COLORADO

2025 Action Plan

Advancing Transportation Safety

Table of Contents

Introduction

Introduction

2025 Action Plan

This annual Action Plan is the implementation plan for strategies identified in CDOT's 2025 Strategic Highway Safety Plan (SHSP). The 2025 Action Plan was developed by the Advancing Transportation Safety (ATS) Emphasis Area Working Groups, drafted by the ATS Team, and approved by the ATS Steering Committee.

2025 Strategic Highway Safety Plan

SHSP represents a comprehensive, data-driven approach to enhancing roadway safety in Colorado, with the goal of reducing fatalities and serious injuries statewide. Developed collaboratively by key state agencies and other safety stakeholders, the SHSP reflects the shared responsibility of all Coloradans to improve safety of the transportation system for all users.

The organization of the SHSP reflects Colorado's Safe System Approach, centered around six principles:

- Death and serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.

Vision
The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

Mission
Colorado agencies and partners will cooperatively implement strategies that eliminate transportation system fatalities and serious injuries.
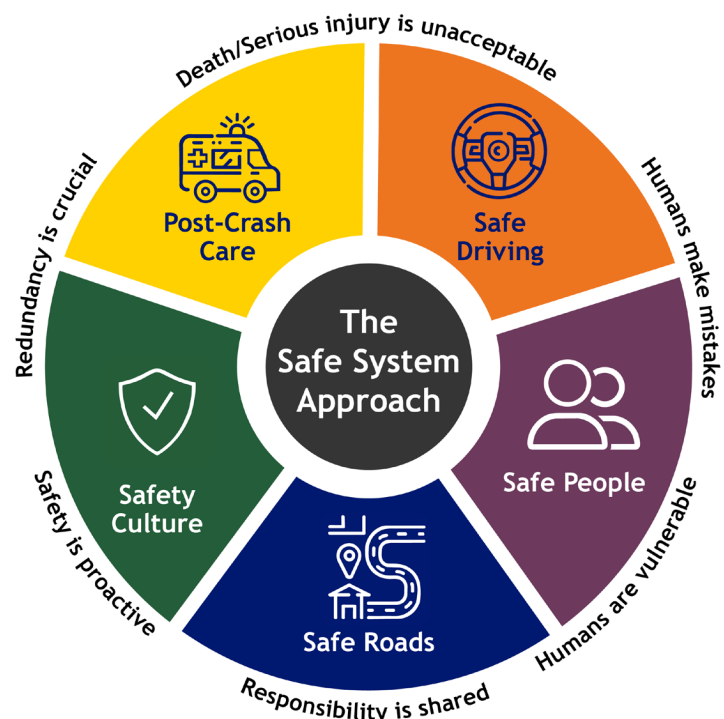
Emphasis Areas and Focus Areas

Colorado's Safe System Approach includes five Emphasis Areas: Safety Culture, Safe Driving, Safe People, Safe Roads, and Post-Crash Care. Within each of the Emphasis Areas, there are Focus Areas that describe particular contexts (e.g., intersections), behaviors (e.g., impaired driving), or populations (e.g., pedestrians) that are associated with fatal and serious injury crashes. Below are the Emphasis Areas and their related Focus Areas.

Safety Culture
- Organizational Safety Culture
- Public Safety Culture

Safe Driving
- Occupant Protection
- Impairment
- Aggression
- Speeding
- Distraction

Safe People
- Motorcyclists
- Aging Drivers
- Young Drivers
- Vulnerable Roadway Users
- Work Zones
- First Responders

Safe Roads
- Lane Departures
- Off-System
- Intersections
- Speed Management

Post-Crash Care
- Traffic Incident Management / Emergency Medical Services

The SHSP identifies specific strategies for each Focus Area with clear performance measures, funding sources, project-level detail, and evaluation criteria.

Advancing Transportation Safety

ATS is a collaboration of state and local agency safety advocates that are responsible for facilitating, reporting on, and evaluating the implementation of the SHSP Focus Area strategies. Utilizing the Safe System Approach and collaboration between safety stakeholders, the ATS seeks out innovative ways to achieve the State's vision of reducing fatalities and serious injuries on Colorado roadways.

ATS Goals

- Establish a culture of safety in Colorado.
- Cultivate and strengthen partnerships.
- Increase coordination and information sharing across sectors and geographies.
- Implement effective and data-proven safety countermeasures.

ATS Organization

ATS is composed of the Planning and Implementation Team, hereafter referred to as the "ATS Team," a Steering Committee, and Emphasis Area Working Groups. The group members and responsibilities are described below.

ATS Team

The ATS Team is composed of members from the Colorado Department of Transportation (CDOT) Headquarters Traffic and Safety Engineering Services, specifically members of the Safety Performance and Engineering unit. The team is responsible for:

- Facilitating the implementation process.
- Providing support to champions.
- Providing updates to leadership.

Steering Committee

The ATS Steering Committee is composed of decision-makers from state agencies and partner organizations. The Steering Committee is responsible for:

- Approving and committing to strategies (long-term ownership).
- Assisting in identifying and recruiting Champions.

Emphasis Area Working Groups

The Emphasis Area Working Groups are stakeholder groups assembled around the five Safe System Approach Emphasis Areas: Safety Culture, Safe Driving, Safe People, Safe Roads, and Post-Crash Care. Working groups are responsible for:

- Providing subject-matter expertise on respective Emphasis Area topics.
- Facilitating collaboration and troubleshooting across Action Teams.
- Determining strategy readiness.
- Identifying strategy champions.
- Strengthening Safety Culture statewide.

Champions

Champions are assigned to specific strategies and are responsible for:

- Leading Action Teams.
- Updating tracker and strategy action plans.
- Liaising with the ATS Team.

Implementation Process

SHSP implementation follows a cyclical process repeated annually.

Assess Readiness

Emphasis Area Working Groups assess the readiness of each strategy based on established criteria and assign a readiness score to each strategy.

Select Strategies for Implementation

Emphasis Area Working Groups:

- Review the readiness score of each strategy.
- Assign a Champion(s).

Develop One-Year Action Plan

Identified Champions develop individual action plans for their assigned strategy and:

- Develop a theory of change.
- Define outcomes.
- Identify tasks for each quarter of the current fiscal year.

Approval by Steering Committee

During the first meeting of the fiscal year, the Steering Committee:

- Reviews the annual Action Plan.
- Commits to the strategies and to long-term implementation.

Action Plan Implementation

- Champions and the ATS Team meet regularly to review action plan objectives.
- Progress is shared at quarterly Emphasis Areas Working Groups meetings.
- The Strategy & Action Progress Tracker is updated quarterly.

End-Of-Year Review (Annual Report)

At the end of the fiscal year, the ATS Team prepares an Annual Report that:

- Reflects on progress utilizing established performance measures.
- Identifies completed efforts and makes recommendations for next year's annual Action Plan.

Emphasis Area Data

The SHSP aims to achieve a 5% year-over-year reduction in fatalities and serious injuries from its adoption year in 2025. These targets align with the Governor's Key Priorities for advancing transportation safety in Colorado. The strategies identified in the SHSP are based on data analysis, including observed trends in the crash data, the proven effectiveness of safety countermeasures, and self-reported behaviors gained through annual surveys. The number of fatalities and serious injuries that occurred between 2018 and 2024 are shown below.
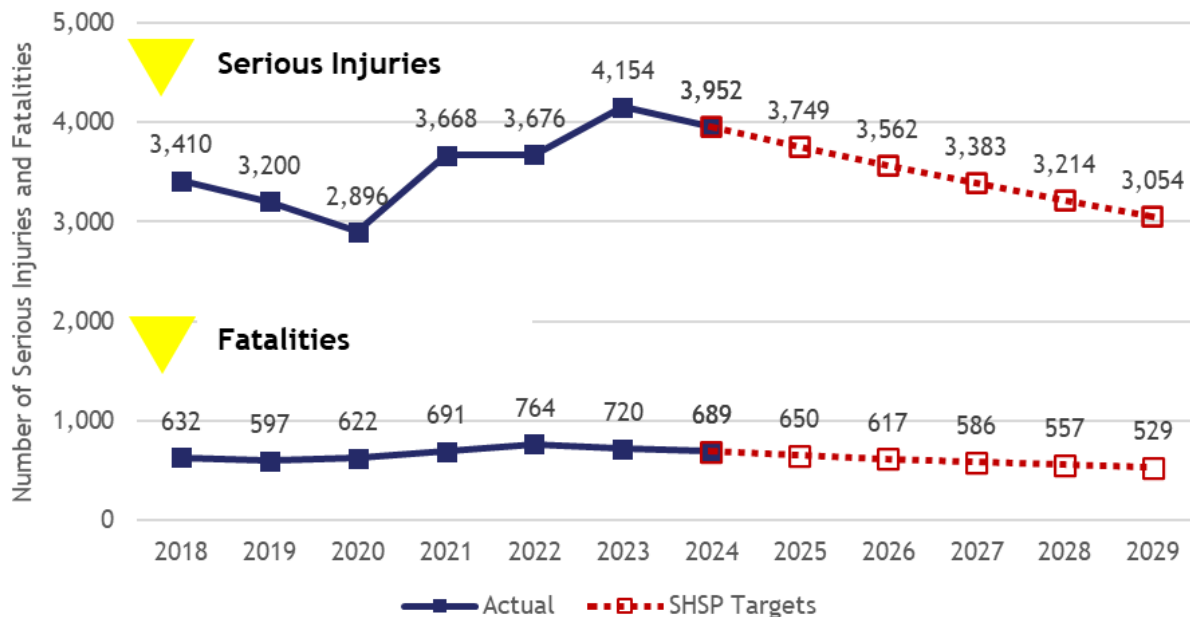
The ATS Team and Emphasis Area Working Groups review crash data on an annual basis and analyze the year-over-year trends to track the effectiveness of individual SHSP strategies.

Implementation of the SHSP strategies through this Action Plan will guide CDOT and partner agencies to help achieve the 5% reduction targets shown through 2029.

The following pages show the official number of fatalities and serious injuries between 2021 and 2024) and the SHSP target reductions for 2025-2026 for each Emphasis Area.

Safe Driving

The Safe Driving Focus Areas with the highest share of serious injury and fatal crashes are Occupant Protection, Impairment, and Aggression. While the numbers of Occupant Protection crashes remained stable, Impaired Driving and Aggression-related serious injury and fatal crashes have increased by 9% and 13% between 2021 and 2023. The SHSP identifies target reductions for each Focus Area for 2025 and 2026.
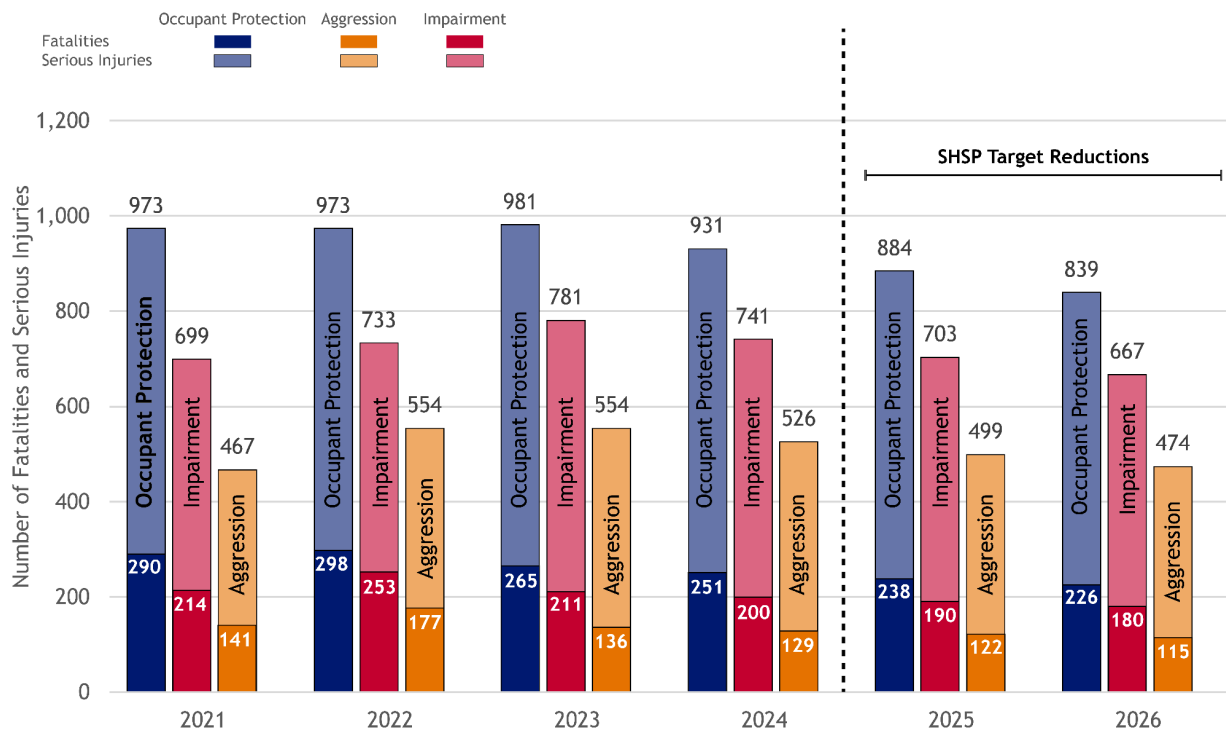
Safe People

The Safe People Focus Areas with the highest share of serious injury and fatal crashes are Motorcyclists, Aging Drivers, Young Drivers, and Active Users (pedestrians and bicyclists). All four categories have experienced a steady increase in serious injury and fatal crashes since 2021. The SHSP identifies target reductions for each Focus Area for 2025 and 2026.
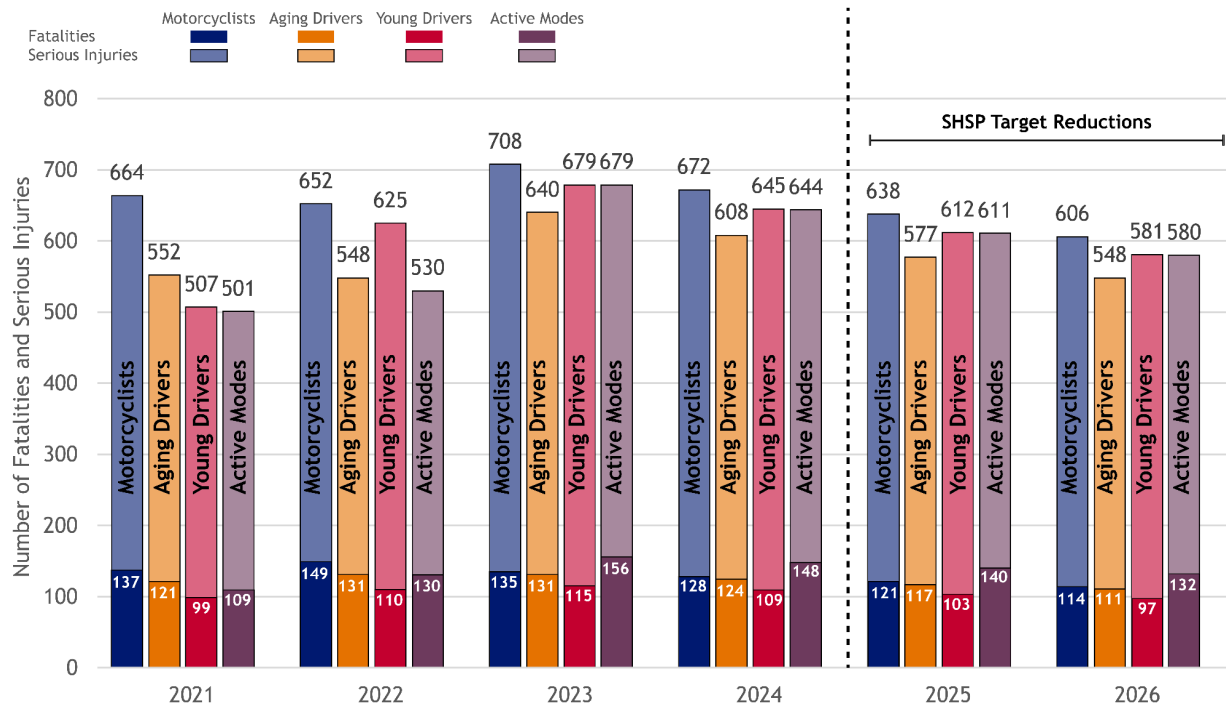
Safe Roads

The Safe Roads Focus Areas with the highest share of serious injury and fatal crashes are Intersections, Lane Departures, and Off-System Roads. Since 2021, there has been an upward trend in each category. The SHSP identifies target reductions for each Focus Area for 2025 and 2026.
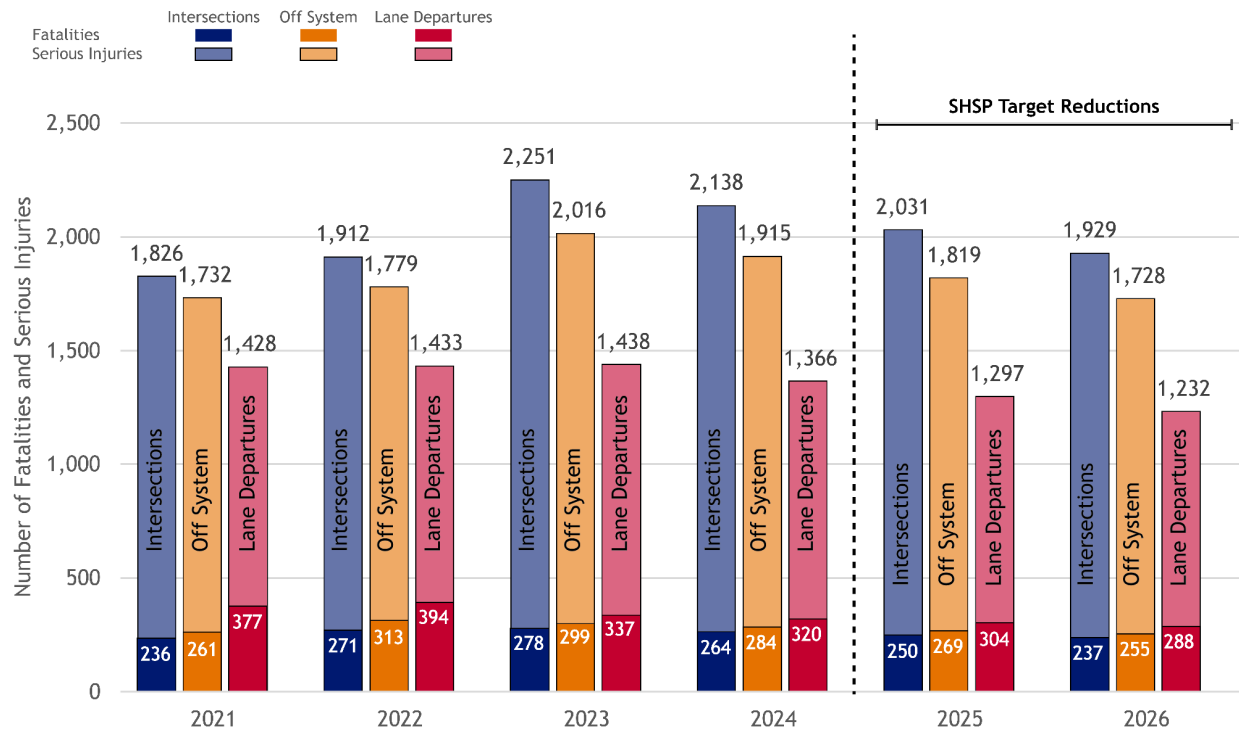
Post-Crash Care

According to Colorado Department of Public Health and Environment (CDPHE) data, the number of emergency department visits from roadway crashes has steadily increased across all modes, but particularly for pedestrians, bicyclists, and motorcyclists. From 2018 to 2023, the number of emergency department visits increased by 35% for pedestrians, 37% for bicyclists, and 31% for motorcyclists. The SHSP does not have reduction targets for Post-Crash Care, but it identifies a set of strategies to advance the standard of practice for TIM/EMS activities.
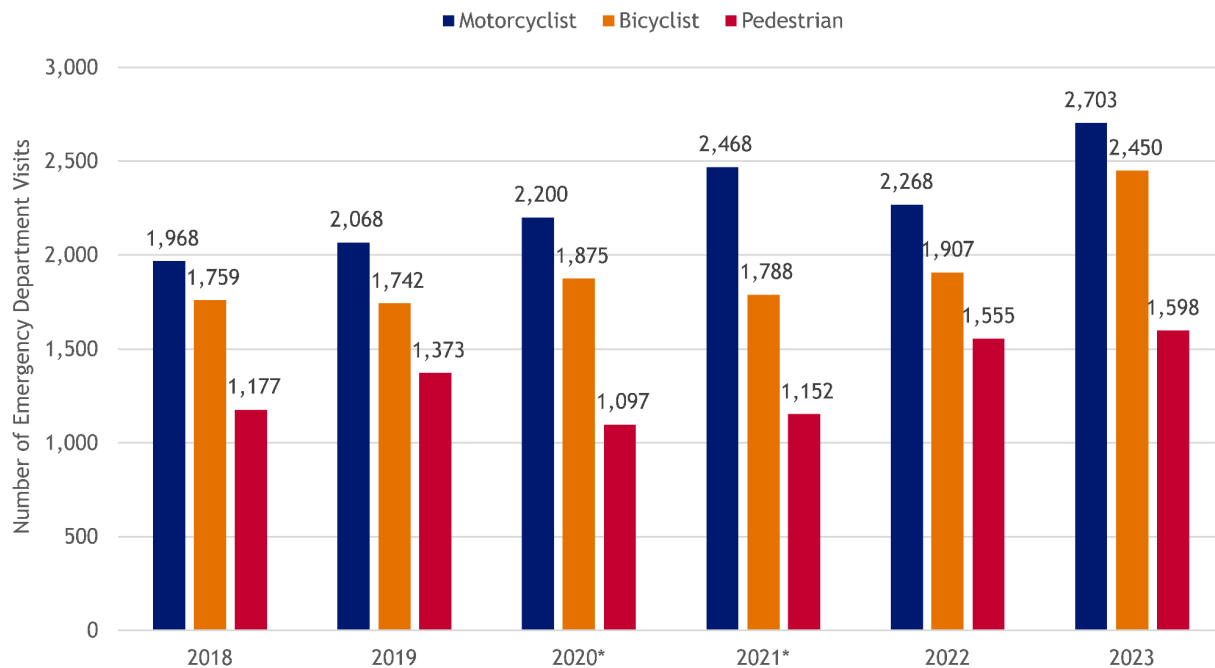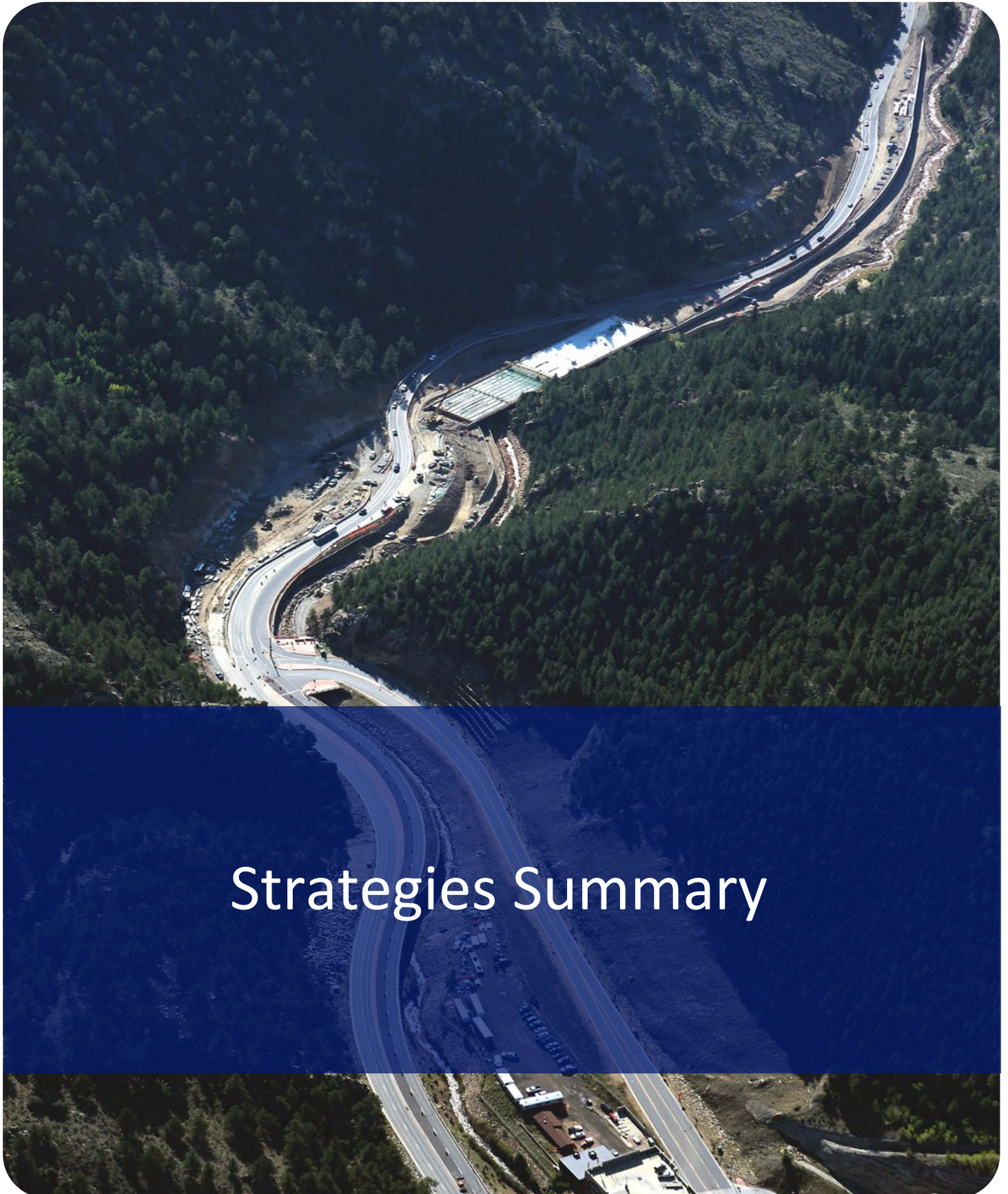
Strategies Summary

Strategies Summary

Through data-driven analysis, cooperative discussions, and the expertise of diverse stakeholders, the SHSP identifies actionable strategies and achievable goals to reduce fatalities and serious injuries throughout Colorado's transportation system.

Strategy Readiness

As part of the strategy implementation process and to prioritize the strategies, the ATS Team presented the strategies to each Emphasis Area Working Group that then identified a readiness score for each strategy based on the criteria shown below.

Criteria	Definition	Scoring Scale
Proven Countermeasure	Proven success in similar contexts (research or case studies)	0 = Unproven 1 = Moderate 2 = Proven
Cost Effectiveness	Benefit (lives saved, crashes reduced) relative to cost	0 = Low 1 = Moderate 2 = High
Champion	Identified champion and internal/external support from partners	0 = None 1 = Some 2 = Strong
Political Will	How supportive is the political landscape of the strategy	0 = Low 1 = Moderate 2 = High
Funding Availability	Current or potential funding availability for the strategy–identify funding source	0 = None 1 = Possible 2 = Secured
Feasibility	Ability to implement with existing resources	0 = Low 1 = Moderate 2 = High
Timeline to Implement	Time needed to implement	0 = Long (>3 yrs) 1 = Medium (1–3 yrs) 2 = Short (<1 yr)

Strategies

Below is a list of the strategies for each Emphasis Area and Focus Area. The strategies that were selected for the 2025 Action Plan had high readiness scores, an identified Champion, and/or were already beginning to be implemented. Those highlighted in grey and with an asterisk were not fully developed for the 2025 Action Plan because they do not yet have an identified Champion and/or had low readiness. These specific strategies will be reexamined for next year's Action Plan.

Safety Culture

Organizational Safety Culture

- SC01: Conduct organizational safety culture assessments
- SC02: Support local agency programs (Local Technical Assistance Program and Safety Circuit Rider)
- SC03: Expand public engagement
- SC04: Consider communities with below average safety outcomes when making transportation safety investment decisions
- SC05: Enhance collaboration and information sharing among traffic safety professionals

Public Safety Culture

- SC06: Pilot community-level safety culture partnerships
- SC07: Educate through media campaigns
- [*] SC08: Build capacity among the public

Safe People

Motorcyclists

- SP01: Expand motorcycle operator safety training
- SP02: Increase public awareness of motorcycle safety
- SP03: Improve motorcycle licensing and endorsement
- SP04: Increase helmet and other PPE use

Aging Drivers

- SP05: Improve visibility of traffic control devices
- [*] SP06: Improve sight distances
- SP07: Expand community-based mobility options
- [*] SP08: Enhance and expand resources for aging drivers

Young Drivers

- SP09: Expand access to driver's education
- [*] SP10: Improve quality of driver's education

Vulnerable Road Users (VRUs)

- [*] SP11: Analyze pedestrian and bicycle crash types
- SP12: Improve VRU exposure data
- SP13: Conduct road safety audits (RSA)
- SP14: Perform regional pedestrian/bicyclist studies
- [*] SP15: Analyze VRU crash demographic data
- SP16: Conduct VRU before-and-after studies
- SP17: Educate traffic safety professionals on VRU best practices
- SP18: Inventory VRU infrastructure
- [*] SP19: Expand VRU data sources
- SP20: Evaluate VRU priority locations

Work Zones

- SP21: Create work zone safety committee

First Responders

- [*] SP22: Provide resources and support for first responders

Safe Driving

Occupant Protection

- SD01: Promote proper use through media campaigns
- SD02: Educate on primary seat belt law

Impairment

- SD03: Provide polydrug impairment education
- SD04: Continue high-visibility enforcement
- [*] SD05: Prioritize high-risk impaired driving corridors

Aggression

- [*] SD06: Deploy anti-aggressive driving campaigns
- [*] SD07: Prioritize high-risk aggressive driving corridors

Speeding

- SD08: Prioritize high-risk speeding locations
- SD09: Deploy speed safety camera systems

Distraction

- SD10: Provide education on hands-free law
- [*] SD11: Enhance data collection

Safe Roads

Lane Departures

- SR01: Install traffic controls and safety barriers
- SR02: Improve roadway geometry

Off-System

- SR03: Provide local agency assistance
- SR04: Encourage community-specific plans

Intersections

- SR5: Reduce intersection conflicts
- SR6: Perform Intersection Control Evaluations (ICE)
- [*] SR7: Incorporate VRU designs
- SR8: Prioritize high-risk intersection locations
- SR9: Implement improved traffic controls

Speed Management

- SR10: Promote appropriate speeds
- SR11: Set safe and realistic speed limits

Post-Crash Care

Traffic Incident Management (TIM)/Emergency Management Services (EMS)

- [*] PC01: Improve collection of post-crash care data
- [*] PC02: Improve quality of care
- [*] PC03: Provide education on best-practices
- [*] PC04: Enhance programs in light of post-crash care outcomes
- PC05: Support statewide TIM activities

Safety Culture Strategies

Safety Culture Strategies

SC01: Conduct organizational safety culture assessments

Emphasis Area: Safety Culture   **Focus Area:** Organizational

Strategy Summary:

Build traffic safety culture at the community level by growing traffic safety culture within influential organizations.

This strategy aims to improve safety culture across organizations by using assessments to identify gaps in leadership, policy, training, and employee engagement. The Federal Highway Administration (FHWA) Organizational Safety Culture Self-Assessment Toolkit helps organizations adopt best practices to enhance safety, particularly in transportation-related activities.

Lead Agency	Partner Agency(ies)
CDOT	Colorado State Patrol, Colorado Department of Revenue, Colorado Department of Public Health and Environment, Metropolitan Planning Organizations

Outcomes for This Fiscal Year

- Complete one or more organizational safety culture assessments at CDOT and/or other agencies and organizations.

SC02: Support local agency programs (Local Technical Assistance Program and Safety Circuit Rider)

Emphasis Area: Safety Culture   **Focus Area:** Organizational

Strategy Summary

Continue to support the Local Technical Assistance Program (LTAP) and the Safety Circuit Rider Program in their efforts to assist local agencies.

This strategy focuses on reducing fatal and serious injury crashes on off-system roads by providing technical assistance through the LTAP and the Safety Circuit Rider Program. These programs aim to enhance safety culture by supporting local safety assessments, fostering improved communication and collaboration between public agencies, and offering training and resources to help local agencies implement infrastructure safety improvements and adopt best practices.

Lead Agency	Partner Agency(ies)
CDOT	LTAP

Outcomes for This Fiscal Year

- Stronger working relationship with 15 local agencies.
- Thirty-five stakeholders from agencies that own and manage off-system roadways will be more proficient in Engineering and Traffic Studies.

SC03: Expand public engagement

Emphasis Area: Safety Culture   **Focus Area:** Organizational

Strategy Summary

Provide training and technical assistance to build the capacity of organizations to successfully engage the public in two-way, productive conversations to grow shared understanding and responsibility.

This strategy emphasizes shared responsibility for transportation safety between roadway owners and users, addressing the barriers to effective public engagement with transportation planning processes. The strategy aims to improve public participation by building the capacity of organizations to facilitate productive, two-way conversations through training and technical assistance.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Accessible language access services for safety education and initiatives.
- Elevating the community's lived experiences into the decision making process.
- Develop and pilot a Tiered Engagement Approach.
- Begin development on a culturally responsive and trauma-informed approach to community engagement.

SC04: Consider communities with below average safety outcomes when making transportation safety investment decisions

Emphasis Area: Safety Culture   **Focus Area:** Organizational

Strategy Summary

Increase investment in communities with below average safety outcomes to reduce safety disparities by increasing awareness of community transportation safety needs and providing support to local agencies and organizations.

This strategy aims to address safety disparities in communities disproportionately impacted by traffic safety challenges by increasing investment and building a network of support for local agencies. It focuses on improving the skills of local agencies to procure funding and enhance infrastructure and safety programming for communities including, but not limited to, vulnerable road users (VRU), young and aging drivers, and other transportation system users as defined in Section 24-4-109 of the Colorado Revised Statutes.

Lead Agency	Partner Agency(ies)
CDOT	Colorado Department of Public Health and Environment, Local Technical Assistance Program (LTAP) (Front Range Community College)

Outcomes for This Fiscal Year

- Primary outcome (long-term): To increase communities' capacities to utilize their knowledge and skills to procure funding and strengthen traffic safety infrastructure and safety programming.
- Outcomes for FY26 (will support/lead to the primary outcome above):
  - o Identify communities that have historically received less funding and are impacted by traffic safety challenges (named "priority communities").
  - o Within the priority communities, identify the key community-level leaders, stakeholders and trusted advisors that have the capacity/authority/agency to address their traffic safety challenges.
  - o Conduct a readiness assessment and/or needs assessment to gain understanding of each priority community's existing capacities and how that may impact their ability to secure grant funds, improve infrastructure, implement safety programs, etc.
  - o Conduct prioritization process for traffic safety needs/addressing specific traffic safety challenges.
  - o Identify evidence-based strategies that can be implemented within the priority communities (and action champions within the communities for each strategy that's been selected).
  - o Provide technical assistance to priority communities on implementation of their selected strategies.

SC05: Enhance collaboration and information sharing among traffic safety professionals

Emphasis Area: Safety Culture   **Focus Area:** Organizational

Strategy Summary

Continue the annual Colorado Traffic Safety Summit to educate and inspire Colorado transportation professionals from a wide variety of organizations to be safety champions and advance traffic safety culture in their organizations and communities.

Since 2022, the Colorado Traffic Safety Summit has become a venue to educate and inspire transportation professionals from diverse sectors to champion traffic safety and foster a safety culture in their communities. It provides a platform for sharing trends, best practices, and innovative approaches to improve transportation safety across various fields, strengthening collective knowledge and commitment.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Event is held (August 2026).
- Participation by more Colorado organizations/agencies than previous year.
- Content is helpful to participants and addresses relevant topics (positive feedback from post-event survey).

SC06: Pilot community-level safety culture partnerships

Emphasis Area: Safety Culture   **Focus Area:** Public

Strategy Summary

Utilize community-level pilot projects to learn and demonstrate effective safety practices.

This strategy focuses on partnering with public health agencies and community organizations to implement community-level pilot projects that address high-risk driver behaviors, such as impairment, speeding, and distraction. By using models that engage broad community coalitions and address various social factors, these projects aim to grow traffic safety culture and create a foundation for expanding effective programs to reach more communities across Colorado.

Lead Agency	Partner Agency(ies)
CDOT	Colorado Department of Public Health and Environment

Outcomes for This Fiscal Year

- Literature review of effective elements of traffic safety coalitions, how to apply the safe systems approach, and recommendations for how this approach can be implemented in Colorado.
- Environmental scan identifying opportunities and gaps in the state based on traffic fatalities and injuries and coalition capacity/readiness.
- Identification of funding sources for a pilot project.
- Outline of a process to support recruiting participation and providing funding (including a draft request for proposals) to engage and support a small number of pilot projects.

SC07: Educate through media campaigns

Emphasis Area: Safety Culture   **Focus Area:** Public

Strategy Summary

Create and distribute universal education using media campaigns and resources.

Educating the public about safe transportation practices, laws, risks, and benefits can be an effective way to grow transportation safety culture. This strategy develops, distributes, and promotes educational videos, stories, and information on a range of transportation safety topics, including recently adopted laws, driver behavior, occupant protection, winter weather driving, and vulnerable road users. This strategy includes partnering with new stakeholders and includes social media, billboards, videos, and school-focused materials.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Identify laws and road designs for video.
- Write script for videos.
- Produce videos.
- Disseminate videos.
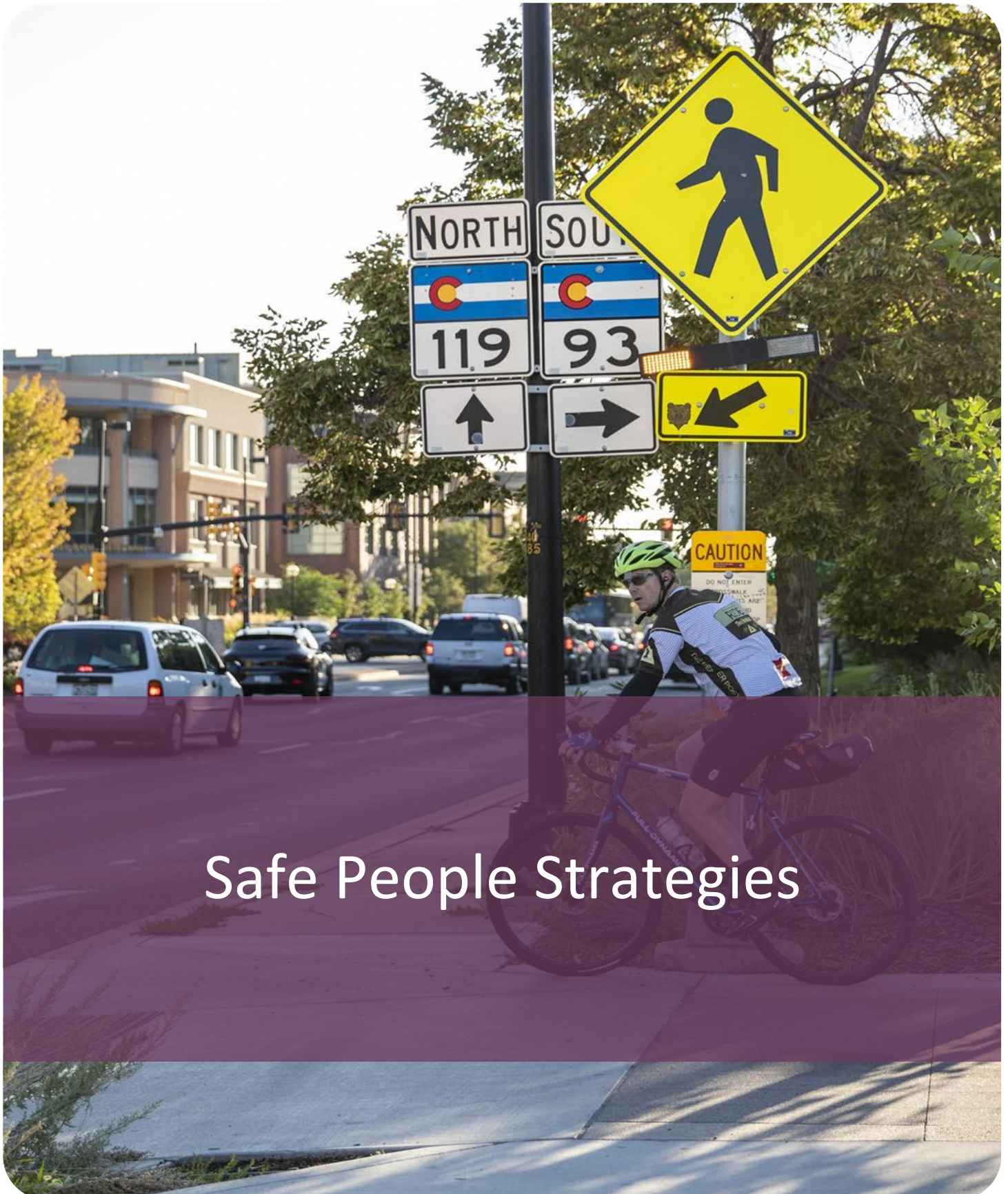
Safe People Strategies

Safe People Strategies

SP01: Expand motorcycle operator safety training

Emphasis Area: Safe People   **Focus Area:** Motorcyclists

Strategy Summary

Expand motorcycle operator safety training campaigns and promote Colorado Motorcycle Operator Safety Training (MOST) courses among motorcycle riders.

This strategy enhances and expands statewide MOST for both new and experienced riders, and it supports Colorado MOST's Mission to "provide a safe motorcycling program that supports motorcycle training and lifelong learning, along with motorcycle safety awareness to achieve reductions in motorcycle crashes and related injuries and fatalities."

Lead Agency	Partner Agency(ies)
Colorado State Patrol	

Outcomes for This Fiscal Year

- Communicate to current Colorado MOST vendors the remote training policies to assist them in opening a remote facility.
- Develop a social media campaign that targets remote regions to inform them of current opportunities.
- Increase rider participation in Colorado MOST course by 15% over two years.

SP02: Increase public awareness of motorcycle safety

Emphasis Area: Safe People   **Focus Area:** Motorcyclists

Strategy Summary

Increase the general public's awareness of motorcycle safety around the state.

Continuing to educate motorcyclists on how to ride safely is important in improving the safety of motorcyclists on roadways. Educating all other road users on changing laws and general motorcyclist safety will help to prevent many crashes that involve both motorcyclists and other road users.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Review messaging developed last year and make any needed changes.
- Identify target audience.
- Include messaging in ads, press release(s), social media posts, and variable message boards (VMS).
- Engage stakeholders.
- Achieve 2 million earned and paid media impressions.

SP03: Improve motorcycle licensing and endorsement

Emphasis Area: Safe People   **Focus Area:** Motorcyclists

Strategy Summary

Increase the proportion of active motorcycle riders who are legally endorsed to ride in Colorado.

This strategy aims to promote awareness and availability of motorcycle training and of the requirement for motorcyclists seeking to ride in Colorado to have completed training and acquired an endorsement. This strategy aims to increase the number of riders who have an endorsement and have motorcycle safety training, reducing severe crashes where inexperience is a contributing factor.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- The communication plan is developed and approved.
- Work with the Department of Revenue to obtain a list of addresses of registered motorcycles in Colorado and get a list of endorsed riders in Colorado and match them together.
- Develop new social media content that is relevant.
- Achieve 6 million impressions through various media platforms.
- Track conversions to COMOST.com to be able to shift plans in real time.
- Increase rider participation in Colorado MOST course by 15% over last year.

SP04: Increase helmet and other PPE use

Emphasis Area: Safe People   **Focus Area:** Motorcyclists

Strategy Summary

Increase motorcyclist personal protective equipment (PPE) use through education and enforcement.

Helmets and other protective equipment are key to protecting motorcyclists. Through targeted outreach, this strategy will encourage the use of PPE when riding a motorcycle. When motorcyclists properly utilize PPE, the risk of a higher severity crash outcome is reduced.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year
- Provide new CO MOST students with a flyer that advises them on the importance of a motorcycle helmet and other PPE.
- Develop Professional Development Workshop to discuss how to teach the students the importance of wearing a helmet and PPE.
- Use social media to increase awareness of the importance of motorcycle helmet wear and PPE.

SP05: Improve visibility of traffic control devices

Emphasis Area: Safe People   **Focus Area:** Aging Drivers & Pedestrians

Strategy Summary

Enhance road safety by widening striping and markings on high-traffic roads and by increasing the visibility of traffic signs to support aging drivers.

Widening striping and increasing the visibility of traffic signs helps aging drivers navigate more easily, compensating for declines in visual acuity and low light contrasts, which can be difficult to navigate. These measures enhance confidence, reduce confusion, and prevent crashes.

Lead Agency	Partner Agency(ies)
CDOT	Local agencies, Colorado Local Technical Assistance Program (LTAP)

Outcomes for This Fiscal Year

- Install backplates with retroreflective borders for signal heads.
- Convert four-inch longitudinal marking to six inches.
- Create a method that is designed to maintain retro-reflectivity of longitudinal pavement markings at or above 50 mcd/m2/lx under dry conditions on roadways with speed limits of 35 mph or greater.
- Create pavement marking dashboard.

SP07: Expand community-based mobility options

Emphasis Area: Safe People   **Focus Area:** Aging Drivers & Pedestrians

Strategy Summary

Establish and expand community-based mobility options, such as bike-sharing, carpool programs, and on-demand shuttle services, in underserved areas to improve transportation accessibility for those unable to drive or who choose not to drive.

Establishing and expanding community-based mobility options, especially in underserved areas, provides essential transportation alternatives for individuals who cannot drive, choose not to drive, or can no longer drive safely, improving their access to jobs, healthcare, and other services. Aging drivers are more likely to cease driving if there are reliable alternatives. These options help reduce reliance on private vehicles, promote environmental sustainability, and improve access to mobility for all members of the community.

Lead Agency	Partner Agency(ies)
CDOT	Transportation Management Organizations, Metropolitan Planning Organizations, Colorado Energy Office, Clean Transit Enterprise, Community Access Enterprise

Outcomes for This Fiscal Year

- E-Bike Safety Campaign.
- First Last Mile (FLM) tool and support.
- Evaluate vehicle miles traveled (VMT) calculators to facilitate local planning.
- Provide grant funding that increases access to public and active transportation and improves safety for VRUs.
- Travel Demand Modeling (TDM) planning resources on website.
- Provide outreach and training to local governments and Metropolitan Planning Organizations on TDM and safety.
- Identify improvements in the statewide transit network to increase connectivity and access with the Transit Connection Study.
- Hold monthly meetings of the Multimodal Working Group.
- Support the Clean Transit Enterprise new oil and gas production fee (SB24-230) transit funding programs.

SP09: Expand access to driver's education

Emphasis Area: Safe People   **Focus Area:** Young Drivers

Strategy Summary

Expand access to driver's education programs, particularly in rural areas, through partnerships with schools, online platforms, and community organizations.

Limited access to driver's education, especially in Colorado's rural areas, makes it difficult for young drivers to receive proper training. This strategy aims to both increase the availability and affordability of driver's education programs for all young drivers around the state. Expanding driver's education programs through partnerships with schools, online platforms, and community organizations ensures more young drivers in all locations around the state gain the skills needed for safer driving.

Lead Agency	Partner Agency(ies)
CDOT	Pikes Peak Area Council of Governments (PPACG); School Community Youth Collaborative (SCYC)

Outcomes for This Fiscal Year

- Identify a priority community where young drivers with minimal or no access to driver's education are identified, selected, and have the capacity to operate as a pilot community to implement of driver's education that is accessible, affordable, and delivered at the community level.
- Safe driving best practices are identified and curated alongside best practices for youth education and engagement (such as Positive Youth Development approaches).
- An evidence-based driver's education curriculum is developed and adopted by the community-level organization delivering the pilot program.
- Youth within the priority community are enrolled in the driver's education course and complete the required training to obtain their permit and/or license.

SP12: Improve vulnerable VRU exposure data

Emphasis Area: Safe People   **Focus Area:** Pedestrians & Bicyclists

Strategy Summary

Improve exposure data to better understand areas at higher risk of vulnerable road user (VRU) crashes.

This strategy aims to improve the data around VRU exposure to identify high-risk locations for VRUs by collecting VRU counts in advance of road safety audits (RSA) and corridor studies to assess level of risk for these roadways. This strategy also aims to implement a large-scale bicycle count program or purchase "big data" VRU exposure and origin-destination data.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- A Systems Engineering Analysis (SEA) template was created to streamline the installation of new bicycle/pedestrian counters.
- The current CDOT-funded bike count research project is completed.
- CDOT purchases and installs at least three new permanent bike/ped counters in strategic locations.
- Evaluation completed comparing third-party "big data" VRU sources for feasibility and use in Colorado.

SP13: Conduct road safety audits (RSA)

Emphasis Area: Safe People   **Focus Area:** Pedestrians & Bicyclists

Strategy Summary

Conduct vulnerable road user (VRU)–specific and/or expanded road safety audits (RSA) and establish an RSA process for the State of Colorado.

For Road Safety Studies specific to VRUs, VRU exposure data will be collected prior to performing RSAs. RSAs should also include Pedestrian and Bicycle Crash Analysis Tool (PBCAT) or similar analysis of VRU crashes and an analysis of human and behavioral factors in safety improvement recommendations.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Develop guidance to assist engineers in the formal process to conduct an RSA and how to address the potential road safety issues and opportunities from the audit.
- Provide reliable resources and assistance to state and local agencies for RSAs.

SP14: Perform regional pedestrian/bicyclist studies

Emphasis Area: Safe People   **Focus Area:** Pedestrians & Bicyclists

Strategy Summary

Perform local and regional studies that focus on pedestrian and bicyclist safety.

Regional studies include those created by CDOT Regions 1 and 4, or by regional organizations such as Transportation Planning Regions or Metropolitan Planning Organizations. Local studies include pedestrian and bicyclist safety studies. This strategy creates a deeper understanding of the state of pedestrian and bicyclist safety through a regional lens, contributing to statewide active transportation programming.

Lead Agency	Partner Agency(ies)
CDOT	Metropolitan Planning Organizations, Transportation Planning Regions, local agencies

Outcomes for This Fiscal Year

- Identify CDOT Region advocates to help advocate for regional bicyclist/pedestrian safety studies.
- Identify funding sources for regional bicyclist/pedestrian safety studies.
- Begin at least one new CDOT Region bicyclist/pedestrian safety study.
- Ensure projects identified in previous bicyclist/pedestrian safety studies are integrated into the bicycle and pedestrian project inventory required by SB25-030.

SP16: Conduct VRU before-and-after studies

Emphasis Area: Safe People   **Focus Area:** Pedestrians & Bicyclists

Strategy Summary

Continue to evaluate implemented safety projects and identify the most successful project types.

This strategy aims to continue to evaluate implemented safety projects using before-and-after studies and to offer support to local agencies to perform their own before-and-after studies. The overall goal of this strategy is to compile a statewide database to build a Colorado-specific list of countermeasures proven to work.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Select five Highway Safety Improvement Program (HSIP) funded vulnerable road user (VRU) safety improvement projects for evaluation.
- Provide reliable resources and assistance to state and local agencies on before and after study results for VRU safety projects.

SP17: Educate traffic safety professionals on VRU best practices

Emphasis Area: Safe People   **Focus Area:** Pedestrians & Bicyclists

Strategy Summary

Work to continually educate traffic safety professionals on new vulnerable road user (VRU) concepts and design strategies.

Bring VRU safety educational opportunities to Colorado, such as the Federal Highway Administration (FHWA) courses on bicycle and pedestrian design, Complete Streets, and the Safe System Approach (SSA). Provide jurisdictional personnel with adequate time and support to complete the training and invite consultants to participate.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Deliver at least eight bicycle and pedestrian facility design training course sessions across the state.
- Training reaches at least 200 participants, including CDOT staff, local and regional agencies, and consultants.
- Conduct post-training surveys to evaluate the effectiveness of the training and inform future course improvements and identify additional training needs.

SP18: Inventory VRU infrastructure

Emphasis Area: Safe People   **Focus Area:** Pedestrians & Bicyclists

Strategy Summary

Update and maintain the existing inventory of active transportation facilities on the state highway system and owned or maintained by local jurisdictions.

This strategy aims to build an inventory of active transportation facilities on the state highway system. It also includes surveying local jurisdictions to determine which agencies maintain active transportation facility inventories and assisting jurisdictions that are not already maintaining an inventory in creating one.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- CDOT's statewide inventory of pedestrian and bicycle facilities on the state highway system is updated and more regularly maintained.

SP20: Evaluate VRU priority locations

Emphasis Area: Safe People   **Focus Area:** Pedestrians & Bicyclists

Strategy Summary

Work to continually identify and address priority locations for vulnerable road user (VRU) safety.

This strategy focuses on continuing to identify priority locations for VRU safety and to address the safety needs. This includes monitoring and analyzing the safety impacts of completed projects with VRU infrastructure improvements. This also includes focusing on utilizing FHWA's proven safety countermeasures to address a location's needs based on the Pedestrian and Bicycle Crash Analysis Tool (PBCAT) analysis, exposure data, land use, trip generators and near-miss data.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Identify priority locations for bicycle and pedestrian projects that will improve safety and connectivity using the Priority Active Connections Explorer (PACE) tool.
- Share the PACE tool with other CDOT groups and train them on how to use it for project selection and prioritization.

Safe Driving Strategies

Safe Driving Strategies

SD01: Promote proper use through media campaigns

Emphasis Area: Safe Driving   **Focus Area:** Occupant Protection

Strategy Summary

Continue to develop traffic safety media campaigns to support proper use of seat belts, child seats, and helmets.

State agencies already develop and promote educational videos, stories, and data stories on the importance of proper restraint use. This strategy focuses on partnering with additional organizations and stakeholders to facilitate widespread dissemination for drivers and motor vehicle occupants.

Lead Agency	Partner Agency(ies)
CDOT	Safety advocates, CDOT grantees, Colorado State Patrol, Car Seats Colorado

Outcomes for This Fiscal Year

- Review messaging developed last year and make any needed changes.
- Identify target audience.
- Include messages in ads, press releases, social media posts, and variable message signs (VMS).
- Engage stakeholders.
- Achieve 4 million earned and paid media impressions.

SD02: Educate on primary seat belt law

Emphasis Area: Safe Driving   **Focus Area:** Occupant Protection

Strategy Summary

Support educational efforts related to the importance of a primary seat belt law.

This strategy aims to highlight the importance and proven effectiveness of a primary seat belt law to legislators and safety partners. Collaboration with the Colorado Occupant Protection Task Force and similar safety partners is essential to advancing this strategy.

Lead Agency	Partner Agency(ies)
CDOT	Colorado Occupant Protection Task Force (OPTF)

Outcomes for This Fiscal Year

- Best practices and evidence-based approaches to educating partners on the significance of seat belt use and enacting a primary seat belt law are identified and curated.
- Safety partners, community stakeholders, and legislators/key decision-makers are identified and engaged on the topic of a primary seat belt law and its proven effectiveness in other states.
- Opportunities to continually educate partners on best practices and evidence-based approaches to increasing seat belt use are identified and integrated into various existing spaces (such as task force meetings, agency partnership agreements, workshops and webinars, etc.).

SD03: Provide polydrug impairment education

Emphasis Area: Safe Driving   **Focus Area:** Impairment

Strategy Summary

Educate the public on the impacts of polydrug use.

This strategy is focused on gathering more data linking polydrug use to driver ability to operate a vehicle and sharing these findings through public communication campaigns. Enhanced data will be useful to educate the public on the impacts of multiple drugs, including both prescription and recreational drugs, on the impacts of driving.

Lead Agency	Partner Agency(ies)
CDOT	CIG (public relations firm), Colorado State Patrol, Colorado Department of Public Safety

Outcomes for This Fiscal Year

- Develop appropriate messaging.
- Identify target audience.
- Include messages in press releases, social media posts and VMS.
- Achieve 3 million earned media impressions.

SD04: Continue high-visibility enforcement

Emphasis Area: Safe Driving   **Focus Area:** Impairment

Strategy Summary

Continue to deploy data-driven high-visibility impaired driving enforcement activities to deter impaired driving-related crashes. This is a proven effective strategy that state and local law enforcement agencies deploy across the state. High-visibility enforcement increases the perception of getting caught and deters impaired driving. Employing this strategy requires continued emphasis on collaboration between state and local agencies.

Lead Agency	Partner Agency(ies)
CDOT	Local law enforcement, Colorado State Patrol

Outcomes for This Fiscal Year

- Establish high-visibility enforcement (HVE) campaigns/associated dates.
- Identify areas of the state with high incidents of impaired driving.
- Utilize Law Enforcement Liaisons to educate local law enforcement agencies on HVE funding opportunities.
- Track the number of impaired driving arrests by HVE campaign.
- Track the number of HVE hours.
- Achieve 24,500 of HVE enforcements by June 30, 2026.

SD08: Prioritize high-risk speeding locations

Emphasis Area: Safe Driving   **Focus Area:** Speeding

Strategy Summary

Use the results of a speed safety camera pilot program to make data-driven decisions on future installations.

Under Colorado Revised Statute 42-4-110.5, Automated Vehicle Identification (AVI) Systems are permitted for detecting traffic violations. CDOT's Automated Speed Enforcement Program will establish a pilot program to reduce speeding and increase safety in specified corridors. Pilot locations include work zones with two or more lanes of traffic in one direction. This strategy examines the results of the pilot locations to understand the scope of potential applications related to speeding-involved crashes.

Lead Agency	Partner Agency(ies)
CDOT	Colorado State Patrol, Colorado cities and counties

Outcomes for This Fiscal Year

- Utilize crash data to identify three corridors per region with a high number of crashes.
- Utilize Traffic Data Collectors (TCD), Automatic Traffic Recorders (ATR) and Streetlight to collect speeding data.

SD09: Deploy speed safety camera systems

Emphasis Area: Safe Driving　　　　　　　**Focus Area:** Speeding

Strategy Summary

Identify high-speeding-risk corridors overrepresented in the crash data and evaluate overlaps between speeding and other high-risk driving behaviors.

This strategy is intended to increase collection and analysis of speeding-related data and improve understanding of the linkages to other focus areas and identify locations where speeding occurs more frequently. Data collected under this strategy can also assist with illustrating connections between speeding and other high-risk driving behaviors within identified corridors.

Lead Agency	Partner Agency(ies)
CDOT	Colorado State Patrol

Outcomes for This Fiscal Year

- Implement and evaluate a work zone pilot project
- Establish criteria for selecting future deployment locations.
- Reduce speeding through work zones.

SD10: Provide education on hands-free law

Emphasis Area: Safe Driving   **Focus Area:** Distraction
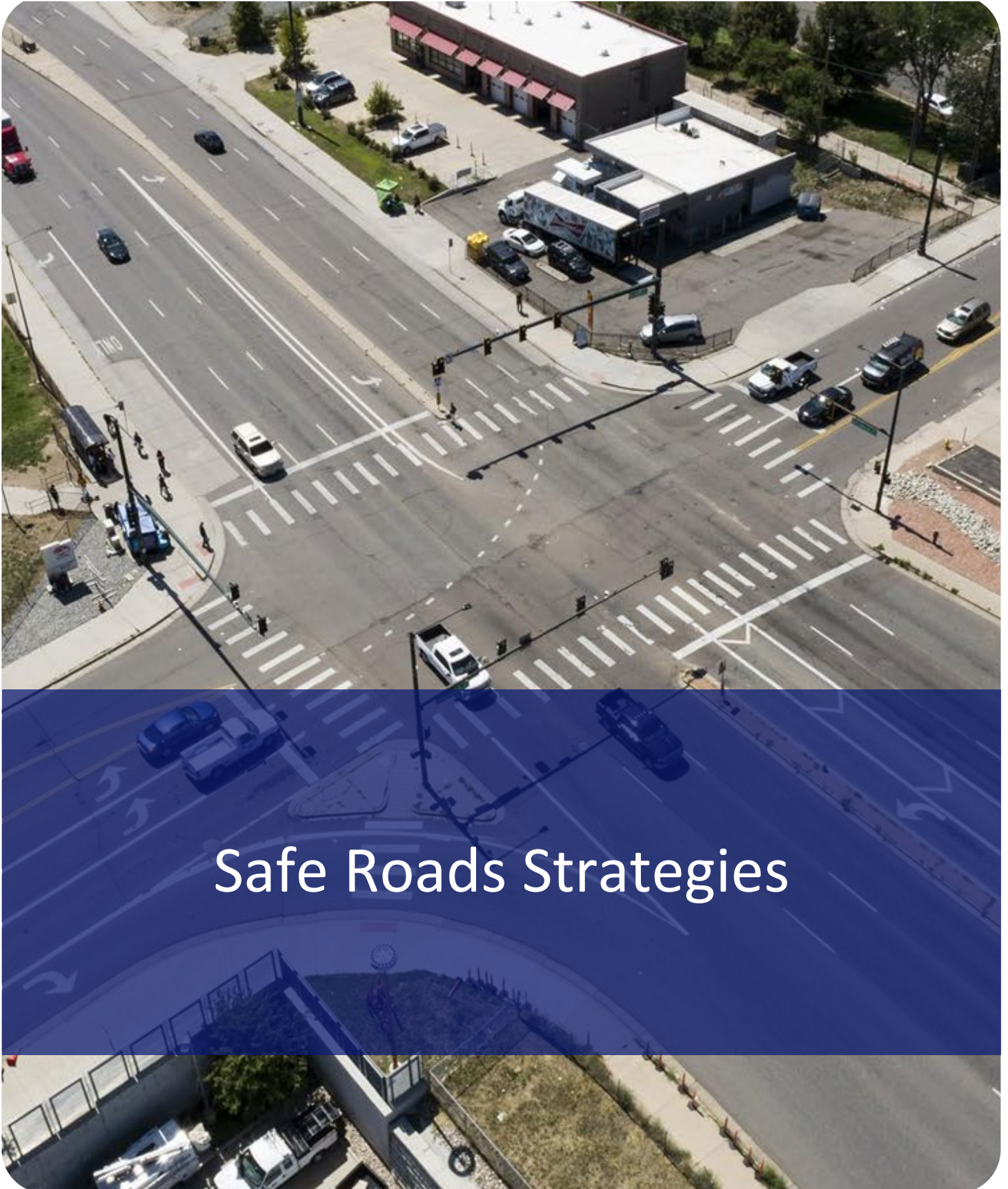
Strategy Summary

Continue to educate the public on the hands-free law effective January 1, 2025.

This strategy aims to promote educational information regarding the new hands-free law. Ongoing education for new drivers and for licensed drivers is imperative in the first years of the law to maintain awareness and shift driver behavior.

Lead Agency	Partner Agency(ies)
CDOT	Colorado State Patrol

Outcomes for This Fiscal Year
- Review messaging developed last year and make any needed changes.
- Identify target audience.
- Include message in ads, press releases, social media posts and variable message signs (VMS).
- Engage stakeholders.
- Achieve four million earned and paid media impressions.

Safe Roads Strategies

Safe Roads Strategies

SR01: Install traffic controls and safety barriers

Emphasis Area: Safe Roads   **Focus Area:** Lane Departures

Strategy Summary

Reduce fatal and serious injury crashes caused by lane departures by installing improved traffic control devices and safety barriers on high-risk road segments.

The primary crash types associated with lane departures include fixed object collisions, overturning, and head-on crashes. Installing roadside barriers to keep errant vehicles on the road and enhancing traffic control to improve awareness of changing road conditions can reduce the frequency and severity of lane departure crashes.

Lead Agency	Partner Agency(ies)
CDOT	CDOT HQ Traffic, M-Group, Region Traffic and Maintenance

Outcomes for This Fiscal Year

- Update the guardrail Standard and Specification for designers to improve end treatment selection process and to be compliant with the Manual for Assessing Safety Hardware (MASH), setting precedent for a maintenance solicitation of product.
- Develop a data-driven methodology to guide guardrail replacement and repair by CDOT Regions and Maintenance staff by continuing data collection and analysis.

SR02: Improve roadway geometry

Emphasis Area: Safe Roads   **Focus Area:** Lane Departures

Strategy Summary

Implement roadway geometric improvements to encourage or accommodate appropriate driving speeds, while providing a forgiving roadside condition that minimizes severe crashes along high-risk road segments.

This strategy focuses on roadway design that accommodates the inevitability of human error, specifically when lane departures occur. In addition to forgiving roadside designs, aligning roadway design with realistic driving speeds can further mitigate the occurrence of severe lane departure crashes.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Modify the Roadway Design Guide to develop discussion between target speed, designed speed, and posted speed.
- Provide statewide training and education opportunities regarding modifications to the Design Guide.
- Create a visual design guide as a resource for local agencies.
- Create a process map for determining the need for speed studies and changes to the roadway.

SR03: Provide local agency assistance

Emphasis Area: Safe Roads   **Focus Area:** Off System

Strategy Summary

Provide detailed guidance to local agencies on how to apply for state and federal safety funding and improve outreach to enhance awareness and participation in the Safety Circuit Rider Program, Local Technical Assistance Program (LTAP), and other relevant assistance programs.

This strategy aims to strengthen support for existing programs, like the Safety Circuit Rider Program, that provide technical assistance, training, and safety-program support to local agencies to enhance roadway safety across the state. Several different types of funding sources are available including the Highway Safety Improvement Program (HSIP), which is a core federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Provide a flowchart of available funding sources.
- Facilitate local agency grant applications.
- Increase off-system Safe Streets for All (SS4A) and HSIP applications.

SR04: Encourage community-specific plans

Emphasis Area: Safe Roads   **Focus Area:** Off System

Strategy Summary

Encourage local agencies to create community-specific safety plans and actively participate in their development, ensuring alignment with the Strategic Highway Safety Plan (SHSP) goals.

This strategy increases outreach efforts and provides targeted support to help local agencies develop community-specific transportation safety plans aligned with the goals of the SHSP. This alignment results in local safety plans that meet state and federal grant criteria, making it easier for local agencies to secure funding for projects.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Educate local agencies on the SHSP and the need for Safety Action Plans.
- Facilitate four community-specific safety plans.

SR05: Reduce intersection conflicts

Emphasis Area: Safe Roads   **Focus Area:** Intersections

Strategy Summary

Implement design and operational improvements that reduce the number of conflicts at intersections, especially those experiencing a high number of severe broadside and approach-turn crashes.

At intersections, the travel paths of multiple road users converge, creating points of conflict. This strategy aims to reduce intersection conflicts, which often result in broadside or approach turn crashes, accounting for 54% of all fatal and serious injury crashes. Good access management principles reduce or eliminate these conflicts at intersections by combining access points, reducing the allowable movements at intersections, or implementing alternative routes, such as service roads on high-traffic roadways. Additionally, alternative or innovative intersection types can have fewer conflicts by design.

Lead Agency	Partner Agency(ies)
CDOT	Local Technical Assistance Program (LTAP)

Outcomes for This Fiscal Year
- Educating CDOT and local governments on reducing conflict points.
- Making better and safer roadway decisions to help reduce conflict points.
- Identifying intersections that have high crashes at intersections.

SR06: Perform Intersection Control Evaluations (ICE)

Emphasis Area: Safe Roads   **Focus Area:** Intersections

Strategy Summary

Perform Intersection Control Evaluations prior to upgrading or constructing intersection improvements.

This strategy emphasizes the importance of preemptively addressing crashes through the application of a data-driven, performance-based framework to screen intersection alternatives and select an optimal solution.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Public release of the Intersection Control Assessment Tool (ICAT) v.2 tool package, including updated spreadsheet, user guide, and case studies.
- Development and launch of ICAT training modules on CDOT Learning Lane.
- Ongoing HQ–Region coordination sessions to support ICAT adoption and feedback.
- Formal decision/documentation of ICAT analysis expectations for Level 2/3 SH access permits and 1601 submittals.
- Updated CDOT internal guidance/checklist to support consistent ICAT use in scoping.
- Compilation of user feedback to refine/enhance ICAT in future phases.
- Increased use of data-driven, context-sensitive intersection alternatives in project development, supporting SHSP and crash reduction goals.

SR08: Prioritize high-risk intersection locations

Emphasis Area: Safe Roads   **Focus Area:** Intersections

Strategy Summary

Improve safety at high-risk intersections by addressing design deficiencies, such as inadequate lighting, insufficient sight distance, and substandard turning radii.

Data analysis identifies over 3,000 severe crashes at intersections with poor lighting or insufficient visibility, and pedestrian crashes are disproportionately common. This strategy targets specific locations with intersection deficiencies to enhance driver and pedestrian safety.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Intersection safety projects funded by the Highway Safety Improvement Program (HSIP)/FASTER Safety Mitigation Program address higher-than-expected crash frequencies and/or correctable crash patterns.
- Provide reliable resources and assistance to state and local agencies for intersection safety.

SR09: Implement improved traffic controls

Emphasis Area: Safe Roads   **Focus Area:** Intersections

Strategy Summary

Implement improved traffic controls at intersections with a high frequency of broadside, approach turn, and rear-end fatal and serious injury crashes.

In situations where major infrastructure improvements are infeasible, this strategy focuses on cost-effective traffic control measures to reduce the frequency of severe crashes. Targeted improvements, such as enhanced striping and signage, signal programming changes, and other traffic control measures can mitigate crash risk.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- A finalized template for evaluating specific crash types at signalized intersections.
- The implementation of signal timing changes at approximately 15 signalized intersections that address outlier crash patterns.
- A verification of improvement through measured data at a minimum of one intersection.
- An updated evaluation of statistical outlier crash types at intersections outside of CDOT Region 1.

SR10: Promote appropriate speeds

Emphasis Area: Safe Roads   **Focus Area:** Speed Management

Strategy Summary

Modify the transportation system to promote appropriate vehicle speeds at locations where higher speeds contribute to severe crashes.

Higher speeds carry more kinetic energy, which results in higher crash severities. This strategy considers the design of the roadway environment and how it contributes to driver speed choice. The goal is to implement transportation system improvements that encourage safer speeds.

Lead Agency	Partner Agency(ies)
CDOT	Local agencies

Outcomes for This Fiscal Year
- Meet with the Statewide Speed Management Task Force in July 2025 to put together a new plan to promote appropriate speeds.
- Update the CDOT Design Guide to fully incorporate Safe Systems, Speed Calming, and target speed infrastructure.
- Creation of a Speed Management Map showing where all speed limits have changed in the past 36 months and when the signs changed.
- Creation of a request process to acquire Speed Feedback Variable Speed Limit (VSL) signs on construction projects with funding.
- Finish the update to PD 1502.2 Temporary Speed Limits for Review.
- Publish PD 1502.2 Temporary Speed Limits.

SR11: Set safe and realistic speed limits

Emphasis Area: Safe Roads   **Focus Area:** Speed Management
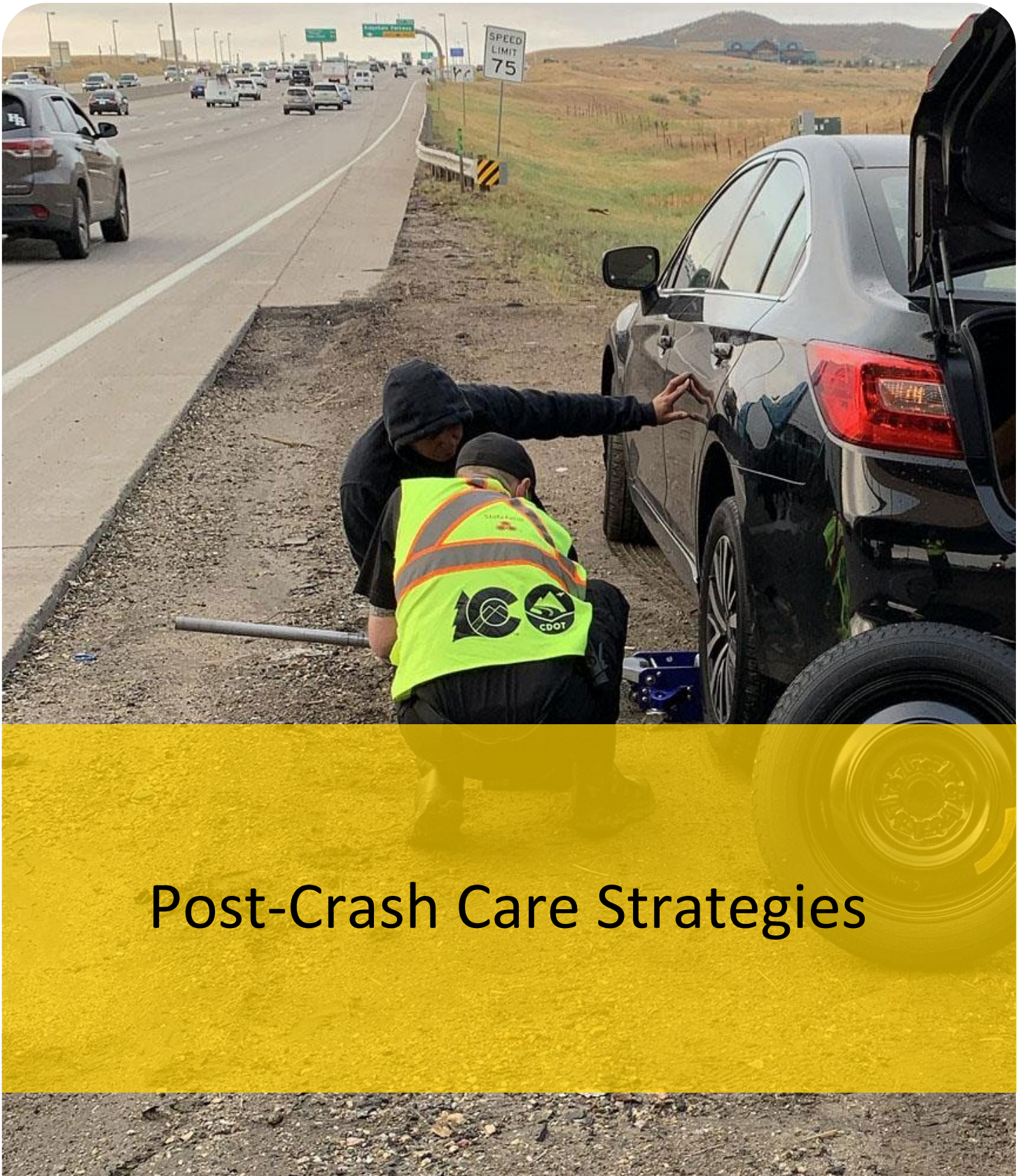
Strategy Summary

Set safe and realistic speed limits by considering contextual factors, such as road function, land use, traffic volume, pedestrian activity, crash history, environmental conditions, and road design.

This strategy aims to encourage the use of context-sensitive speed limit setting practices. Context-sensitive speed limits consider such factors as road function, land use, traffic volume, pedestrian activity, crash history, environmental conditions, and road design. While lower speed limits generally improve crash outcomes, areas where drivers feel comfortable traveling at higher speeds require careful consideration to prevent speed differentials that contribute to increased crash risk.

Lead Agency	Partner Agency(ies)
CDOT	

Outcomes for This Fiscal Year

- Complete all Requested Speed Studies with the Colorado Speed Management Process every quarter.
- Purchase 2 Traffic Data Collectors (TDC) for each CDOT Region to perform roadway speed compliance studies.
- Complete Speed Compliance Studies on pilot contextual speed management projects.
- Complete a Speed Setting Visual Guide for CDOT and local agencies.

Post-Crash Care Strategies

Post-Crash Care Strategies

PC05: Support statewide TIM activities

Emphasis Area: Post-Crash Care   **Focus Area:** Traffic Incident Management & Emergency Medical Services

Strategy Summary

Continue to support statewide traffic incident management activities.

Colorado has an extensive statewide Traffic Incident Management (TIM) program that includes activities that provide educational and training opportunities, deploy safety patrols, and host an electronic resource library. This strategy focuses on continuing and enhancing existing TIM program activities and on strengthening the connection between incident management and other Safe System Approach elements. Education and training have the potential to improve efficiency on-scene by increasing the speed of care that a victim receives and to reduce the risk of secondary crashes.

Lead Agency	Partner Agency(ies)
CDOT	Colorado State Patrol, Local Law Enforcement and Fire/Emergency Management Services Agencies FHWA Colorado Division, Colorado Department of Public Health and Environment, Local Towing and Recovery Associations, TIM Coalition Members (statewide and regional)

Outcomes for This Fiscal Year

- Conduct multidisciplinary TIM training sessions across Colorado.
- Develop and publish the 2025 TIM Program Annual Report and Statewide Strategic Plan Update.
- Expand TIM responder outreach through public engagement events.
- Recruit and onboard additional instructors to support TIM Train-the-Trainer capacity.
- Deliver updated TIM curriculum aligned with FHWA and National Highway Traffic Safety Administration (NHTSA) best practices that address specific challenges unique to Colorado.
- Coordinate with Colorado Department of Public Health and Environment (CDPHE) and EMS to integrate post-crash care enhancements into TIM plans.

COLORADO