The City of Thornton is taking a bold step toward eliminating fatal and serious injury traffic crashes on city streets through the city's first ever Vision Zero Action Plan.

This Action Plan includes a list of projects and actions recommended for the city to implement through 2040 to create a safe transportation system for all roadway users, including pedestrians, bicyclists, transit users, and vehicle users. The goal is zero traffic deaths on all city streets by 2040 so residents and visitors can travel around Thornton without tragedy.

THE VISION IS ZERO
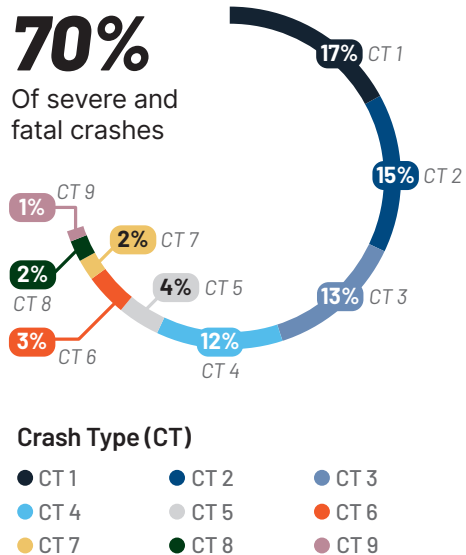Traffic Fatalities
The Timeline is 2040

HIN + HRN

The **High Injury Network + High Risk Network (HIN+HRN)** is a key tool the city will use to prioritize safety projects by focusing interventions at locations where they are likely to have the greatest impact. The HIN+HRN Network covers only 6% of the city's streets but accounts for 64% of the crashes in Thornton that caused a death or serious injury from 2018-2022. The map shown here highlights the corridors in the HIN+HRN Network in bright orange.
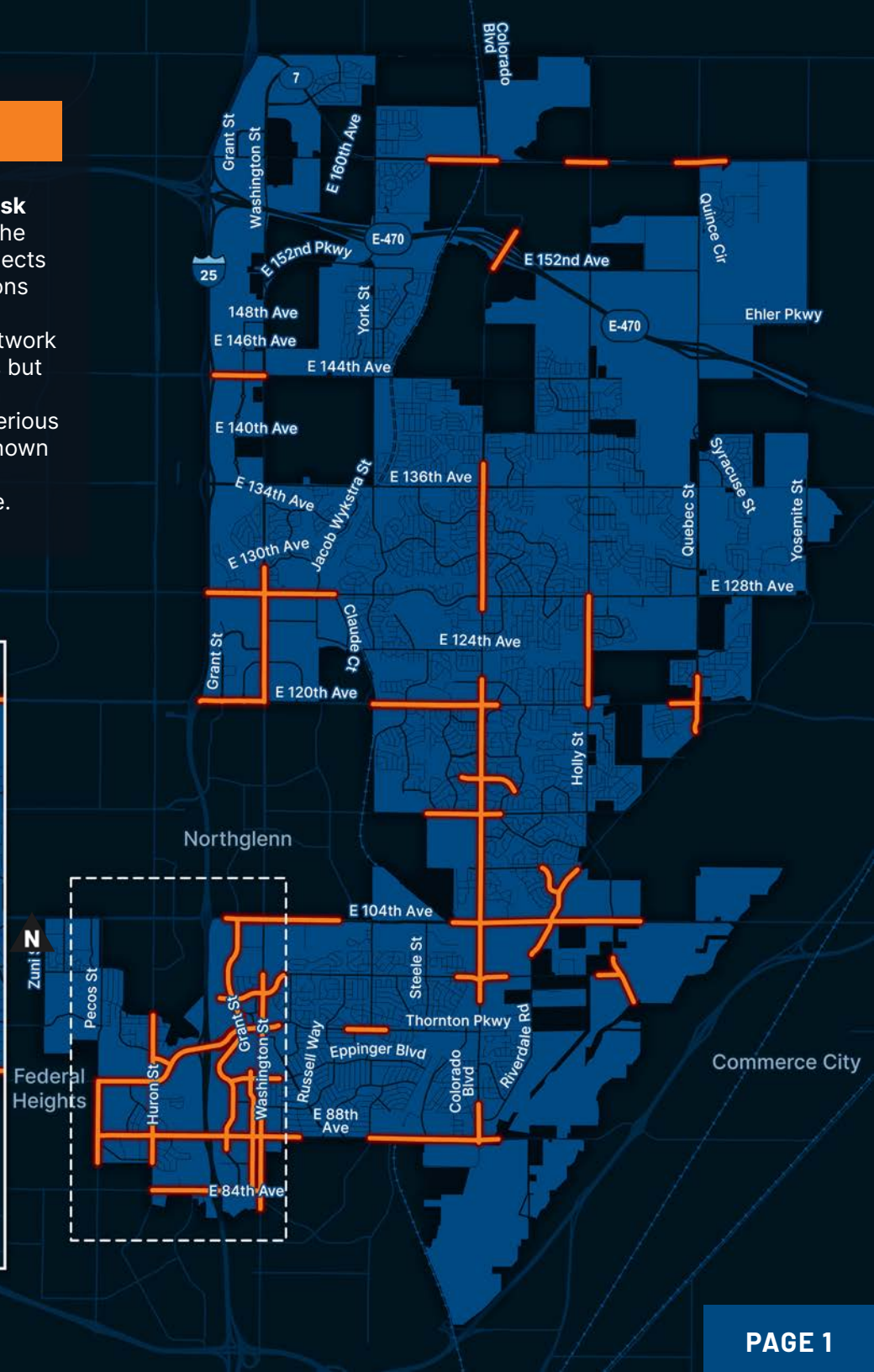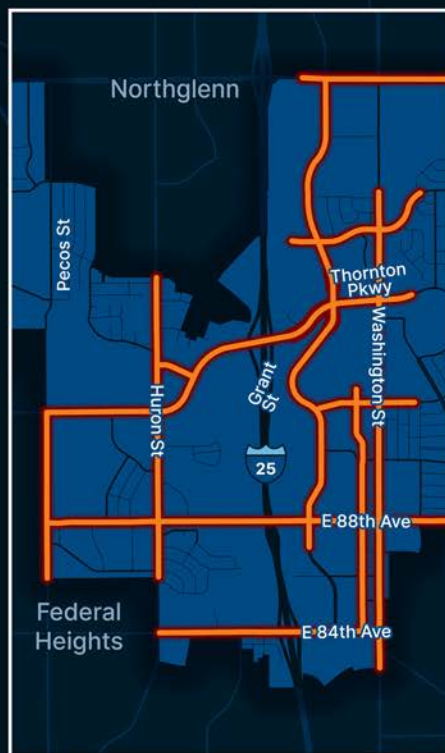
Top Crash Types

Nine different crash profiles were identified in Thornton that represent the most common crash types that result in fatal and severe injury crashes.

Collectively these nine crash types represent **70%** of severe crashes that occurred in Thornton from 2018 to 2022. The Action Plan focuses on safety interventions to address these crash types that are likely to have the largest impact on improving safety outcomes.

70%
Of severe and fatal crashes

17% CT 1
15% CT 2
13% CT 3
12% CT 4
4% CT 5
3% CT 6
2% CT 7
2% CT 8
1% CT 9

Crash Type (CT)

● CT 1   ● CT 2   ● CT 3
● CT 4   ● CT 5   ● CT 6
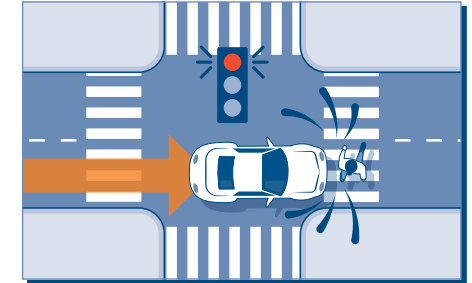● CT 7   ● CT 8   ● CT 9

Crash Type 1. **Run-Off-The-Road Crashes**

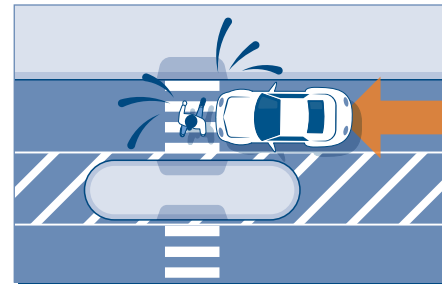Crash Type 2. **Left Turn Crash at Signalized Intersections**
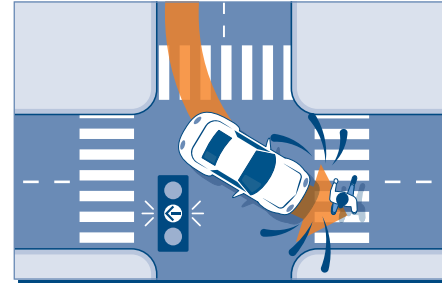
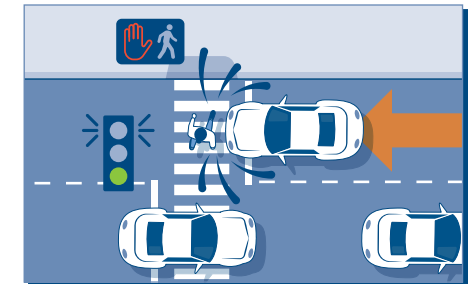Crash Type 3. **Red-Light Running Crashes**

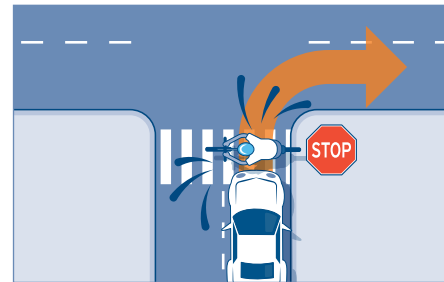Crash Type 4. **Broadside or Left Turn Crash at Unsignalized Intersections or Driveways**

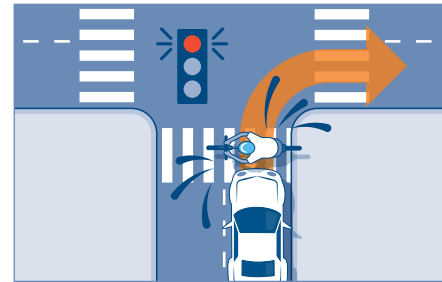Crash Type 5. **Pedestrian or Bicyclist Crossing Major Street at Unsignalized Locations**

Crash Type 6. **Pedestrian or Bicyclist Crossing Against the Signal**
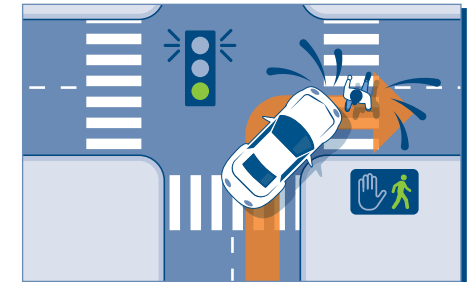
Crash Type 7. **Side-Street Crosswalk Crash**

Crash Type 8. **Right Turn on Red Pedestrian or Bicyclist Crash**

Crash Type 9. **Right Turn Pedestrian Crash at Signalized Intersections**

Action Plan

The Action Plan is organized by the five Principles of the FHWA Safe Systems Approach:
Safer Roads, Safer Speeds, Safer People, Safer Vehicles, Post-Crash Care

	Safer Roads	Safer Speeds	Safer People	Safer Vehicles	Post-Crash Care
Capital Projects	↗ *Implement Safety Interventions at Priority Project Locations* ↗ *Implement Systemic Safety Interventions Across the City* ↗ *Implement Quick-Build Solutions*				↗ *Ensure Emergency Vehicle Preemption at All Signalized Intersections*
Policy & Funding	↗ *Prioritize Safety in Capital Improvement Projects* ↗ *Update City Street Standards with Vision Zero Principles* ↗ *Prioritize Safety in Street Improvement Projects Triggered by Development* ↗ *Secure a Sustainable Funding Source*	↗ *Update Street Design Guidelines* ↗ *Establish Target Operating Speeds and Reduce Posted Speed Limit* ↗ *Match Design Speed with Posted Speed*	↗ *Develop a Safe Ride Home Program*	↗ *Connected and Autonomous (CAT) Vehicle Readiness Planning*	
Enforcement & Education	↗ *Combine Safety Improvements with Events/Publicity*	↗ *Expand Automated Enforcement*	↗ *Publicized Sobriety Checkpoints* ↗ *Child Passenger Safety program* ↗ *Safe Routes to School Program* ↗ *Match Fines with Safety Outcomes* ↗ *Educate Businesses on High Risk Network Corridors* ↗ *Pair Education with Key Engineering Countermeasures* ↗ *Enforcement Priorities Mandate*	↗ *Enforcement of Existing Laws Related to Vehicle Safety*	↗ *Participate in SHRP2 TIM Responder Training Program*
Collaboration	↗ *Coordinate with RTD for Safer Bus Stops* ↗ *Vision Zero Public Concerns Map*		↗ *Facilitate Interdepartmental Safety Meetings*	↗ *DRCOG Vision Zero Working Group*	↗ *Deploy Response Team to Investigate Severe and Fatal Crashes*
Performance Monitoring & Reporting	↗ *Track Crash Data Before and After Safety Improvements*				

Priority Project Locations and Corridors

The map on the right shows the priority locations and corridors for safety interventions that are detailed in the Action Plan.

Intersection projects were identified based on crash history, the High Injury Network + High Risk Network, the equity index, and community input. For each intersection, potential countermeasures are identified to address the primary traffic safety concerns associated with one or more of the nine most concerning crash types at that location.

Speed management involves setting appropriate speed limits, designing streets that encourage safe speeds, and enforcing posted speeds.

Access management is about controlling how and where vehicles can enter or exit major roads, at driveways or intersections. Access management with medians and pedestrian and bicycle crossing treatments can also mitigate pedestrian and bicyclist conflicts with vehicles.
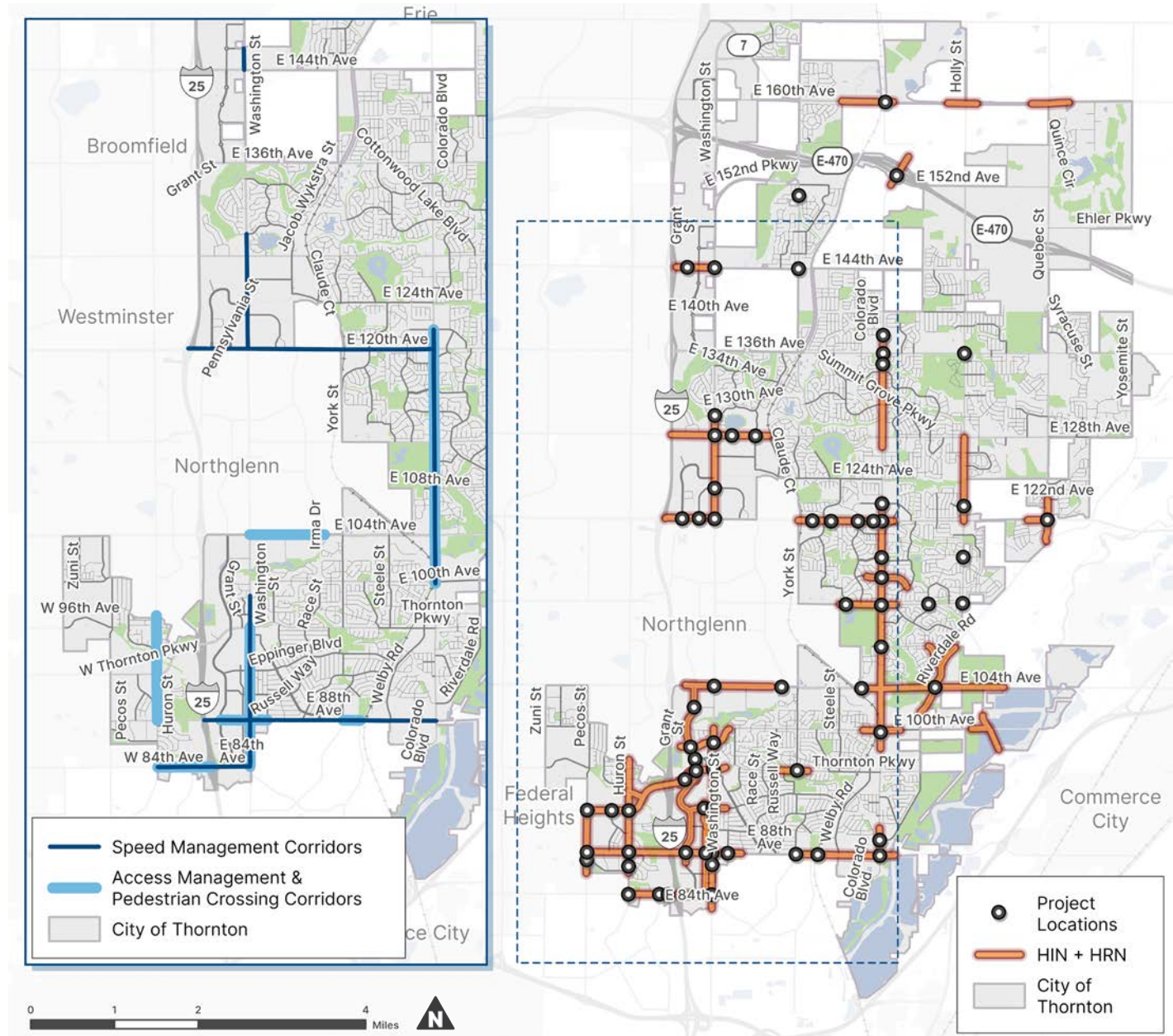
Action Plan Components

Leadership Commitment and Goal Setting

Thornton City Council adopted Resolution **#2024-294** on December 17, 2024 committing the city to the goal of zero roadway fatalities and serious injuries by 2040.

Planning Structure

The Thornton Vision Zero Action Plan steering committee comprises city staff from key departments including the Thornton Police Department, the Department of Infrastructure and Utilities, Development, and Parks & Open Space. Regional partners also participated in a focus group to coordinate regional goals and partnership opportunities. See the Collaboration section of **page 56** of the Action Plan for the partner groups that will collaborate on implementation of the plan.

Safety Analysis

The Action Plan provides a baseline level of crashes, trends, and key crash types established through analysis of five years of crash data (see **Chapter 2** of the Action Plan). These crash types determined the development of the Safety Interventions Toolbox (**page 35** of the Action Plan), which detail targeted and impactful countermeasures tailored for Thornton's specific road safety issues. Geospatial analysis resulted in the HIN+HRN network, derived from a systemic safety analysis of contextual factors and fatal and severe injury crash locations.

Engagement and Collaboration

The Action Plan is informed by responses from nearly 400 community members and includes priority safety locations identified through public engagement (see **Chapter 3** of the Action Plan). Information about the planning process and opportunities to provide feedback were shared widely via several channels, including local Spanish-language media outlets, and through in-person meetings and pop-up events. The plan also reflects the input of multiple stakeholders within the city who participated in the Action Plan steering committee, as well as collaboration with regional stakeholders.

Equity Considerations

The Action Plan uses the data-driven, locally vetted Denver Regional Council of Governments (DRCOG) Equity Index to identify underserved communities within Thornton (see **Chapter 5** of the Action Plan). Scores from the DRCOG Equity Index were complemented with additional demographic data in the development of the HIN+HRN and prioritization of safety project locations. The planning process also included engagement strategies designed to reach residents from historically underrepresented or marginalized communities.

Policy and Process Changes

The Action Plan identifies multiple policies, processes, and standards that can be updated to prioritize safety, from updating the city's street design standards to adjusting traffic violation fines based on safety risks, among many others (see **Chapter 6** of the Action Plan).

Ensure feedback and ideas and needs are being illicited more from those areas where projects will be prioritized. I support more projects down south for the equity and incident density aspects. I want to make sure those solutions implemented there have more input by those people.

- Thornton Community Member

Strategy and Project Selections

The Action Plan identifies priority intersections for safety improvements, as well as priority corridors for speed and access management interventions (see **page 60** of the Action Plan). Beyond these engineering improvements, the Action Plan presents a series of non-engineering strategies crucial to achieving Thornton's Vision Zero goal, along with time ranges for implementing projects (**Chapter 6** of the Action Plan). Project prioritization criteria include benefit-cost analyses, equity scores, and location-based criteria. These criteria are thoroughly explained in the accompanying **Prioritization Guide**.

Progress and Transparency

The Thornton Vision Zero Action Plan and an interactive dashboard are available to the public online at the city's project website:

↗ **Thornton Vision Zero**

The dashboard includes an interactive crash map, with crash data updated annually to track progress toward eliminating fatal and serious injury crashes, as well as a map with status updates about Action Plan safety projects.

THORNTON VISION ZERO

Safer People · Safer Vehicles · Safer Speeds · Safer Roads · Post-Crash Care

Travel Without Tragedy