Honoring Lives Lost

Zero Traffic Deaths

The tragedy of traffic fatalities leaves a permanent impact on those affected by the loss.

WE NEED TO WORK TOGETHER

to reach our Vision Zero target, prioritizing the safety of all road users, regardless of how they choose to travel - walking, bicycling, taking transit or driving.

Honoring Lives Lost

Since 2011, the loss of 56 lives in traffic crashes on US 287 (within the study area) has left a devastating impact on families and loved ones within our community. These individuals will forever be missed and their absence deeply felt.

Vision Zero Analysis

Crash Analysis Process

The project team has conducted a detailed analysis of crash data from 2011 to 2020. The goal of this analysis is to better understand crash patterns, identify crash "hot spots," and recognize over-represented crash types to develop data-driven, effective strategies to eliminate fatal and severe crashes.

Crash Analysis Process

What We've Done

Studied previous plans and crash studies.

Conducted a comprehensive analysis of crash data to prioritize resources by:

- Comparing US 287 crash patterns to similar roadways in Colorado to highlight high risk locations and trends.
- Determining crash types with high potential for crash reduction.

Reviewed results with key stakeholders and staff.

We will now present a more in-depth analysis of the results.

Corridor Crashes

Between 2011 and 2020, 34 people died and 311 were severely injured on this segment of US 287 in traffic crashes.

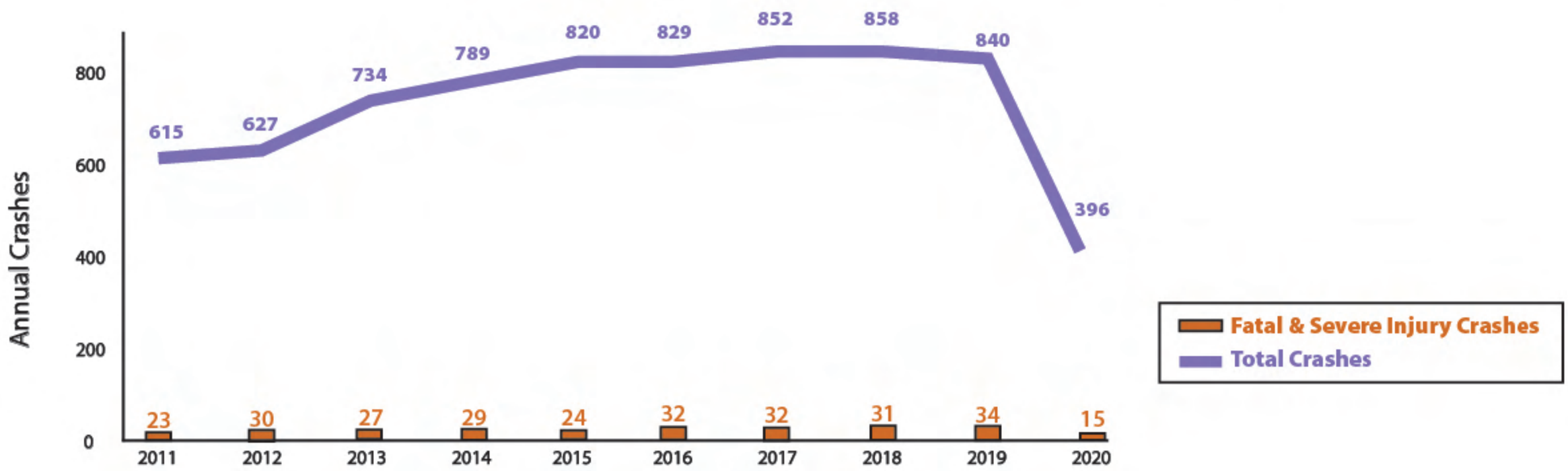
7,360 total crashes (2011-2020).

4% of the total crashes resulted in a severe or fatal injury.

830 crashes occurred annually between 2014 to 2019.
That's more than 2 every day!

37% increase in crashes between 2011 and 2019.

US 287 Total, Fatal, and Severe Injury Crashes by Year



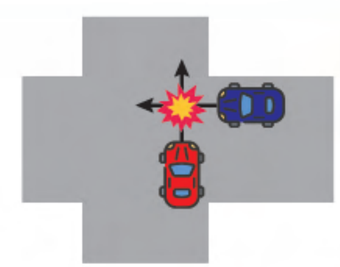
Top 8 Corridor Crash Types

The table below summarizes the crash types and frequent locations along US 287. Mitigating strategies for the listed crash types are included at the bottom of the table. The next phase of the study will identify opportunities for implementing safety measures along the corridor.

	Sideswipe	Rear End	Fixed Object	Head On	Approach Turn	Broadside	Low Lighting	Bicycle/ Pedestrian
Urban Segments	●	●	●					
Rural Segments	●		●	●				
Signalized Intersections					●	●	●	●
Unsignalized Intersections					●	●		●
Mitigations	Speed control Access contol (urban areas)	Access control Signal visibility improvements	Speed control Curb/gutter Widen shoulder rumble strips	Medians Speed control	Left turn signal timing/phasing Sight distance Speed control Signal visibility improvements	Medians Signal timing Sight distance Speed control Signal visibility improvements	Add lighting	Reduce crossing distance Signal timing Sight distance Access control

Approach turn crashes occur when a driver turns left across the path of an oncoming vehicle. The vehicles are traveling perpendicular directions at the time of the crash.

Broadside, or "T-bone" crashes, occur when a driver disregards a red light or stop sign and collides with another vehicle traveling in the opposite direction.



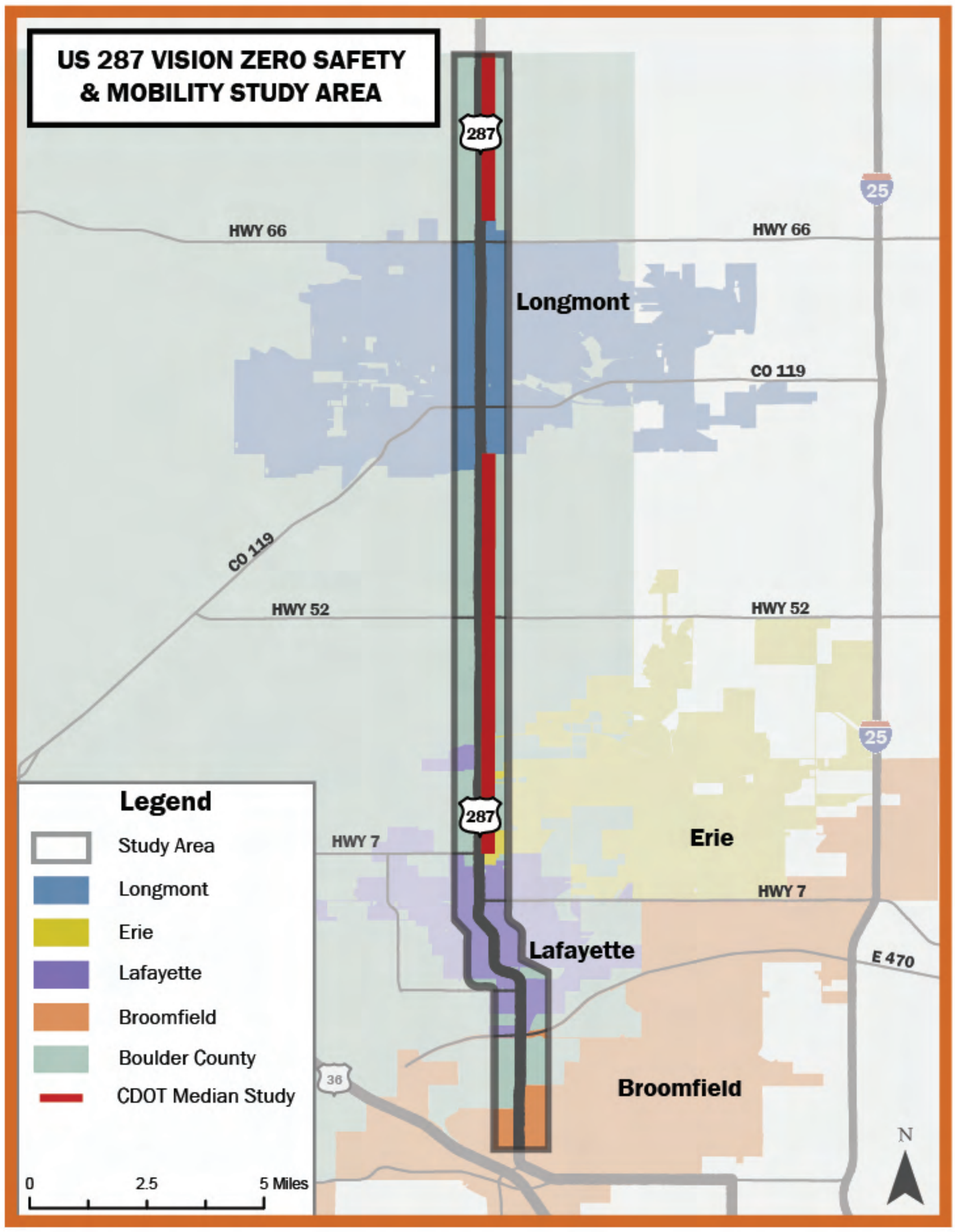
Medians Will Save Lives

Median Study and Concept Development

This study will include the development of median design concepts for two rural sections of the corridor: Colorado Highway 66 to the Boulder County line north of Longmont and from Pike Road to Colorado Highway 7 south of Longmont.

18
fatal crashes occurred on the corridor in 2021 and 2022.

44%
of these crashes would have been prevented by a median.



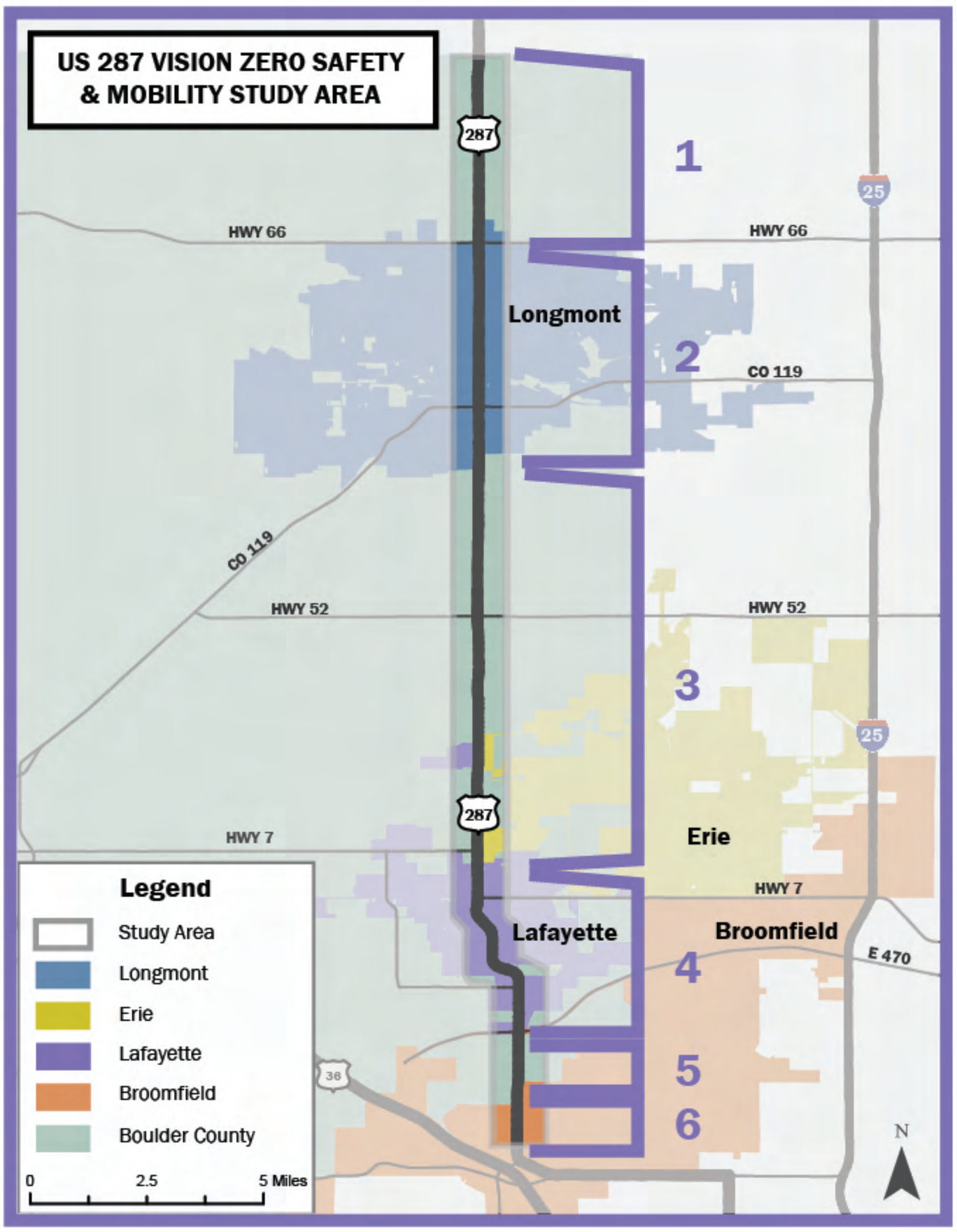
Where Are Crashes Occurring?

Corridor Crashes

Between 2011 and 2020, there were over 7,300 crashes on the corridor.

The crashes are not evenly distributed along the corridor. The map below segments the corridor into three urban and three rural areas and displays the total number of crashes in each.

Note: KSI means killed or severely injured.



Segment Crash Summary (2011-2020)

1
3% of all crashes
9% of all KSI crashes
3 Fatalities

2
51% of all crashes
54% of all KSI crashes
8 Fatalities

3
12% of all crashes
22% of all KSI crashes
15 Fatalities

4
22% of all crashes
10% of all KSI crashes
6 Fatalities

5
1% of all crashes
1% of all KSI crashes
1 Fatality

6
11% of all crashes
4% of all KSI crashes
1 Fatality

Corridor Crashes

The following maps illustrate the crash data for US 287 in the study area from 2011 to 2020. They display the frequency of crashes at intersections and along six roadway segments, which have been calculated per mile. Crashes that occur on the roadway segments are referred to as non-intersection crashes. The maps also indicate the total number of crashes and the number of severe and fatal crashes.

The first set of maps depict all crashes while the second set showcases only those involving a person walking (pedestrian) or riding a bicycle.

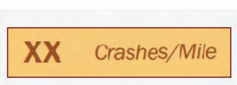
How to Read the Maps

The maps are accompanied by a legend to guide interpretation.

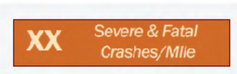
The legend includes key information on the following elements:

The total number of crashes at each intersection.

The number of severe or fatal crash at each intersection.

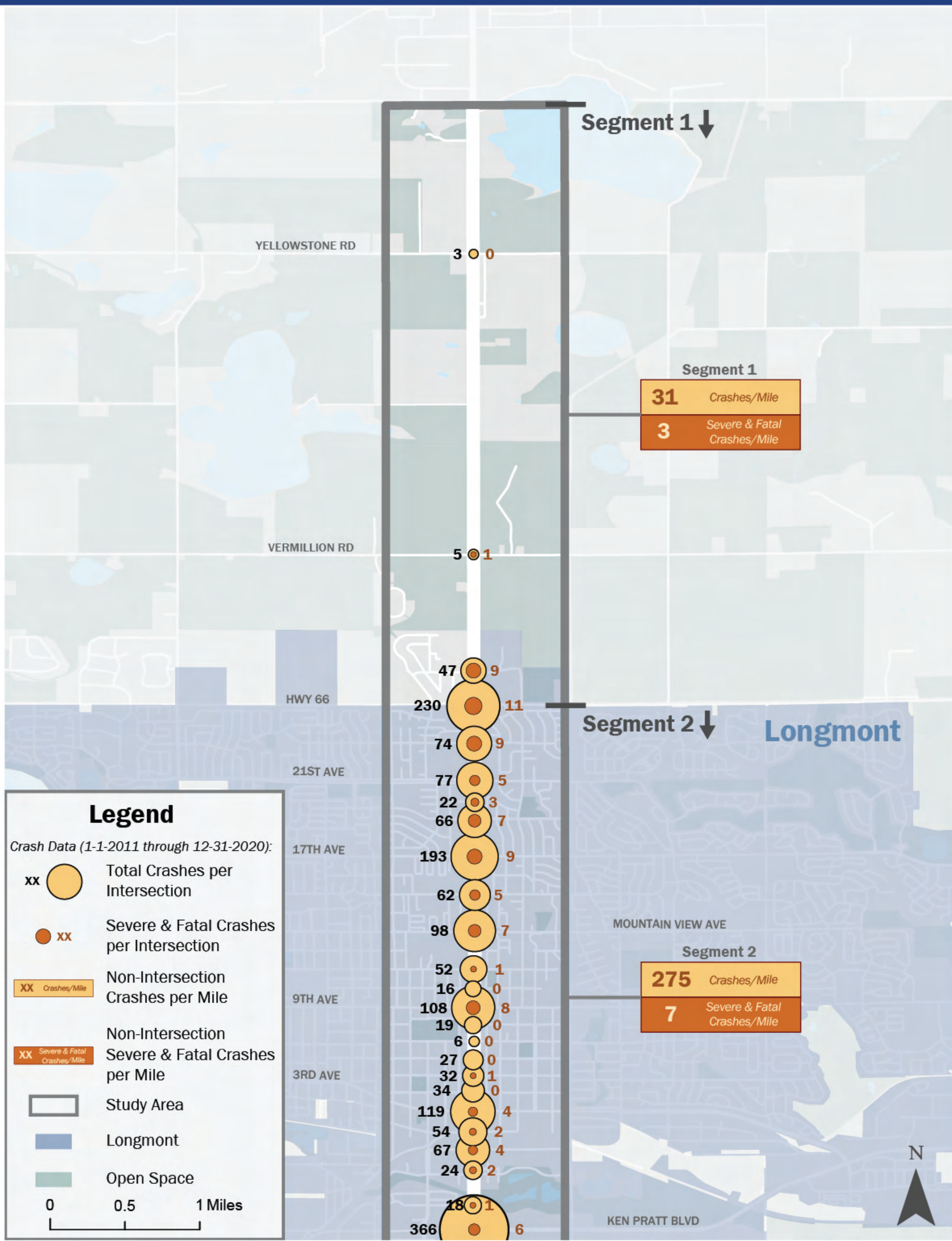


The total number of crashes per segment, expressed in terms of number per mile.

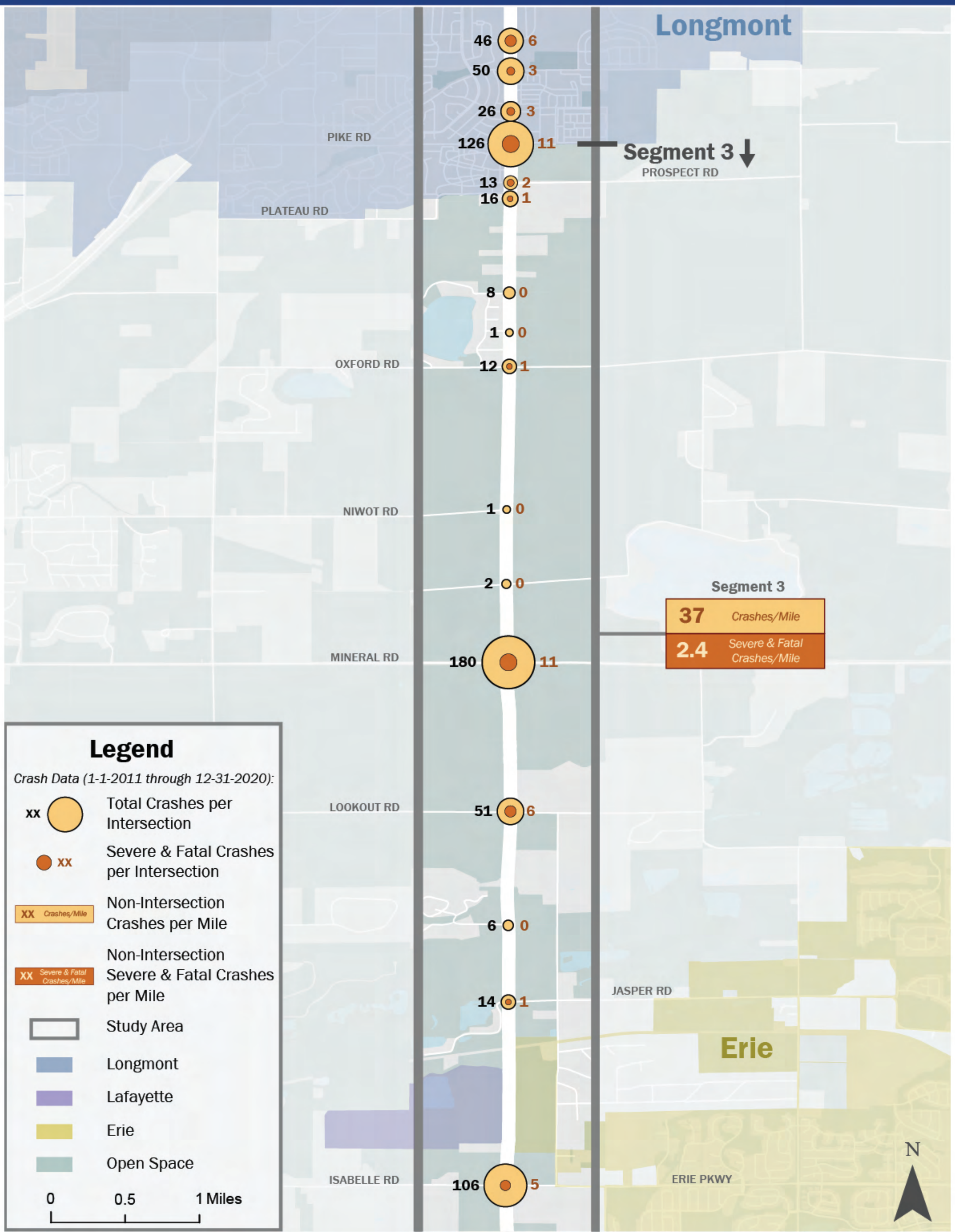


The number of severe or fatal crashes per segment, expressed in terms of number per mile.

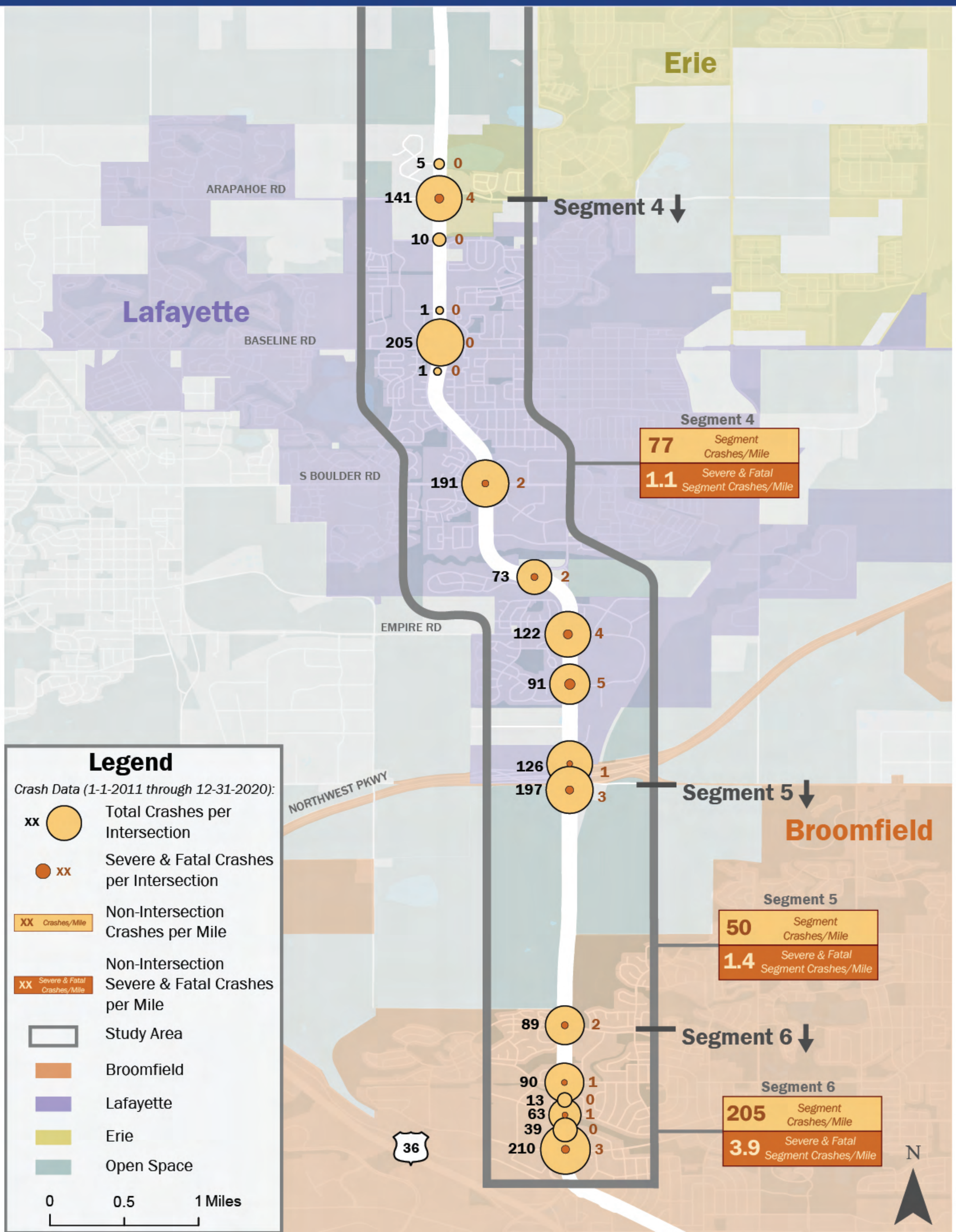
Crash Analysis: Northern Extent



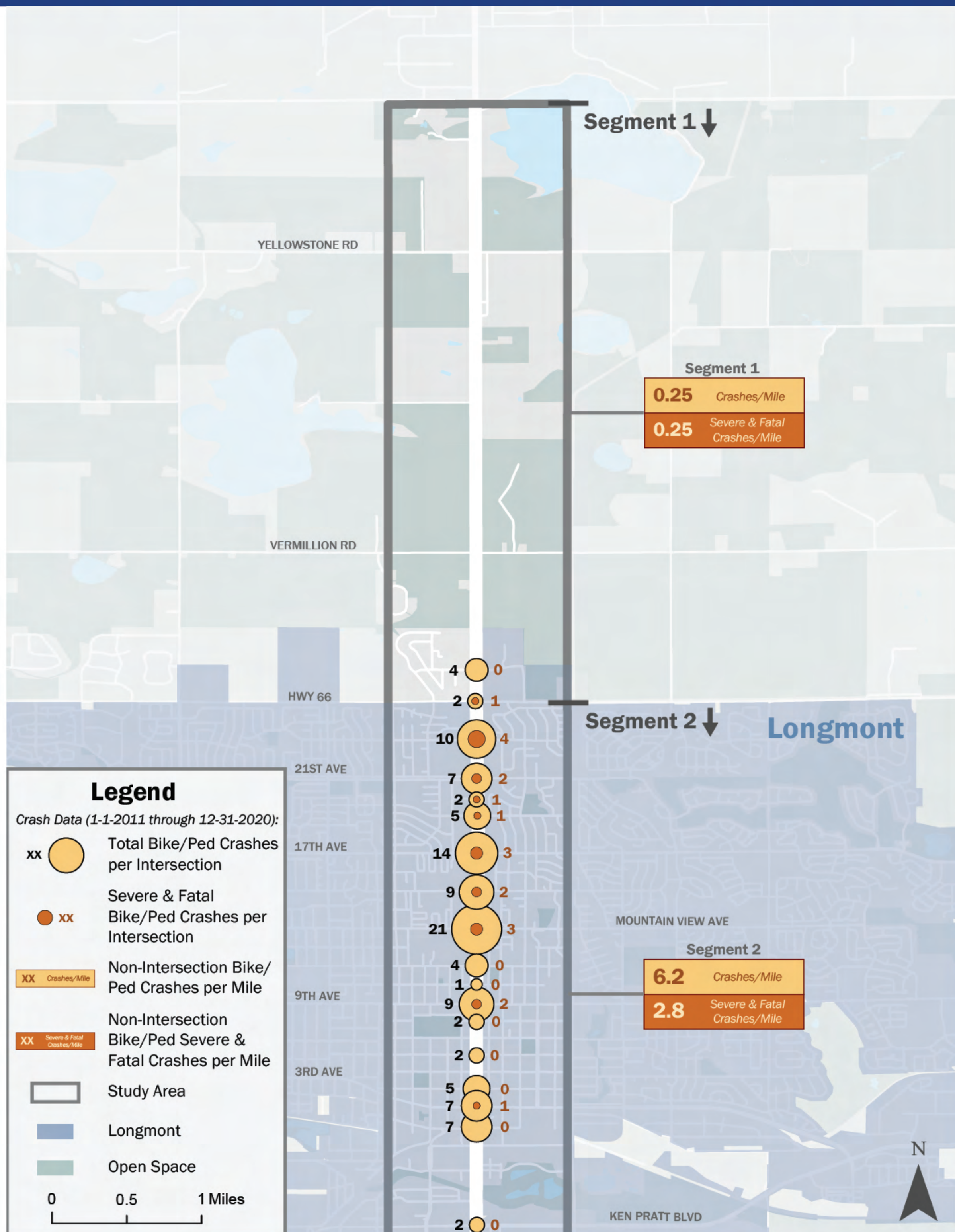
Crash Analysis: Middle Extent



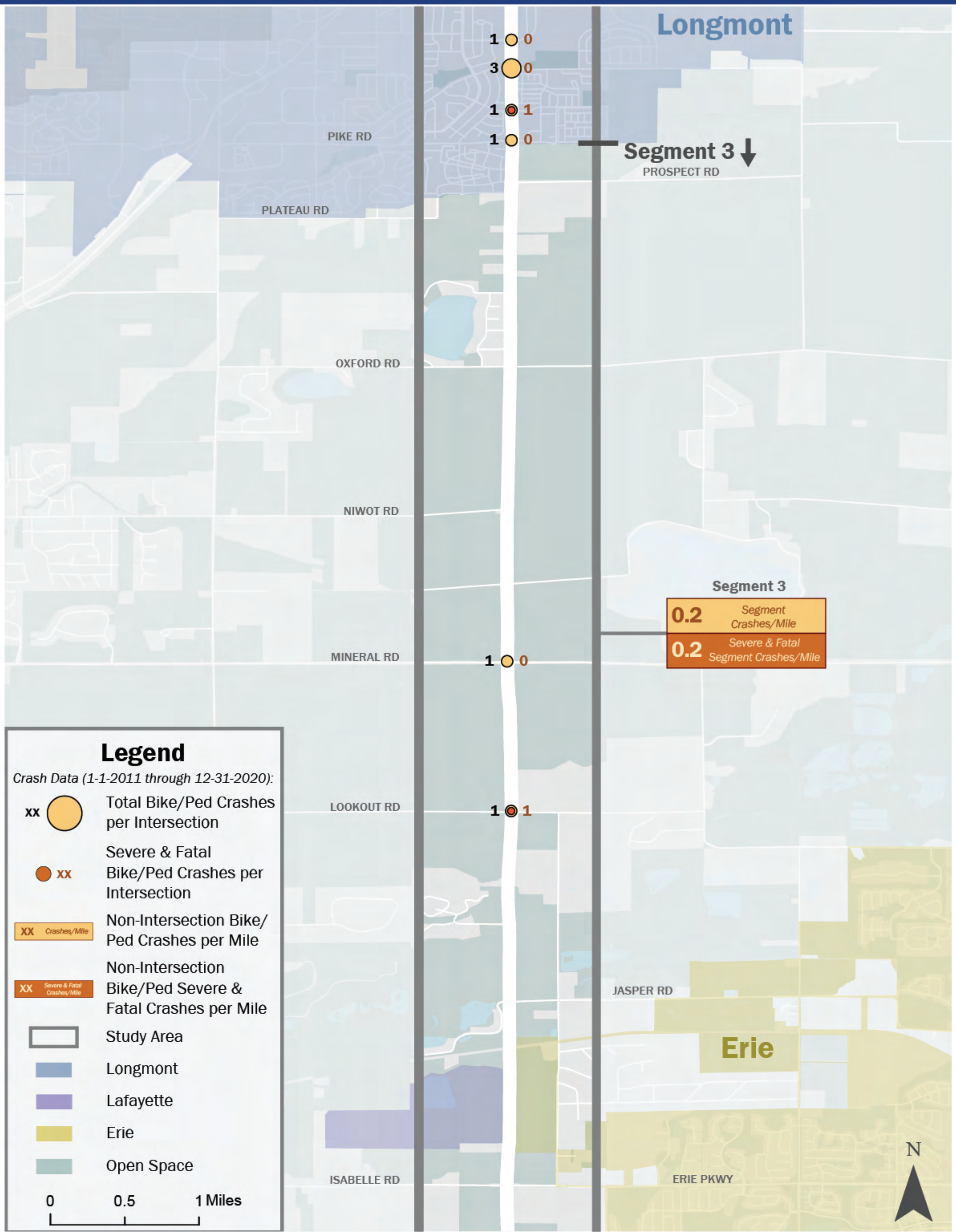
Crash Analysis: Southern Extent



Bike/Ped Crashes: Northern Extent



Bike/Ped Crashes: Middle Extent



Bike/Ped Crashes: Southern Extent