areas the most severe crash types are broadside and bicycle/pedestrian, while in rural areas fixed object and overturning vehicle crashes result in a higher percentage of KSI crashes.

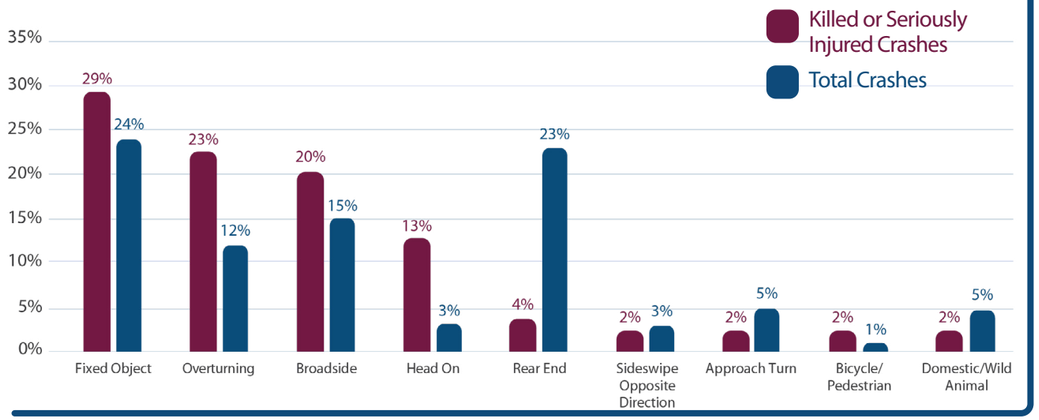




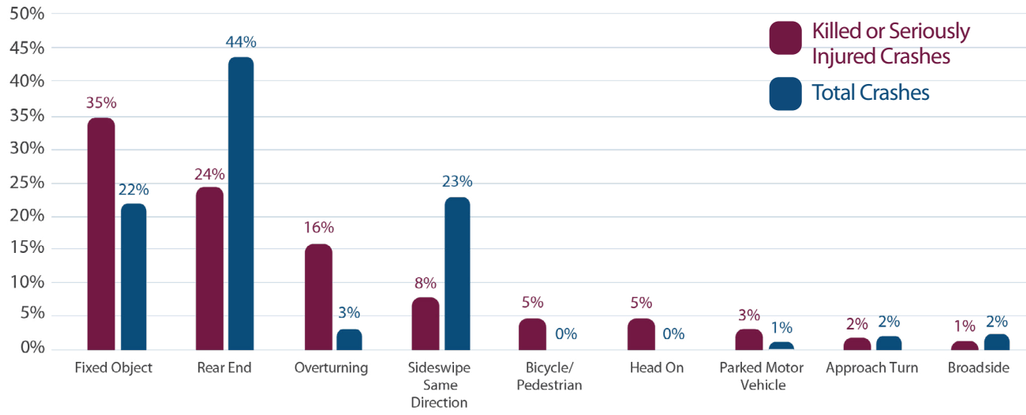
Surburban Crashes by Crash Type



Rural Crashes by Crash Type



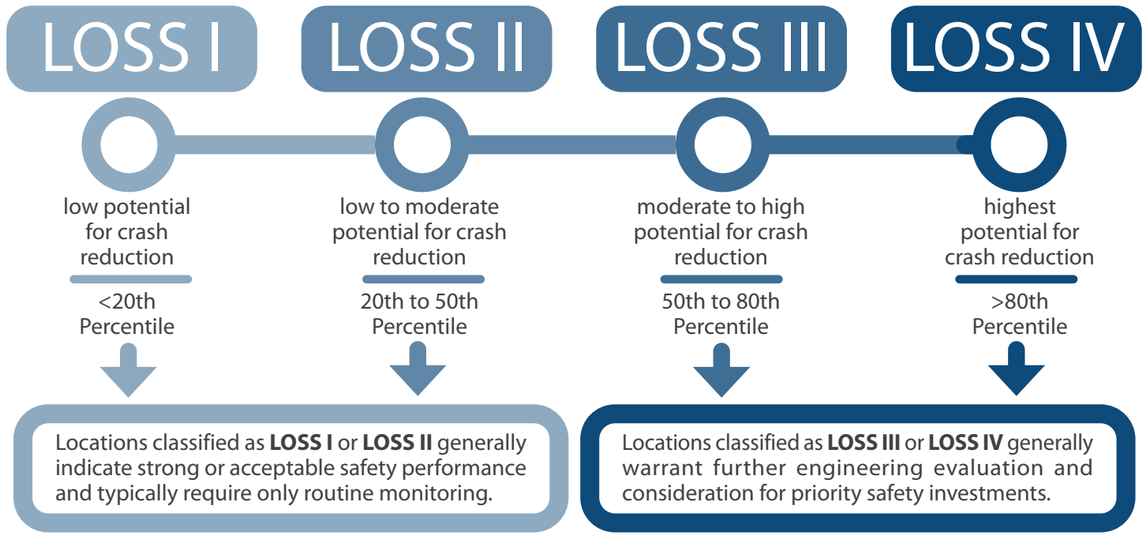
Limited Access Highway Crashes by Crash Type



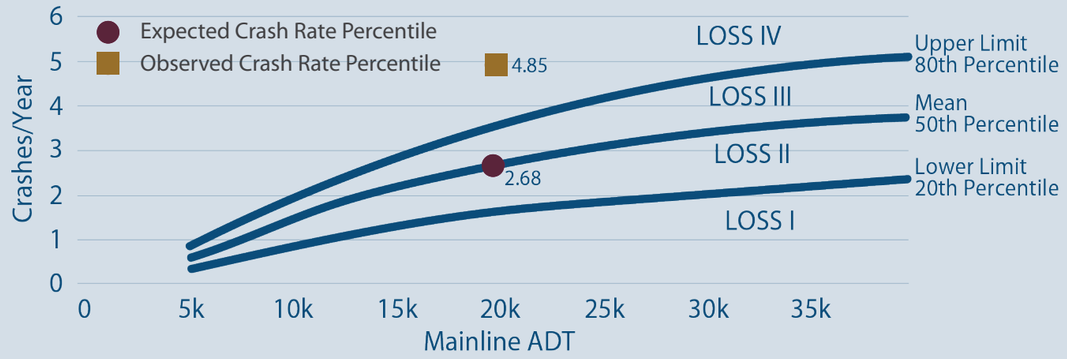
Level of Service of Safety

The LOSS process provides a structured, data driven framework for comparing 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 a location's observed crash history exceeds the expected crashes, the LOSS analysis indicates that the location has a greater opportunity for improving safety. The details of the LOSS methodology can be found 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.

The following criteria were used to determine which intersections and rural segments to include in the LOSS evaluation. Once selected, the locations were evaluated, and LOSS scores generated for both crash frequency (LOSS Total) and crash severity (LOSS Severity).

Intersection Selection Criteria

- Arterial-arterial intersections with > 10 crashes
- Arterial-collector intersections with > 10 crashes
- Any intersection with 1+ fatal crashes
- Any intersection with 3+ serious injury crashes
- Any intersection with 1+ pedestrian or bicycle crashes
- Any intersection adjacent to a school
- Any intersection with 3+ community input

After intersections were selected based on this criteria a LOSS evaluation was run resulting in 205 intersections with overrepresented crash rates.

- **LOSS III**: 113 Intersections
- **LOSS IV**: 92 Intersections

Segment Selection Criteria

- In a DRCOG-designated Rural Area Type
- With at least a half mile between intersections
- Of a length that is at least one-half mile in higher volume locations (defined as having Average Daily Traffic [ADT] of at least 1,000) and one mile in low volume areas

After segments were selected based on this criteria a LOSS evaluation was run, resulting in 114 miles of roadway with overrepresented crash rates.

- **LOSS III**: 81 Miles of Roadway
- **LOSS IV**: 33 Miles of Roadway

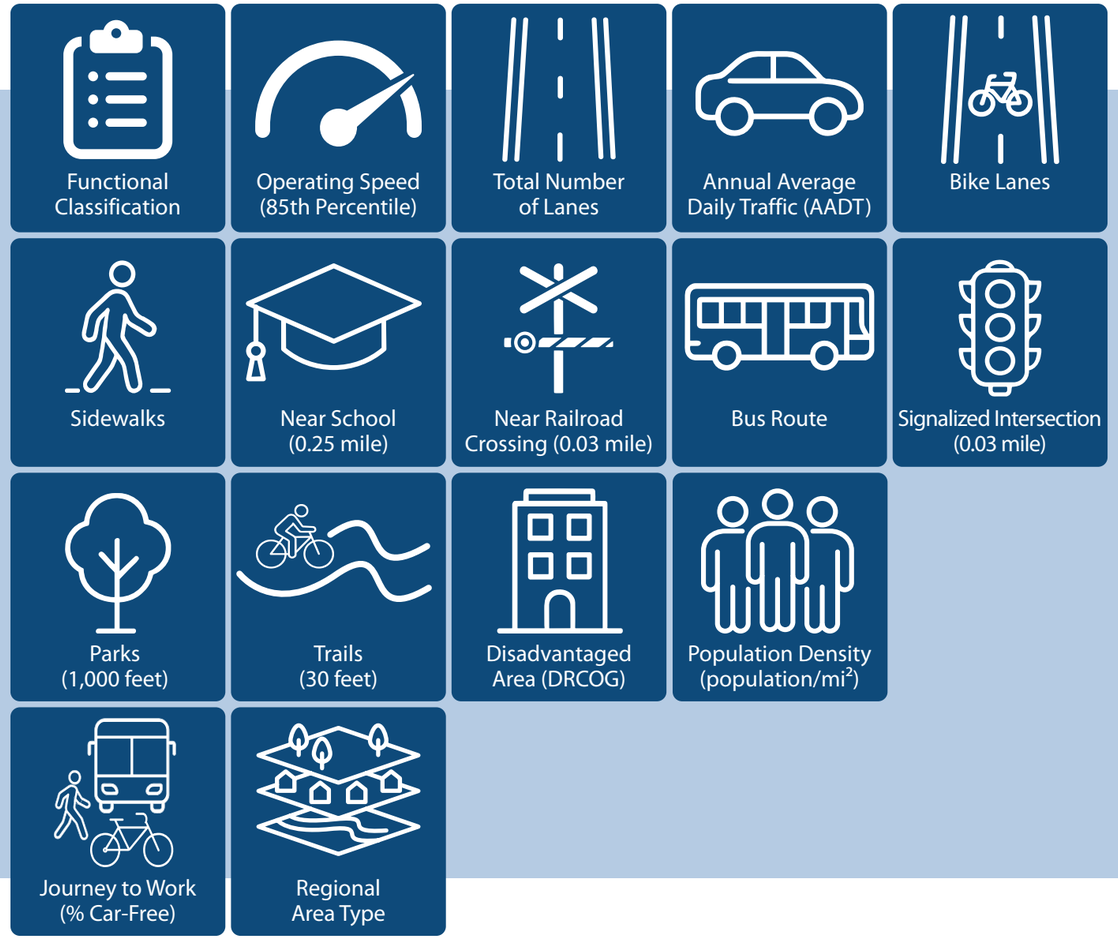
These intersections and rural segments were further refined and resulted in the top intersections and rural segments discussed in the Top Locations section below.

Systemic Safety Analysis

Planning to create safer roads requires more than reactive crash analysis, it requires proactive identification of roadway risk which allows Adams County to plan roadway projects not just where crashes have occurred, but where they are likely to occur in the future.

Roadway Characteristics

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 (e.g., unsignalized intersections, four-lane roads, presence of curves). This method allows the county to identify and prioritize locations for safety improvements even when those locations do not have a history of crashes, ensuring that risk related roadway characteristics, not just crash hotspots, informs safety decision making. The systemic assessment examined 16 roadway characteristics.

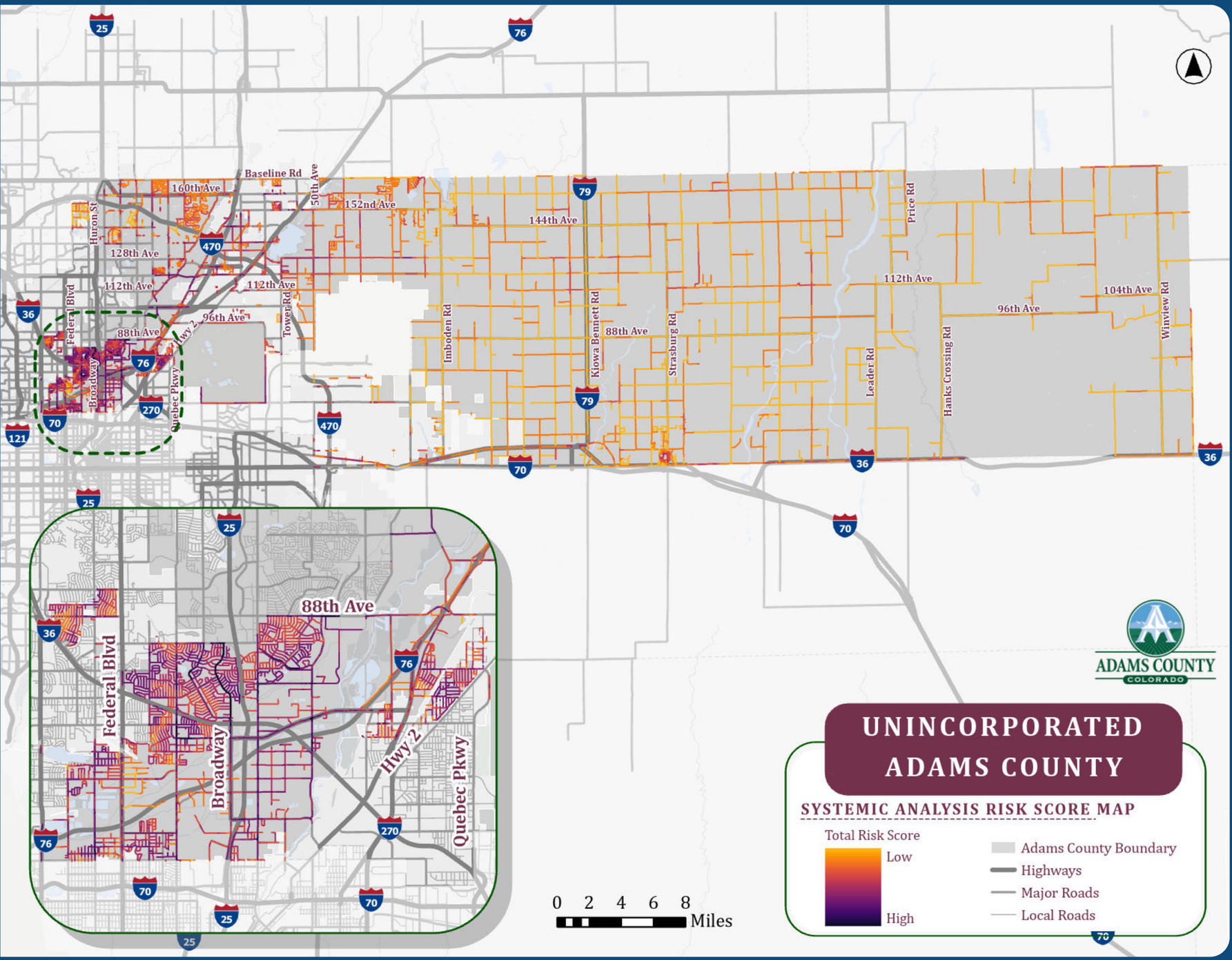


Systemic Risk Scores

Systemic risk scores for the 16 roadway characteristics were identified based on the location and severity of crashes in relation to each of the characteristics. Segments with the highest risk were given a score of 3 to identify segments with the greatest safety needs. The resulting scores for each characteristic are shown to the right. 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.

Characteristic	Categories	Risk Scores
Functional Classification	Local Collector Arterial State Highway	0 3 0 3
Operating Speed (85th Percentile)	30 mph and below 30 – 50 mph 50 mph and above	0 3 0
Total Number of Lanes	2 lanes or less 3-6 lanes	0 3
AADT	≤3000 vehicles per day (vpd) > 3000 vpd	0 3
Bike Lanes	Yes No	3 0
Sidewalks	Yes No	3 0
Near School (0.25 mi)	Yes No	3 0
Near Railroad Crossing (0.03 mi)	Yes No	3 0
Bus Route	Yes No	3 0
Signalized Intersection (0.03 mi)	Yes No	3 0
Parks (1000 ft)	Yes No	3 0
Trails (30 ft)	Yes No	3 0
Disadvantaged Area - DRCOG	Yes No	3 0
Population Density (population/mi²)	≤500 >500	0 3
Journey To Work (% Car-Free)	≤1% 1% - 2.5% 2.5% - 5% 5% – 10%	3 0 0 3
Regional Area Type	Rural Suburban Urban	0 3 3



Systemic Analysis Results

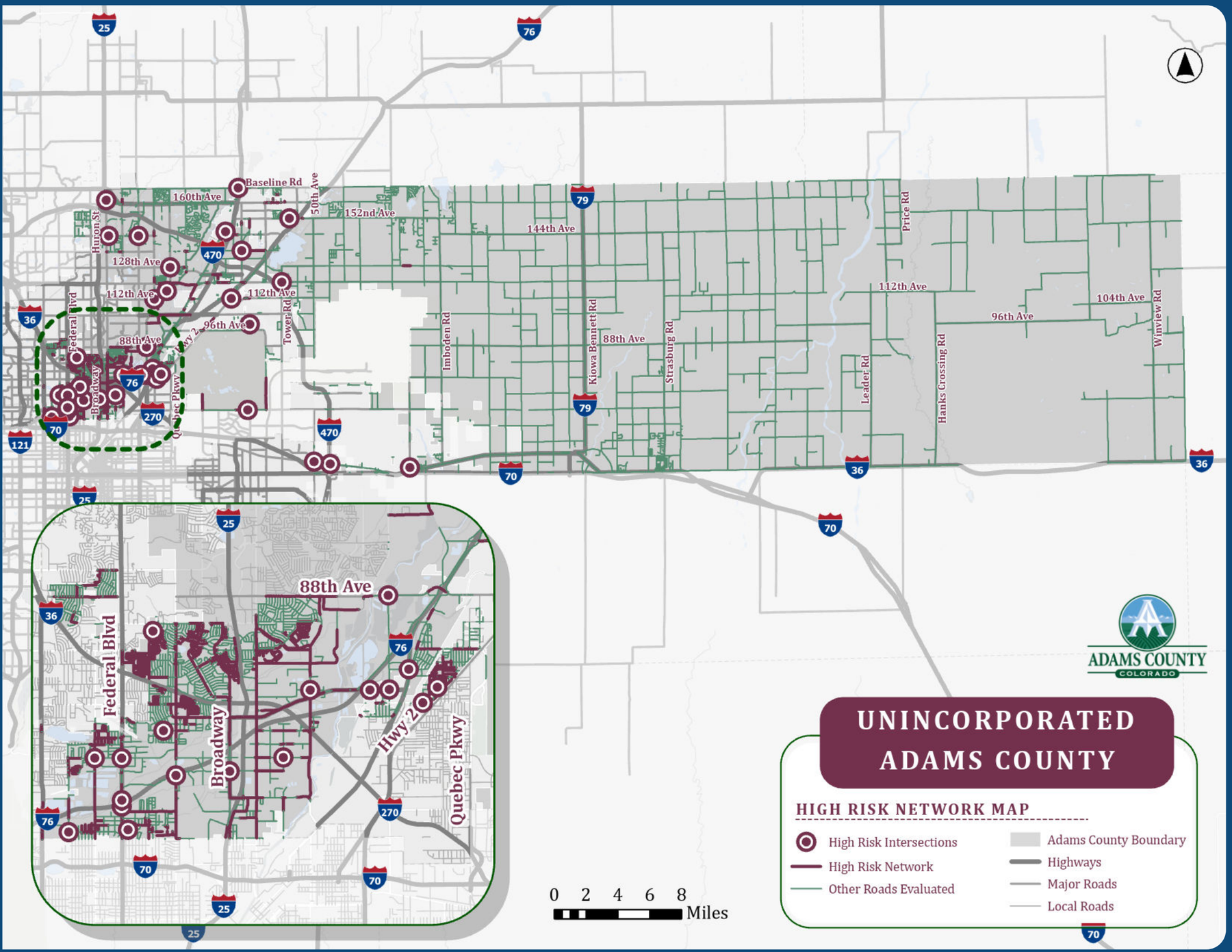
The systemic risk scores calculated for each roadway characteristic were applied to the unincorporated Adams County roadway network, and the resulting systemic risk score was calculated for each segment within the network. The systemic risk map highlights where certain roadway features correlate with higher-severity crash outcomes, regardless of whether a historic crash pattern exists. The map highlights that roadway risk is generally greater in the western, more densely populated and developed areas of the county.

To view this map in more detail, see the Adams County CSAP dashboard

High Risk Network

The 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 on safety improvements where people are most likely to benefit.

The systemic analysis results were used as a starting point for creation of this HRN. The resulting network provides logical, continuous corridors that support planning and project development. The graphic below illustrates the HRN's effectiveness in isolating the segments most associated with serious crash risk.



7% of All Roadways (116.5 miles) are on the HRN

38% of all KSI Crashes are on the HRN

Total Roadway Network | Total KSI Crashes | HRN Network

High Risk Intersections

Unique to this HRN is the inclusion of High Risk Intersections (HRIs). During the process of creating the HRN, small segments, typically surrounding signalized intersections, were converted from isolated, high-risk "island" segments, into HRIs. **Importantly, where HRN segments touch two or more legs of an intersection, those intersections should also be considered high risk, even though they are not specifically represented as HRIs.**

High Risk Network Results

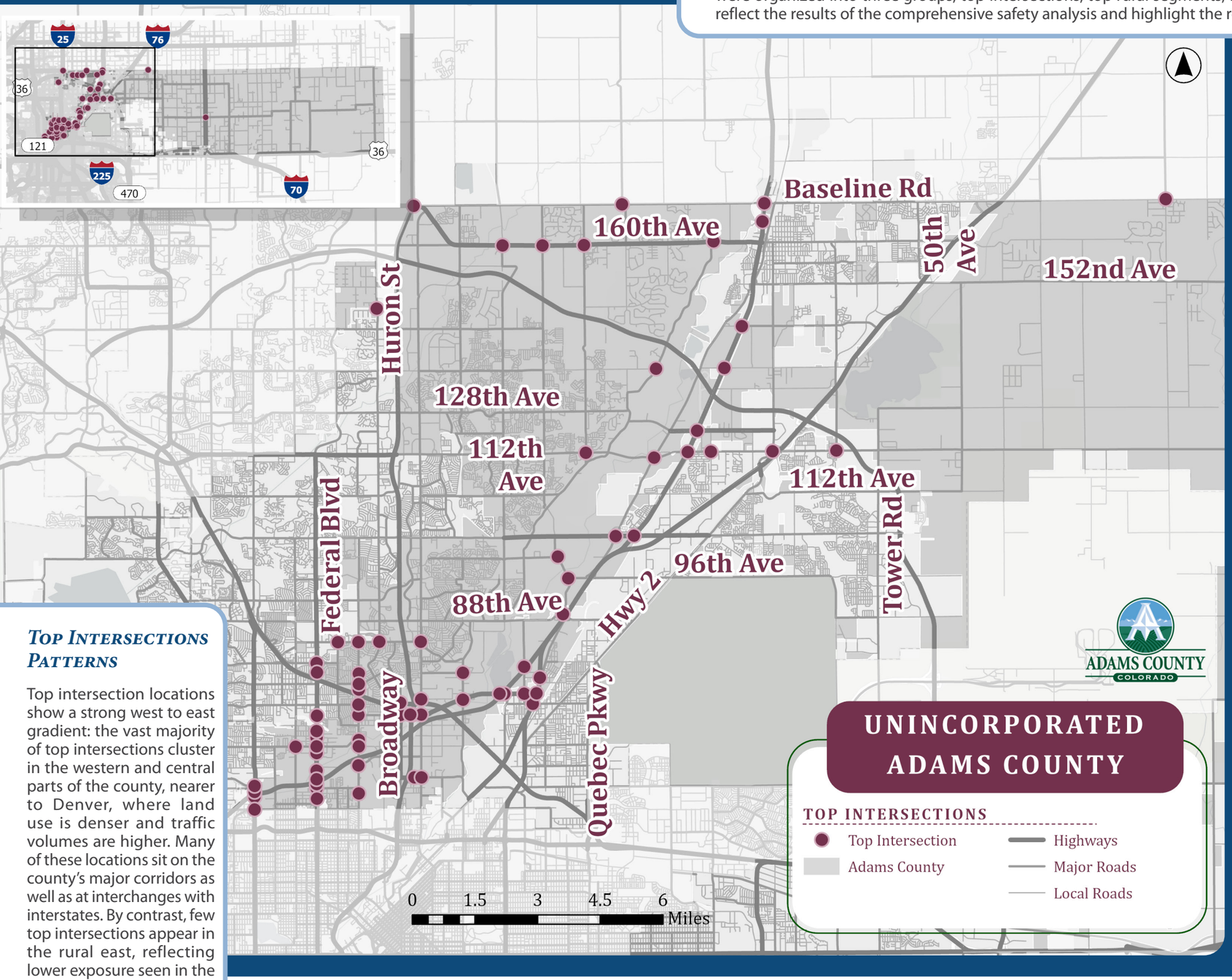
This refined HRN provides a strong foundation for proactive safety investments by identifying corridors and intersections where roadway features elevate crash risk, even in the absence of past crashes. Additionally, by aligning HRN segments with logical roadway limits and identifying isolated HRIs, the HRN supports the development of future engineering projects, funding opportunities, and policy decisions. It serves as a strategic roadmap for improving safety across a diverse area, from densely traveled suburban corridors in the west to rural roadways in the east, ensuring the county can systematically reduce serious crashes and advance long term safety goals.

Note: 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 A

To view this map in more detail, see the Adams County CSAP dashboard

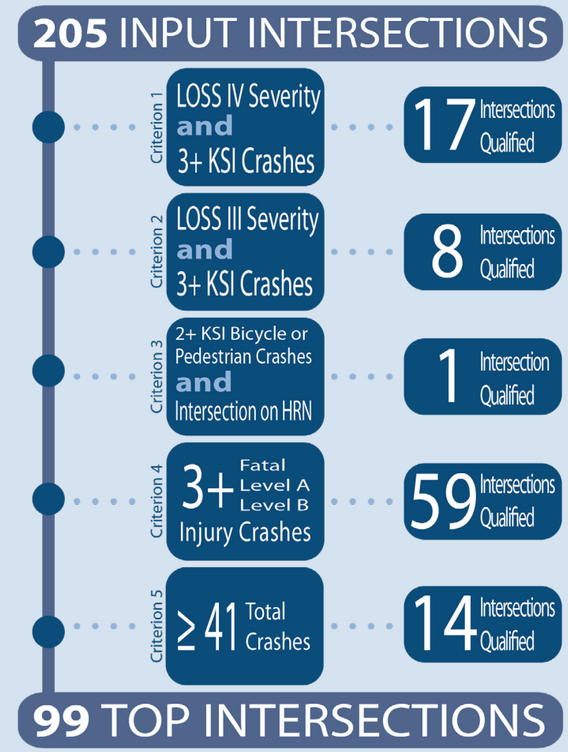
Top Locations

The safety analysis process culminated in the identification of locations that warrant consideration for future roadway safety improvement projects. These locations were organized into three groups, top intersections, top rural segments, and top corridors, each selected using a tailored set of criteria. Together, these groups reflect the results of the comprehensive safety analysis and highlight the roadway segments and intersections most in need of targeted safety investments.



Top Intersections

The selection of top intersections started with the 205 intersections identified as having overrepresented crash rates during the LOSS analysis. The number of locations was then narrowed down to ensure that only those locations with a large number of crashes, a high frequency of severe crashes, and those identified as high risk or involving multiple bicycle or pedestrian crashes came to the top. Each location was evaluated using the five criteria below. Intersections that did not meet the first criterion (LOSS III and three or more KSI crashes) were then assessed against the second, and those that did not meet the second were evaluated using the third, and so on. This step by step process continued through all five criteria; intersections that did not satisfy any of the benchmarks were not included on the final list. Through this methodology, 99 intersections were identified.



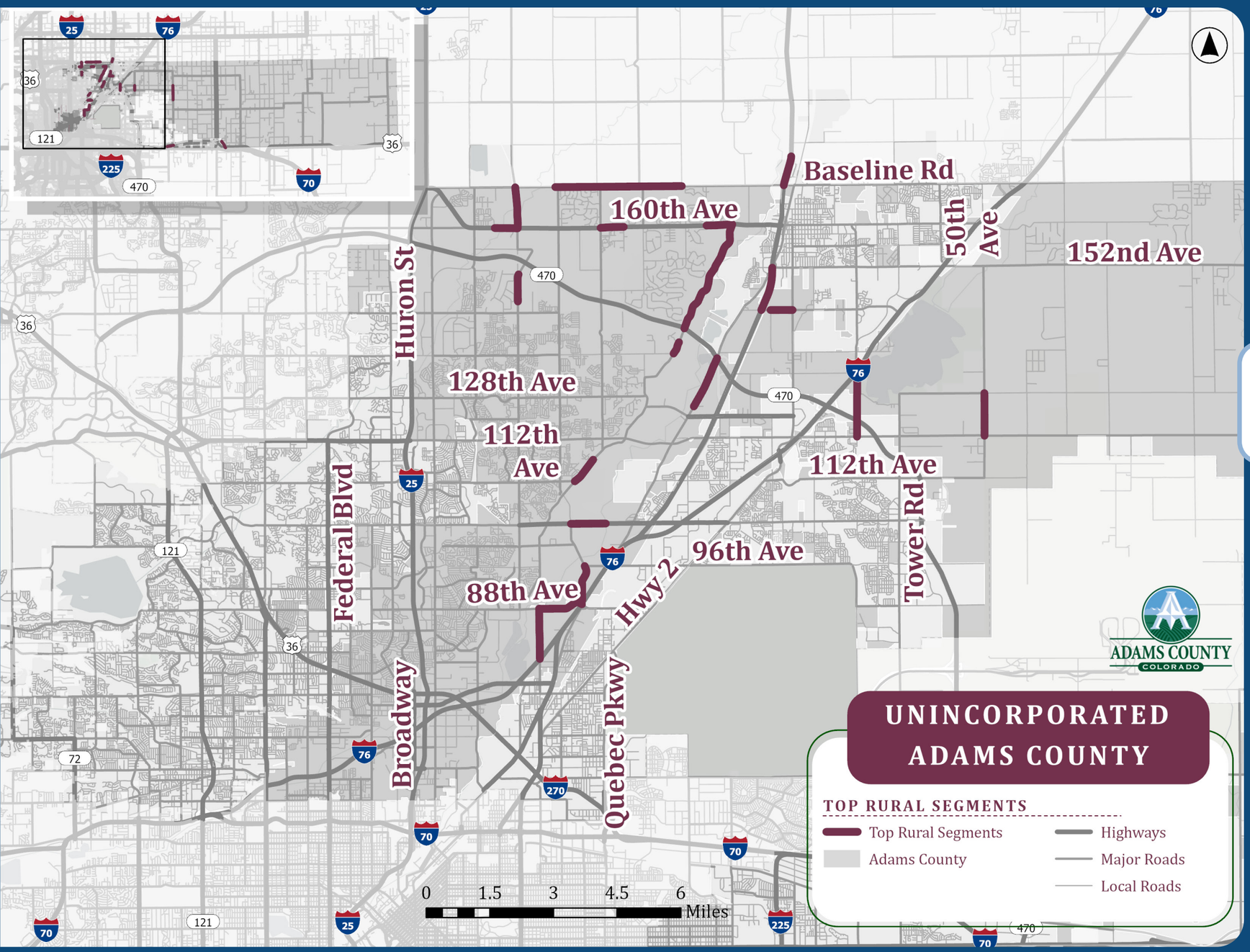
After identifying these top 99 intersections, the list was shared with staff for review. Due to the interconnectedness of Adams County with the surrounding cities, 28 intersections were identified as being owned and maintained by other agencies. Those locations were incorporated in the appropriate plans and removed from the list of Adams County intersections.

A map showing the resulting list of 71 intersections was shared with the public for feedback on whether all of the locations of concern had been identified. As a result of public feedback and additional review of locations with multiple responses, two additional intersections were added for a final count of 73 top intersections, shown on the map to the left.

Top Intersections Patterns

Top intersection locations show a strong west to east gradient: the vast majority of top intersections cluster in the western and central parts of the county, nearer to Denver, where land use is denser and traffic volumes are higher. Many of these locations sit on the county's major corridors as well as at interchanges with interstates. By contrast, few top intersections appear in the rural east, reflecting lower exposure seen in the rural parts of the county.

To view this map in more detail, see the Adams County CSAP dashboard



Top Rural Segments

The selection of top rural segments started with the 114 miles of roadway identified as having overrepresented crash rates during the LOSS analysis. These locations were further refined based on two criteria:

Location: Segments that fell completely outside of Unincorporated Adams County were removed from the list.

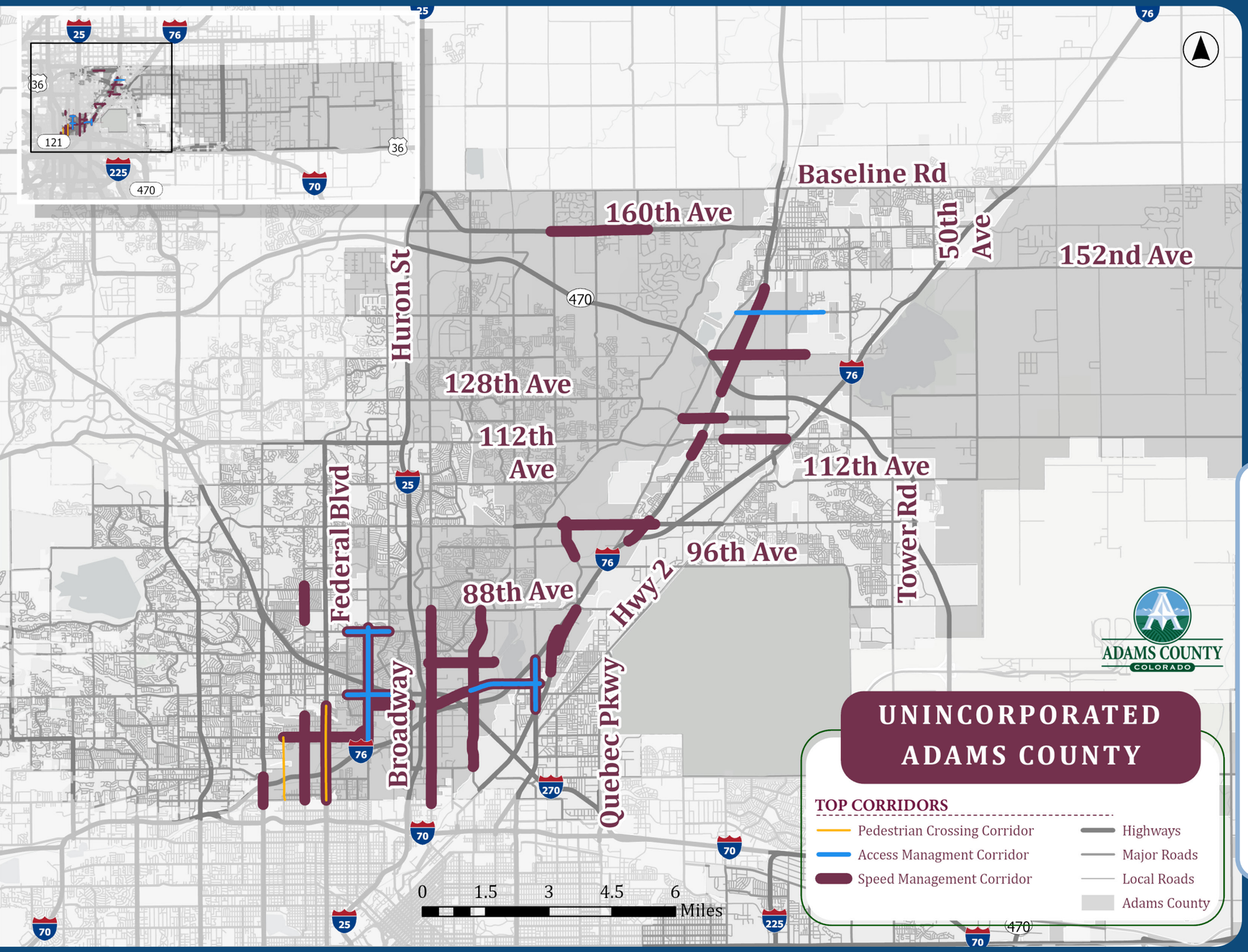
Number of Crashes: The methods used to identify the 114 miles of roadway rely on safety performance functions that may be less representative for roadway segments with very low traffic volumes or few recorded crashes. In these cases, segments may be assigned an LOSS of III or IV despite limited observed crash history, potentially overstating risk. To address this, segments with fewer than five crashes were removed from the list.

After refinement, a total of 25 top rural segments remained for consideration and advancement into the assignment of safety countermeasures, as shown on the map to the left.

Top Rural Segment Patterns

The top rural segments are generally located on higher-volume rural roads (e.g. CO 79, CO 36, Imboden Rd) where crashes are more likely to occur due to the greater number of drivers on the road.

To view this map in more detail, see the Adams County CSAP dashboard



[To view this map in more detail, see the Adams County CSAP dashboard]

Top Corridors

The selection of top corridors was based on a process that identifies where crashes occur and which segments have the highest frequency and severity of crashes across the network. The detailed methodology for this process can be found in **Appendix D: LOSS Analysis**. Note that these locations were not based on the same LOSS analysis that resulted in the top intersections and rural segments discussed previously.

Corridor Types

Three top corridor types were developed from this analysis, each based on the density of different crash patterns:

- Speed Management Corridors were identified using the frequency of all non-intersection crashes.
- Access Management Corridors were based on crashes at driveways and unsignalized broadside or approach turn crashes occurring at least 250 feet from a signal.
- Pedestrian Crossing Corridors were identified through midblock crashes involving people walking or bicycling, either at non-intersection locations or at least 160 feet away from a signal.

As a result of community input and additional review of locations with multiple responses, one additional corridor was added. The final list of top corridors shown here identify where targeted engineering and operational strategies can most effectively reduce serious crashes.

Top Corridor Patterns

The top corridors are clustered in the western and central portions of the county where development is denser. High priority stretches are concentrated along major north–south arterials and key east–west corridors, where traffic volumes are higher, access is more complex, and multimodal activity produces repeated windows of elevated crash severity.

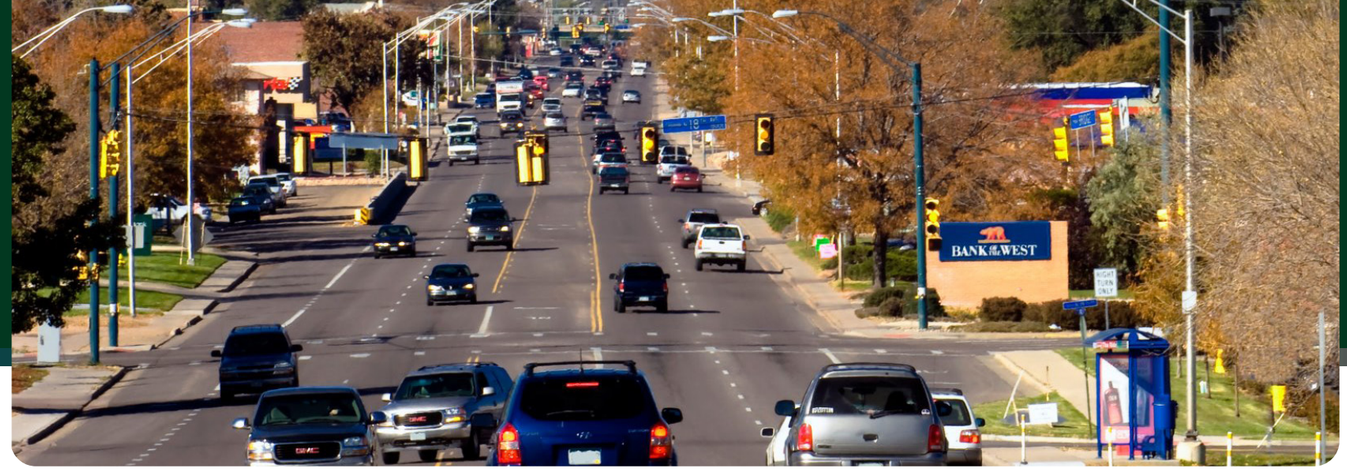
Speed management corridors typically vary by context. In urban areas, they often appear on multilane, higher-speed roadways where non-intersection crashes cluster, while in rural areas speed-related risk more commonly manifests at non-intersection locations where run off the road or fixed object crashes occur. Accordingly, speed management strategies and treatments differ between urban and rural settings.

Access management corridors emerge on commercialized corridors with frequent driveways or unsignalized turning conflicts, including locations set back from signals.

Pedestrian crossing corridors align with activity nodes and transit corridors, highlighting midblock exposure where people need to cross wide roadways.

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

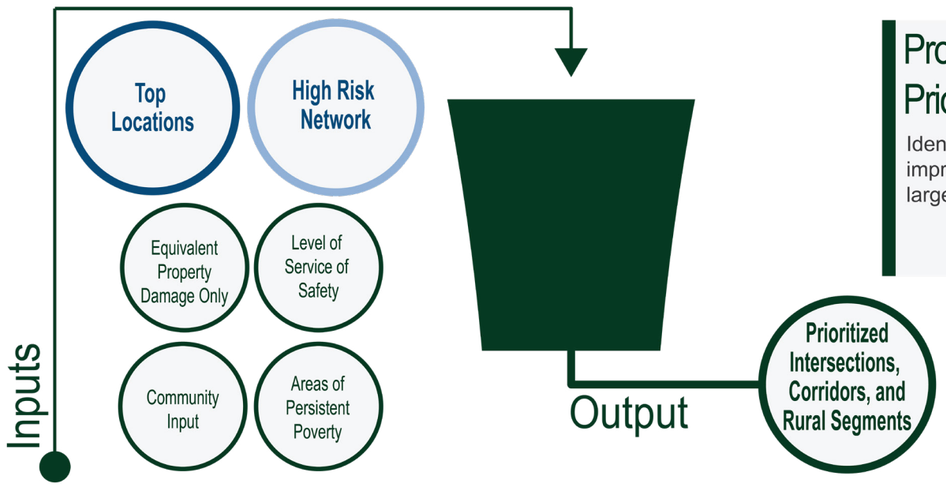
Project Prioritization



Purpose

In most agencies a lack of funding is the key reason for projects not to progress into implementation. As a result, agencies prioritize projects to identify which to fund first. Project prioritization is generally aligned with agency goals and those with the highest rank would be recommended for funding/implementation first. The following shows the process by which projects were prioritized within this SAP.

Project Prioritization Process



Project Prioritization

Identifying where safety improvements will have the largest impact.

The goals of this SAP are noted below. These goals provided the basis for selection of prioritization criteria used to rank top projects.

Safety: Reducing the frequency and severity of crashes to create safer conditions for everyone traveling through the area.

Community Priority: Reflecting the concerns and needs shared by residents, businesses, and local organizations.

Historically Underserved & High-Need Areas: Ensuring improvements support communities that have experienced gaps in investment or access.

Prioritization Criteria

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.

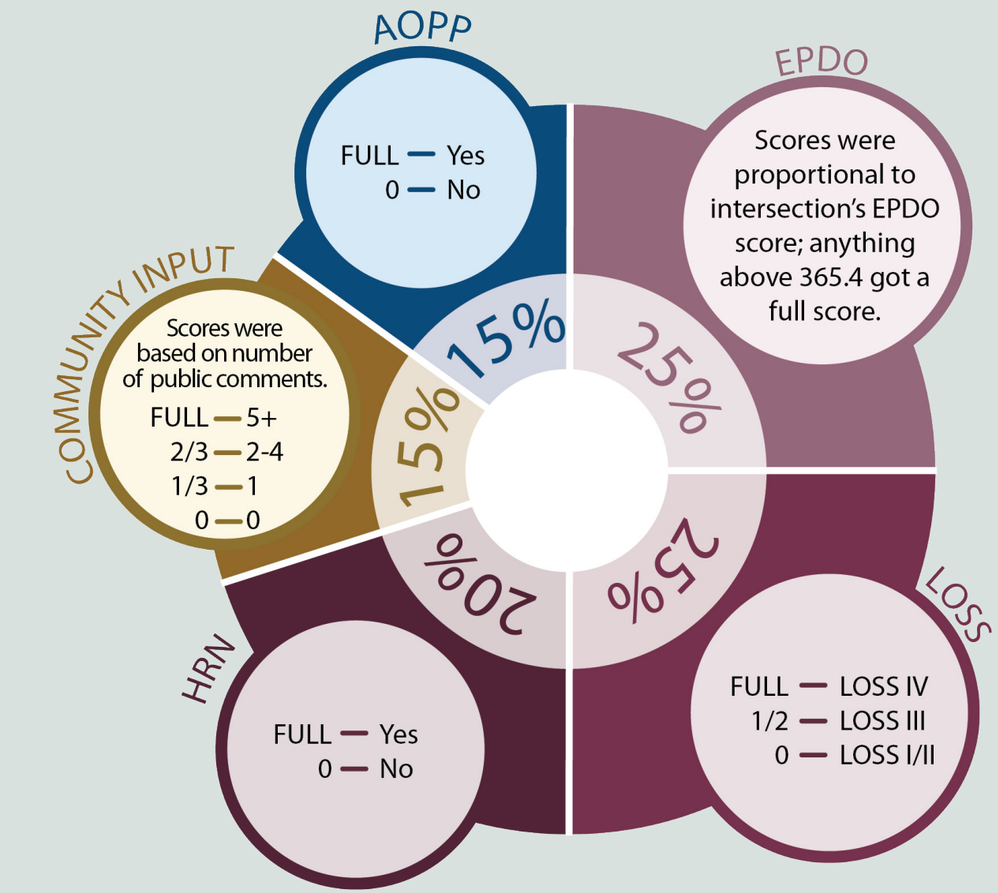
The AOPP score accounts for 15% of the prioritization proccess.

Why Does Prioritization Matter for Adams County?

This process helps the county understand which streets and intersections need the most attention. By looking directly at real data, such as crash history, roadway characteristics, and where the community identified issues with their every day experience, we can see how each location compares to others in the area. This makes it easier for local agencies to focus on the places where improvements will make the biggest difference. It also strengthens the county's ability to apply for grants and funding, because project need can be clearly shown.

Intersection Prioritization

Top intersections were prioritized using the five criteria previously discussed. Nuances associated with prioritizing intersections are noted below. The intersection prioritization criteria is illustrated in the graphic below. The prioritized list of the county's top intersections is included on the following pages. The responsible agency column in that table identifies the agency or agencies primarily responsible for implementation at each prioritized location.



- EPDO - scores were based on crash data within the intersection
- LOSS - the score is tied to the intersection characteristics and crash history
- HRN - a score of yes indicates the intersection is located within or on the boundary of the HRN
- Community Input - based on the number of comments received within the intersection
- AOPP - a score of yes indicates the intersection is located within or on the boundary of an AOPP

Prioritized Top Intersections

Responsible Agency	Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score (Maximum of 100)
Adams County	84th Ave / Pecos St	25.00	25	20	10.00	15	**95.00**
CDOT	77th Ave / Vasquez Blvd	25.00	25	20	10.00	15	**95.00**
Collaboration	84th Ave / Huron St / Greenwood Blvd	25.00	25	20	5.00	15	**90.00**
CDOT	Dahlia St / 74th Ave	25.00	25	20	0.00	15	**85.00**
CDOT	70th Ave / Washington St	25.00	25	20	0.00	15	**85.00**
Collaboration	120th Ave / Sable Rd	25.00	25	20	0.00	15	**85.00**
CDOT	Sheridan Blvd / I-70 WB on Ramp	21.32	25	20	0.00	15	**81.32**
CDOT	56th Ave / Federal Blvd	17.56	25	20	0.00	15	**77.56**
CDOT	Federal Blvd / 1-70 WB on Ramp	16.37	25	20	0.00	15	**76.37**
CDOT	124th Ave / US-85	20.96	25	20	10.00	0	**75.96**
Collaboration	84th Ave / Essex Dr / Washington St	25.00	25	20	5.00	0	**75.00**
CDOT	80th Ave / Federal Blvd	24.21	25	20	5.00	0	**74.21**
CDOT	CO-224 / I-25 NB Ramp	14.09	25	20	0.00	15	**74.09**
CDOT	120th Ave / US-85	25.00	12.5	20	15.00	0	**72.50**
CDOT	104th Ave / US-85	25.00	12.5	20	15.00	0	**72.50**
CDOT	54th Ave / Federal Blvd	11.94	25	20	0.00	15	**71.94**
CDOT	168th Ave / US-85	11.77	25	20	0.00	15	**71.77**
CDOT	Brighton Rd / 104th Ave	11.77	25	20	15.00	0	**71.77**
CDOT	Broadway / US-36 WB Ramp	16.11	25	20	10.00	0	**71.11**
CDOT	CO-224 / York St	22.98	12.5	20	0.00	15	**70.48**
Adams County	72nd Ave / Pecos St	25.00	25	20	0.00	0	**70.00**
CDOT	64th Ave / Federal Blvd	25.00	25	20	0.00	0	**70.00**
Collaboration	120th Ave / Peoria St	8.06	25	20	0.00	15	**68.06**
CDOT	CO-224 / 74th Ave	6.90	25	20	0.00	15	**66.90**
CDOT	88th Ave / I-76 Service Rd	6.05	25	20	0.00	15	**66.05**
Collaboration	120th Ave / Quebec St	19.29	25	20	0.00	0	**64.29**

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Prioritized Top Intersections Continued

Responsible Agency	Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score (Maximum of 100)
Adams County	96th Ave / Monaco Blvd	17.53	25	0	5.00	15	**62.53**
Adams County	84th Ave / Zuni St	11.95	25	20	5.00	0	**61.95**
Collaboration	CR 19 / 168th Ave	21.05	25	0	0.00	15	**61.05**
Adams County	73rd Ave / Washington St	12.81	12.5	20	0.00	15	**60.31**
CDOT	136th Ave / US-85	25.00	25	0	10.00	0	**60.00**
CDOT	Federal Blvd / I-70 EB on Ramp	12.45	12.5	20	0.00	15	**59.95**
CDOT	160th Ave / Holly St	19.16	25	0	0.00	15	**59.16**
CDOT	Ralston Rd / Sheridan Blvd	23.21	0	20	0.00	15	**58.21**
CDOT	Dahlia St / Frontage Rd	17.96	25	0	0.00	15	**57.96**
CDOT	Cottonwood Dr / Federal Blvd	25.00	12.5	20	0.00	0	**57.50**
Adams County	Del Norte St / Pecos St	12.34	25	20	0.00	0	**57.34**
CDOT	160th Ave / Riverdale Rd	17.33	25	0	0.00	15	**57.33**
Adams County	64th Ave / Lowell Blvd	12.12	25	20	0.00	0	**57.12**
CDOT	67th Ave / Federal Blvd	12.05	25	20	0.00	0	**57.05**
Adams County	70th Ave / Pecos St / Samuel Dr	11.00	25	20	0.00	0	**56.00**
Adams County	58th Ave / Washington St	7.53	12.5	20	0.00	15	**55.03**
Adams County	136th Ave / Riverdale Rd	25.00	25	0	5.00	0	**55.00**
CDOT	CO-224 / I-25 SB Ramp	6.82	12.5	20	0.00	15	**54.32**
Adams County	55th Ave / Pecos St	8.09	25	20	0.00	0	**53.09**
CDOT	74th Ave / I-76 EB off Ramp	12.50	25	0	0.00	15	**52.50**
Adams County	62nd Pkwy / Pecos St	7.45	25	20	0.00	0	**52.45**
CDOT	65th Pl / Federal Blvd	19.94	12.5	20	0.00	0	**52.44**
CDOT	144th Ave / US-85	13.98	12.5	20	5.00	0	**51.48**
CDOT	72nd Ave / Vasquez Blvd	18.07	12.5	0	5.00	15	**50.57**

Prioritized Top Intersections Continued

Responsible Agency	Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score (Maximum of 100)
Collaboration	Buckley Rd / 120th Ave	9.95	25	0	15.00	0	**49.95**
Adams County	Elmwood Ln / Pecos St	17.04	12.5	20	0.00	0	**49.54**
CDOT	Colorado Blvd / 160th Ave	19.24	25	0	5.00	0	**49.24**
Adams County	76th Ave / El Paso Blvd / Pecos St	16.37	12.5	20	0.00	0	**48.87**
Collaboration	CR 45 / 168th Ave / Hayesmount Rd	18.84	25	0	5.00	0	**48.84**
CDOT	60th Ave / Federal Blvd	10.04	12.5	20	5.00	0	**47.54**
CDOT	70th Ave / Federal Blvd	15.04	12.5	20	0.00	0	**47.54**
CDOT	70th Ave / Broadway	14.22	12.5	20	0.00	0	**46.72**
CDOT	Sheridan Blvd / I-70 EB on Ramp	10.45	0	20	0.00	15	**45.45**
Adams County	58th Ave / Logan Ct	10.38	0	20	0.00	15	**45.38**
CDOT	Denver St / Frontage Rd / US-85	4.39	25	0	0.00	15	**44.39**
CDOT	88th Ave / Kiowa-Bennett Rd	18.77	25	0	0.00	0	**43.77**
CDOT	Sheridan Blvd / 52nd Ave	8.73	0	20	0.00	15	**43.73**
Adams County	78th Ave / York St	8.35	0	20	0.00	15	**43.35**
Adams County	64th Ave N / Pecos St	8.08	12.5	20	0.00	0	**40.58**
Collaboration	100th Ave / McKay Rd	17.64	0	20	0.00	0	**37.64**
Collaboration	Huron St / 148th Ave	12.60	25	0	0.00	0	**37.60**
CDOT	160th Ave / Quebec St	9.12	12.5	0	0.00	15	**36.62**
Adams County	Brighton Rd / 120th Pkwy	7.38	12.5	0	15.00	0	**34.88**
CDOT	63rd Ave / Federal Blvd	9.08	25	0	0.00	0	**34.08**
Adams County	64th Ave S / Pecos St	5.58	0	20	0.00	0	**25.58**
CDOT	74th Ave / Vasquez Blvd	5.34	0	0	5.00	15	**25.34**
CDOT	160th Ave / I-25 NB on Ramp	6.07	12.5	0	0.00	0	**18.57**

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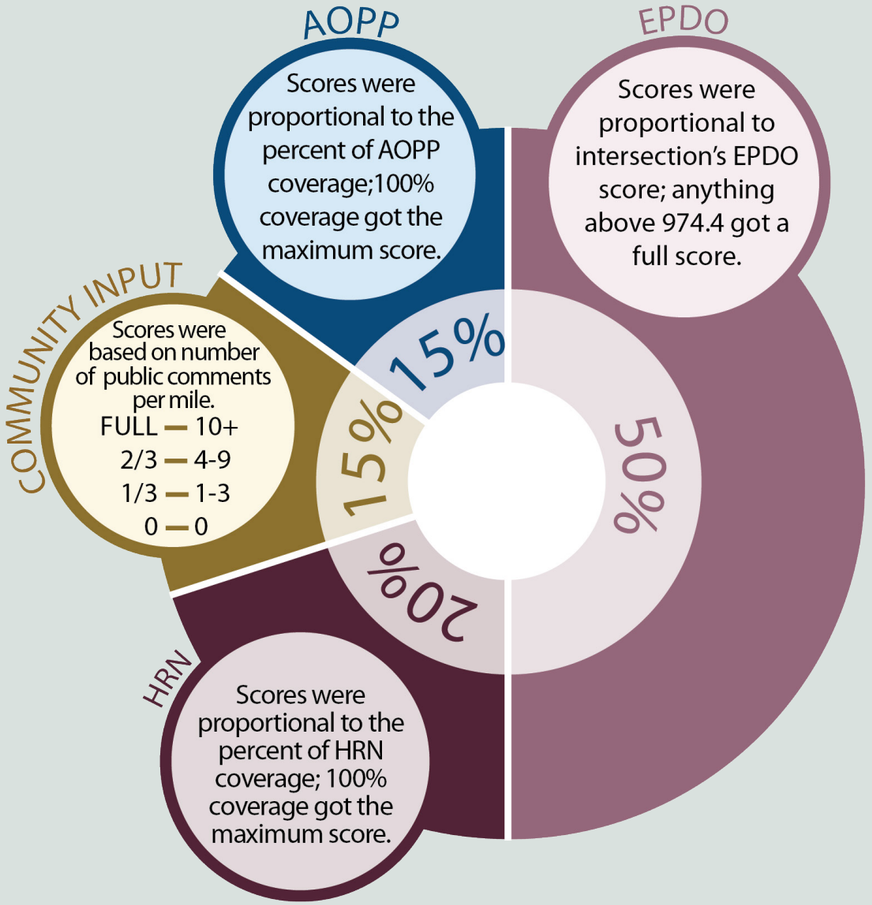
Corridor Prioritization

Top corridors were prioritized using four of the five criteria as previously discussed. Nuances associated with prioritizing corridors are noted below. The corridor prioritization criteria is illustrated in the graphic below. The prioritized list of the county's top corridors is included on the right. The responsible agency column in that table identifies the agency or agencies primarily responsible for implementation at each prioritized location.



- EPDO - scores were based on crash data along the corridor
- LOSS - LOSS in urban and suburban areas is focused on intersections so this value was not available for top corridors
- HRN - scoring criteria reflects that segments can fall completely or partially on the HRN
- Community Input - scores adjusted to reflect that corridors tended to have more comments than a single intersection
- AOPP - scoring criteria reflects that segments can fall completely or partially within an AOPP

Prioritized Top Corridors

Responsible Agency	Corridor Name and Span	EPDO Score	HRN Score	Community Input Score	AOPP Score	Total Score (Maximum of 100)
CDOT	Sheridan Blvd from south of 52nd Ave to north of Ralston Rd	50.0	16	5	11.7	**82.3**
Adams County	Pecos St from north of 84th Ave to I-76	50.0	18	10	0.5	**78.0**
Collaboration	84th Ave from Huron St to Zuni St	50.0	10	10	7.5	**77.1**
CDOT	CO-224 from Washington St to east of Dahlia St	41.4	15	5	15.0	**76.8**
Adams County	72nd Ave from Pecos St to Zuni St	50.0	16	5	0.0	**71.5**
CDOT	Federal Blvd from south of 52nd Ave to north of 70th Ave	50.0	10	5	5.4	**70.6**
CDOT	CO-224 Ave from east of Brannan Pl to east of Dahlia St	36.1	12	5	15.0	**67.8**
CDOT	104th Ave from west of McKay Rd to east of US-85	34.2	18	15	0.0	**67.5**
Collaboration	Washington St from south of 52nd Ave to south of 88th Ave	31.2	18	5	10.7	**65.2**
Adams County	Dahlia St from 74th Ave to I-76	50.0	0	0	15.0	**65.0**
Collaboration	120th Ave from Sable Blvd to Peoria St	28.9	10	10	15.0	**64.2**
Adams County	72nd Ave from Galapago St to Pecos St	50.0	13	0	0.0	**63.3**
Adams County	York St from 58th Ave to 78th Ave	24.1	17	5	15.0	**61.0**
CDOT	US-85 from north of 104th Ave to south of I-76	50.0	0	10	0.0	**60.0**
CDOT	US-85 from north of 120th south to Ragweed Draw	43.9	0	10	0.0	**53.9**
Collaboration	McKay Rd from north of 104th Ave to South Platte River	37.2	11	5	0.0	**53.4**
Adams County	York St from 78th Ave to 88th Ave	20.4	17	0	15.0	**52.2**
Adams County	Dahlia St from 69th Ave to 74th Ave	36.4	0	0	15.0	**51.4**
Adams County	Lowell Blvd from 52nd Ave to 68th Ave	20.3	19	5	6.6	**50.8**
Adams County	70th Ave from Pecos St to Broadway St	23.9	20	5	0.0	**48.9**
CDOT	Vasquez Blvd from I-76 to south of 76th Ave	23.5	0	10	15.0	**48.5**
Adams County	78th Ave from Steele St to west of Washington St	13.4	20	0	15.0	**48.4**
CDOT	124th Ave from Brighton Rd to Peoria St	19.6	7	10	4.1	**40.5**
Collaboration	Tennyson St from 52nd Ave to 64th Ave	6.1	9	15	9.1	**39.7**
Adams County	64th Ave from Pecos St to Tennyson St	29.5	2	5	0.0	**36.8**
CDOT	160th Ave east of Yosemite St to west of Holly St	18.4	0	5	12.3	**35.7**
Collaboration	136th Ave from Granby St to Brighton Rd	22.2	0	10	0.0	**32.2**
Adams County	Brighton Rd from north of 80th Ave to south of 88th Ave	7.5	6	0	15.0	**28.7**
CDOT	US-85 from south of E-470 to Elmwood Cemetery	14.8	0	10	0.0	**24.8**
Collaboration	144th Ave from Brighton Rd to east of Farmlore Dr	12.5	5	5	0.0	**22.8**
Collaboration	Lowell Blvd from south of Chestnut Ln to north of King Way	11	0	5	0.0	**15.5**

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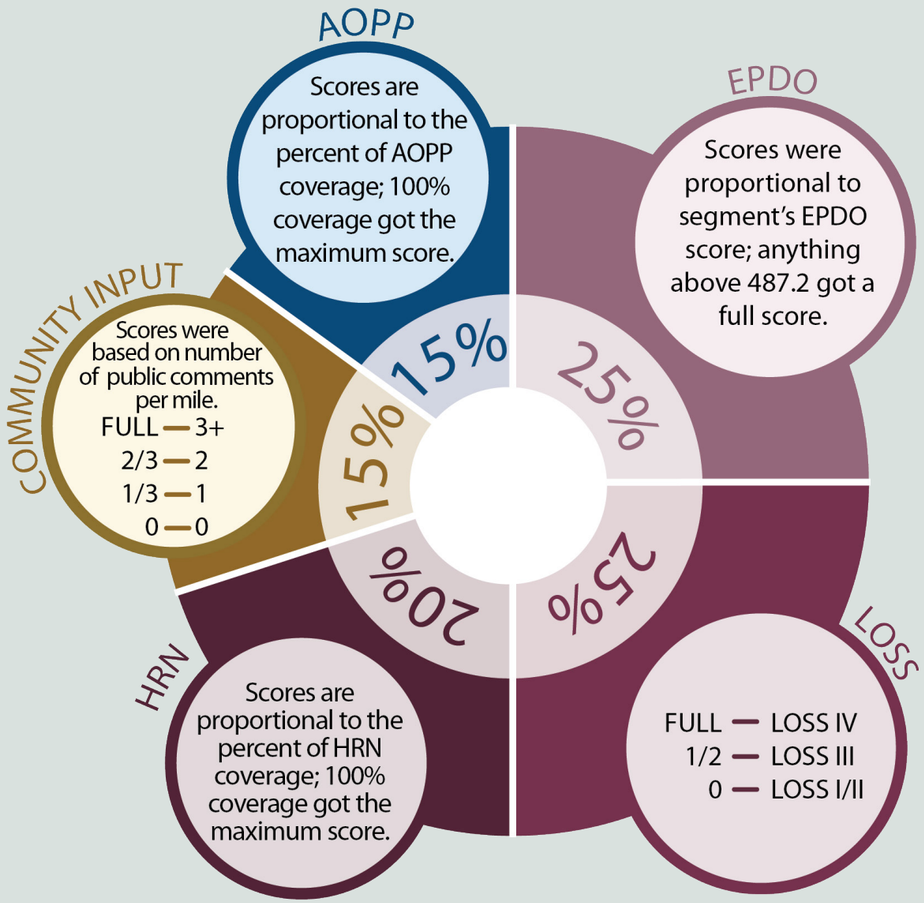
Rural Segment Prioritization

Rural segments were prioritized using all five criteria as previously discussed. Nuances associated with prioritizing rural segments are noted below. Rural segment criteria is illustrated in the graphic below. The prioritized list of the county's top rural segments is included to the right. The responsible agency column in that table identifies the agency or agencies primarily responsible for implementation at each prioritized location.



- EPDO - scores were based on crash data along the segment
- LOSS - the score is tied to the roadway characteristics and crash history
- HRN - scoring criteria reflects that segments can fall completely or partially on the HRN
- Community Input - scores adjusted to reflect the amount of feedback received on these segments
- AOPP - scoring criteria reflects that segments can fall completely or partially within an AOPP

Prioritized Top Rural Segments

Responsible Agency	Rural Segment Name and Span	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score (Maximum of 100)
Collaboration	88th Ave from Dahlia St to I-76	25.00	25	7	5.00	15.0	**77.40**
CDOT	104th Ave from Mckay Rd to South Platte River	25.00	12.5	20	10.00	0.0	**67.50**
Adams County	Monaco St from Brighton Rd to 96th Ave	21.65	25	0	5.00	15.0	**66.65**
Adams County	Dahlia St from 88th Ave to I-76	23.66	25	0	0.00	15.0	**64.06**
Adams County	144th Ave from Potomac St to Sable Rd	25.00	25	11	0.00	0.0	**61.00**
CDOT	160th Ave from Colorado Blvd to 2,700 feet west	25.00	25	0	10.00	0.0	**60.00**
Adams County	Buckley Rd from Cameron Dr to 120th Ave	17.09	25	0	15.00	0.0	**57.09**
Adams County	Riverdale Rd from 136th Ave to 138th Pl	25.00	25	2	5.00	0.0	**57.00**
CDOT	160th Ave from Quebec St to Ulster St	25.00	12.5	0	0.00	15.0	**52.50**
Collaboration	168th Ave from CR 19 to CR 21	19.96	12.5	0	5.00	15.0	**52.46**
Collaboration	US-85 from 168th Ave to north of CR 2 1/2	11.19	25	1	15.00	0.0	**51.99**
Adams County	Riverdale Rd from 112th Ave to Quebec St	7.39	25	4	15.00	0.0	**51.39**
Collaboration	US-85 from 144th Ave to Bromley Ln	9.90	25	1	15.00	0.0	**50.50**
CDOT	160th Ave from Lima St to Riverdale Rd	21.65	12.5	0	0.00	15.0	**49.15**
Collaboration	168th Ave from CR 17 to CR 19	17.96	12.5	0	0.00	15.0	**45.46**
CDOT	Colfax Ave from Denver Ave to Imboden Rd	17.65	25	0	0.00	0.0	**42.65**
Adams County	Colorado Blvd from 168th Ave to 160th Ave	20.68	12.5	0	5.00	0.0	**38.18**
Adams County	Riverdale Rd from 160th Ave to E-470	10.88	25	0	0.00	0.0	**35.88**
Adams County	Imboden Rd from 104th Ave to 120th Ave	5.54	25	0	0.00	0.0	**30.54**
Adams County	Imboden Rd from 120th Ave to 128th Ave	5.49	25	0	0.00	0.0	**30.49**
Adams County	Colorado Blvd from 146th Ave to 151st Ave	4.72	25	0	0.00	0.0	**29.72**
Adams County	168th Ave from west of Holly St to CR 17	1.80	12.5	0	0.00	14.1	**28.40**
Adams County	Old Victory Rd from Provost Rd to US-36	2.77	25	0	0.00	0.0	**27.77**
Adams County	Brighton Rd from 126th Ave to E-470	2.05	25	0	0.00	0.0	**27.05**
Adams County	Picadilly Rd from 120th Ave to 128th Ave	1.33	25	0	0.00	0.0	**26.33**

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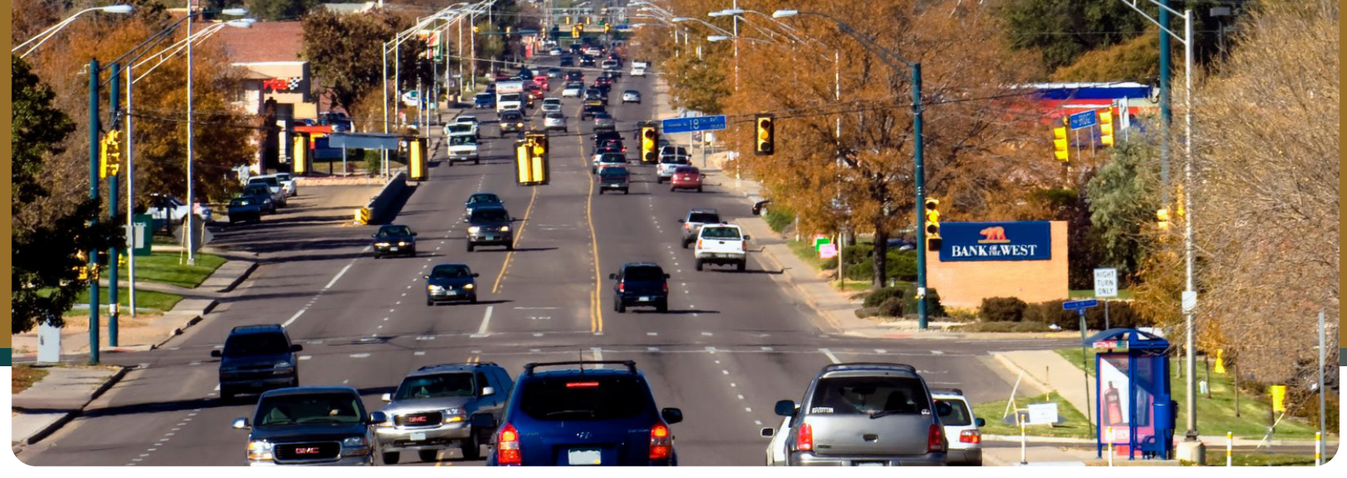
Countermeasures

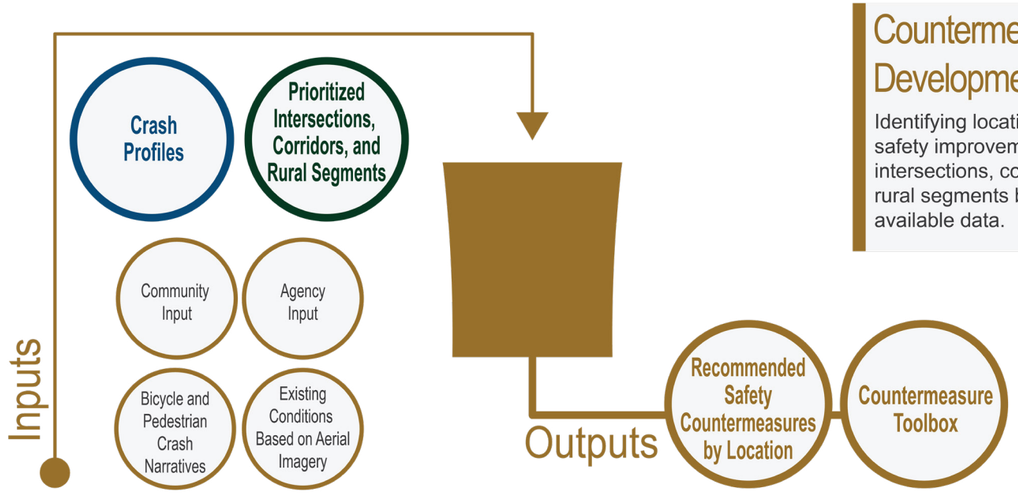


Purpose

Countermeasures are strategies, designs, technologies, and policies implemented to reduce or eliminate specific risks in the transportation network that would 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 SAP, thereby improving overall system safety.

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

Countermeasure Development



Countermeasure Development

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

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 KSI crashes. They reveal the types of crashes most responsible for fatalities and serious injuries within the county 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

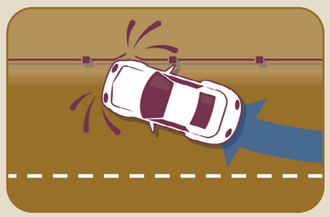
The crash profiles used to inform the countermeasure strategies in this plan are provided below, along with a description of the crash profiles and percent of KSI crashes associated with each. It should be noted that approximately 10% of crashes did not fit the developed crash profile definitions, so 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

23% of KSI crashes in the county

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.

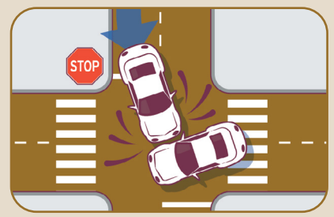
Rural Lane Departure



18% of KSI crashes in the county

A driver departed the travel lane in a rural area and struck a fixed-object (tree, traffic light, fence, etc.), a pedestrian or bicyclist along the road, an oncoming vehicle in the opposing direction, or overturned.

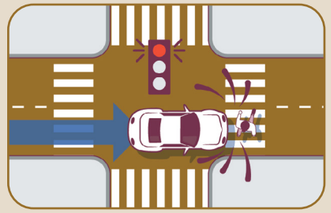
Broadside or Left-Turn at Unsignalized Intersection



14% of KSI crashes in the county

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 a bicyclist.

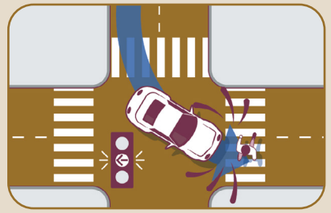
Red-Light Running



12% of KSI crashes in the county

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

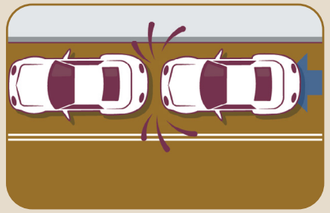
Left-Turn at Signalized Intersection



7% of KSI crashes in the county

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

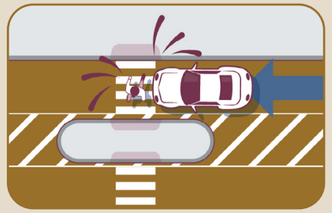
Rear End



6% of KSI crashes in the county

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

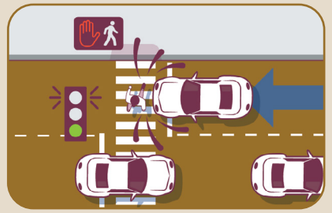
Pedestrian/Bicyclist Crossing Street at Unsignalized Location



5% of KSI crashes in the county

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

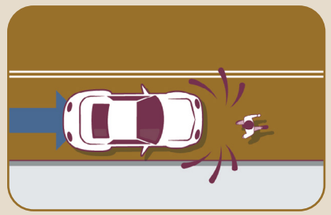
Pedestrian/Bicyclist Crossing Street against Signal



2% of KSI crashes in the county

A pedestrian or bicyclist crossed when at a DON'T WALK signal and was struck by a vehicle that had the green signal.

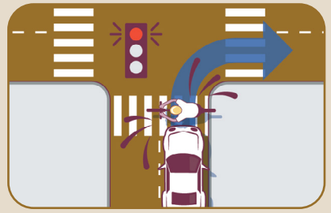
Pedestrian in Road



2% of KSI crashes in the county

A driver hits a pedestrian that is walking along, standing, or lying in the travel lane.

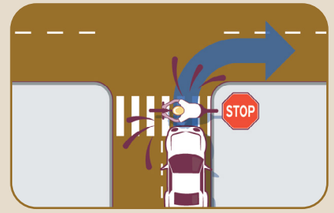
Right Turn on Red



1% of KSI crashes in the county

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.

Right-Turn from Stop Sign into Pedestrian/ Bicyclist



<1% of KSI crashes in the county

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.

five crash profiles make up

74% of KSI Crashes

Urban/Suburban Lane Departure

Rural Lane Departure

Broadside or Left-Turn at Unsignalized Intersection

Red Light Running

Left-Turn at Signalized Intersection

Identification of Countermeasures

Strategies to address the identified crash profiles were informed by a range of established and authoritative sources, including Federal Highway Administration (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 to implement some of the countermeasures.

The inclusion of specific countermeasures varied slightly by jurisdiction as a result of agency practices and preferences. Countermeasures can be considered systemic, indicating they would be applicable countywide, or would be considered location specific. Both types of countermeasures are discussed below.

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:

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.

Signal Visibility:

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

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.

Pedestrian and Bicyclist Safety:

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

Safety Countermeasures by Location

The top locations identified in this SAP include intersections, rural segments 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

A location-specific approach was used to identify countermeasures for priority intersections, rural segments, and corridors. Countermeasures were matched to each location based on site context, safety needs, and observed crash patterns, including bicycle and pedestrian crash narratives reviewed alongside aerial and street-level imagery. Public and agency input was also considered, and countermeasures were refined as appropriate for each location. In cases where evidence suggested that a systemic (i.e. countywide) countermeasure was appropriate for a specific location, it was included in the recommendations. This location-specific approach was most effective where safety issues were concentrated at a limited number of locations rather than spread across the roadway network.

Each location had unique characteristics—such as geometry, sight distance, lighting, and surrounding land use—therefore, general countermeasure strategies were developed based on common crash trends. Final selection and implementation of countermeasures for each location will require more detailed field reviews and consideration of community context, local priorities, and available resources.

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

Top Intersections and Associated Countermeasures

At intersections, countermeasures were generally focused on improving safety, visibility, and speed management. Common strategies included signal timing adjustments, geometric improvements, enhanced lighting, and clearer, more visible signage and pavement markings.

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						Signal Timing									Speed Management		Visibility			Bicycle and Pedestrian Improvements									Geometry					Segment Improvements				Intersection Improvements							Countywide Maintenance						
Responsible Agency	Intersection Name	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	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	Identify target speed and countermeasures needed for compliance	Transverse Rumble Strips/Pavement Markings	Remove Obstacles That Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Barnes Dance (All Pedestrian Phase)	Post-Mounted Delineators	Raised Median (or Pedestrian Refuge Median)	Evaluate Bus Stop Placement	Positive Left Turn Offsets	Dedicated Turn Lanes	Tighten the Turn Radius	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Remove or Offset Right Turn Lane to Increase Visibility	Remove or Consolidate Access Points	High Friction Surface Treatment	Parking Changes	Lane Narrowing	Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Stop Bars	Intersection Conflict Warning Systems	Red Light Cameras	Regular Maintenance of Crosswalk	Evaluate Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Regular Maintenance of Faded Signage / Striping on Major Roads	ADA Compliant Directional Curb Ramps and Push Buttons	Lighting
Adams County	84th Ave / Pecos St			Pecos Study	Pecos Signal Retiming	X	X	X	X						X					X	X			X	X	X					X			X			X					X		X		X	X			X	
CDOT	77th Ave / Vasquez Blvd						X	X	X					X										X			X		X		X	X		X	X							X		X		X	X		X	X	
Collaboration	84th Ave / Huron St / Greenwood Blvd					X		X	X										X		X							X			X			X							X	X		X		X	X			X	
CDOT	Dahlia St / 74th Ave	✓				X		X	X											X	X			X	X		X		X						X									X							
CDOT	70th Ave / Washington St							X	X	X							X			X		X		X	X		X				X		X				X					X		X	X	X	X			X	
Collaboration	120th Ave / Sable Rd							X	X	X								X	X	X				X							X		X									X		X		X	X		X	X	
CDOT	Sheridan Blvd / I-70 WB on Ramp							X	X								X			X				X									X		X							X		X		X				X	X
CDOT	56th Ave / Federal Blvd			Federal Blvd BRT Study		X		X	X					X						X	X			X	X	X	X	X	X					X	X	X	X					X		X		X		X			
CDOT	Federal Blvd / 1-70 WB on Ramp			Federal Blvd BRT Study		X		X	X					X				X	X	X							X						X					X				X		X		X			X		
CDOT	124th Ave / US-85			US 85 PEL	Closure of intersection with construction of DDI at 120th.	X		X	X								X			X				X		X	X		X				X	X								X		X	X	X			X	X	
Collaboration	84th Ave / Essex Dr / Washington St					X	X	X	X	X											X				X			X			X			X			X					X		X		X	X			X	
CDOT	80th Ave / Federal Blvd			Federal Blvd BRT Study		X	X	X	X					X						X							X		X		X			X								X		X	X	X	X		X	X	
CDOT	CO-224 / I-25 NB Ramp							X	X	X									X																X									X		X	X				
CDOT	120th Ave / US-85				Diverging Diamond Interchange			X	X													X		X				X		X		X	X	X			X					X		X	X	X	X		X	X	
CDOT	104th Ave / US-85			US-85 PEL				X												X						X		X			X		X				X					X		X		X		X			

These improvements may already address the historic crash pattern.

Top Intersections and Associated Countermeasures Continued

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						Signal Timing									Speed Management		Visibility			Bicycle and Pedestrian Improvements									Geometry					Segment Improvements				Intersection Improvements							Countywide Maintenance						
Responsible Agency	Intersection Name	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	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	Identify target speed and countermeasures needed for compliance	Transverse Rumble Strips/Pavement Markings	Remove Obstacles That Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Barnes Dance (All Pedestrian Phase)	Post-Mounted Delineators	Raised Median (or Pedestrian Refuge Median)	Evaluate Bus Stop Placement	Positive Left Turn Offsets	Dedicated Turn Lanes	Tighten the Turn Radius	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Remove or Offset Right Turn Lane to Increase Visibility	Remove or Consolidate Access Points	High Friction Surface Treatment	Parking Changes	Lane Narrowing	Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Stop Bars	Intersection Conflict Warning Systems	Red Light Cameras	Regular Maintenance of Crosswalk	Evaluate Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Regular Maintenance of Faded Signage / Striping on Major Roads	ADA Compliant Directional Curb Ramps and Push Buttons	Lighting
CDOT	54th Ave / Federal Blvd			Federal Blvd BRT Study		X		X	X					X						X				X				X	X		X			X	X		X					X		X		X				X	
CDOT	168th Ave / US-85			US-85 PEL, Weld/ Adams County Line Crossroads Alignment Study				X	X	X																				X			X	X	X									X		X					
CDOT	Brighton Rd / 104th Ave														X		X			X		X		X								X		X				X		X		X	X							X	
CDOT	Broadway / US-36 WB Ramp							X	X					X				X															X	X								X		X		X	X				
CDOT	CO-224 / York St				Safety Improvements			X	X											X	X			X			X	X	X				X				X					X		X		X	X			X	
Adams County	72nd Ave / Pecos St			Pecos Study		X		X	X					X	X						X			X	X	X		X			X			X			X				X	X		X	X	X	X		X	X	
CDOT	64th Ave / Federal Blvd			Federal Blvd BRT Study		X		X	X					X										X	X		X		X		X			X								X		X	X	X	X		X	X	X
Collaboration	120th Ave / Peoria St			120th Ave Corridor Study		X		X	X				X				X	X		X		X		X			X		X	X	X			X										X			X			X	
CDOT	CO-224 / 74th Ave														X				X								X		X			X								X		X	X								
CDOT	88th Ave / I-76 Service Rd							X	X								X		X																X			X						X		X			X		
Collaboration	120th Ave / Quebec St							X	X								X							X				X																X		X	X		X	X	
Adams County	96th Ave / Monaco Blvd			Monaco/ McKay TIP Project											X		X		X											X								X		X		X	X								
Adams County	84th Ave / Zuni St	✓				X	X	X	X	X							X	X						X	X	X								X			X					X		X			X		X		X
Collaboration	CR 19 / 168th Ave														X	X			X																			X	X			X	X								
Adams County	73rd Ave / Washington St				Washington St Signal Retiming			X						X														X						X								X		X		X	X		X	X	
CDOT	136th Ave / US-85			US-85 PEL				X	X																					X			X											X		X	X				

*These improvements may already address the historic crash pattern.

Top Intersections and Associated Countermeasures Continued

Legend: Adams County | Colorado Department of Transportation | Collaboration

Responsible Agency	Intersection Name	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	Signal Timing: Leading Pedestrian Intervals (LPI)	Signal Timing: Prohibit Right Turn on Red	Signal Timing: Red Protection / Decision Zone Detection	Signal Timing: Appropriate Left Turn Signal Operation	Signal Timing: Protected-Only Right Turn Operation	Signal Timing: Pedestrian Recall Signal Timing/ Passive Detection	Signal Timing: Evaluate the Cycle Length	Signal Timing: Evaluate the "WALK" Phase	Signal Timing: Signal Coordination	Speed Management: Identify target speed and countermeasures needed for compliance	Speed Management: Transverse Rumble Strips/Pavement Markings	Visibility: Remove Obstacles That Impair Sight Lines	Visibility: Improve Signal Visibility	Visibility: Advanced Warning Signage	Bicycle and Pedestrian Improvements: New or Upgraded Pedestrian Crossing	Bicycle and Pedestrian Improvements: Shorten Pedestrian Crossing Distance	Bicycle and Pedestrian Improvements: New or Upgraded Bike Facility	Bicycle and Pedestrian Improvements: Setback of Shared-Use Path	Bicycle and Pedestrian Improvements: New or Upgraded Sidewalks	Bicycle and Pedestrian Improvements: Barnes Dance (All Pedestrian Phase)	Bicycle and Pedestrian Improvements: Post-Mounted Delineators	Bicycle and Pedestrian Improvements: Raised Median (or Pedestrian Refuge Median)	Bicycle and Pedestrian Improvements: Evaluate Bus Stop Placement	Geometry: Positive Left Turn Offsets	Geometry: Dedicated Turn Lanes	Geometry: Tighten the Turn Radius	Geometry: Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Geometry: Remove or Offset Right Turn Lane to Increase Visibility	Segment Improvements: Remove or Consolidate Access Points	Segment Improvements: High Friction Surface Treatment	Segment Improvements: Parking Changes	Segment Improvements: Lane Narrowing	Intersection Improvements: Roundabout	Intersection Improvements: Double Post / Oversized Stop Sign	Intersection Improvements: All-Way Stop or Signal	Intersection Improvements: Hardened Centerline	Intersection Improvements: Stop Bars	Intersection Improvements: Intersection Conflict Warning Systems	Intersection Improvements: Red Light Cameras	Countywide Maintenance: Regular Maintenance of Crosswalk	Countywide Maintenance: Evaluate Yellow and All-Red Change Intervals	Countywide Maintenance: Backplates with Retroreflective Borders	Countywide Maintenance: One Signal Head per Lane	Countywide Maintenance: Regular Maintenance of Faded Signage / Striping on Major Roads	Countywide Maintenance: ADA Compliant Directional Curb Ramps and Push Buttons	Countywide Maintenance: Lighting
CDOT	Federal Blvd / I-70 EB on Ramp			Federal Blvd BRT Study				X	X					X						X											X		X					X				X		X		X					
CDOT	160th Ave / Holly St	✓																	X																															
CDOT	Ralston Rd / Sheridan Blvd							X	X											X	X			X			X	X							X							X		X	X	X	X		X	X	
CDOT	Dahlia St / Frontage Rd	✓													X				X																		X	X													
CDOT	Cottonwood Dr / Federal Blvd			Federal Blvd BRT Study		X	X	X	X					X						X								X	X					X								X		X		X					
Adams County	Del Norte St / Pecos St			Pecos Study	Pecos Signal Retiming	X		X	X					X						X				X		X								X	X	X	X					X		X	X	X	X		X	X	
CDOT	160th Ave / Riverdale Rd			CO-7 BRT											X				X			X		X			X						X	X				X		X		X	X								
Adams County	64th Ave / Lowell Blvd				Signal Retim-ing with dedicated left turn phasing		X	X	X								X				X			X							X						X	X				X		X		X	X			X	
CDOT	67th Ave / Federal Blvd			Federal Blvd BRT Study		X		X	X					X						X							X		X					X			X					X		X	X	X	X	X		X	
Adams County	70th Ave / Pecos St / Samuel Dr		✓	Pecos Study, 70th Ave CIP Project			X	X	X	X				X			X			X		X		X	X	X	X	X			X			X		X	X					X		X		X	X		X	X	X
Adams County	58th Ave / Washington St				Wash-ington St Signal Retiming			X						X							X			X		X	X				X		X				X					X		X	X	X	X	X	X		
Adams County	136th Ave / Riverdale Rd	✓														X	X		X			X																				X							X		X
CDOT	CO-224 / I-25 SB Ramp							X		X				X																												X		X			X		X		
Adams County	55th Ave / Pecos St	✓						X	X											X											X			X		X						X		X		X					
CDOT	74th Ave / I-76 EB off Ramp														X				X								X													X		X	X								
Adams County	62nd Pkwy / Pecos St	✓		Pecos Study											X												X				X		X	X			X													X		

*These improvements may already address the historic crash pattern.

Top Intersections and Associated Countermeasures Continued

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Responsible Agency	Intersection Name	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	Signal Timing									Speed Management		Visibility			Bicycle and Pedestrian Improvements									Geometry					Segment Improvements				Intersection Improvements							Countywide Maintenance						
						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	Identify target speed and countermeasures needed for compliance	Transverse Rumble Strips/Pavement Markings	Remove Obstacles That Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Barnes Dance (All Pedestrian Phase)	Post-Mounted Delineators	Raised Median (or Pedestrian Refuge Median)	Evaluate Bus Stop Placement	Positive Left Turn Offsets	Dedicated Turn Lanes	Tighten the Turn Radius	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Remove or Offset Right Turn Lane to Increase Visibility	Remove or Consolidate Access Points	High Friction Surface Treatment	Parking Changes	Lane Narrowing	Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Stop Bars	Intersection Conflict Warning Systems	Red Light Cameras	Regular Maintenance of Crosswalk	Evaluate Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Regular Maintenance of Faded Signage / Striping on Major Roads	ADA Compliant Directional Curb Ramps and Push Buttons	Lighting
CDOT	65th Pl / Federal Blvd			Federal Blvd BRT Study											X					X				X			X	X						X							X									X	X
CDOT	144th Ave / US-85			US-85 PEL											X				X								X					X		X								X	X								
CDOT	72nd Ave / Vasquez Blvd							X	X	X												X		X			X	X	X		X	X	X	X								X		X	X	X	X			X	
Collaboration	Buckley Rd / 120th Ave		✓		Commerce City: Intersection improvments and new Southbound right turn lane			X	X						X		X			X				X						X												X		X			X	X		X	
Adams County	Elmwood Ln / Pecos St			Pecos Study	Pecos Signal Retiming	X		X	X					X			X				X				X	X					X					X	X	X				X		X	X	X	X			X	
CDOT	Colorado Blvd / 160th Ave			CO-7 BRT				X	X									X						X						X					X									X		X	X			X	
Adams County	76th Ave / El Paso Blvd / Pecos St			Pecos Study	Pecos Signal Retiming	X		X	X					X							X			X		X					X			X	X		X				X	X		X	X	X	X		X	X	
Collaboration	CR 45 / 168th Ave / Hayesmount Rd	✓	✓	Weld/ Adams County Line Crossroads Alignment Study	Near term AWSC, long term roundabout										X	X			X											X								X		X		X	X								
CDOT	60th Ave / Federal Blvd			Federal Blvd BRT Study		X		X	X					X						X				X	X		X		X					X								X		X	X	X			X		
CDOT	70th Ave / Federal Blvd			Federal Blvd BRT Study		X		X	X	X										X				X				X						X								X		X		X	X	X	X	X	
CDOT	70th Ave / Broadway							X	X									X						X				X			X		X	X			X					X		X		X	X			X	
CDOT	Sheridan Blvd / I-70 EB on Ramp							X												X				X			X						X									X		X		X				X	X
Adams County	58th Ave / Logan Ct	✓				X		X	X															X		X		X			X			X	X		X					X		X	X	X	X			X	
CDOT	Denver St / Frontage Rd / US-85			US-85 PEL																									X			X		X								X	X								

These improvements may already address the historic crash pattern.

Top Intersections and Associated Countermeasures Continued

Adams County | Colorado Department of Transportation | Collaboration

Responsible Agency	Intersection Name	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	Signal Timing									Speed Management		Visibility			Bicycle and Pedestrian Improvements									Geometry					Segment Improvements				Intersection Improvements							Countywide Maintenance						
						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	Identify target speed and countermeasures needed for compliance	Transverse Rumble Strips/Pavement Markings	Remove Obstacles That Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Barnes Dance (All Pedestrian Phase)	Post-Mounted Delineators	Raised Median (or Pedestrian Refuge Median)	Evaluate Bus Stop Placement	Positive Left Turn Offsets	Dedicated Turn Lanes	Tighten the Turn Radius	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Remove or Offset Right Turn Lane to Increase Visibility	Remove or Consolidate Access Points	High Friction Surface Treatment	Parking Changes	Lane Narrowing	Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Stop Bars	Intersection Conflict Warning Systems	Red Light Cameras	Regular Maintenance of Crosswalk	Evaluate Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Regular Maintenance of Faded Signage / Striping on Major Roads	ADA Compliant Directional Curb Ramps and Push Buttons	Lighting
Colorado Department of Transportation	88th Ave / Kiowa-Bennett Rd														X				X																			X	X				X								
Colorado Department of Transportation	Sheridan Blvd / 52nd Ave			Sheridan Blvd Corridor Study				X	X								X	X	X					X				X					X		X		X					X		X	X	X					
Adams County	78th Ave / York St	✓						X	X								X			X				X							X			X							X	X		X	X		X		X	X	
Adams County	64th Ave N / Pecos St			Pecos Study	Pecos Signal Retiming			X	X					X	X			X		X	X			X		X	X	X					X	X			X	X				X		X	X	X	X		X	X	
Collaboration	100th Ave / McKay Rd				Design effort for McKay from north of this intersection down to 96th Ave		X		X									X															X														X	X		X		
Collaboration	Huron St / 148th Ave							X	X						X		X																											X			X				
Colorado Department of Transportation	160th Ave / Quebec St			CO-7 BRT				X							X							X		X			X			X					X			X						X		X					
Adams County	Brighton Rd / 120th Pkwy	✓						X	X			X		X	X			X	X											X												X		X		X	X				
Colorado Department of Transportation	63rd Ave / Federal Blvd			Federal Blvd BRT Study											X					X				X						X				X	X															X	
Adams County	64th Ave S / Pecos St			Pecos Study	Pecos Signal Retiming			X	X					X	X			X		X	X			X			X	X					X				X	X				X		X	X	X	X		X	X	
Colorado Department of Transportation	74th Ave / Vasquez Blvd							X						X				X		X				X										X	X		X	X				X				X	X		X	X	
Colorado Department of Transportation	160th Ave / I-25 NB on Ramp							X	X																										X									X		X					

These improvements may already address the historic crash pattern.

Top Rural Segments and Associated Countermeasures

For rural segments, countermeasures included intersection-related treatments as well as measures to reduce conflict points. Additionally, strategies used to mitigate run-off-the-road crashes, such as wider edge lines, rumble strips, and safety edge treatments were included.

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Responsible Agency	Rural Segment Name and Span	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	Signal Timing						Speed Management				Visibility			Bicycle and Pedestrian Improvements						Geometry								Segment Improvements							Intersection Improvements							Countywide Improvements			
						Leading Pedestrian Interval (LPI)	Prohibit Right Turn on Red	Red Protection/ Decision Zone Detection	Appropriate Left Turn Signal Operation	Evaluate Cycle Length	Evaluate the "Walk" Phase	Identify target speed and countermeasures needed for compliance	Speed Feedback Signs	Traffic Calming	Transverse Rumble Strips / Pavement Markings	Remove Obstacles That Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	New or Upgraded Sidewalks	Raised Median (or Pedestrian Refuge Median)	Evaluate Bus Stop Placement	Positive Left Turn Offsets	Dedicated Turn Lanes	Tighten the Turn Radius	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Remove or Offset Right Turn Lane to Increase Visibility	Roadside Design Improvements at Curves	Enhanced Curve Delineation	Increase Shoulder Width	Remove or Consolidate Access Points	No-Passing Zone	Wider Edge Lines	Raised Pavement Markers or Rumble Strips	High Friction Surface Treatment	Lane Narrowing	SafetyEdge	Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Stop Bars	Intersection Conflict Warning Systems	Red Light Cameras	Regular Maintenance of Crosswalks	Evaluate Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	Regular Maintenance of Faded Signage / Striping on Major Roads
Collaboration	88th Ave from Dahlia St to I-76							X	X			X			X		X	X				X	X	X				X		X	X				X			X	X		X	X		X			X	X	X	X
CDOT	104th Ave from McKay Rd to South Platte River						X	X	X									X														X			X	X			X							X			X	
Adams County	Monaco St from Brighton Rd to 96th Ave	✓																X								X						X	X	X	X	X			X	X	X	X		X	X					X
Adams County	Dahlia St from 88th Ave to I-76					X		X	X									X				X										X		X	X	X	X		X	X	X	X					X	X	X	X
Adams County	144th Ave from Potomac St to Sable Rd			Sable Blvd Plan	Widening and reconstructing the intersection of 144th and Sable Blvd.			X	X									X								X						X			X	X			X	X		X			X			X	X	X
CDOT	160th Ave from Colorado Blvd to 2,700 feet west	✓		CO-7 BRT			X	X	X			X						X			X	X				X									X	X			X	X				X		X			X	X
Adams County	Buckley Rd from Cameron Dr to 120th Ave															X		X								X						X		X	X	X	X		X						X					X
Adams County	Riverdale Rd from 136th Ave to 138th Pl		✓		Add 2' shoulder, rumble strips, signing, striping, and guardrail from Yosemite to 160th Ave in 2028/2029.							X						X												X	X	X			X	X			X											X
CDOT	160th Ave from Quebec St to Ulster St	✓		CO-7 BRT			X	X				X						X			X	X													X	X			X					X		X				X
Collaboration	168th Ave from CR 19 to CR 21			Weld/Adams County Line Crossroads Alignment Study	Realign the portion of Yosemite with an S-curve to meet the Weld County portion of Yosemite. Roundabout at 168th Ave.																											X			X	X			X	X										X
Collaboration	US-85 from 168th Ave to north of CR 2 1/2			US-85 PEL			X	X										X							X	X	X	X				X			X	X			X	X				X				X		
Adams County	Riverdale Rd from 112th Ave to Quebec St											X	X	X	X	X		X			X									X	X	X			X				X	X		X		X	X					X
Collaboration	US-85 from 144th Ave to Bromley Ln			US-85 PEL		X	X	X	X	X	X							X	X	X	X						X	X	X			X			X	X			X					X			X	X		
CDOT	160th Ave from Lima St to Riverdale Rd	✓		CO-7 BRT								X						X			X	X						X	X						X	X			X		X		X	X						X

*These improvements may already address the historic crash pattern.

Top Rural Segments and Associated Countermeasures Continued

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Responsible Agency	Rural Segment Name and Span	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)
Collaboration	168th Ave from CR 17 to CR 19			Weld/Adams County Line Crossroads Alignment Study	Realign the portion of Yosemite with an S-curve to meet the Weld County portion of Yosemite. Roundabout at 168th.
Colorado Department of Transportation	Colfax Ave from Denver Ave to Imboden Rd				
Adams County	Colorado Blvd from 168th Ave to 160th Ave		✓		Thornton: New signal in 2027/2028 at 168th and Colorado
Adams County	Riverdale Rd from 160th Ave to E-470		✓		Add 2' shoulder, rumble strips, signing, striping, and guardrail from Yosemite to 160th Ave in 2028/2029.
Adams County	Imboden Rd from 104th Ave to 120th Ave				
Adams County	Imboden Rd from 120th Ave to 128th Ave		✓		
Adams County	Colorado Blvd from 146th Ave to 151st Ave				
Adams County	168th Ave from west of Holly St to CR 17			Weld/Adams County Line Crossroads Alignment Study	
Adams County	Old Victory Rd from Provost Rd to US-36	✓	✓		Realign the horizontal S-curve north of US 36. Design in 2027 and construction in 2028/2029.
Adams County	Brighton Rd from 126th Ave to E-470				
Adams County	Picadilly Rd from 120th Ave to 128th Ave	✓			

Rural Segment Name and Span	Signal Timing: Leading Pedestrian Interval (LPI)	Prohibit Right Turn on Red	Red Protection/ Decision Zone Detection	Appropriate Left Turn Signal Operation	Evaluate Cycle Length	Evaluate the "Walk" Phase	Speed Management: Identify target speed and countermeasures needed for compliance	Speed Feedback Signs	Traffic Calming	Transverse Rumble Strips / Pavement Markings	Visibility: Remove Obstacles That Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage
168th Ave from CR 17 to CR 19													
Colfax Ave from Denver Ave to Imboden Rd							X						X
Colorado Blvd from 168th Ave to 160th Ave			X	X			X			X		X	X
Riverdale Rd from 160th Ave to E-470										X			X
Imboden Rd from 104th Ave to 120th Ave													X
Imboden Rd from 120th Ave to 128th Ave													
Colorado Blvd from 146th Ave to 151st Ave													X
168th Ave from west of Holly St to CR 17													X
Old Victory Rd from Provost Rd to US-36										X			
Brighton Rd from 126th Ave to E-470													X
Picadilly Rd from 120th Ave to 128th Ave													

Rural Segment Name and Span	Bicycle and Pedestrian Improvements: New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	New or Upgraded Sidewalks	Raised Median (or Pedestrian Refuge Median)	Evaluate Bus Stop Placement	Geometry: Positive Left Turn Offsets	Dedicated Turn Lanes	Tighten the Turn Radius	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Remove or Offset Right Turn Lane to Increase Visibility	Roadside Design Improvements at Curves	Enhanced Curve Delineation	Increase Shoulder Width
168th Ave from CR 17 to CR 19														X
Colfax Ave from Denver Ave to Imboden Rd														X
Colorado Blvd from 168th Ave to 160th Ave								X						X
Riverdale Rd from 160th Ave to E-470												X	X	X
Imboden Rd from 104th Ave to 120th Ave														X
Imboden Rd from 120th Ave to 128th Ave														
Colorado Blvd from 146th Ave to 151st Ave												X	X	X
168th Ave from west of Holly St to CR 17														X
Old Victory Rd from Provost Rd to US-36												X	X	X
Brighton Rd from 126th Ave to E-470														X
Picadilly Rd from 120th Ave to 128th Ave														X

Rural Segment Name and Span	Segment Improvements: Remove or Consolidate Access Points	No-Passing Zone	Wider Edge Lines	Raised Pavement Markers or Rumble Strips	High Friction Surface Treatment	Lane Narrowing	SafetyEdge	Intersection Improvements: Roundabout	Double Post / Oversized Stop Sign	All-Way Stop or Signal	Hardened Centerline	Stop Bars	Intersection Conflict Warning Systems	Red Light Cameras	Countywide Improvements: Regular Maintenance of Crosswalks	Evaluate Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	Regular Maintenance of Faded Signage / Striping on Major Roads
168th Ave from CR 17 to CR 19			X	X			X	X										X
Colfax Ave from Denver Ave to Imboden Rd	X	X	X	X			X	X	X	X	X	X						X
Colorado Blvd from 168th Ave to 160th Ave			X	X	X		X	X		X		X				X	X	X
Riverdale Rd from 160th Ave to E-470			X	X			X		X	X		X						X
Imboden Rd from 104th Ave to 120th Ave		X	X	X			X											X
Imboden Rd from 120th Ave to 128th Ave																		
Colorado Blvd from 146th Ave to 151st Ave		X	X	X			X											X
168th Ave from west of Holly St to CR 17			X				X					X						X
Old Victory Rd from Provost Rd to US-36		X	X	X			X											X
Brighton Rd from 126th Ave to E-470			X	X			X											
Picadilly Rd from 120th Ave to 128th Ave			X	X			X											X

These improvements may already address the historic crash pattern.

Top Corridors and Associated Countermeasures

Distinct crash patterns were less apparent along corridors than at intersections or rural segments due to variations in curvature, grade, visibility, and roadside context. Crash location along a corridor often influenced crash characteristics and outcomes. As a result, corridor countermeasures were identified by the following corridor types, as defined in the **Safety Analysis** chapter (pg. 53), rather than specific crash patterns.

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Responsible Agency	Corridor Name and Span	Corridor Type	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	Access Management										Speed Management										Bicycle and Pedestrian					
							Raised Median (or Pedestrian Refuge Median)	Dedicated Turn Lanes	Remove or Consolidate Access Points	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Signal or All-Way Stop	Roundabout	High Friction Surface Treatment	Wider Edge Lines	Safety Edge	Speed Management (Consider All Speed Management Countermeasures)	Identify Target Speed and Countermeasures Needed for Compliance	Speed Feedback Signs	Traffic Calming	Lane Repurposing/Road Diet	Automated Speed Enforcement	Signal Coordination	Roundabout	No-Passing Zone	Wider Edge Lines	Raised Pavement Markers or Rumble Strips	High Friction Surface Treatment	Safety Edge	Lighting	New or Upgraded Bike Facility	New or Upgraded Sidewalks	Raised Median (or Pedestrian Refuge Median)	New or Upgraded Pedestrian Crossing	Speed Management (Consider All Speed Management Countermeasures)
CDOT	Sheridan Blvd from south of 52nd Ave to north of Ralston Rd	Speed Management			Sheridan Blvd Corridor Study												X	X	X	X	X	X	-	-	-	-	-	-	X	X	X			
Adams County	Pecos St from north of 84th Ave to I-76	Access Management Speed Management			Pecos Study		X		X	X							X	X	X	X	X	X	-	-	-	-	-	-					X	
Collaboration	84th Ave from Huron St to Zuni St	Access Management Speed Management					X		X	X			X			X	X	X	X	X	X	X	-	-	-	-	X	-		X	X		X	
CDOT	CO-224 from Washington St to east of Dahlia St	Speed Management				CDOT: Add sidewalk from Washington to US-85											X	X	X	X	X	X	X	-	X	-	-	X			X			
Adams County	72nd Ave from Pecos St to Zuni St	Access Management Speed Management			72nd Ave Study		X		X	X	X	X		X		X	X	X	X	X	X	-	X	-	X	-	-	-			X	X	X	
CDOT	Federal Blvd from south of 52nd Ave to north of 70th Ave	Speed Management Pedestrian Crossing			Federal Blvd BRT Study				X	X							X	X	X	X	X	X	-	-	X	-	-	-	X	X	X	X	X	X
CDOT	CO-224 from east of Brannan Pl to east of Dahlia St	Access Management				CDOT: Add sidewalk from Washington to US-85	X		X	X	X	X				X	-	-	-	-	-	-	-	-	-	-	-	-		X	X			
CDOT	104th Ave from west of McKay Rd to east of US-85	Speed Management				Road widening to a five lane section with bike lanes, shared use paths, sidewalks and a TWLTL.											X	X	X	X	X	X	X	-	X	-	-	X		X	X			
Collaboration	Washington St from south of 52nd Ave to south of 88th Ave	Speed Management									X						X	X	X	-	X	X	-	-	X	-	-	-						
Adams County	Dahlia St from 74th Ave to I-76	Access Management Speed Management	✓	✓		Adams County has a planned CIP project from 70th Ave to CO-224 that will pick up as phase two of the recently completed project - construction anticipated 5+ years	X	X	X	X	X	X				X	X	X	X	-	X		X	-	-	-	-	-	-						
Collaboration	120th Ave from Sable Blvd to Peoria St	Speed Management			120th Ave Corridor Study		X		X	X	X						X	X	X	-	X	X	-	-	X	-	-	-						
Adams County	72nd Ave from Galapago St to Pecos St	Access Management Speed Management					X		X	X	X	X		X		X	X	X	X	X	X	-	X	-	X	-	-	-			X	X	X	
Adams County	York St from 58th Ave to 78th Ave	Speed Management		✓													X	X	X	X	X	X	X	-	X	X	-	X						

*These improvements may already address the historic crash pattern.

Top Corridors and Associated Countermeasures Continued

Adams County | Colorado Department of Transportation | Collaboration

Responsible Agency	Corridor Name and Span	Corridor Type	Recent Improvements Completed*	Included in a Capital Improvement Plan	Previous Planning Effort Completed	Planned Improvements (outside of Planning Studies)	Access Management										Speed Management												Bicycle and Pedestrian					
							Raised Median (or Pedestrian Refuge Median)	Dedicated Turn Lanes	Remove or Consolidate Access Points	Convert Full Movement Access to Right-In/Right-Out or 3/4 Movement	Signal or All-Way Stop	Roundabout	High Friction Surface Treatment	Wider Edge Lines	Safety Edge	Speed Management (Consider All Speed Management Countermeasures)	Identify Target Speed and Countermeasures Needed for Compliance	Speed Feedback Signs	Traffic Calming	Lane Repurposing/Road Diet	Automated Speed Enforcement	Signal Coordination	Roundabout	No-Passing Zone	Wider Edge Lines	Raised Pavement Markers or Rumble Strips	High Friction Surface Treatment	Safety Edge	Lighting	New or Upgraded Bike Facility	New or Upgraded Sidewalks	Raised Median (or Pedestrian Refuge Median)	New or Upgraded Pedestrian Crossing	Speed Management (Consider All Speed Management Countermeasures)
CDOT	US-85 from north of 104th Ave to south of I-76	Speed Management			US-85 PEL												X	X	-	-	X	-	-	-	X	-	-	X						
CDOT	US-85 from north of 120th south to Ragweed Draw	Speed Management			US-85 PEL												X	X	-	-	X	-	-	-	X	-	-	-					X	
	McKay Rd from north of 104th Ave to South Platte River	Speed Management			Monaco-Mckay TIP Project												X	X	X	-	X	-	-	X	X	X	-	X					X	
ACC	York St from 78th Ave to 88th Ave	Speed Management	✓														X	X	X	X	X	X	X	-	X	X	-	X						
ACC	Dahlia St from 69th Ave to 74th Ave	Access Management Speed Management	✓	✓		Adams County has a planned CIP project from 70th Ave to CO-224 that will pick up as phase two of the recently completed project - construction anticipated 5+ years	X	X	X	X	X	X				X	X	X	X	-	-	X	-	X	-	-	-	-	-	-	-				
ACC	Lowell Blvd from 52nd Ave to 68th Ave	Speed Management															X	X	X	X	X	-	X	X	-	-	-	-		X	X			
ACC	70th Ave from Pecos St to Broadway St	Speed Management		✓	Pecos Study												X	X	X	X	X	-	X	-	-	-	-	-						
CDOT	Vasquez Blvd from I-76 to south of 76th Ave	Speed Management															X	X	-	-	X	-	-	-	X	-	-	-					X	
ACC	78th Ave from Steele St to west of Washington St	Speed Management		✓													X	X	X	X	X	-	-	X	X	-	-	X						
CDOT	124th Ave from Brighton Rd to Peoria St	Speed Management															X	X	X	-	-	-	X	-	X	-	-	X						
	Tennyson St from 52nd Ave to 64th Ave	Pedestrian Crossing				Arvada: Bike lanes, improved sidewalk, RRFB at 60th Ave			X	X	X	X		X	X		-	-	-	-	-	-	-	-	-	-	-	-	X	X	X	X	X	X
ACC	64th Ave from Pecos St to Tennyson St	Speed Management			Pecos Study		X		X	X							X	X	X	X	X	X	-	-	-	-	-	-					X	
CDOT	160th Ave east of Yosemite St to west of Holly St	Speed Management			CO-7 BRT												X	X	X	-	X	-	-	-	X	-	-	-		X	X			
	136th Ave from Granby St to Brighton Rd	Speed Management															X	X	X	-	X	-	X	-	X	-	-	X						
ACC	Brighton Rd from north of 80th Ave to south of 88th Ave	Speed Management		✓													X	X	X	-	X	-	X	-	X	X	-	X						
CDOT	US-85 from South of E-470 to Elmwood Cemetery	Speed Management			US-85 PEL												X	X	-	-	X	-	-	-	X	-	X	-						
	144th Ave from Brighton Rd to east of Farmlore Dr	Access Management						X	X	X	X	X		X	X	X	-	-	-	-	-	-	-	-	-	-	-	-						
	Lowell Blvd from south of Chestnut Ln to north of King Way	Speed Management															X	X	X	-	X	-	X	-	-	-	-	-		X				

*These improvements may already address the historic crash pattern.

Plan Review and Operational Expectations

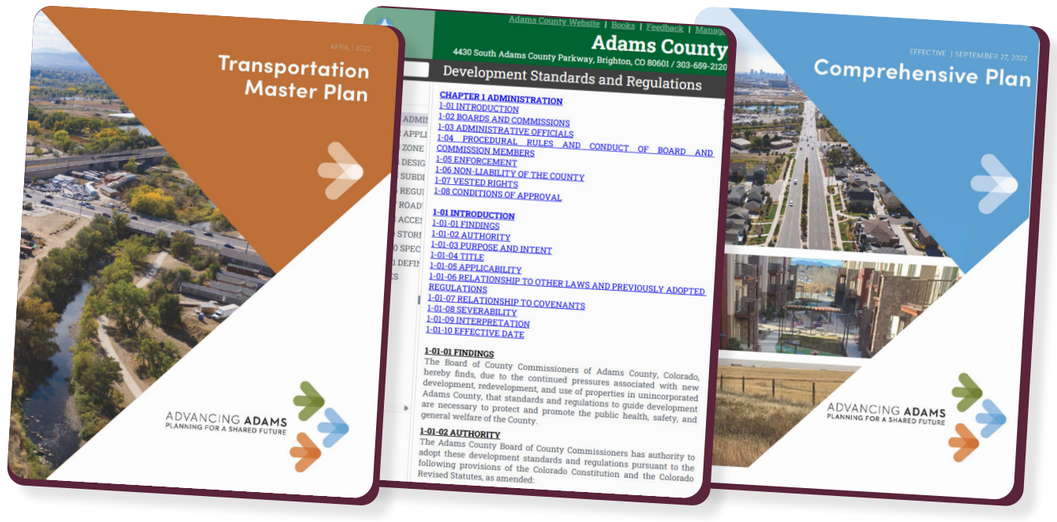
Purpose

The purpose of this section is to evaluate existing planning documents and design standards, then identify opportunities to prioritize safety across the county. This review is consistent with the requirements set forth in the Safe Streets and Roads for All (SS4A) self-certification worksheet for FY26, which state:

- ☑ **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**

Plan Review

Relevant transportation planning documents and design standards were reviewed for the county to identify prospective amendments or revisions that could enhance multi-modal safety and contribute to the reduction of serious injuries and fatalities. This included a review of the 2022 Transportation Master Plan (TMP); the Advancing Adams Comprehensive Plan (2022); and the county's Development Standards and Regulations. The recommended updates and justification for inclusion are provided in **Appendix H: Plan Review**.



Plans and Standards Review Documents

Recommended revisions to the county's Development Standards and Regulations were provided to county staff in February 2025 to align with an update process already underway. The revisions are included by reference only, as they were already provided to the county for consideration. County staff should consider the recommended changes to the Development Standards and Regulations as part of this plan's implementation. For those that staff determine to have merit and relevance for improving transportation safety, the changes should be incorporated into the next update of the standards and regulations.

Operational Expectations and Strategies

Following review of current plans and standards, a list of strategy recommendations was compiled. Recommendations from this assessment provide an overarching framework of recommended operational expectations and strategies that complement the recommended countermeasures and support a holistic approach to improving safety. The recommendations are intended to further inform the county's long range planning related to transportation safety as well as annual capital investments, maintenance practices, enforcement strategies, and community engagement efforts. These strategies are organized under the principles of the USDOT Safe Systems Approach: Safer Roads, Safer Speeds, Safer People, Safer Vehicles, and Post-Crash Care.

The following tables outline key operational strategies intended to improve safety and consistency across the county's road network. Each strategy is identified by an ID and includes a description, strategy type, and deployment timeline, with corresponding icons shown in the legend that follows.

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

Safer Speeds

ID	Strategy	Strategy Description	Strategy Type	Deployment Timeline
SS1	Pair Education with Key Engineering Countermeasures	Provide education on how to use new or unfamiliar safety features (e.g., PHBs, roundabouts, protected bikeways) through signage, campaigns, and demonstration videos in multiple languages.	Education	Long
SS2	Enforcement Priorities	Use crash history and High Risk Network corridors identified in this SAP to suggest where enforcement may be concentrated. May include additional funding or resources for police enforcement.	Enforcement	Mid
SS3	Expand Automated Enforcement	Increase use of automated enforcement tools such as photo radar and intersection red light cameras, paired with signage and publicity, to deter speeding and red-light violations.	Education	Short
SS4	Publicized Sobriety Checkpoints	Regularly conduct and widely publicize sobriety checkpoints for high-risk areas and times to deter impaired driving.	Enforcement	Long
SS5	Automated Enforcement on CDOT Roads	Work with CDOT to support automated speed enforcement on CDOT roads where applicable through the Colorado Speed Enforcement Program.	Enforcement	Ongoing
SS6	Signal Timing for Safety	Develop a signal timing operational expectation that better balances multimodal safety with motorized vehicle throughput.	Operational Expectation	Mid
SS7	Match Fines with Safety Outcomes	Collaborate with policymakers to adjust traffic violation fines to reflect the severity of safety risks posed, with higher fines for repeat offenders and high-risk behaviors.	Partnership	Long
SS8	Use Safe System Approach to Reevaluate Posted Speed Limits/ Establish Target Operating Speeds	At least once every five years, review best practices and the CDOT speed limit setting tool to evaluate posted speed limits and context-based target operating speeds, and adjust posted speed limits as appropriate to match those targets. When posted speed reductions are applied, pair with roadway design and enforcement measures to ensure compliance with posted speed.	Operational Expectation	Short
SS9	Match Design Speed with Posted Speed	Update relevant codes and policies so that design speeds are equivalent to posted speeds or target operating speeds.	Operational Expectation	Short
SS10	Promote Traffic Calming Program	Continue promotion of the county's traffic calming program and educate residents on how to request neighborhood traffic calming improvements, with consistent criteria for evaluation, prioritization, and implementation. Strategies to publicize could include: • Signage at public locations (recreation centers, parks, library, transit stops, etc.) • Social media promotions through the county's accounts • Community e-newsletters	Program	Ongoing
SS11	Develop a Safe Ride Home Program	Seek partnership opportunities 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.	Program	Long

Safer People

ID	Strategy	Strategy Description	Strategy Type	Deployment Timeline
SP1	Targeted Education Campaigns	Develop and implement education campaigns for drivers to learn about awareness of non-motorized travelers, and for pedestrians and bicyclists to learn about safe riding skills, practices, and road rules. Campaigns should be refined with community input and conducted on an ongoing basis.	Education	Long
SP2	Public Education Campaigns (Multimodal Safety)	Post short educational videos on the county's social media accounts to encourage safe behaviors across travel modes.	Education	Long
SP3	Equitable Engagement	Ensure outreach and educational efforts related to transportation safety include multilingual materials, culturally appropriate strategies, and engagement of underserved neighborhoods.	Education	Short
SP4	Pedestrian Crosswalks	Develop, publish, and implement an operational expectation that includes guidelines on where pedestrian crosswalks should be installed. This operational expectation should include best practices for when and where mid-block crossings, including RRFB's and High-intensity Activated Crosswalk (HAWKs), are appropriate.	Operational Expectation	Mid
SP5	Bicycle Facility Guidelines	Develop, publish, and implement an operational expectation that includes guidelines to inform what types of bicycle facilities should be implemented on different roadway types.	Operational Expectation	Mid
SP6	ADA Compliant Curb Ramps	Refer to the ADA transition plan for identification of all non-conforming pedestrian curb ramps. Identify and prioritize opportunities for upgrades through existing or ongoing projects or upcoming redevelopment.	Engineering	Short
SP7	Raised Crosswalks	Identify locations with channelized right turn lanes that present a higher risk to crossing pedestrians based on factors such as motorized volumes, speeds, turning radii, and visibility. Consider converting existing crosswalks at higher risk locations to raised crosswalks.	Engineering	Mid
SP8	High Visibility DUI Enforcement	Pursue supplemental funding through the CDOT High Visibility Enforcement grant which covers 16 enforcement periods annually, to conduct high visibility DUI enforcement.	Partnership	Ongoing
SP9	Safe Routes to Schools	Conduct a countywide Safe Routes to School Assessment to identify barriers to safe walking and biking for students. Address these through annual capital projects, and prioritize campuses near top locations or on the High Risk Network.	Planning	Mid
SP10	Work Zone Safety	Adopt countywide standards for safe work zones, including reduced speed limits, multimodal detour requirements, and enhanced worker visibility measures.	Operational Expectation	Long
SP11	Complete Streets	Develop and adopt a Complete Streets operational expectation. This can help reinforce and formalize the county's commitment to the design, retrofit, and construction of streets to accommodate safe travel by all users and can better position the county for the pursuit of certain grants (i.e. Safe Routes to School Grants).	Operational Expectation	Mid
SP12	Highlight Safety Improvements through Community Events and Community Information	Publicize safety improvement projects though county communication channels to increase community awareness about the importance of roadway safety and county efforts being made to improve it.	Program	Long
SP13	Child Passenger Safety Program	Promote existing car seat education programs through existing county communication channels including e-newsletters and social media posts.	Program	Long
SP14	New/Refined Driver Safety Program	Coordinate with local school districts to confirm whether a safe driver education program is in place. If no program exists, collaborate to establish one that encourages safe driving behavior with new drivers. If program already exists, support districts' future efforts to refine and promote it.	Program	Long
SP15	Vision Zero Public Concerns Map	Develop and maintain an interactive map on the county's website where residents can report safety concerns, helping further prioritize locations for future improvements.	Tracking	Long
SP16	Safety Action Plan Dashboard	Maintain a public-facing Safety Action Planning dashboard to track key safety metrics (e.g. # of crashes, serious injuries, fatalities, safety projects completed, safety projects planned) and guide future improvements. Identify staff that will be responsible for maintaining the dashboard and ensuring accessibility for the public.	Tracking	Short

Safer Roads

ID	Strategy	Strategy Description	Strategy Type	Deployment Timeline
SR1	Address Inadequate Lighting	Conduct assessment to determine adequacy of lighting at crossing locations known to have higher levels of bicyclists and pedestrians and develop a phased plan to address inadequacies.	Analysis	Mid
SR2	Prioritize High Risk Network	Consider the High Risk Network identified in this SAP when allocating funding for annual capital improvements.	Analysis	Short
SR3	Expand and distribute roadway safety messaging and campaigns	Consider building off messaging developed by partners (e.g. NHTSA, CDOT, CSP, and DRCOG).	Education	Mid
SR4	Educate community on statewide safety legislation	When relevant safety legislation is passed at the state level, distribute information to the community on the new laws (e.g., Hands-Free Law, Bicycle Safety Stop, Automated Traffic Enforcement, etc.)	Education	Ongoing
SR5	Encourage Enforcement for Safer Roads	Work with local law enforcement to enhance enforcement efforts in school zones, focusing on addressing speeding and red light-running to improve safety.	Enforcement	Long
SR6	Improve Intersection Geometry	Evaluate intersections with known geometry or asymmetry problems to identify opportunities for improving the intersection layout.	Engineering	Short
SR7	Crosswalk Visibility Enhancements	Develop a process or operational expectation to determine where crosswalk visibility enhancements should be applied, following best practices and referencing policies from neighboring jurisdictions or other reputable sources (e.g MUTCD). Treatments may include advanced stop or yield bars, high-visibility striping, lighting, refuge islands, and signage.	Engineering	Long
SR8	Pedestrian Signal Enhancements	Develop a process or operational expectation to install enhancements such as audible signals, countdown timers, re-timed clearance intervals, leading pedestrian intervals (LPI), exclusive phases, and accessible pedestrian signals (APS) at existing traffic signals.	Engineering	Long
SR9	Sidewalk Infill, Inspection, and Maintenance	Based on missing link findings from the county's 2022 TMP, prioritize and phase projects based on their relation to priority locations, the high-risk network identified in this SAP, and opportunities created by development to close sidewalk gaps.	Engineering	Short
SR10	Identify corridors to implement on-street protected bike lanes	If the county has not yet done so, complete a planning effort to identify corridors best suited for the installation of new on-street protected bike lanes that reduce the potential for conflict with motorized vehicles.	Planning	Mid
SR11	Reallocating road space to enhance multimodal safety and comfort	Identify upcoming opportunities through annual pavement overlay program to install new on-street buffered or protected bike lanes, and/or pedestrian refuge islands where warranted or called for in the 2022 TMP and this SAP.	Engineering	Short
SR12	Leverage Annual Resurfacing/ Overlay Projects to Improve Striping	As part of annual roadway resurfacing projects, the county 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 on routes identified in the 2022 TMP and this SAP.	Engineering	Short
SR13	Positive left turn offsets	Whenever modifications are made to an intersection and left turn lanes oppose one another, design them to have a positive offset where feasible, with a focus on unsignalized intersections.	Engineering	Ongoing
SR14	Coordinate with the Regional Transportation District (RTD) for Safer Bus Stops	Especially on higher ridership routes, work with RTD to relocate or redesign bus stops, as needed, to improve pedestrian safety and crossing access, and ensure ADA access.	Partnership	Mid
SR15	Leverage the AdCOG Subregional Transportation Technical Staff Group	Using the existing AdCOG Subregional Transportation Technical Staff Group, ensure that one (or part of one) meeting a year is devoted to safety project updates, shared funding opportunities (e.g grants), data sharing, or other items related to advancement of this SAP.	Partnership	Short
SR16	Convene Interdepartmental Safety Meetings	Convene a safety summit once a year between staff from the Adams County Public Works, Sheriff's Office, Fire and Rescue, Communications, and school districts to discuss safety projects (in progress or planned), crash data trends, new issues or concerns, and funding opportunities, and to coordinate enforcement, education, and safety initiatives.	Partnership	Short
SR17	Reference Transportation and Active Transportation Plans	Use the DRCOG Active Transportation Plan, the county TMP, and other relevant planning efforts (e.g. local corridor studies) to identify gaps in the sidewalk and bike networks and guide funding for annual capital improvements.	Planning	Mid
SR18	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 local match for grant opportunities.	Planning	Mid

Safer Roads Continued

ID	Strategy	Strategy Description	Strategy Type	Deployment Timeline
SR19	Implement road diets (right-sizing) on roads with excess capacity and speeding vehicles, then repurpose space for active transportation and micromobility facilities	Collect speed and volume data to Identify roads where there is excess capacity coupled with a high number of speeding vehicles. Complete conceptual designs and conduct community engagement to solicit feedback on potential lane reductions/repurposing multimodal facilities.	Planning	Mid
SR20	Updating Safety Action Plan	Every five years, complete an update to this SAP to refresh the safety analysis and lists of proposed projects and recommendations. The most current five-years of data should be used.	Planning	Mid
SR21	Pursue Safety Improvements on Regional Corridors	Continue collaborating with regional partners and relevant agencies on key corridors to implement safety-focused recommendations from current and future studies, including this SAP.	Planning	Ongoing
SR22	Intersection Control Evaluations	As a standard procedure, whenever modifications are made to an intersection, evaluate the intersection control and consider changes including but not limited to roundabout, signal, all way stop, etc., to prioritize safety performance over throughput.	Operational Expectation	Ongoing
SR23	Left-Turn Management	Create a countywide left-turn operational expectation to reduce conflict points, standardize treatment of permissive left-turns, and consider protected only phasing for intersections on the HRN.	Operational Expectation	Short
SR24	No Right Turn On Red	Establish an operational expectation for when to implement no right-turn-on-red that follows industry best practices relating to traffic safety.	Operational Expectation	Short
SR25	Update Traffic Impact Assessment (TIA) Standards to Prioritize Safety in Improvement Projects	Revise TIA requirements to incorporate a comprehensive review of traffic safety. If the analysis indicates potential adverse safety impacts, appropriate countermeasures must be implemented. Countermeasures could include improvements to alternative modes of travel when the existing roadway network can not be expanded to address identified congestion. Priority consideration should be given to locations identified on the High Risk Network.	Process	Long
SR26	New Retroreflective Backplates	Add retroreflective backplates to all signal heads where they do not currently exist. Focus initial installation at locations where other improvements or repairs are taking place.	Process	Short
SR27	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.	Process	Ongoing
SR28	Roadway Lighting and Visibility	Establish an operational expectation that defines the minimum expectations for roadway lighting, with a focus on intersections and corridors on the High Risk Network in this SAP.	Operational Expectation	Mid
SR29	Signage and Striping Maintenance	Staff should conduct annual maintenance and/or replacement operations to improve the reflectivity of older signage and address roadway striping diminished over time, especially at crosswalks.	Process	Ongoing
SR30	Vegetation Maintenance for Visibility	Assess vegetation at intersections with known visibility issues or sight obstructions in the spring and early fall to determine if trimming is necessary. Respond promptly when/if a community member expresses concern related to visibility/sight line obstruction.	Process	Ongoing
SR31	Develop a Road Safety Audit (RSA) Program	Develop a program to conduct RSAs on all major roadway or intersection reconstruction or resurfacing projects to proactively identify and recommend solutions to address safety concerns. Proposed solutions should be cross-checked with recommendations in this SAP to minimize duplication.	Program	Mid
SR32	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 and designed. These solutions provide immediate benefits and allow for real-time testing and community feedback.	Program	Long
SR33	Collision Avoidance for Work Zones	Invest in a shared truck-mounted attenuator to protect staff working on road projects.	Program	Long
SR34	Adequate yellow/ red change intervals	Evaluate yellow and red change intervals at all signalized intersections to ensure appropriate timing and adjust as needed for adequate clearance times. Longer yellow and all-red times should be considered for locations with high speeds, steep grades, high volumes of heavy truck traffic, or a history of rear-end or red-light running crashes.	Engineering	Short
SR35	Signal Head Placement	When installing new or upgrading old signals, install one signal head per lane in turn and through lanes where feasible. This increases visibility of signal heads and reduces potential for motorist confusion about signal phase.	Engineering	Ongoing

Safer Roads Continued

ID	Strategy	Strategy Description	Strategy Type	Deployment Timeline
SR36	ADA Compliant/ Bi-Directional Curb Ramps	Whenever possible, strive to find ways to ensure that any ramp retrofit project provides two ramps per intersection corner (from the sidewalk grade to the street crossing grade) to correctly orient pedestrians to the crosswalk. Directional curb ramps can shorten the crossing distance, reduce the potential for pedestrian conflict with traffic, and improve visibility and predictability of pedestrian movements.	Engineering	Ongoing

Safer Vehicles

ID	Strategy	Strategy Description	Strategy Type	Deployment Timeline
SV1	Encouraging Seat Belt Use	Include/encourage seat belt use in ongoing community education and encouragement campaigns.	Education	Ongoing
SV2	DRCOG Vision Zero Working Group	Consider or maintain active involvement in the DRCOG Vision Zero Working Group to collaborate on regional safety initiatives and advocate for stronger vehicle safety legislation at state and federal levels.	Partnership	Ongoing

Post-Crash Care

ID	Strategy	Strategy Description	Strategy Type	Deployment Timeline
PCC1	Rapid Response Team	Employ an internal, multi-departmental communication strategy in response to fatal crashes. The protocol should outline a path forward for Public Works staff to be a part of the immediate on-the-ground response to an investigation of serious and fatal crashes, ensuring a multidisciplinary response team focused both on the behavioral and engineering elements of a crash. Development of this multi-disciplinary team can also support timely data sharing among county departments and identify quick-build solutions.	Operational Expectation	Long

Implementation

Purpose

The county's goal is to achieve a five percent annual reduction in fatal and serious injuries. The county will need to build on progress to date and sustain a long-term commitment in the years ahead to implementing this plan's recommendations. This chapter identifies some of the key factors that county staff and the Adams County Council of Governments (AdCOG) Subregional Transportation Technical Staff Group will need to consider during implementation and monitoring of this plan over time.

Goal: Reduce fatal and serious injury crashes by 5% per year, every year

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

Planning Structure

At the start of this plan, a 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. More information on the TAC and the role they played in the development of this plan can be found in **Appendix A: Community Engagement**.

As the plan moves into the implementation and monitoring phases, Adams County public works staff will primarily be responsible for implementing projects and tracking progress toward the annual reduction goal. The AdCOG Subregional Transportation Technical Staff Group will provide high-level oversight and guidance. It is recommended that, at least annually, a meeting session include dedicated time to review progress on action planning efforts and discuss goals for the upcoming year.

The AdCOG Subregional Transportation Technical Staff Group is a collaborative group that meets every other month to discuss, debate and coordinate regional transportation planning and funding priorities for the North Metro area. It includes local governments from throughout the county, CDOT, and RTD. Oversight from this group will ensure that lines of communication remain open and projects on boundary roads will maintain integrity despite the additional challenges that come with coordinating across agency lines.

Projects along shared boundaries will require coordination with neighboring cities, and those within state highway right-of-way will require coordination with the 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:

- Alignment with the adopted SAP
- 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

In general, project readiness refers to the degree to which a proposed safety project is prepared to progress to construction and, hence, demonstrate how 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.

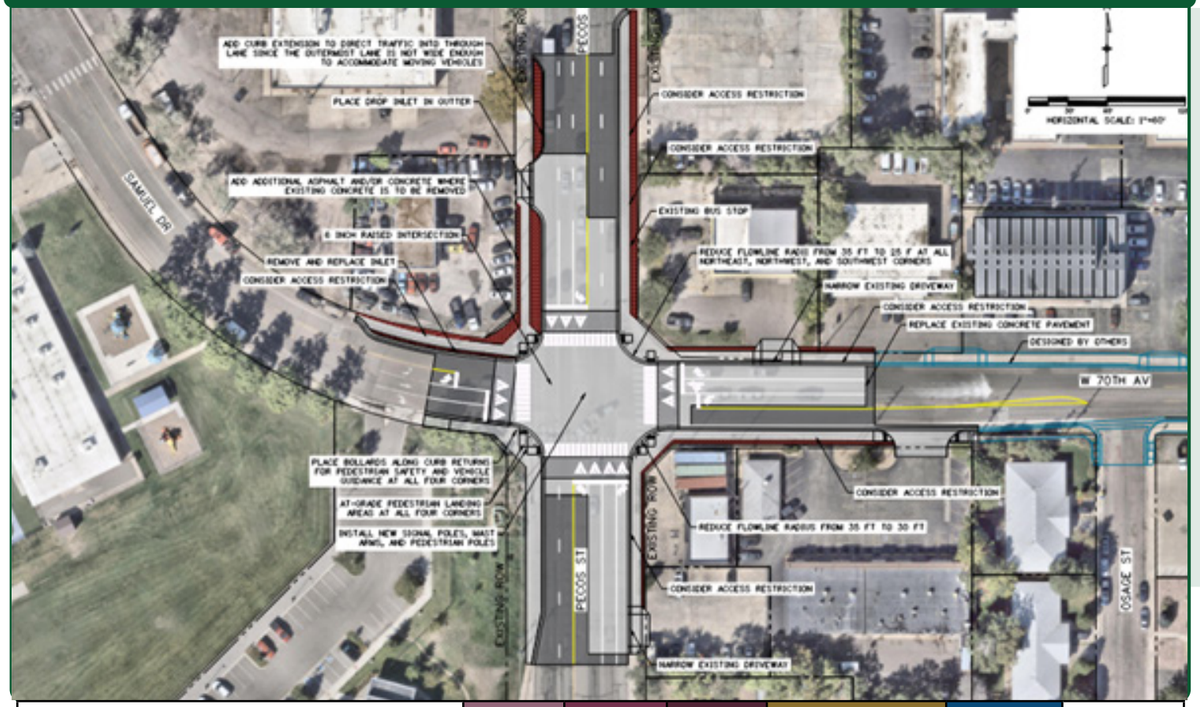
Priority Projects

Based on a review of the top intersections, corridors, and rural segments identified in the **Countermeasures** chapter of this plan, Adams County staff identified three locations with a high level of readiness, where projects were not already planned, to advance to a higher level of detail by conducting concept plans and cost estimates. This additional information better positions the county to pursue implementation funding through the SS4A program and other grant programs.

The three projects the county has decided to advance include:

Intersection:	Corridor:	Intersection:
70th Ave and Pecos St	72nd Ave between Zuni St and Pecos St	58th Ave and Washington St

70th Ave and Pecos St Concept Plan



Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
70th Ave / Pecos St	11	25	20	0	0	**56.00**

The intersection of 70th Ave and Pecos St received a prioritization score of 56 primarily due to safety concerns. No feedback was provided on this intersection during either of the two rounds of engagement, and this intersection is not located within an area of persistent poverty.

At the intersection of 70th Ave and Pecos St, a series of improvements were recommended to address known safety concerns and improve conditions for those driving, walking, bicycling, or taking transit. The recommended improvements are shown in the concept plan above and outlined in the table to the right. Additional recommendations not shown on the concept plan have been identified for consideration when this project moves forward. An overview of the crash history, the planning level cost estimates and benefit cost ratio conducted at this intersection are also provided for reference.

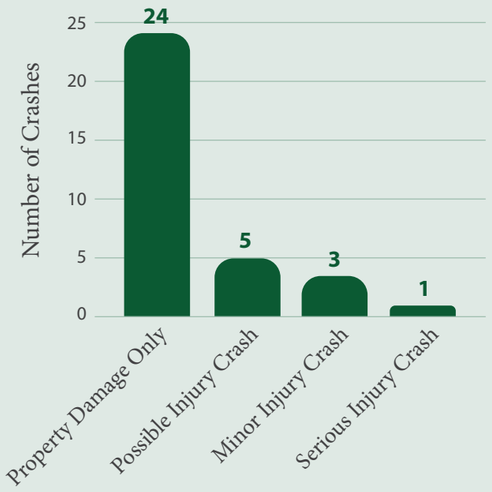
Summary

Crash Data: 2018 -2022

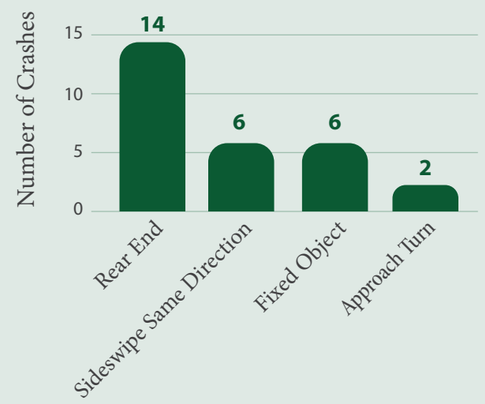
Planning Level Cost Estimate: $3,774,000

B/C Ratio: 0.67 based on curb extensions at all four corners of the intersection and related crash modification

Crash Severity (2018-2022)



Crash Types (2018-2022)



Two more crashes were recorded in 2023. Both resulted in a possible injury crash. One was a rear-end crash and the other was a broadside.

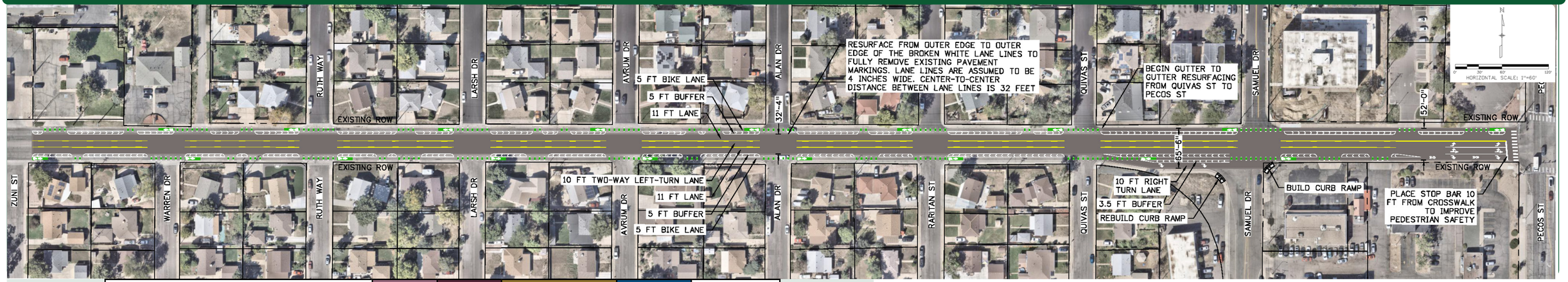
Proposed Countermeasures

- Extending curbs in select locations to better define lane assignments;
- Raising the intersection to calm motor vehicle movements and increase the visibility of bicyclists, pedestrians, and transit patrons crossing the intersection;
- Buffering certain sections of sidewalk from the adjacent, motorized travel lane;
- Consolidating or removing driveways to reduce conflict points within the intersection;
- Installing at-grade pedestrian landing areas and bi-directional curb ramps on all four corners to comply with ADA standards; and
- Installing new signal head poles, mast arms, and pedestrian poles.

Additional Countermeasures for Consideration

- Red-light cameras
- Appropriate left-turn signal operations
- Signal coordination
- Remove obstacles that impair sight distance
- Yellow and all red change intervals
- Retroreflective backplates
- Protected only right turn operations
- Lane narrowing
- Bus stop relocation

72nd Ave Between Zuni St and Pecos St Concept Plan



Corridor Name	EPDO Score	HRN Score	Community Input Score	AOPP Score	Total Score
72nd Ave from Pecos St to Zuni St	50.0	16	5	0.0	**71.5**

The segment of 72nd Ave between Zuni St & Pecos St received a prioritization score of 71.5 primarily due to safety concerns. One comment was provided on this intersection during the two rounds of engagement, and this segment is not located within an area of persistent poverty.

For this 0.5-mile segment of 72nd Ave, the county is planning an interim fix ahead of a longer-term solution. The interim fix, shown in the concept plan above includes removing one lane of vehicle travel in each direction and replacing it with a buffered bike lane. This improvement is planned for inclusion in an upcoming resurfacing project. The ultimate condition is expected to include raised medians that may provide access restrictions for some of the side street approaches, improved bicycle and pedestrian facilities and ADA compliant curb ramps. An overview of the crash history and planning level cost estimates conducted at this location are also provided for reference.

Proposed Countermeasures (Interim Condition)

- Adding five-foot buffered, on-street bike lanes on both sides of the road
- Removing one thru lane in each direction
- Adding bicycle sharrow symbols on pavement near intersection with Pecos St
- Restriping heavily faded lane delineations and crosswalks on the west leg of the 72nd Ave/ Pecos St intersection.

Proposed Countermeasures (Ultimate Condition)

- Reconstructing existing curb ramps to comply with ADA standards
- Constructing new curbs ramps where they don't exist
- Raised median (with option for pedestrian refuge areas)
- Remove/consolidate access points
- Consider converting side streets or driveways to right-in/right-out

Additional Countermeasures for Consideration

- Wider sidewalks
- Signal or all-way stop
- Roundabout
- Identify target speed and countermeasures needed for compliance
- Speed feedback signs

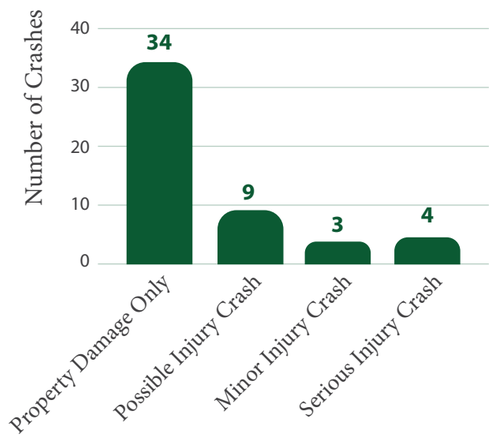
Summary

Crash Data: 2018 -2022

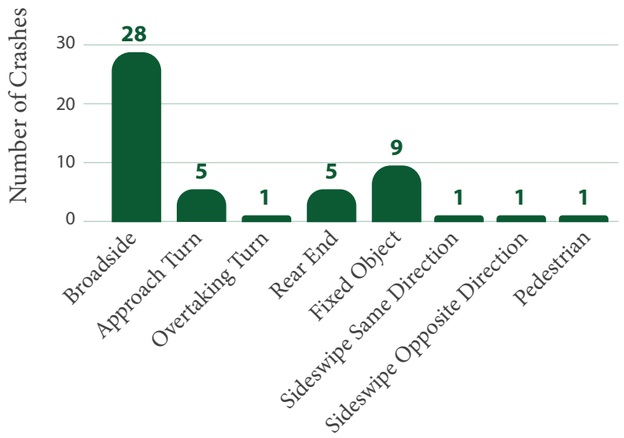
Planning Level Cost Estimate (Interim): $836,000

B/C Ratio (Interim): 5.17 based on a 5% reduction in mean speed due to the expected impact of the proposed reduction of travel lanes from five to three.

Crash Severity (2018-2022)

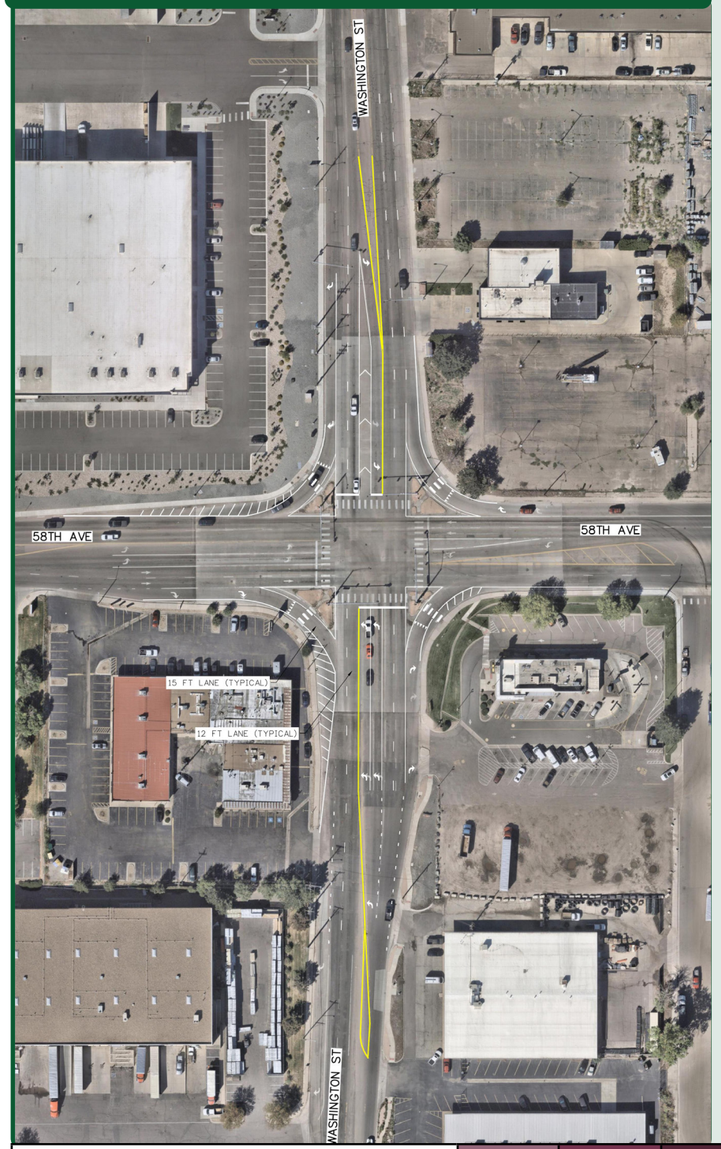


Crash Types (2018-2022)



Four more crashes were recorded in 2023. Two resulted in possible injury, two resulted in property damage only. One was a broadside crash and the other three were fixed object collisions.

58th Ave and Washington St Concept Plan

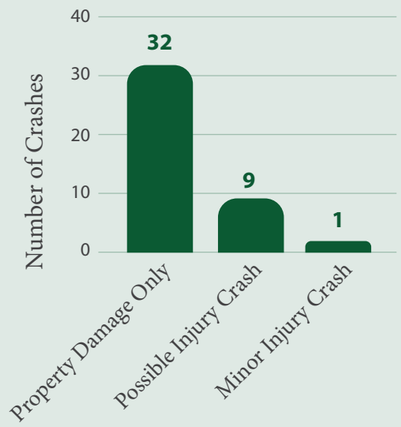


The intersection of 58th Ave & Washington St received a prioritization score of 55.03 primarily due to safety concerns. No feedback was provided on this intersection during either of the two rounds of engagement, but this intersection is located within an area of persistent poverty.

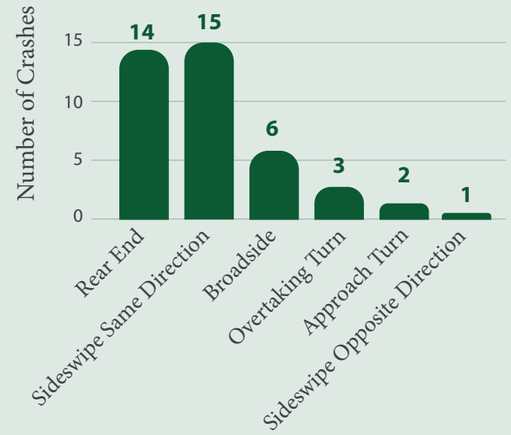
At the intersection of 58th Ave & Washington St, a recent widening and restriping of the east leg resulted in some safety improvements for the intersection. However, striping is nearly gone on the north/south approaches causing serious safety concerns for a high-volume intersection that serves many heavy vehicles. The recommended improvements are shown in the concept plan below. Additional recommendations not shown on the concept plan have been identified for consideration when this project moves forward. An overview of the crash history and the planning level cost estimates are also provided for reference.

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
58th Ave / Washington St	7.53	12.5	20	0	15	**55.03**

Crash Severity (2018-2022)



Crash Types (2018-2022)



Five more crashes were recorded between 2023-2024. All resulted in property damage only and the crash types included two rear ends, two sideswipe same direction, and one broadside.

Proposed Countermeasures

- Restriping the north and south legs of the intersection
- Tightening the turning radii for right turning vehicles on all approaches
- Removing the tapered receiving lanes for northbound and southbound right turning vehicles
- Adding sharks teeth striping in right turn lanes to alert drivers of the pedestrian crossing
- Adding hatched striping to delineate areas of pavement that should not be used for through moving vehicles
- Signal coordination on Washington Street

Additional Countermeasures for Consideration

- Red-protection/decision zone detection
- Red light cameras
- New or upgraded sidewalks
- Raised median
- Yellow and all red change intervals
- Backplates with retroreflective backplates
- Add or modify stop bars

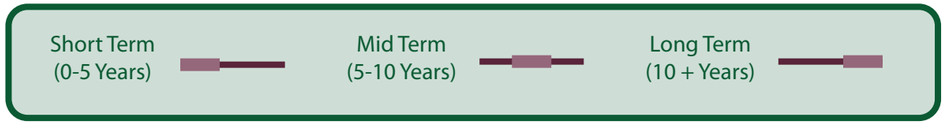
Summary

Crash Data: 2018 -2022

Planning Level Cost Estimate: $39,000

Timing

Implementation of this plan's recommendations will take years to complete. To help the county with project planning, allocating local funding, and pursuing grants, the time ranges below provide a framework for action.



This SAP 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.

Deployment of Projects and Strategies

Top locations (Intersections, rural segments, and corridors): Top locations were prioritized based on how they scored in relation to several evaluation criteria. The ranked order is intended to help guide the county in planning and funding projects each year, however, other factors may affect the order in which projects are implemented, such as availability of local or grant funding, project readiness, staff capacity, coordination with other agencies, ability to incorporate elements into upcoming paving or maintenance projects, or direction from elected officials. The full implementation of these projects is expected to be a long-term effort. However, it is recommended that staff select and implement three to five of these projects in the short term (within five years) and another three to five projects during the medium term (in 5-10 years), with consideration for their ranking on the priority lists.

The ranked order is subject to change based on more recent crash data, the availability of local or grant funding, staff capacity in relation to a project need, and new input from community stakeholders. Therefore, the order of location priority is not static and will be revisited by staff as part of the plan's implementation and annual evaluation.

Plan review and operational expectations: Recommended phases for deployment of the operational expectations and strategies are presented in the **Plan Review and Operational Expectations** section of this plan. Deployment of the recommended design guidance provided to Adams County staff in February 2025 will be implemented in the short term (within 5-years) with the next update to the development standards and regulations.

Each of the strategies associated with the operational expectations has been assigned a recommended phase, however, as county staff undertakes implementation, they may opt to reassign recommendations to a different phase. As part of their annual evaluation and work planning process, staff will determine the optimal phasing of the strategies based on key variables such as newly emerging safety concerns, community interest and momentum, and coordination or efficiencies with other planned projects in the same or nearby location.

Priority projects: The three priority projects are discussed earlier in this chapter. It is recommended that 58th Ave and Washington St, and the interim improvements on 72nd Ave be completed in the short term (within five years). The improvements at 70th Ave and Pecos St are recommended for completion in the mid term, and the ultimate improvements on 72nd Ave are recommended for the long-term (beyond ten years). The long term designation for 72nd Ave is in part to recognize the full return on investment for the interim improvements.

Funding Opportunities

Adequate funding will be an essential ingredient to successful implementation of this plan. The following is a list of potential grant funding opportunities that Adams County should track and consider pursuing in the years ahead.

Adams County may sometimes be best positioned to pursue grants on its own, but some projects may benefit more from jointly seeking funding with partner agencies. To maximize success, the county should continuously monitor available grants and coordinate with partners through the AdCOG Subregional Transportation Technical Staff Group and the DRCOG Vision Zero Working Group.

Funds from the county's Capital Improvement Program (CIP) will also be an important funding stream for implementing safety projects. Through proactive planning and inter-departmental collaboration, county staff can be more strategic in requesting and securing CIP funds dedicated to the implementation of safety projects.

Continuation of the programs illustrated in the table below and issuance of future Notices of Funding Opportunities is currently uncertain; however, the county should continue to track their status. This list is non-exhaustive and subject to change.

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

Progress Tracking

Purpose

The county's commitment to evaluating and reporting progress on plan implementation will be foundational to achieving a goal of reducing fatal and serious injury crashes by five percent per year, every year.

Plan Effectiveness Metrics

The county's evaluation of plan performance will be essential to determining where countermeasures are having a positive impact in terms of reducing crashes overall, but especially those resulting in a fatality and/or a serious injury. Conversely, evaluation will be necessary to determine where projects are having minimal or no impact on reducing crash rates, and where new or modified countermeasures may be warranted.

A set of performance metrics that the county can readily track is key. The list of metrics provided below should be used as an initial guide. It is understood that metrics may change based on availability of data, but adjustments should be minimized to allow for an accurate, comparative analysis year over year. As for frequency, county staff should evaluate and document the results of this evaluation on an annual basis.

The results of the annual evaluation process will provide staff, elected officials and the community with a high-level picture of the plan's effectiveness and help inform project planning and funding requests for the following year(s).

Performance Measure	Description
Fatal Crashes	Total number of traffic fatalities in Unincorporated Adams County.
Fatality Rate	Total number of fatal crashes per 100,000 residents.
Serious Injury Crashes	Total number of traffic-related serious injuries in Unincorporated Adams County.
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 Operational Expectations and Strategies Deployed	List showing status of Operational Expectations and Strategies. (Complete, In Progress, Not Started)

Reporting and Transparency

Reporting out to the public, elected officials, and the broader county staff is another key to the plan's future success and an important part of moving the county toward their safety goal. As a first step, this safety action plan will be posted on the county's webpage. In addition, on an annual basis or at least every two years thereafter, county 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, county-established communication channels which may include social media posts, webpages, e-newsletters, and bill inserts.

Adams County Project Dashboard

Dashboard

Key metrics tied to the plan effectiveness evaluation will be presented on a digital dashboard hosted on the county public works home page (and/or the Adams County Innovation GIS account), and will be available to the public at no cost. The dashboard will be 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 could include:

- Status of recommended projects (future, in progress, completed)
- Changes to crash totals in relation to baseline year (2024)
- Changes to fatal and serious injury crashes in relation to baseline year (2024)
- Crash trends by severity, mode of transportation, and contributing factors

A combination of staff from the county 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, rural segments, and corridors identified in this SAP, as well as the High Risk Network.