Lafayette
Vision Zero Action Plan
Phase 2 Engagement Summary

March 2025

City of Lafayette

Contents

Introduction

Recognizing the importance of implementing a regional approach to road safety, Lafayette, Boulder County, and Superior (the Partners) joined forces to apply for 2023 Safe Streets and Roads for All (SS4A) grant funding. The Partners were awarded the SS4A grant funding which enables each Partner to develop a Vision Zero Action Plan (VZAP) of their own. The VZAP will be a detailed analysis of traffic crashes and risk factors in the county or jurisdiction, and provide specific recommendations to comprehensively improve transportation safety in the coming years. The Boulder County Vision Zero Action Plan is being developed using community engagement to supplement the data-driven safety analysis completed for the project. Two phases of community outreach were planned in the form of public meetings and pop-up events:

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback; and
- Phase 2 shared an update on the project status, gathered community feedback on safety priorities to refine project prioritization, and assessed public awareness of recommended safety strategies for locations with a history of crashes or high crash potential.

In late winter 2025, the project team implemented Phase 2 of outreach. During this phase, the community was asked to review high-level results from the safety analysis and provide input on safety-specific priorities, and feedback on familiarity with proposed safety strategies. The community and stakeholder engagement efforts included a blend of in-person, virtual, and digital engagement strategies, including informational online videos, an online survey, and a station at the Lafayette Library. The community feedback collected in Phase 2 will be used to prioritize Vision Zero projects and specific actions Lafayette can implement to improve traffic safety.

Project Outreach Set-up & Promotion Information

Understanding that outreach and communication with the community was a top priority, the project team created a variety of content to promote and encourage participation in the engagement efforts for this project. Diversifying the outreach platforms allowed Lafayette to reach a wider array of community members for more comprehensive engagement.

Website

During Phase 1, the project team worked closely with the Partners to develop a Vision Zero Action Plan project website hosted on Boulder County's webpage. The website contains static information including project overview, project schedule, to-date safety progress in each of the jurisdictions, an opportunity to sign up for project updates, FAQs, and program contact information. It also includes information that is updated regularly including public engagement opportunities, upcoming public meetings, and past public meeting recordings and presentations. The Partners promoted the project website with their constituents, and the project team included the website address and QR code on all promotional and engagement materials.

The website can be accessed by QR code, by the abbreviated weblink, or by the full weblink:

QR Code:

Abbreviated weblink: https://boco.org/visionzeroactionplan

Full weblink: https://bouldercounty.gov/transportation/multimodal/vision-zero-action-plan/

Handout

The project team created quarter-page handouts in both English and Spanish to promote public involvement in Phase 2 of outreach for the Vision Zero Action Plan. The flyer encouraged community members to take the transportation survey and provided both a QR code and an abbreviated weblink to access the project website. The handouts were placed at the Lafayette library along with the project station to promote the survey.

Social Media

The project team assembled a social media calendar to promote attendance at the pop-up event and encourage online survey completion. The project team worked with the Lafayette communications teams to push content out through their social media channels. Each social media calendar included text content, images, and outlined the platforms for distribution (Twitter [X], Facebook, Instagram, Nextdoor, LinkedIn) for each post.

Stakeholder Engagement

A Steering Committee was formed to help foster and shape the development of the Vision Zero Action Plan. The Steering Committee consisted of members from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. Throughout the project duration, the team facilitated meetings with the Steering Committee, and targeted meetings as needed. The Stakeholder Committee convened once between Phase 1 and Phase 2 engagement efforts (Steering Committee Meeting #2), and were provided a memorandum with updates on the project status as well as an encouragement to take the online survey and share with their networks during Phase 2.

Steering Committee Meeting #2

On October 10, 2024, the project team hosted a virtual meeting with members of the Steering Committee including representatives from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. The team reviewed information about the project scope, background, and schedule, then provided an overview of input received during Phase 1 of community outreach as well as the results of the safety analysis. Steering Committee members were asked to react to the results of the crash analysis and High-Injury Networks. The following discussion revolved around potential inputs focusing on roadways being used for recreation versus commuting/non-recreation. Finally, the group discussed potential outreach events and ways to support Phase 2 of engagement. The Steering Committee Meeting presentation and meeting notes are available in Appendix A.

Steering Committee December Update

In December 2024, the project team developed graphic updates for each agency that were shared with the Steering Committee members. The updates focused on a review of Phase 1 community feedback, the safety analysis findings, the High-Injury Network, and an overview of the recommendation development process including example recommended actions. The Steering Committee Update specific to Boulder County can be found in Appendix A.

Community Engagement

Community engagement strategies included an in-person project station, informational online videos, and an online survey.

Project Station – Lafayette Library

A project station was set up at the Lafayette Library from February 28 – March 17, 2025. At the station, the project team set up a board with project background information and a summary of potential safety summaries to address the most common crash types that occur in Lafayette. The station also included quarter-page handouts and an 8.5x11 sheet directing participants to take the online survey. Finally, paper surveys were available for participants to fill out if they did not wish to take it online. All materials at the project station were displayed in both English and Spanish. Figure 1 displays photos from the project station and copies of the materials displayed at the library can be found in Appendix B.

Figure 1. Lafayette Library Project Station

Informational Videos

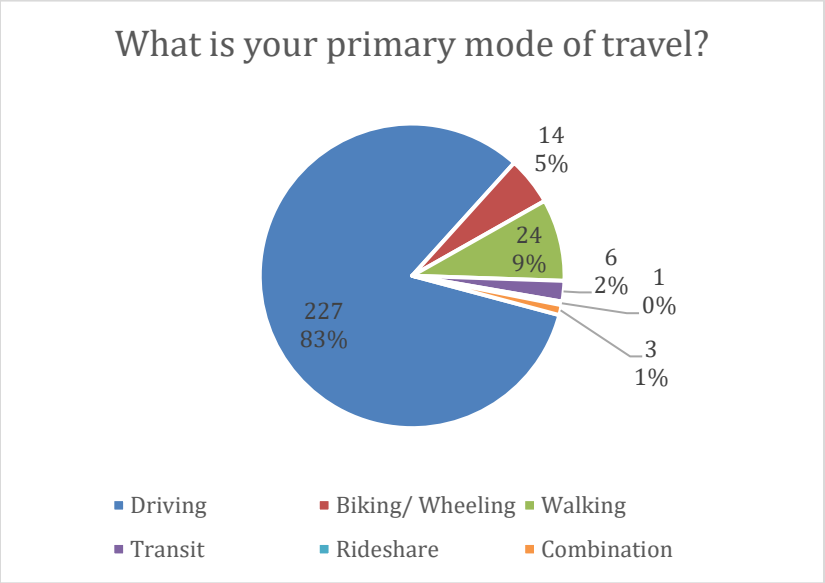
Informational videos were posted to the project website in early 2025 to provide community members with an update on project process, present the results of the safety analysis, and describe proposed safety solutions. An introductory video provided an overview of the project, what Vision Zero is, and how the Partners are collaboratively developing their individual Vision Zero Action Plans. Next, a Lafayette-specific video detailed insights from the safety analysis process, including the Comprehensive Safety Network, as well as describing some of the proposed safety solutions and how they address the most common crash types in Lafayette. Finally, the video provided an overview of the Vision Zero Action Plan next steps, such as project prioritization, and prompted viewers to participate in the online survey.

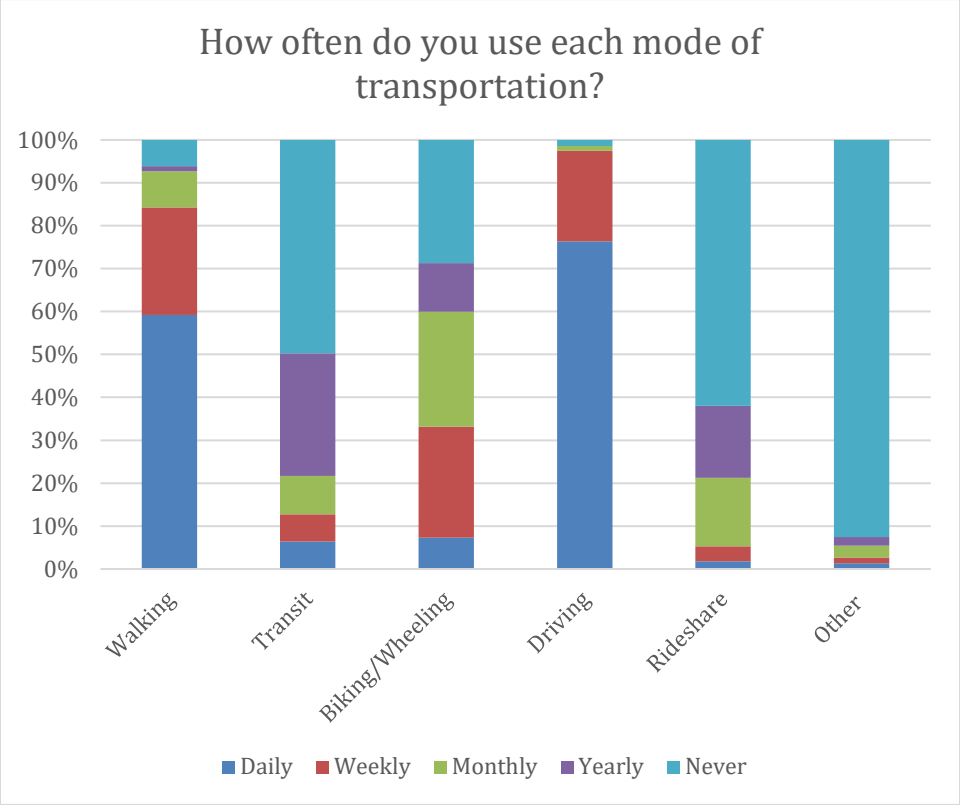
Online Survey

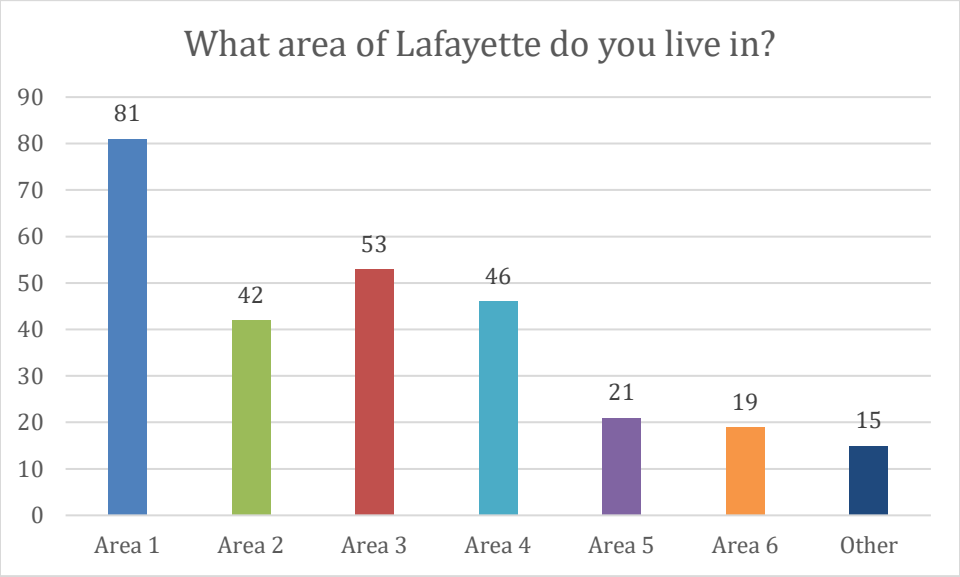
An online survey was shared with the public on SurveyMonkey and was open from February 26 – March 17, 2025. The survey presented high-level results from the safety analysis and proposed safety solutions related to the top crash types in Boulder County. The survey also gathered feedback about potential prioritization factors and provided the opportunity to provide additional open-ended comments. The full online survey can be viewed in Appendix C. There were 275 online survey results informing the following results.

Participant Information

Survey participants were asked to provide general information about their travel patterns and where in Lafayette they reside.







Area 1: West of US 287 and East of 75th Street area, North of Baseline Road and South of CO 7

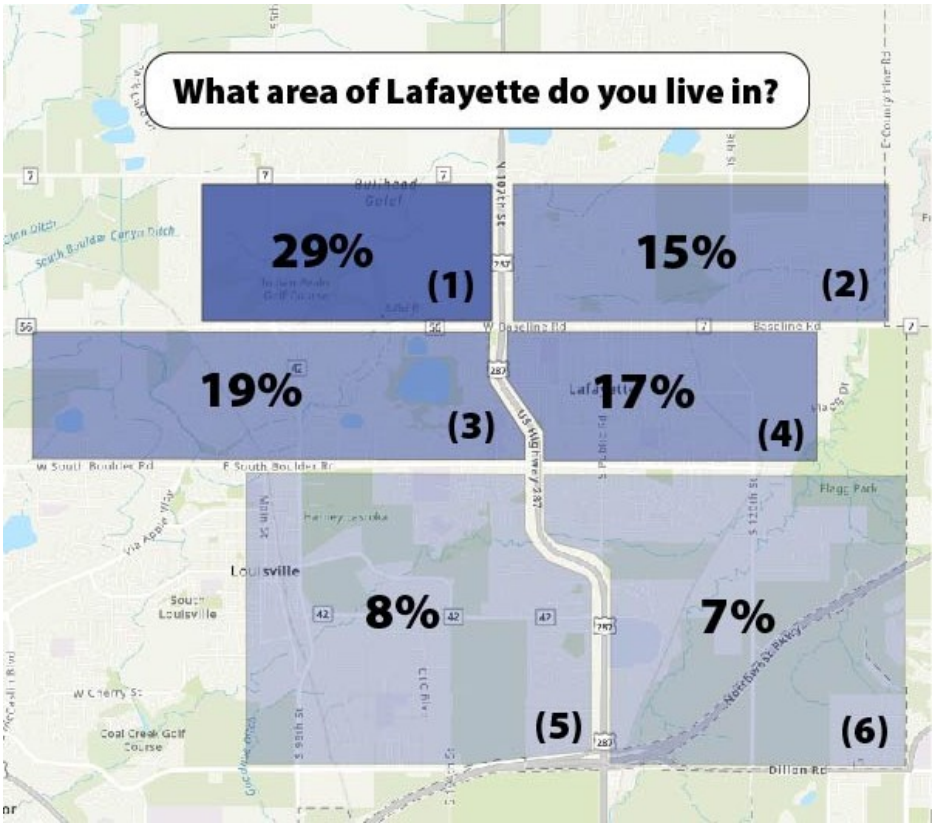
Area 2: East of US 287 and West of E County Line Rd, North of Baseline Road and South of CO 7

Area 3: West of US 287 and East of N 75th Street, North of South Boulder Road but South of Baseline Road

Area 4: East of US 287 and East of Coal Creek Trail, North of South Boulder Road but South of Baseline Road

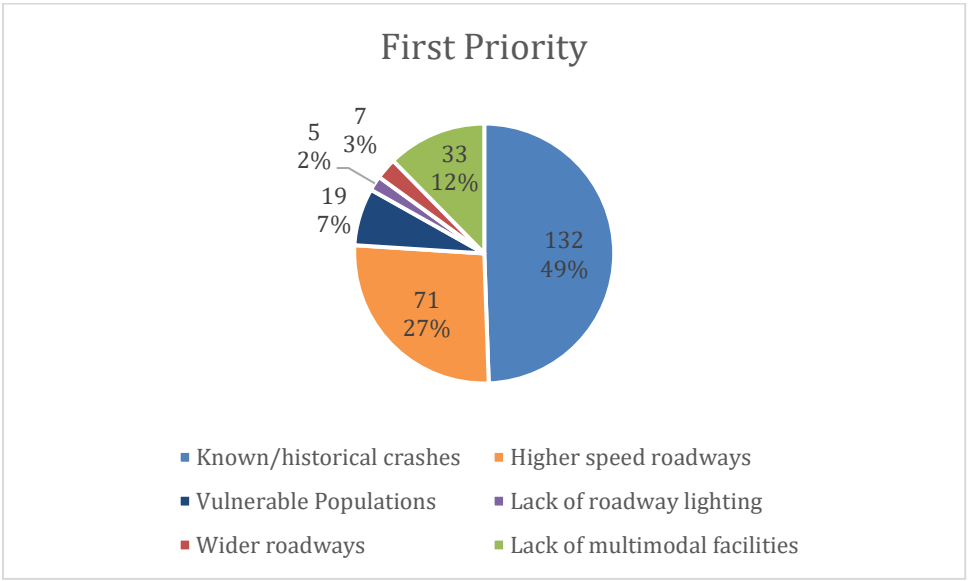
Area 5: West of US 287 and East of Courtesy Road area, North of Dillon Road but South of South Boulder Road

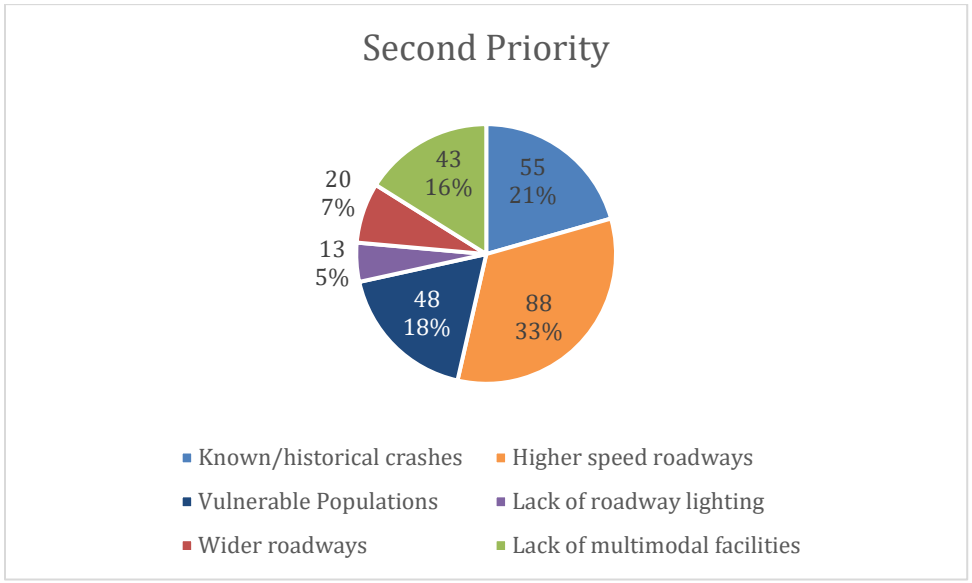
Area 6: East of US 287 and West of E County Line Rd, North of Dillon Road but South of Boulder Road

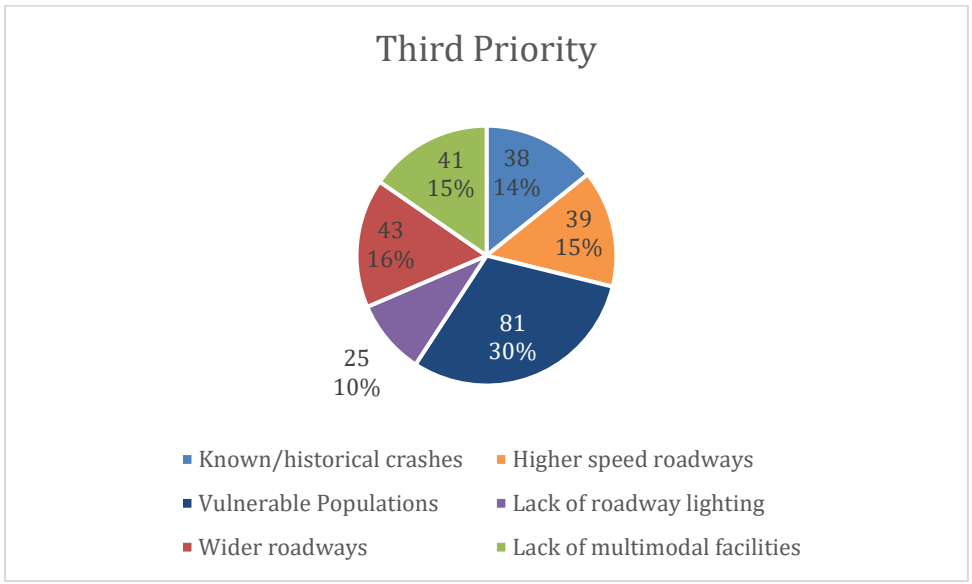


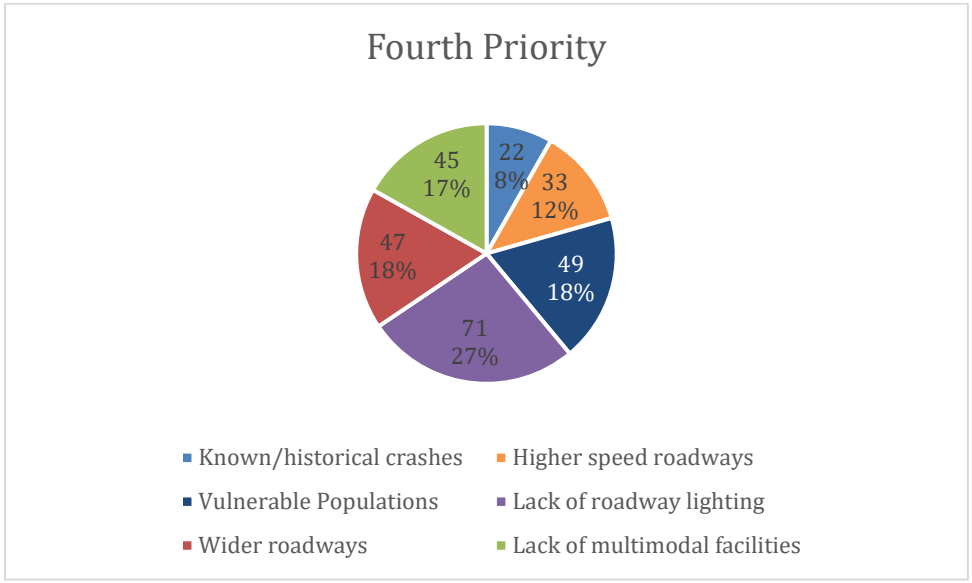
Project Prioritization

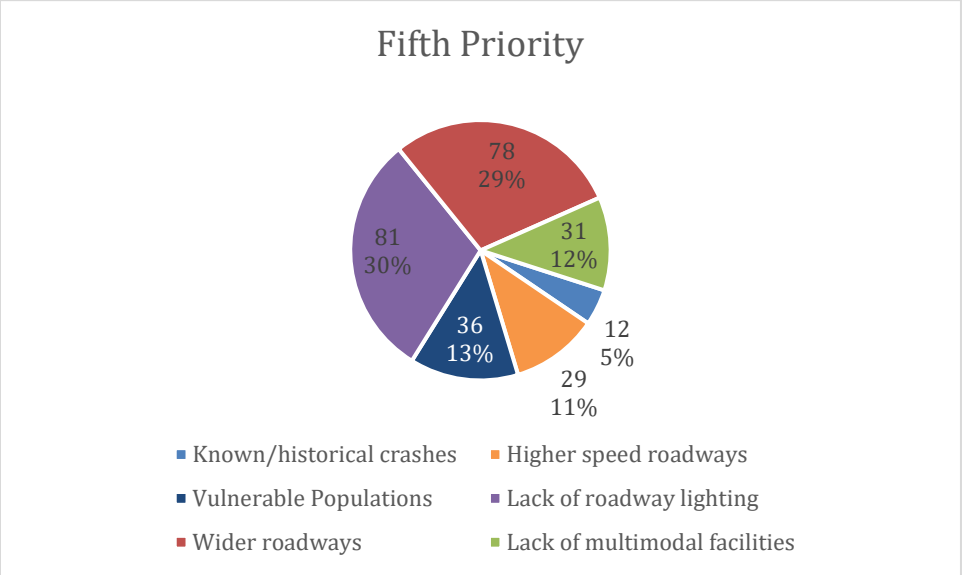
To inform prioritization of proposed projects, survey participants were asked to rank potential prioritization factors from highest to lowest priority.

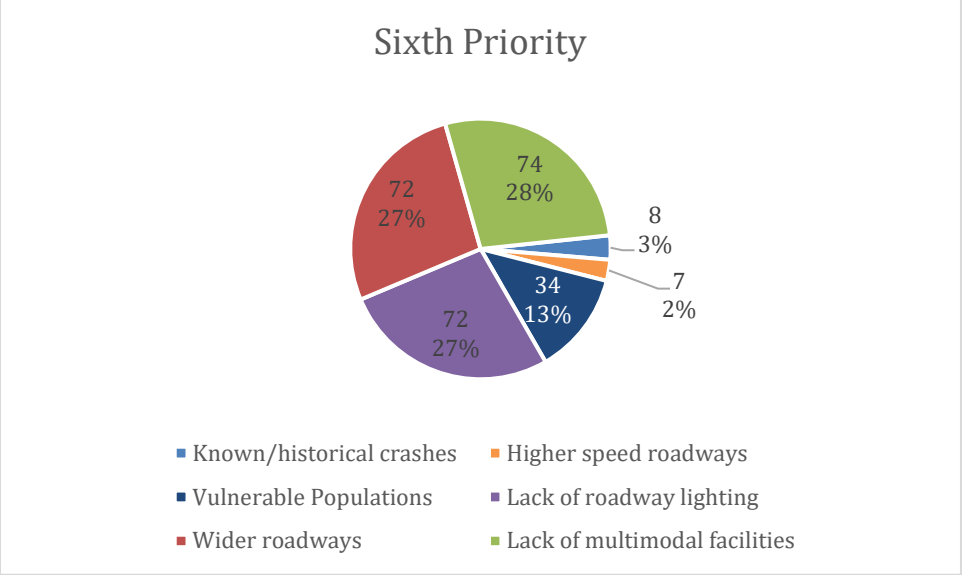


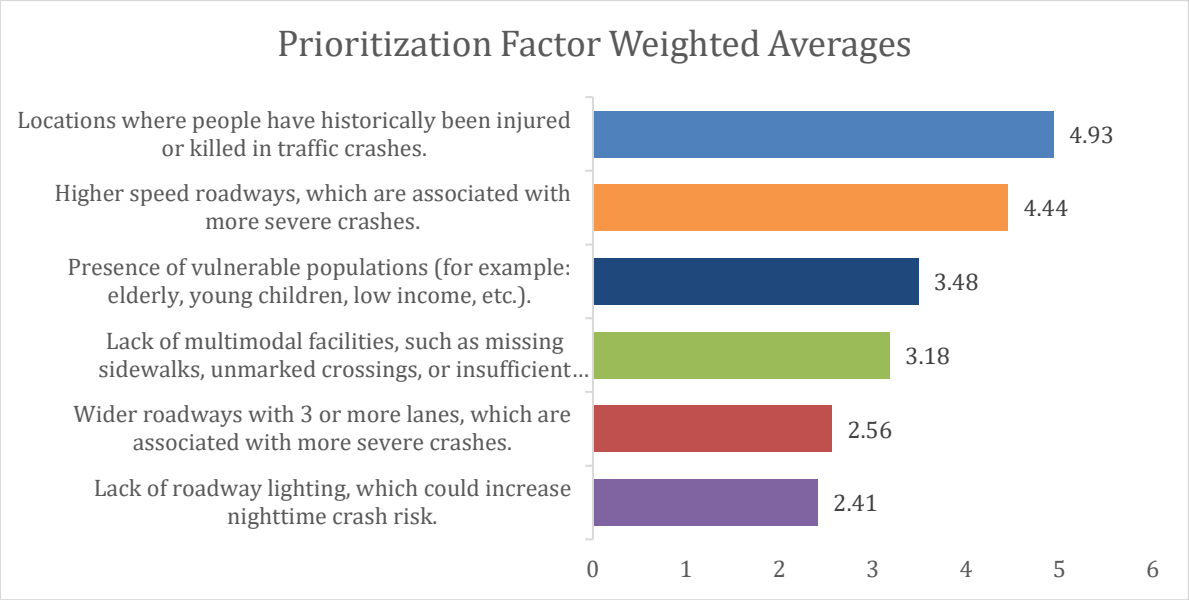

Second Priority
55
21%
88
33%
48
18%
13
5%
20
7%
43
16%
Known/historical crashes
Higher speed roadways
Vulnerable Populations
Lack of roadway lighting
Wider roadways
Lack of multimodal facilities


Third Priority
38
14%
39
15%
81
30%
25
10%
43
16%
41
15%
Known/historical crashes
Higher speed roadways
Vulnerable Populations
Lack of roadway lighting
Wider roadways
Lack of multimodal facilities


Fourth Priority
22
8%
33
12%
49
18%
71
27%
47
18%
45
17%
Known/historical crashes
Higher speed roadways
Vulnerable Populations
Lack of roadway lighting
Wider roadways
Lack of multimodal facilities


Fifth Priority
78
29%
31
12%
81
30%
12
5%
36
13%
29
11%
Known/historical crashes
Higher speed roadways
Vulnerable Populations
Lack of roadway lighting
Wider roadways
Lack of multimodal facilities


Sixth Priority
74
28%
72
27%
8
3%
7
2%
34
13%
72
27%
Known/historical crashes
Higher speed roadways
Vulnerable Populations
Lack of roadway lighting
Wider roadways
Lack of multimodal facilities

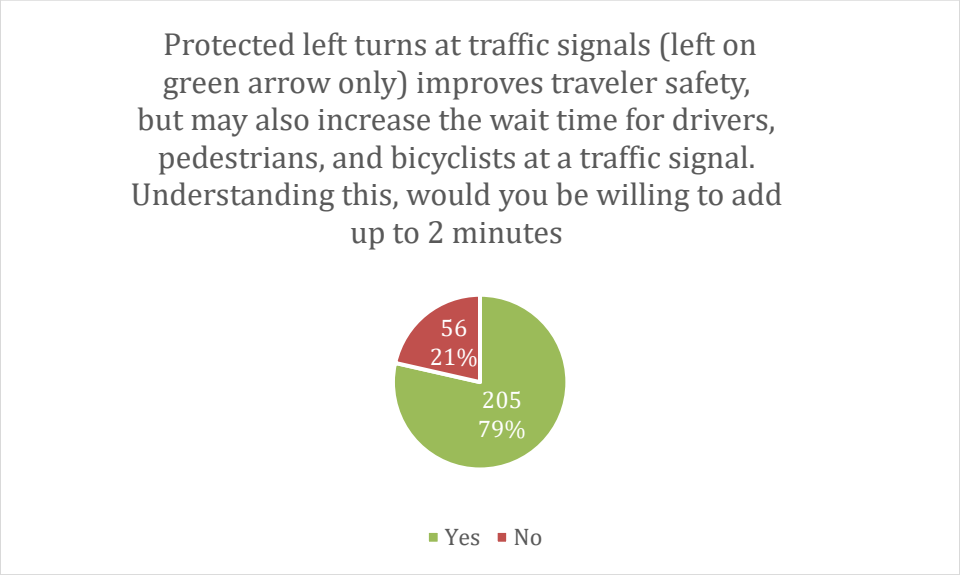


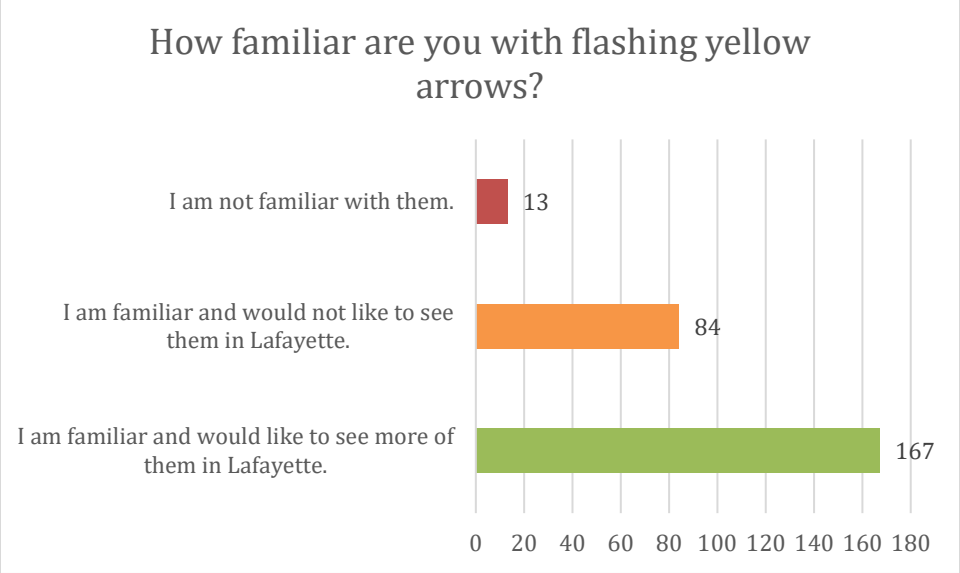
A weighted average was determined for each prioritization factor based on the number of responses in each ranking, with the highest ranking associated with 6 and the lowest ranking associated with 6. Known/historical crashes received the highest weighted average, followed by higher speed roadways and presences of vulnerable populations. These results informed the weighting of prioritization factors when assigning priority scores to each HIN segment and determining priority categories.

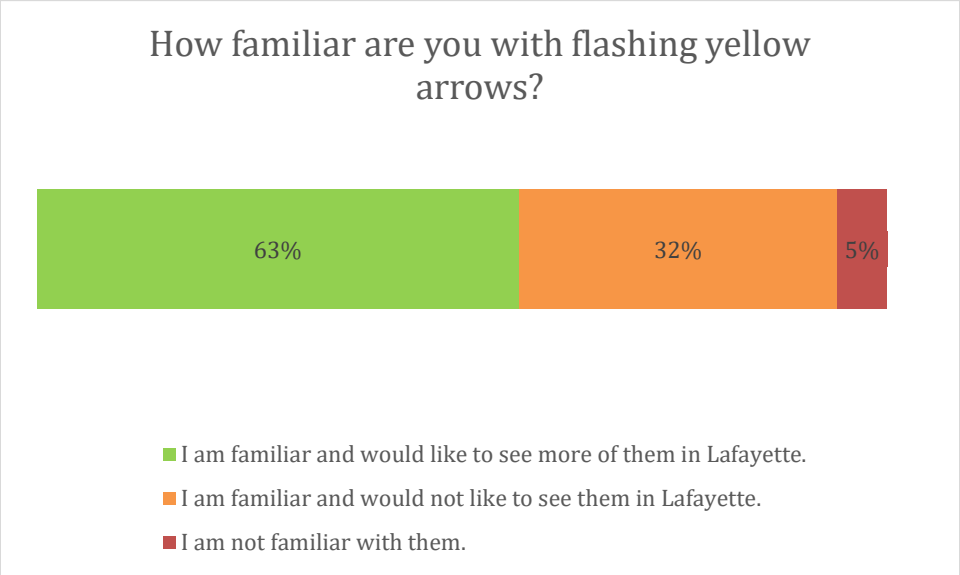
Safety Strategies

For each of the proposed safety strategies, participants indicated their level of familiarity and support for implementation within Lafeyette and had the opportunity to share any comments or feedback about the safety strategy.

Upgrading Left-Turns at Signalized Intersections

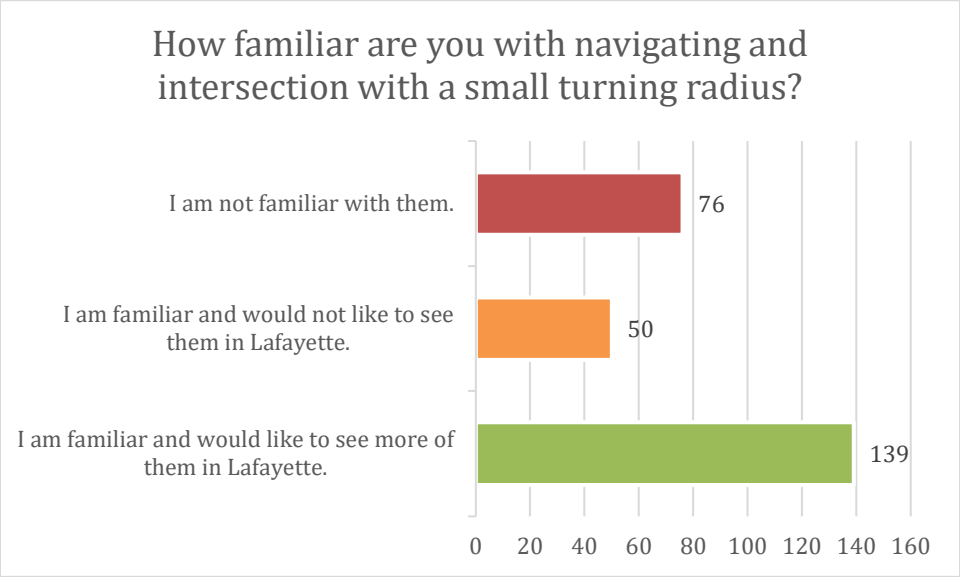


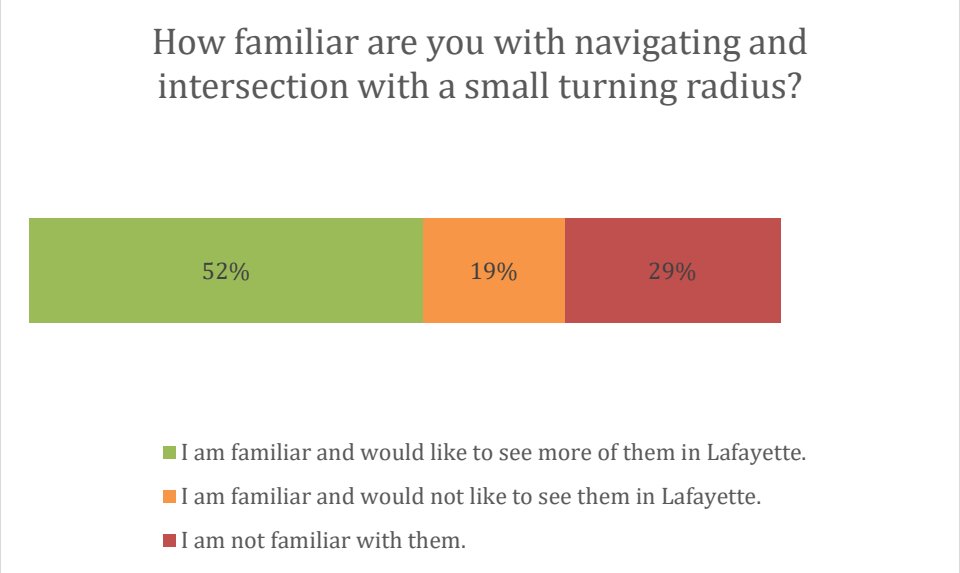




Of the 70 open-ended responses, many emphasized upgrades to left-turns at signalized intersections should be implemented in areas of need, highlighting intersections along Arapahoe Avenue, South Boulder Road, and Baseline Road. Participants were more supportive of protected left-turns, particularly at larger intersections, rather than flashing yellow arrows. Responses also had concerns about flashing yellow arrows causing confusion, contributing further to crashes and creating risk for pedestrians and bicyclists.

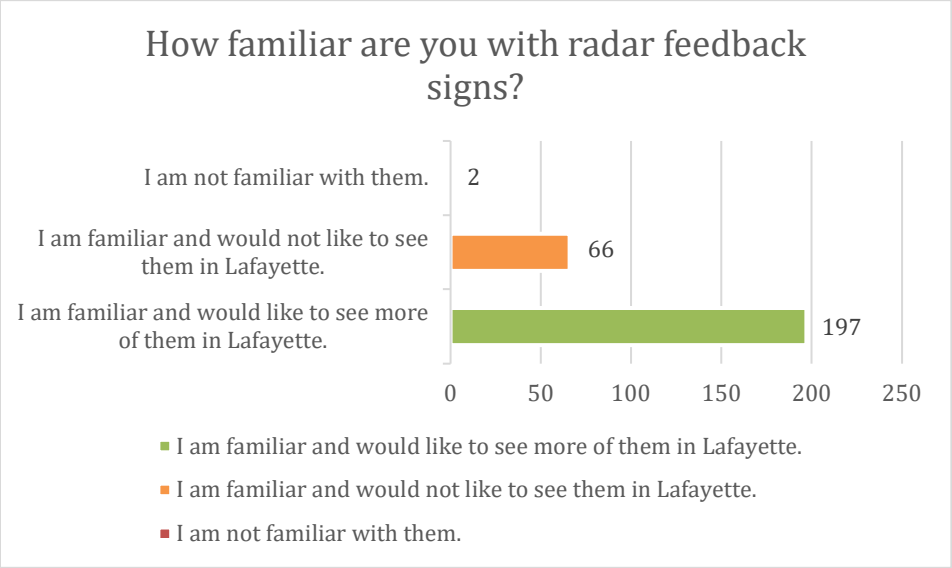
Reducing Turning Radius

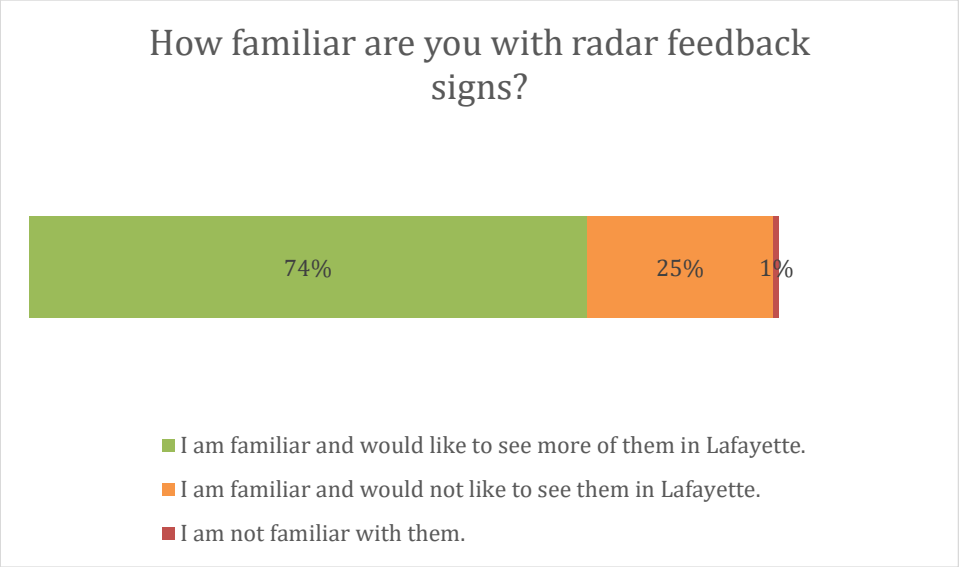


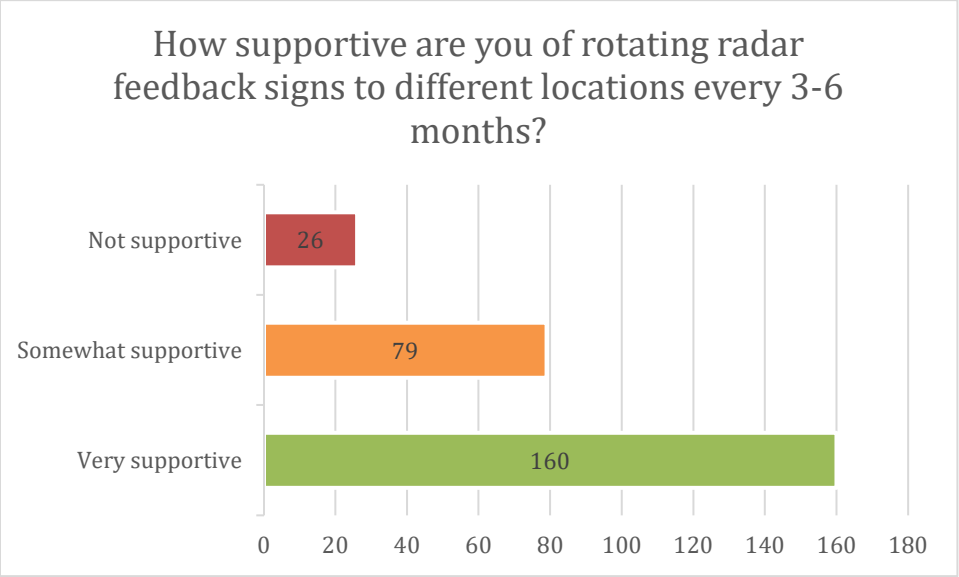


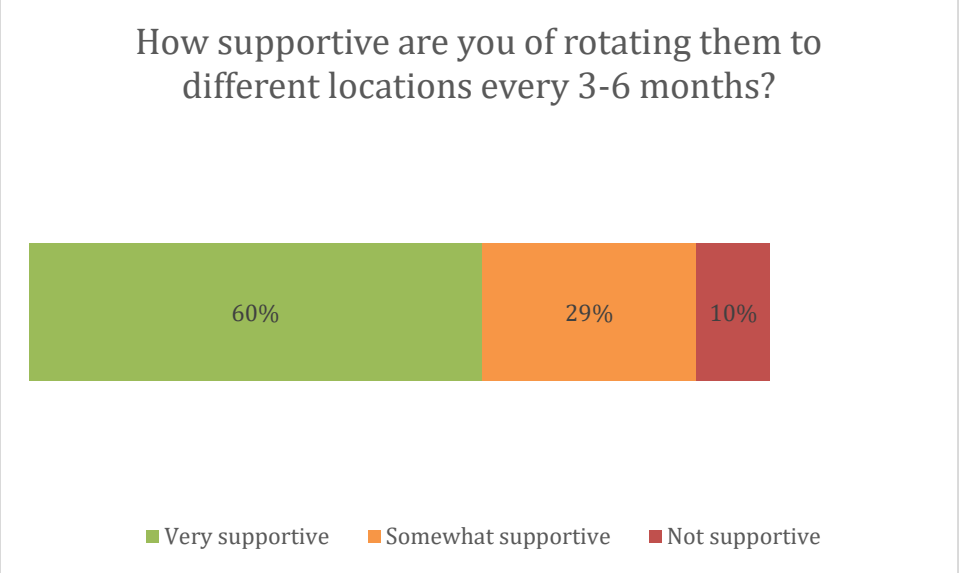
Of the 65 open-ended responses, many were in support of reduced turning radii in Lafayette. Of the unsupportive comments, many centered around concerns that this countermeasure may lead to additional crashes, and concerns that reduced turning radii may be difficult to navigate with larger vehicles. Other comments mentioned concerns for increased risk to pedestrians from distracted or negligent drivers as they navigate the tighter turn.

Radar Feedback Signs


How familiar are you with radar feedback signs?
I am not familiar with them.
I am familiar and would not like to see them in Lafayette.
I am familiar and would like to see more of them in Lafayette.
2
66
197
0
50
100
150
200
250
I am familiar and would like to see more of them in Lafayette.
I am familiar and would not like to see them in Lafayette.
I am not familiar with them.

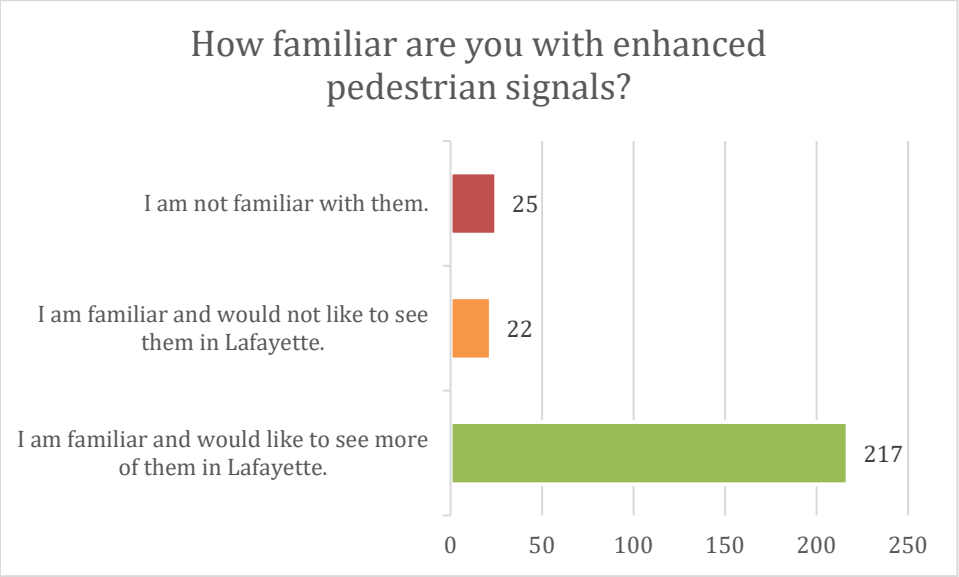

How familiar are you with radar feedback signs?
74%
25%
1%
I am familiar and would like to see more of them in Lafayette.
I am familiar and would not like to see them in Lafayette.
I am not familiar with them.

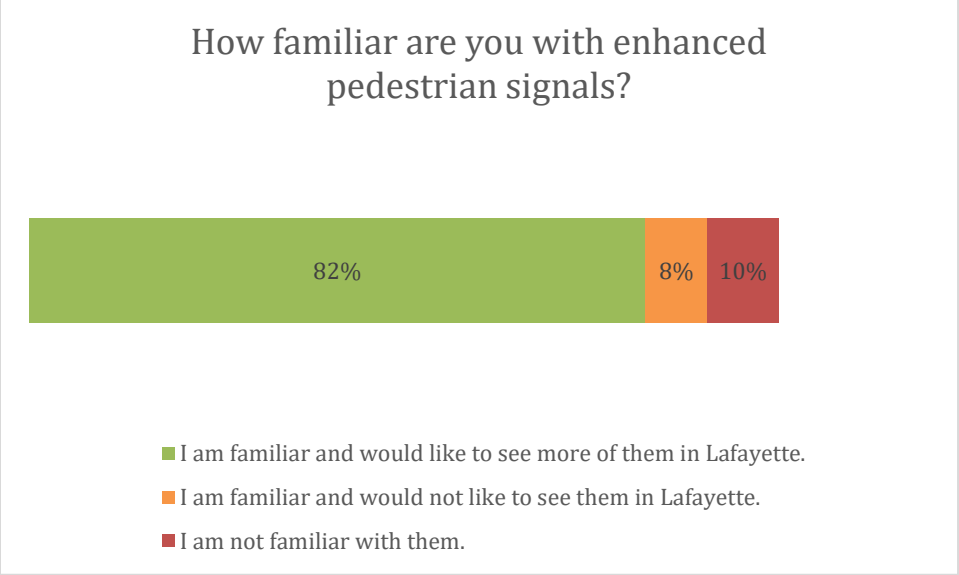




Of the 64 open-ended responses, many were supportive of the radar feedback signs and even called for them to be installed permanently. Other respondents noted concerns about their effectiveness, particularly over time as drivers become used to seeing them, and their potential to encourage speeding as a "game" near them. An additional subset of responses emphasized the need for law enforcement and ticketing measures to work in unison with the implementation of the radar feedback signs.

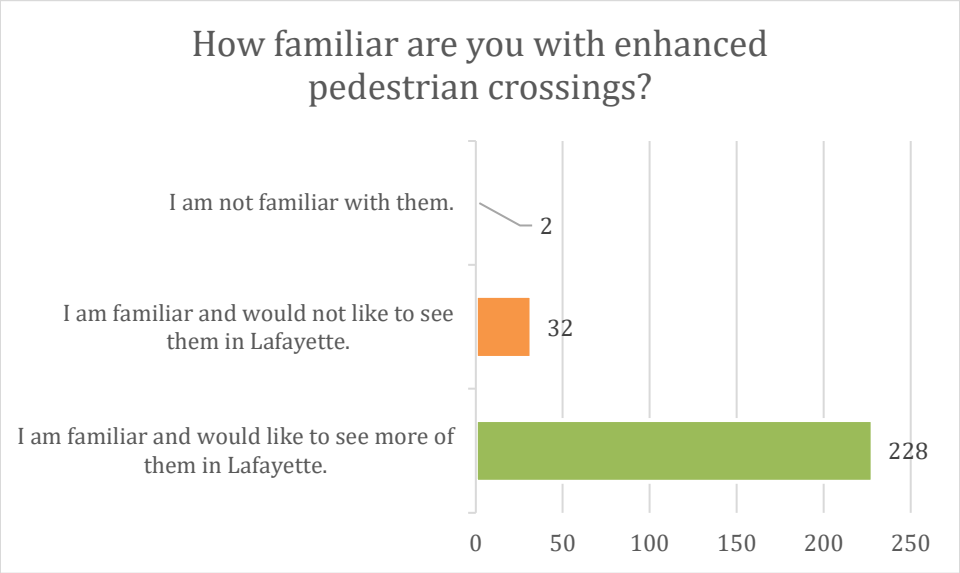
Pedestrian Signal Enhancements

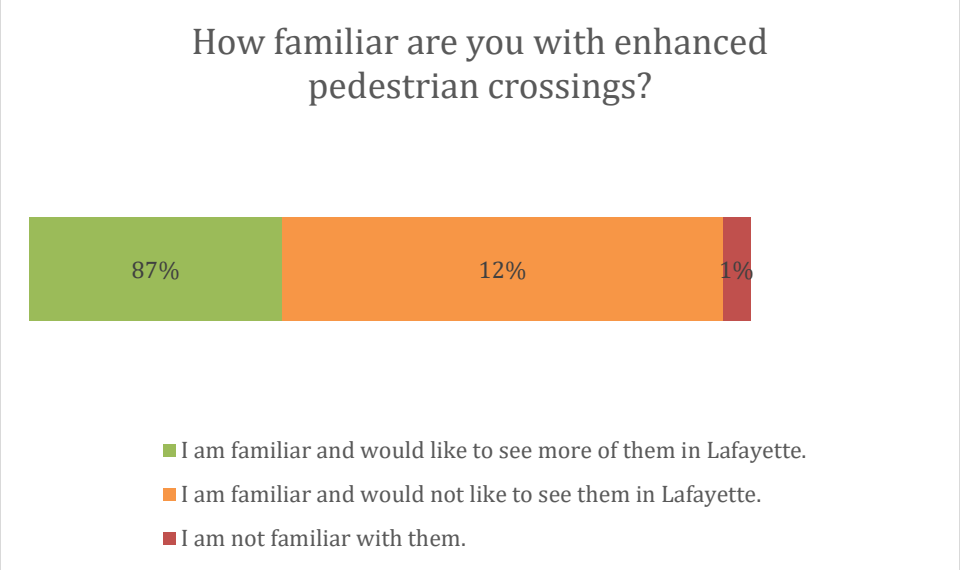




Of the 53 open-ended responses, many were supportive of all measures to improve pedestrian safety at all intersections. Some respondents also noted needing the associated audio cues and longer crossing times to support pedestrians with disabilities, while others noted being bothered by the sound of the audio cue. General concerns with signal timing when it comes to interactions between pedestrians and vehicles were also shared at locations along US 287, Baseline Road, and S Boulder Road.

Enhanced Pedestrian Crossings





Of the 89 open-ended responses, many responses were in support of mid-block crossings, particularly when implemented with flashing lights and brightly painted crosswalks. Some respondents raised concerns about drivers failing to yield to pedestrians at midblock crossings, even at RRFB locations, and called for increased enforcement. Others shared that drivers may not understand their role at midblock crossings, creating unsafe conditions for bicyclists and pedestrians.

Open-Ended Responses

Finally, participants were invited to share any additional comments or feedback about the Vision Zero Action Plan. Many emphasized concerns about high vehicle speeds and dangerous conditions for pedestrians and bicyclists, particularly along Baseline Road and US 287. Several comments highlighted the need for better and more frequent bicycle facilities, as well as increased enforcement of traffic laws.

Next Steps

Phase 2 outreach for the Lafayette Vision Zero Action Plan project solicited feedback from project stakeholders as well as over 275 community survey responses from people who live, work, and travel through Lafayette. This feedback is invaluable for understanding support and prioritization of projects to ensure that solutions eliminate fatal and serious crashes in Lafayette. The project team will use the Phase 2 outreach results to refine strategies and actions developed within the Vision Zero Action Plan, which will be available for public review in spring 2025.

Appendices

Appendix A: Steering Committee Meeting Materials

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Steering Committee Meeting # 2

October 30, 2024

Introductions

- Name
- Organization (if applicable)
- Where do you live?





Goals of Meeting

1. **Review Project Background & Schedule**
2. **Discuss Where We've Been**
   - Phase 1 Community Outreach
   - Safety Analysis
3. **Discuss Where We're Going**
   - Working Towards the Action Plan
   - Next Steps





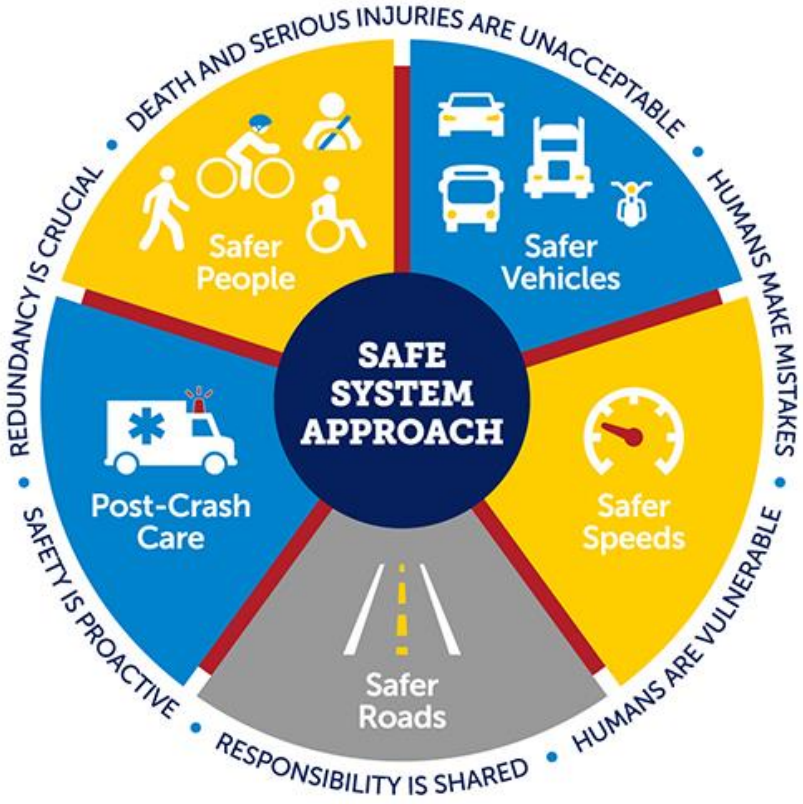
Project Background

Vision Zero & Safe System Approach

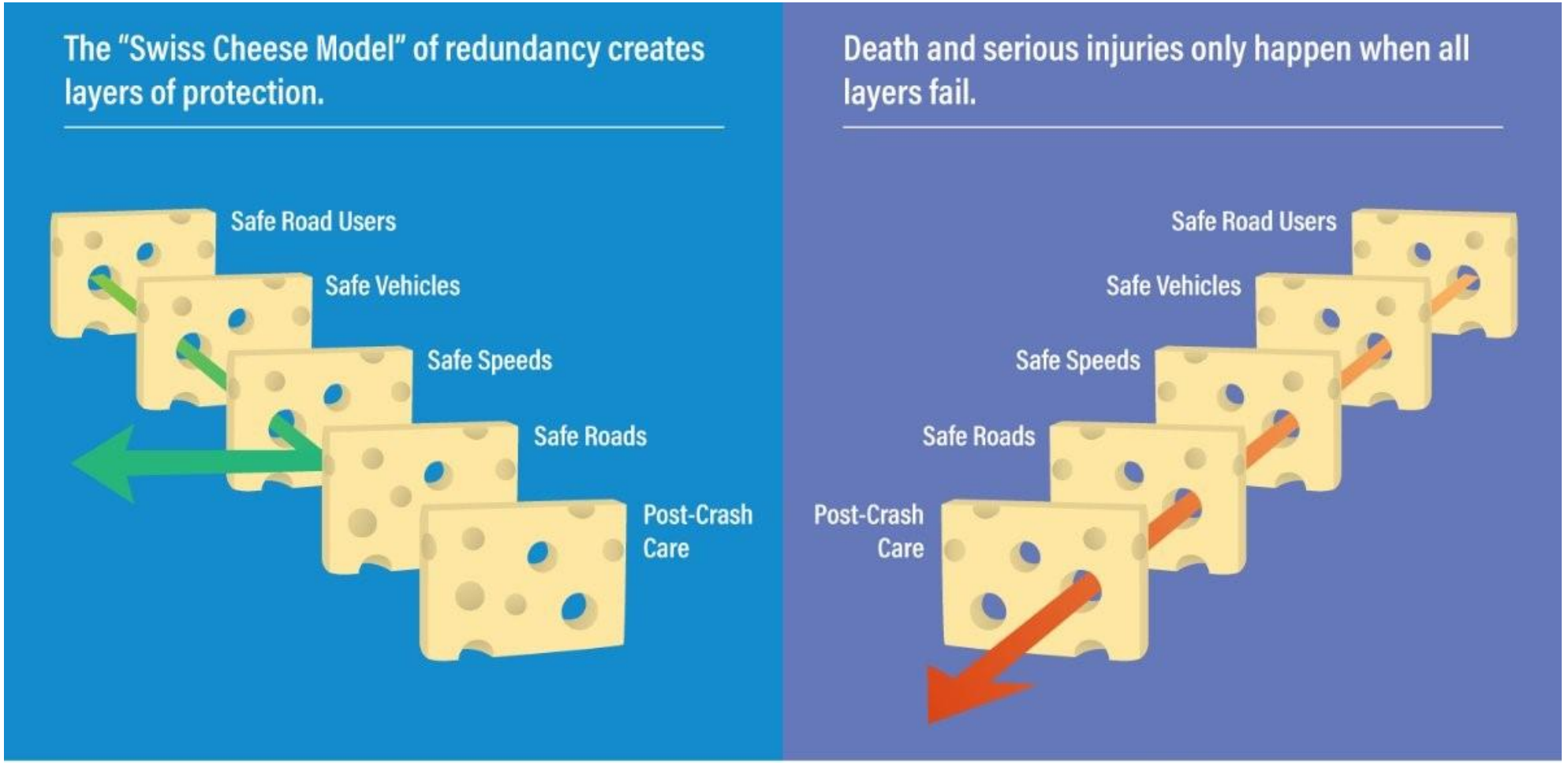
Goal: Eliminate all traffic fatalities and serious injury crashes

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behaviour	VS	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**		Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

Source: Vision Zero Network



Vision Zero & Safe System Approach



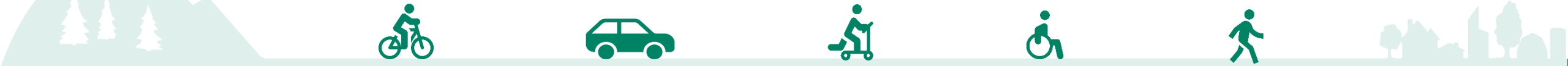
The Safe System Approach

CAMBRIDGE SYSTEMATICS

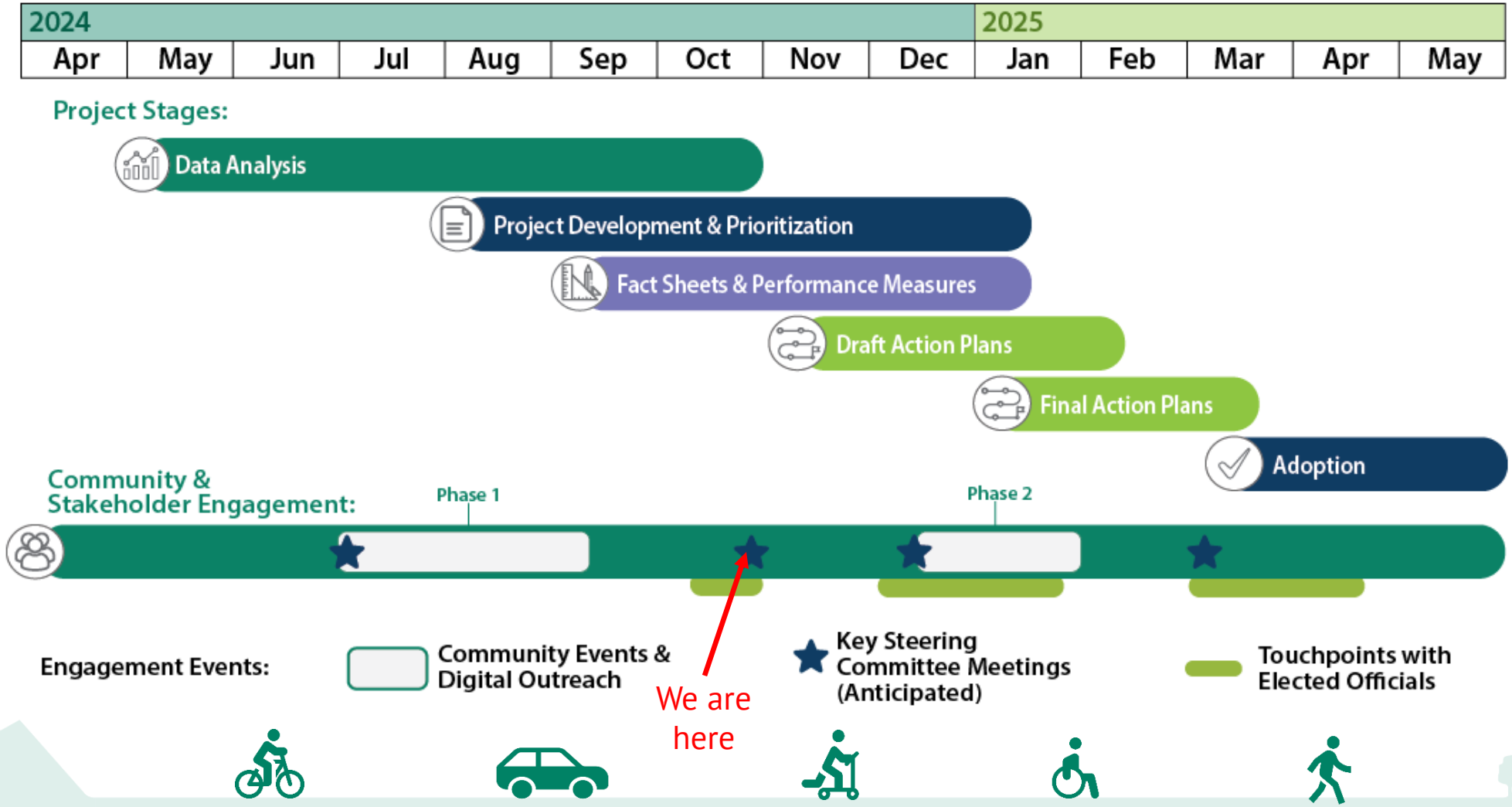
GHSA Governors Highway Safety Association

Action Plan Development

- Deliver three standalone Vision Zero Action Plans:
  1. **Boulder County** – includes unincorporated, State Highways, Jamestown, Nederland, and Ward
  2. **City of Lafayette**
  3. **Town of Superior**
- Create list of specific actions, noting responsibility and potential funding sources for implementation.

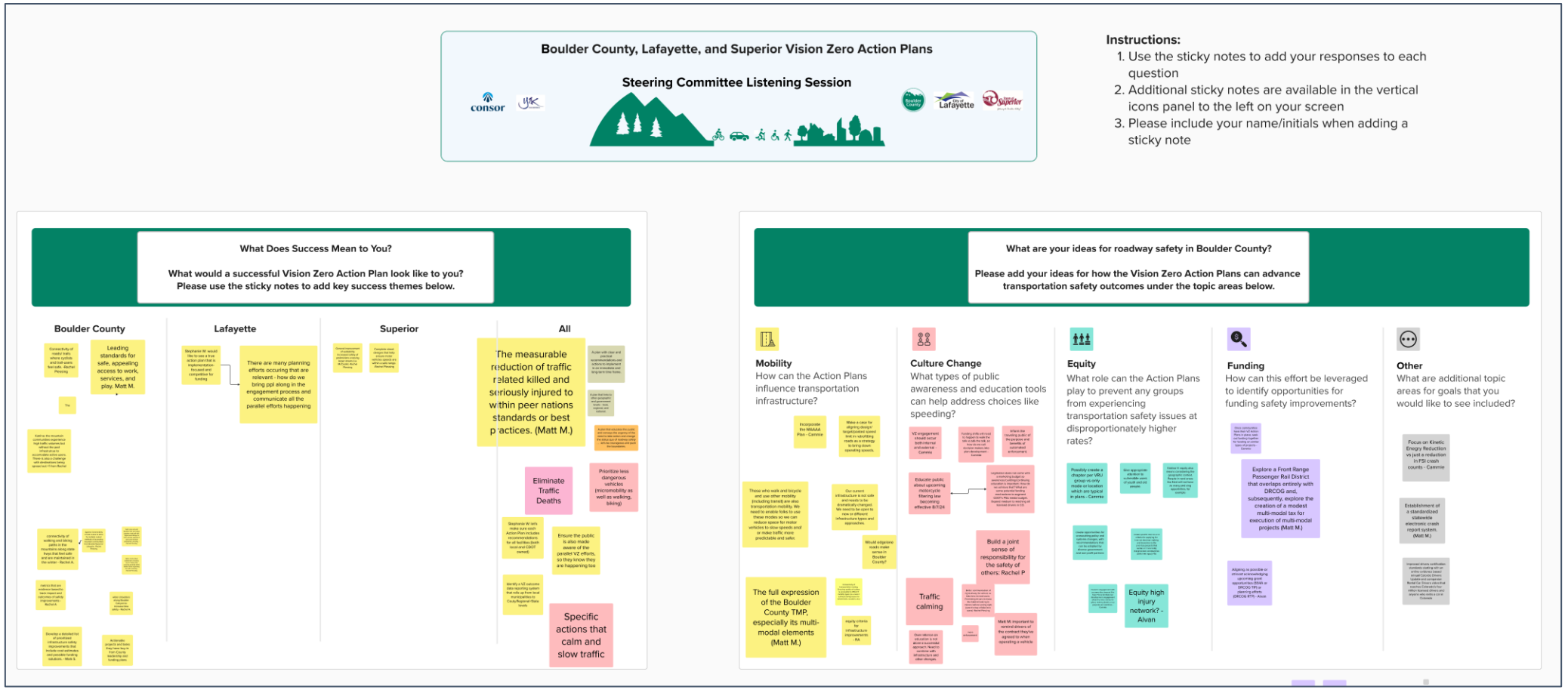


Schedule


2024
2025
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Project Stages:
Data Analysis
Project Development & Prioritization
Fact Sheets & Performance Measures
Draft Action Plans
Final Action Plans
Adoption
Community & Stakeholder Engagement:
Phase 1
Phase 2
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Touchpoints with Elected Officials
We are here

What We Covered at the June Meeting

- Project Background
- Promotion of Phase 1 Outreach
- Listening Session



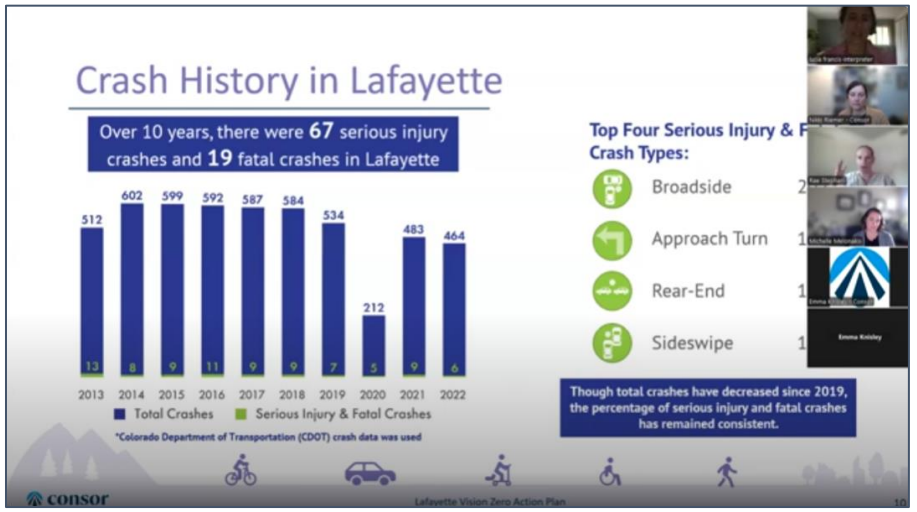
Where We've Been: Phase 1 Community Outreach

How We Collected Input for Each Partner

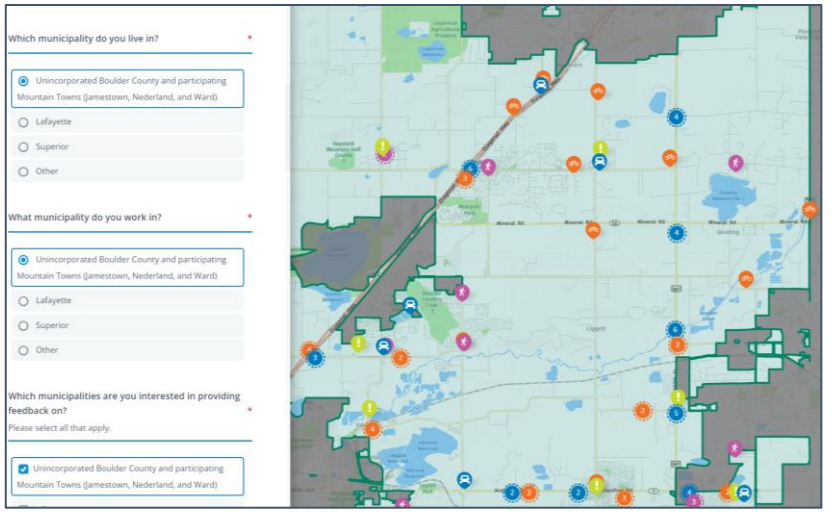
July and August 2024

In-person Pop-up Events

Virtual Public Meetings



Online Input Map & Survey



Summary of What We Heard

Online Survey Responses

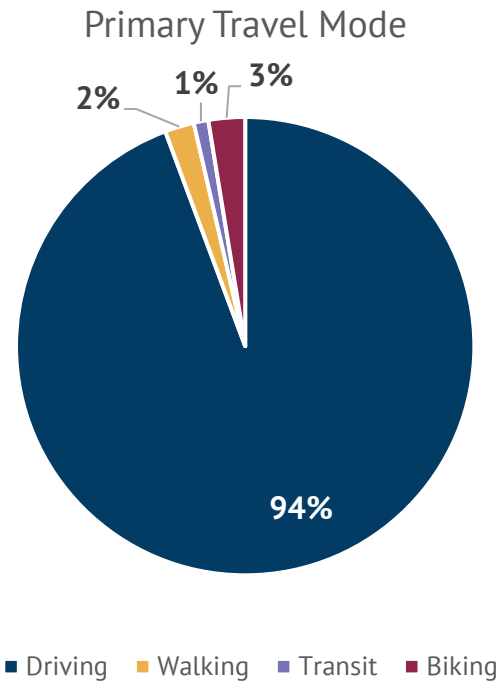
Boulder County	Lafayette	Superior
196 survey responses 309 map pins	378 survey responses 463 map pins	78 survey responses 83 map pins





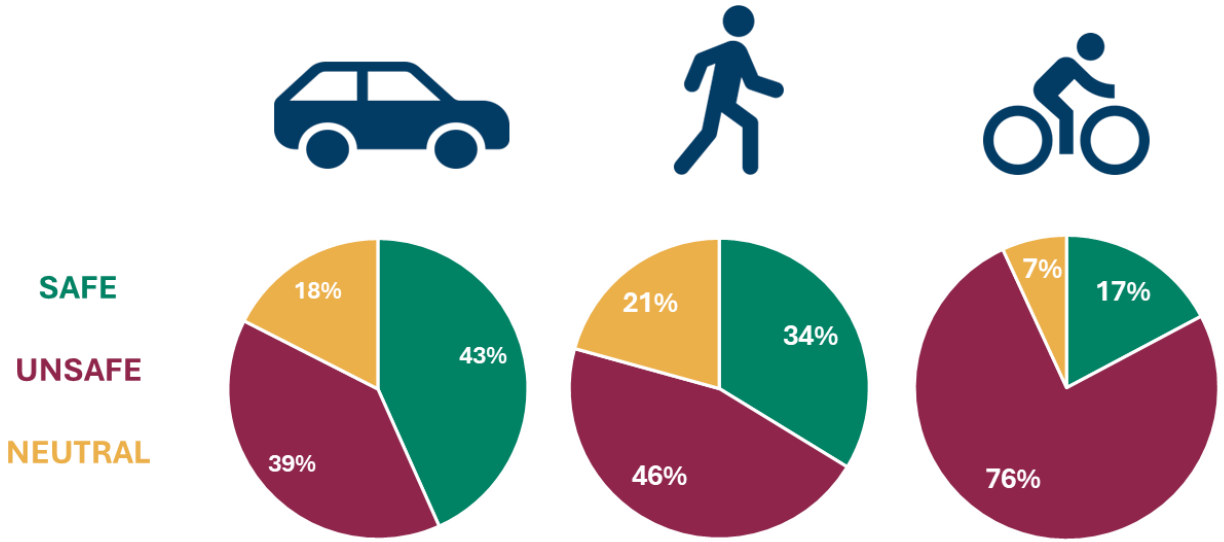
What We Heard: Boulder County & Mountain Towns

- 196 survey responses
- Majority (62%) of survey respondents live in Unincorporated Boulder County and Mountain Towns



What We Heard: Boulder County

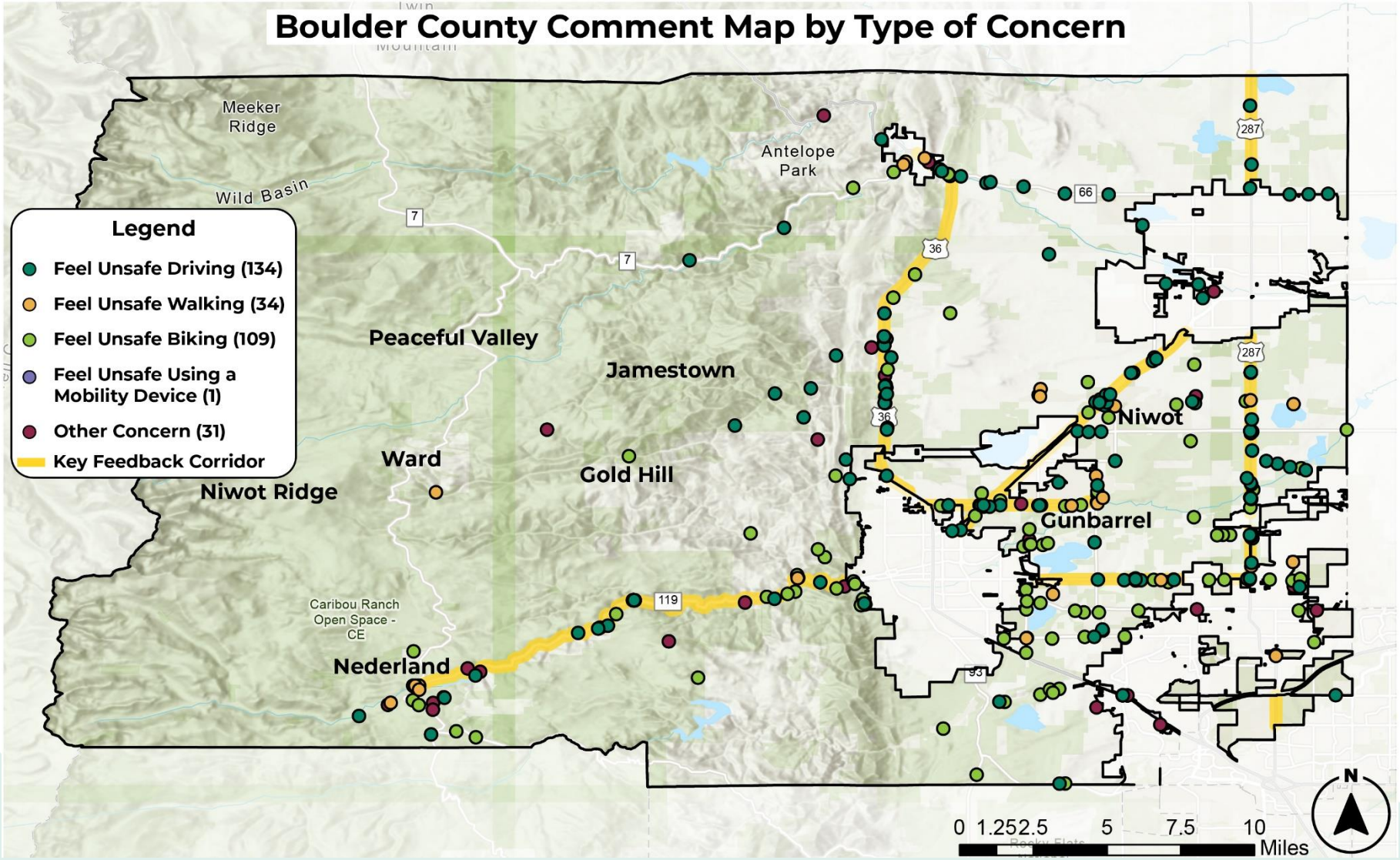
How safe do you feel traveling in Boulder County?



**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

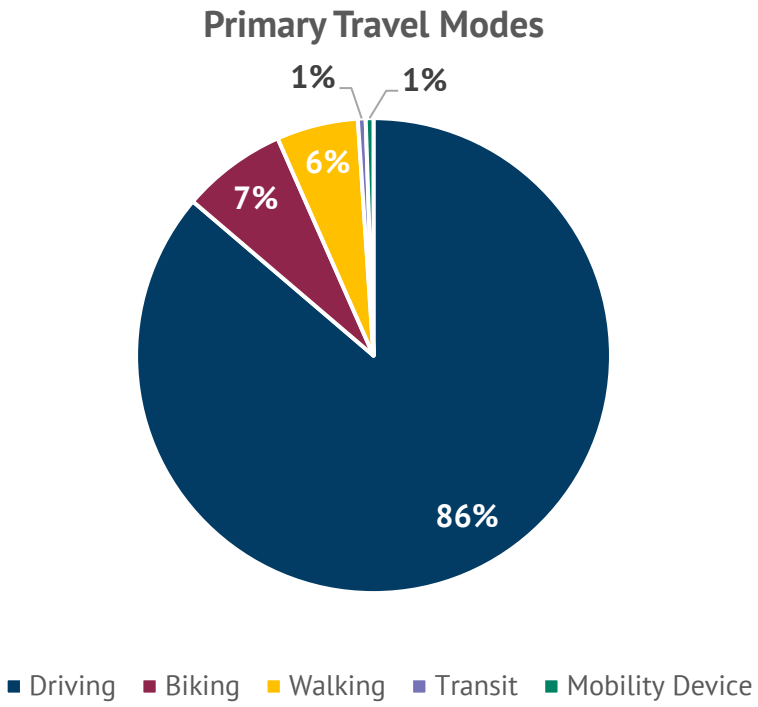
Respondents or someone they know involved in a crash in unincorporated Boulder County in past five years: **31%**

What We Heard: Boulder County (309 pins)



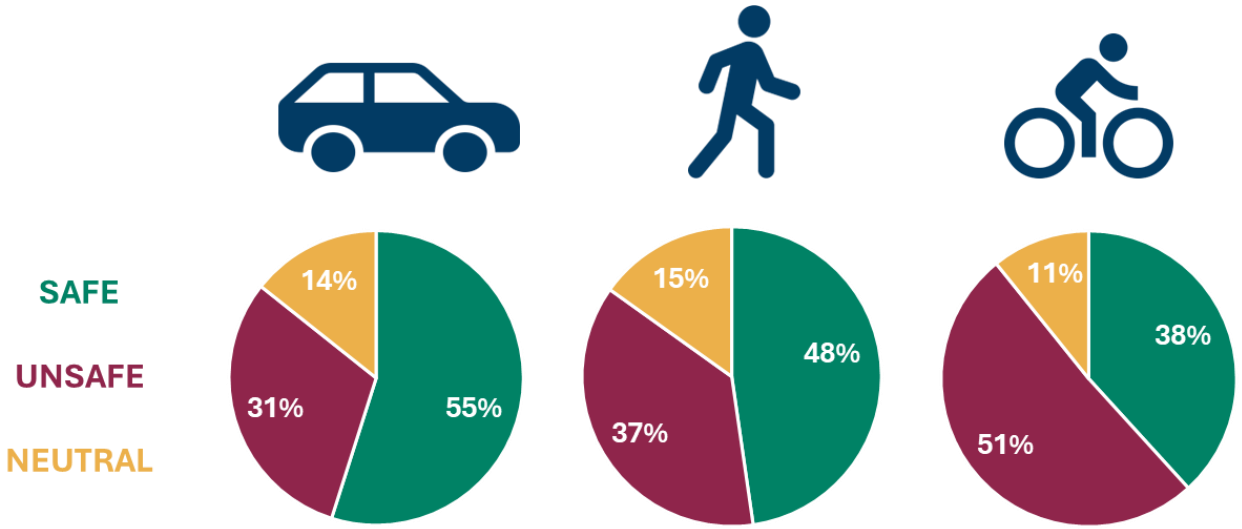
What We Heard: Lafayette

- 378 survey responses
- 463 map pins
- Majority (76%) of survey respondents live in Lafayette



What We Heard: Lafayette

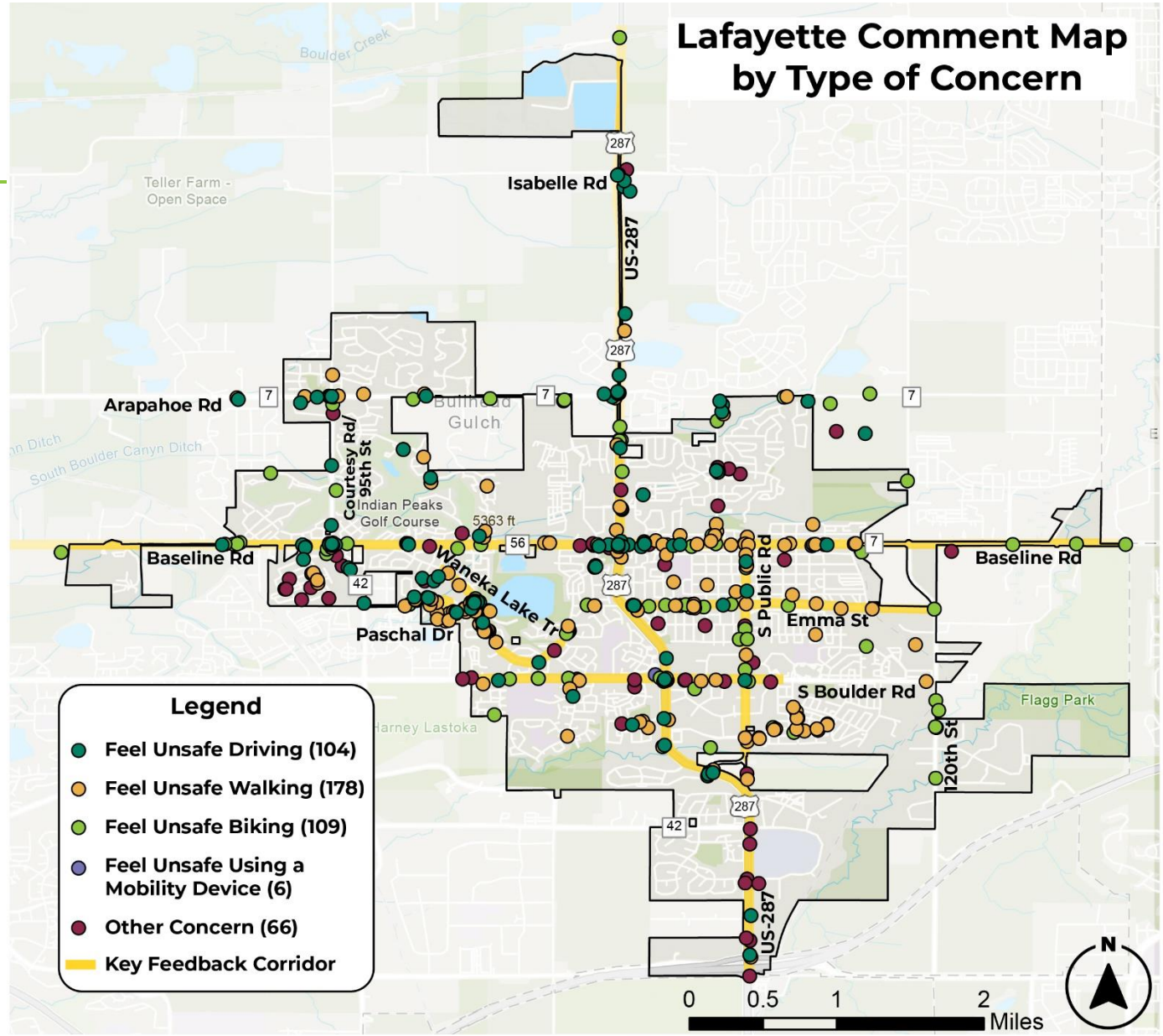
How safe do you feel traveling in Lafayette?



Respondents or someone they know involved in a crash in Lafayette in past five years: **22%**

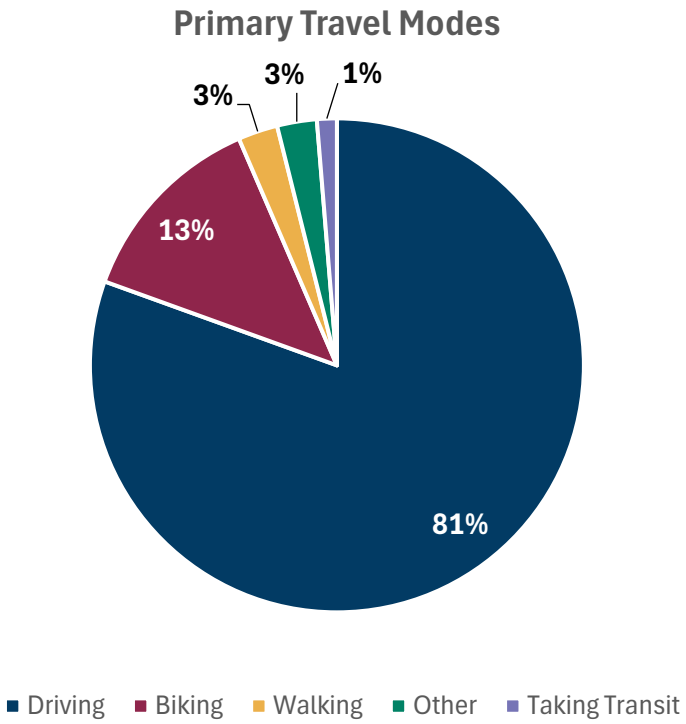
**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

What We Heard: Lafayette (463 pins)



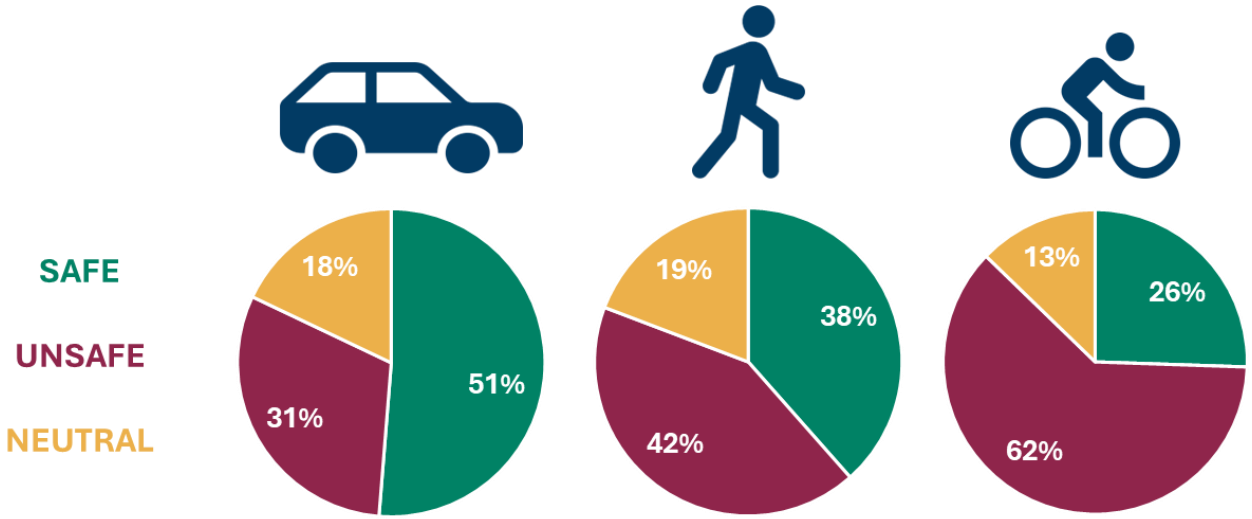
What We Heard: Superior

- 78 of survey responses
- 83 map pins
- 29% of survey respondents live in Superior while most respondents (67%) live elsewhere in Boulder County or in Lafayette.



What We Heard: Superior

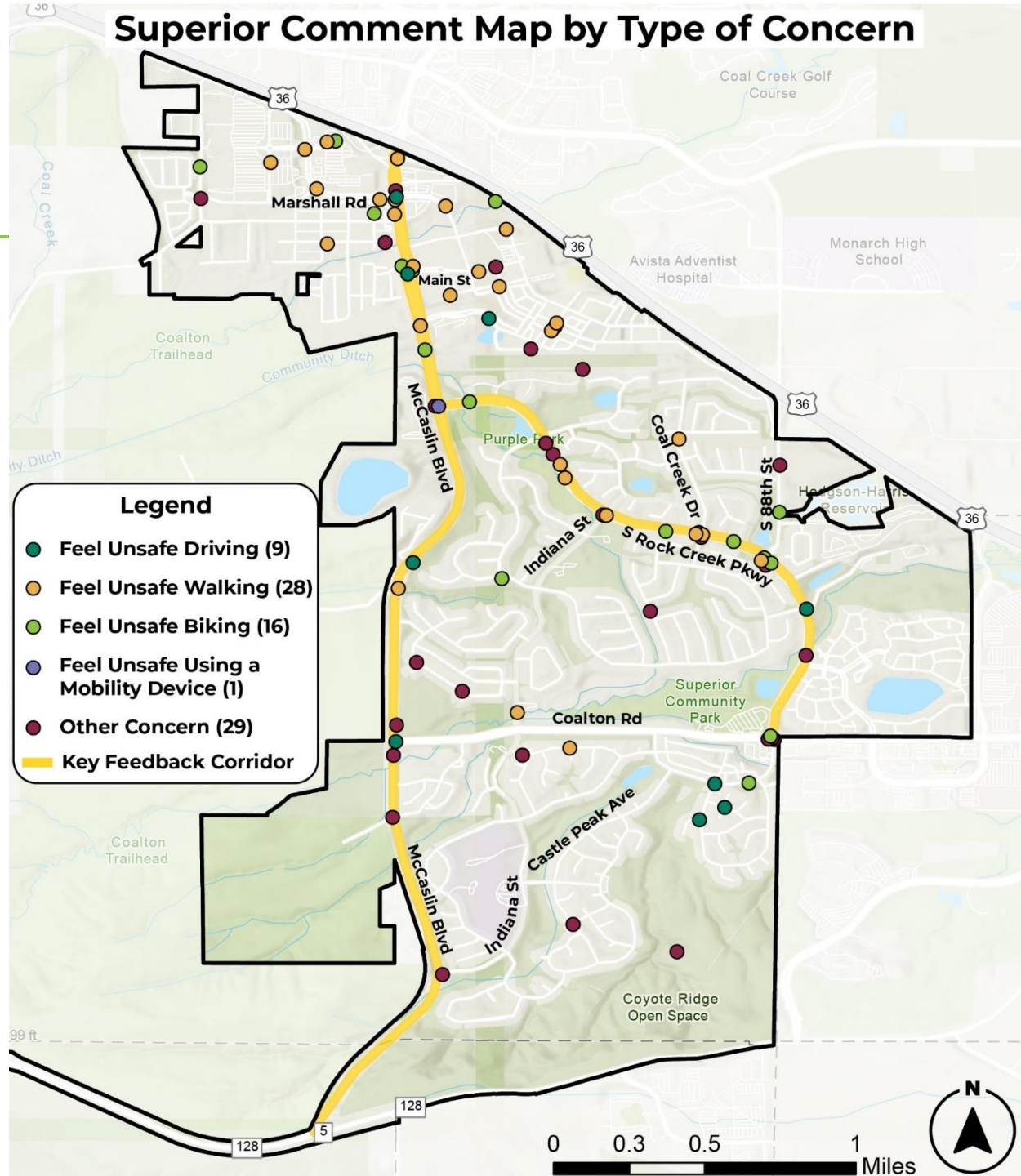
How safe do you feel traveling in Superior?



Respondents or someone they know involved in a crash in Superior in past five years: **7%**

**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

What We Heard: Superior (83 pins)



Questions?





Where We've Been: Safety Analysis

Safety Analysis Process

- Detailed analysis for Unincorporated Boulder County & the Mountain Towns, Lafayette, & Superior
- Analyzed 10 years of CDOT crash data (January 2013 to December 2022)

HIN & HRN: What's the Difference?

High Injury Network

Addressing Crashes Today

Identifies locations where the top injury crashes are occurring based on historical crash data

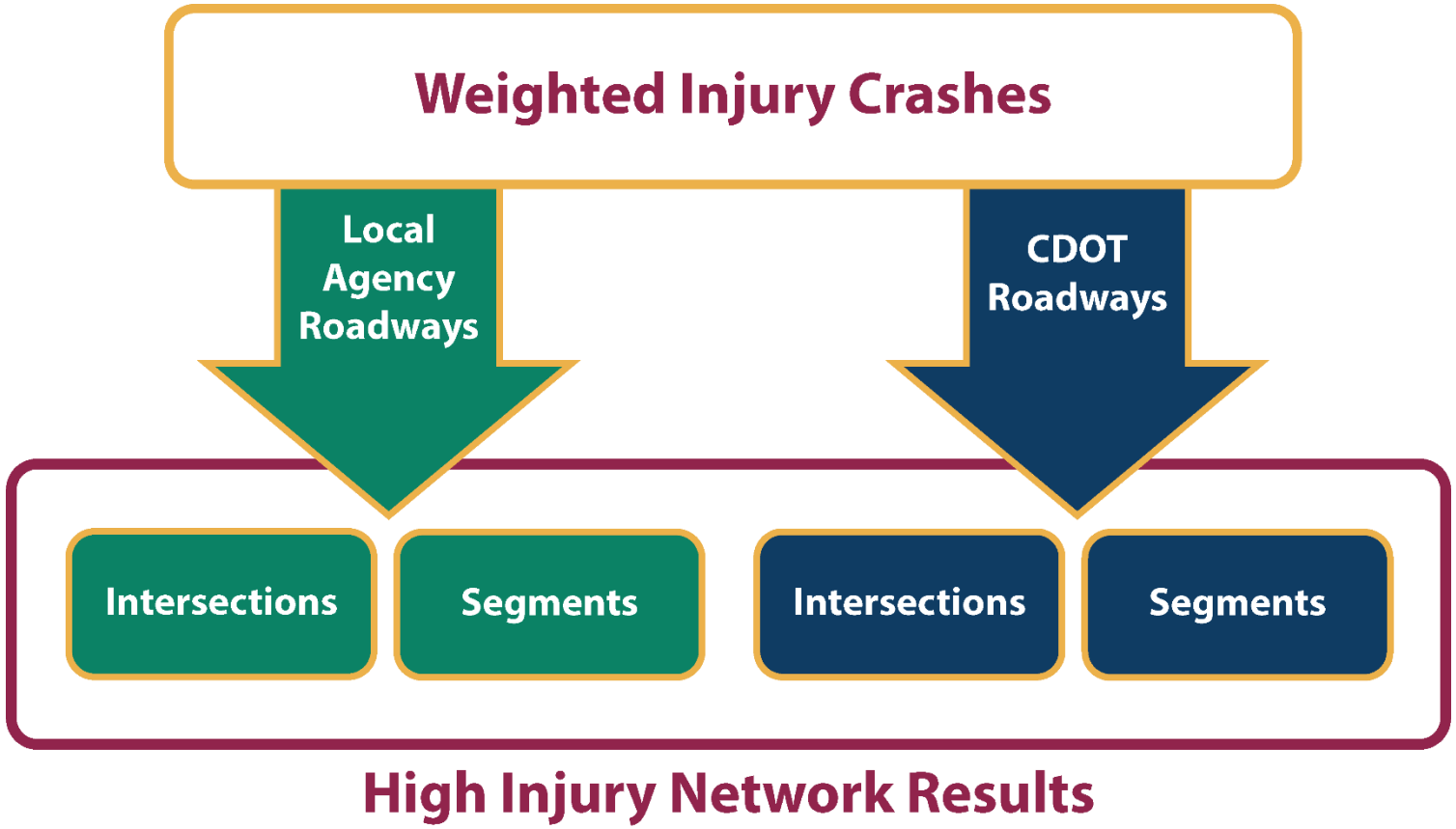
High Risk Network

Preventing Crashes Tomorrow

Identifies locations where there is high risk for potential crashes based on roadway characteristics

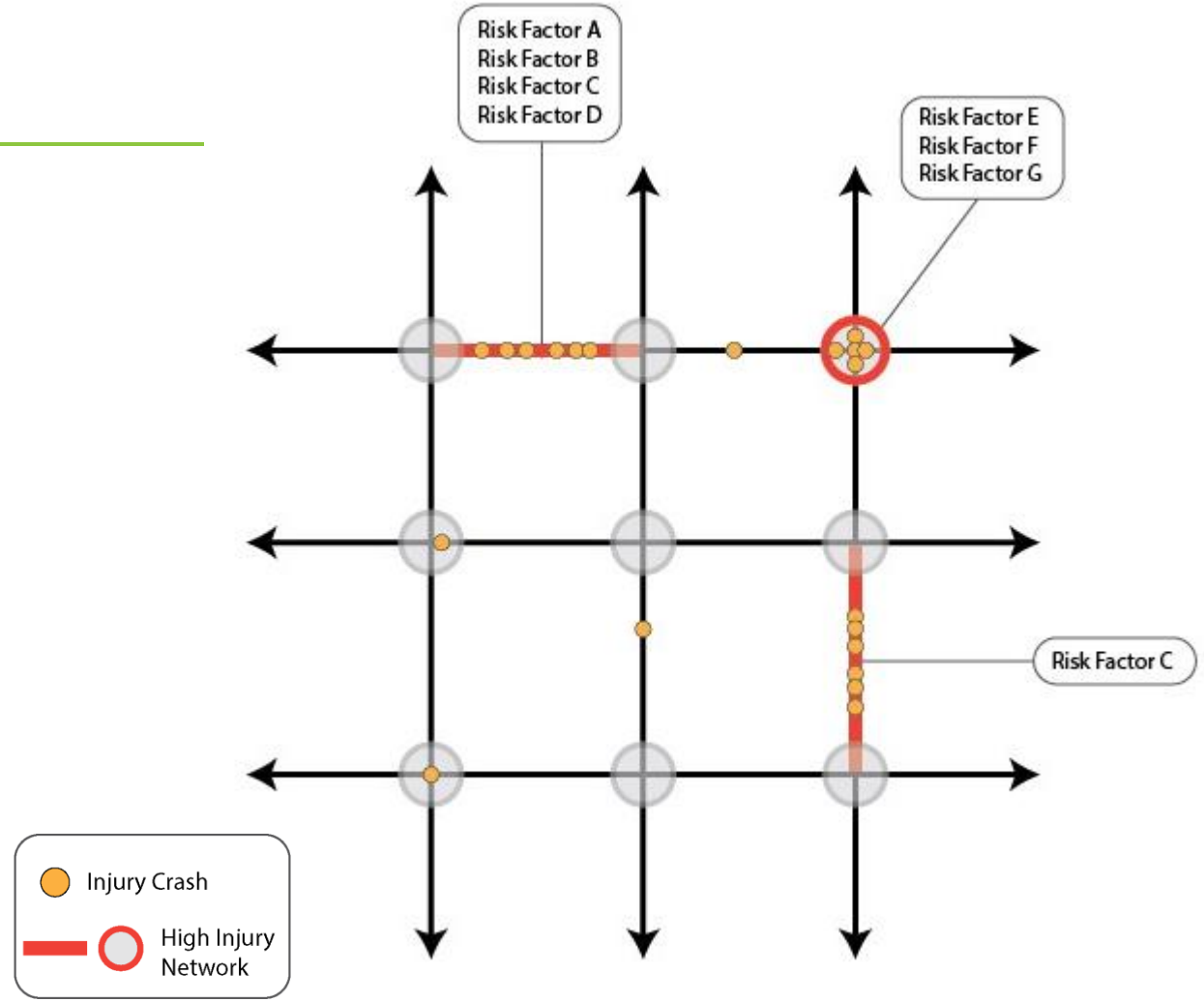
HIN Process

- Serious and fatal injury crashes weighted higher than minor injury crashes
- Local Agency roadways were analyzed separately from CDOT roadways to account for the higher number of crashes and different crash trends on DOT roadways.



HRN Process

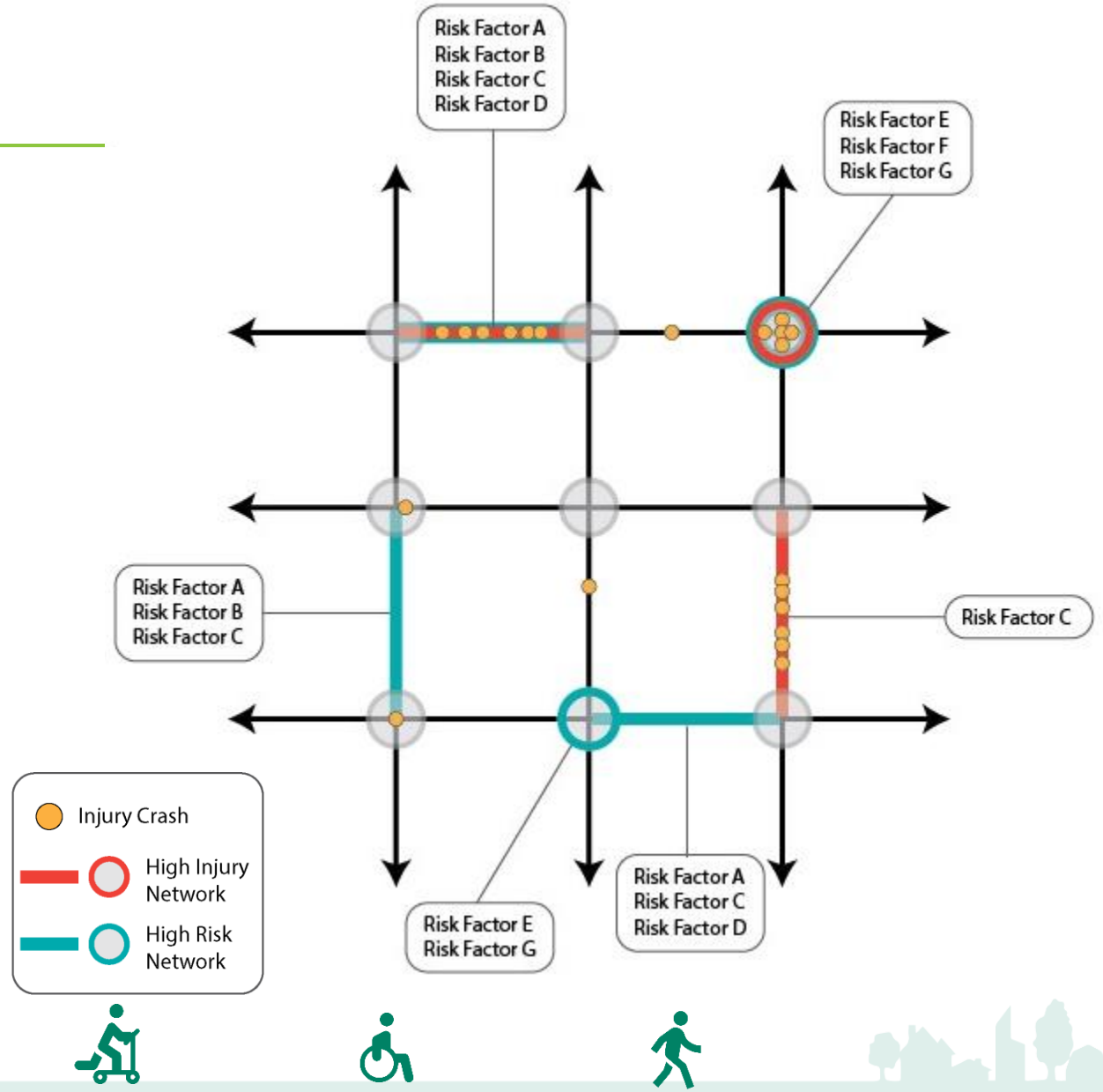
- Identified common roadway characteristics of the serious injury, fatal, and vulnerable user crashes to select risk factors



HRN Process

Example Risk Factors:

- Number of travel lanes
- Speed limit
- Roadway classification
- Intersection control
- Presence of sidewalks
- Presence of bicycle facility
- Proximity to school
- Land use
- And more….



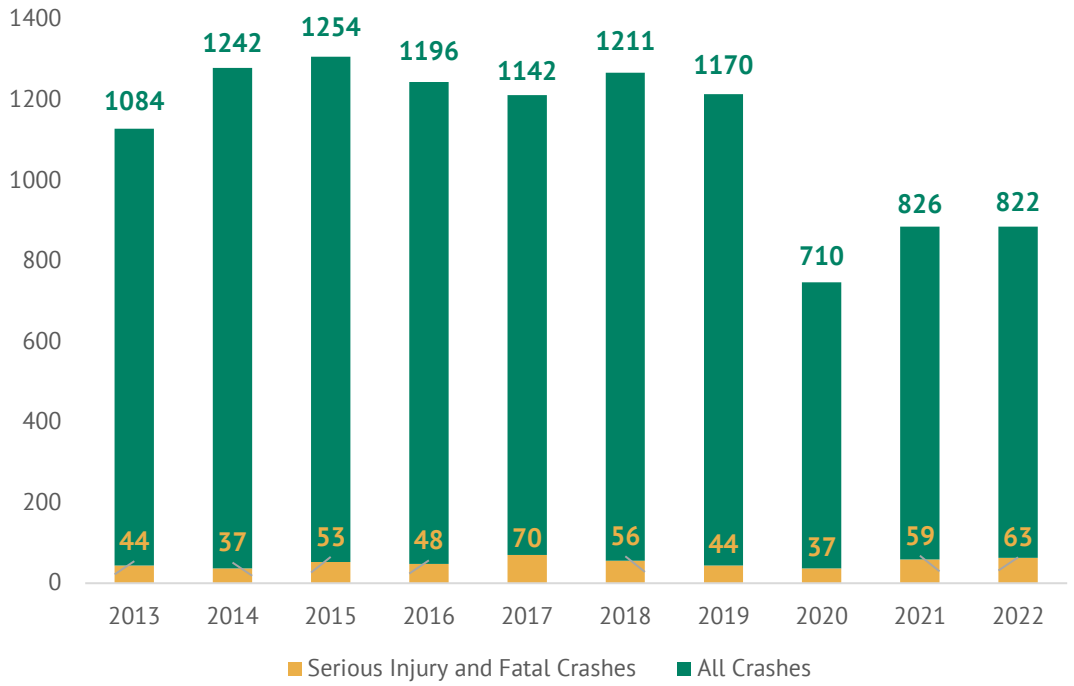
HRN Example

95th Street & Lookout Road
(HIN Intersection)

95th Street & Mineral Road
(Potential HRN Example)

Questions?

Boulder County: Safety Analysis

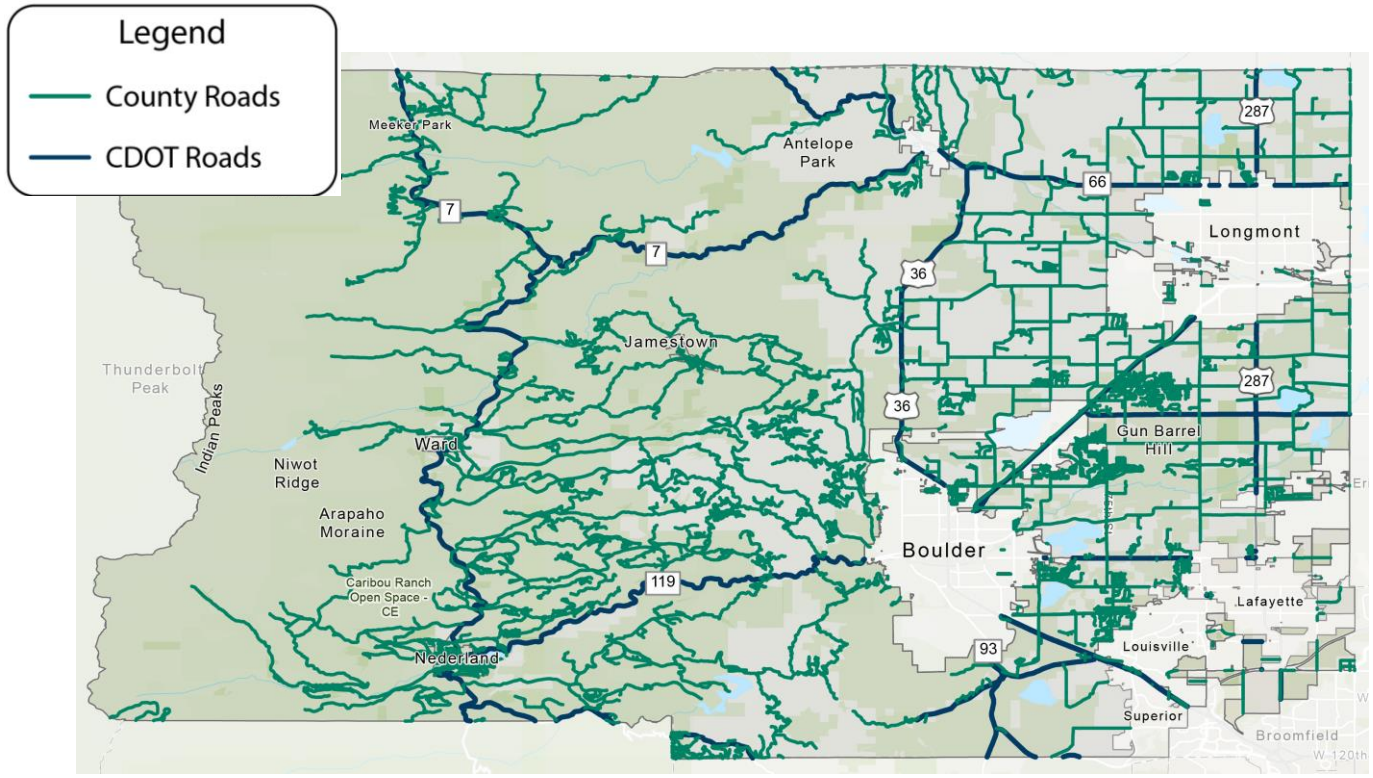


Over 10 years, **135** people died in traffic crashes in the Project Area

Although the number of crashes has decreased in recent years, **the percent of serious injury and fatal crashes has increased** since 2020

Source: Colorado Department of Transportation (CDOT) crash data

Boulder County Safety Analysis



County Roads

86% of roadway centerline miles

30% of serious injury and fatal crashes

CDOT Roads

14% of roadway centerline miles

70% of serious injury and fatal crashes

Boulder County Safety Analysis

Boulder County Roads

All Crashes

25%
Fixed Object

23%
Rear-end

9%
Overturning

Serious Injury & Fatal Crashes

22%
Bicycle

20%
Fixed Object

15%
Overturning

Bicycle crashes are over-represented.

CDOT Roads

All Crashes

41%
Rear-end

13%
Fixed Object

10%
Sideswipe

Serious Injury & Fatal Crashes

16%
Overturning

13%
Head-on

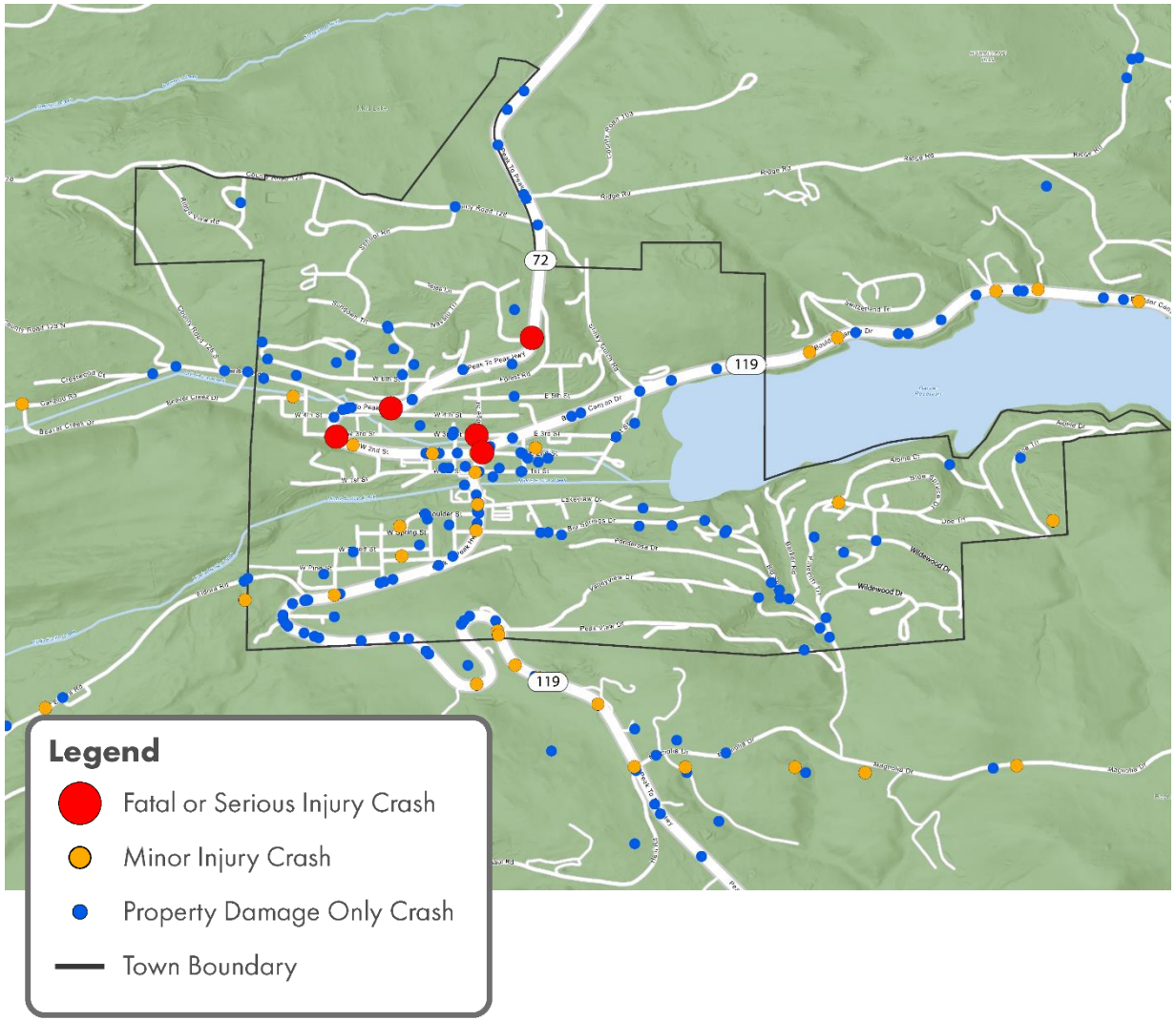
12%
Broadside

Rear-end crashes are common, but are less likely to result in serious injury or fatality.

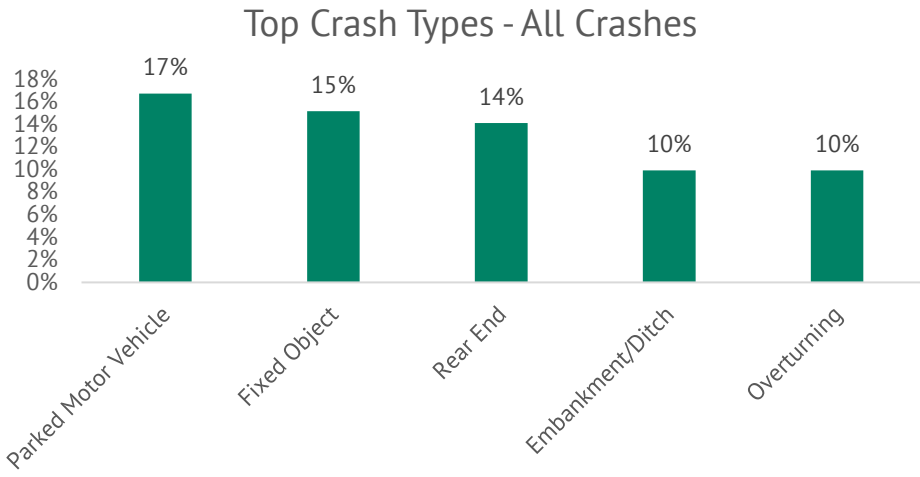




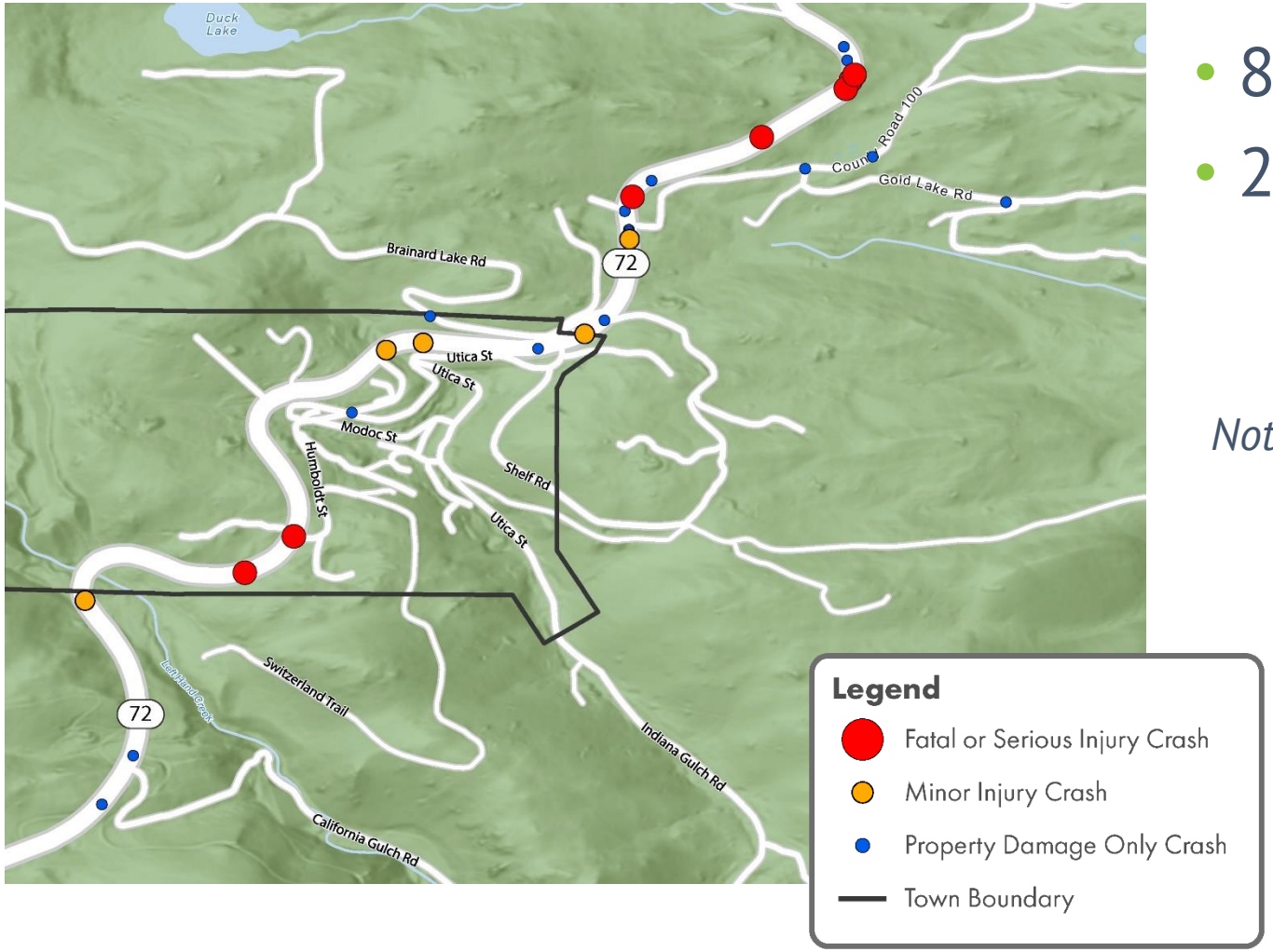
Mountain Town Zoom-in - Nederland



- 191 crashes
- 5 serious injury & fatal crashes:
  - 1 Broadside
  - 1 Pedestrian
  - 2 Head-on (1 fatal involving motorcycle)
  - 1 Fixed Object



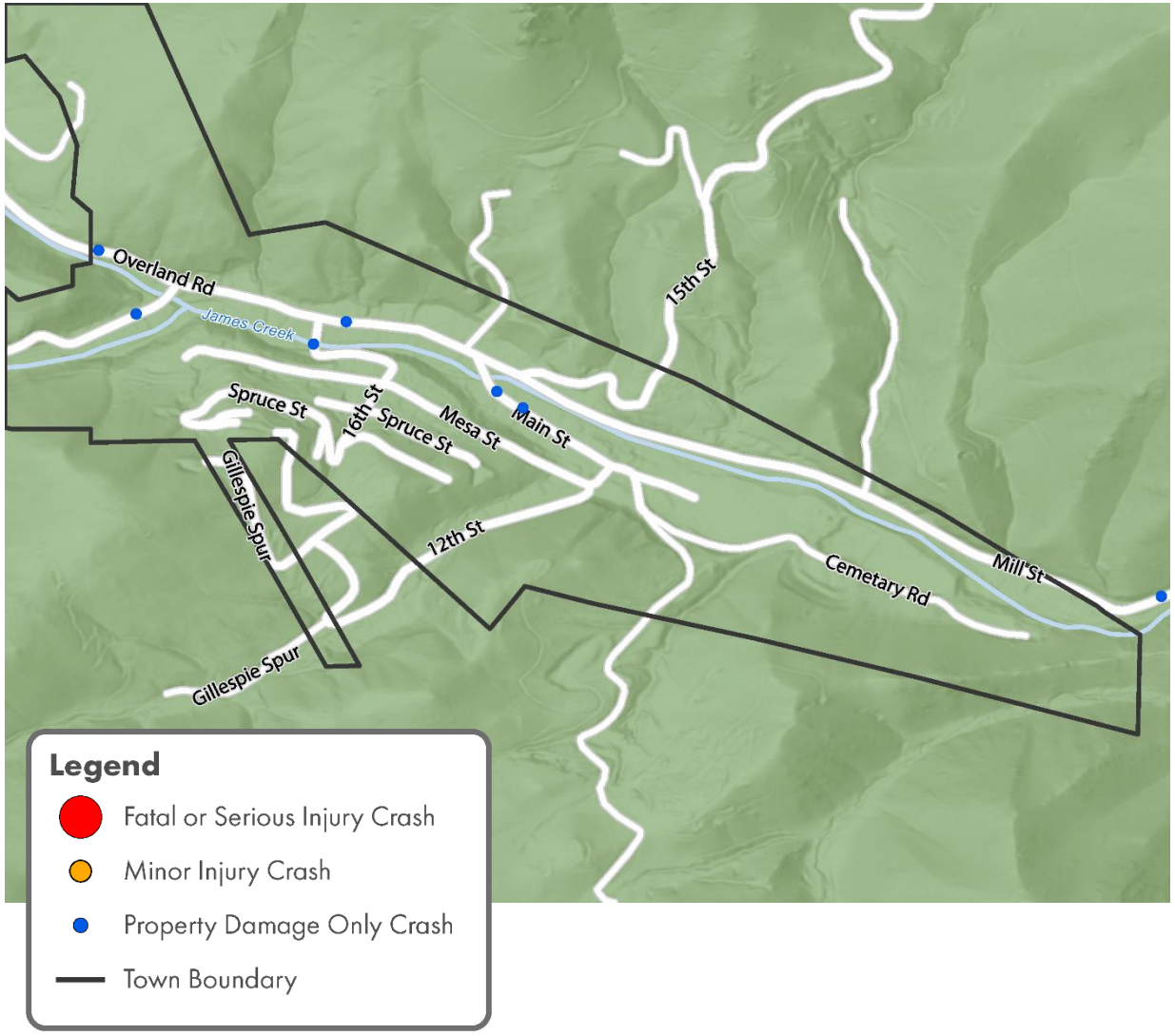
Mountain Town Zoom-in - Ward



- 8 crashes
- 2 serious injury crashes:
  - Guard Rail
  - Overturning

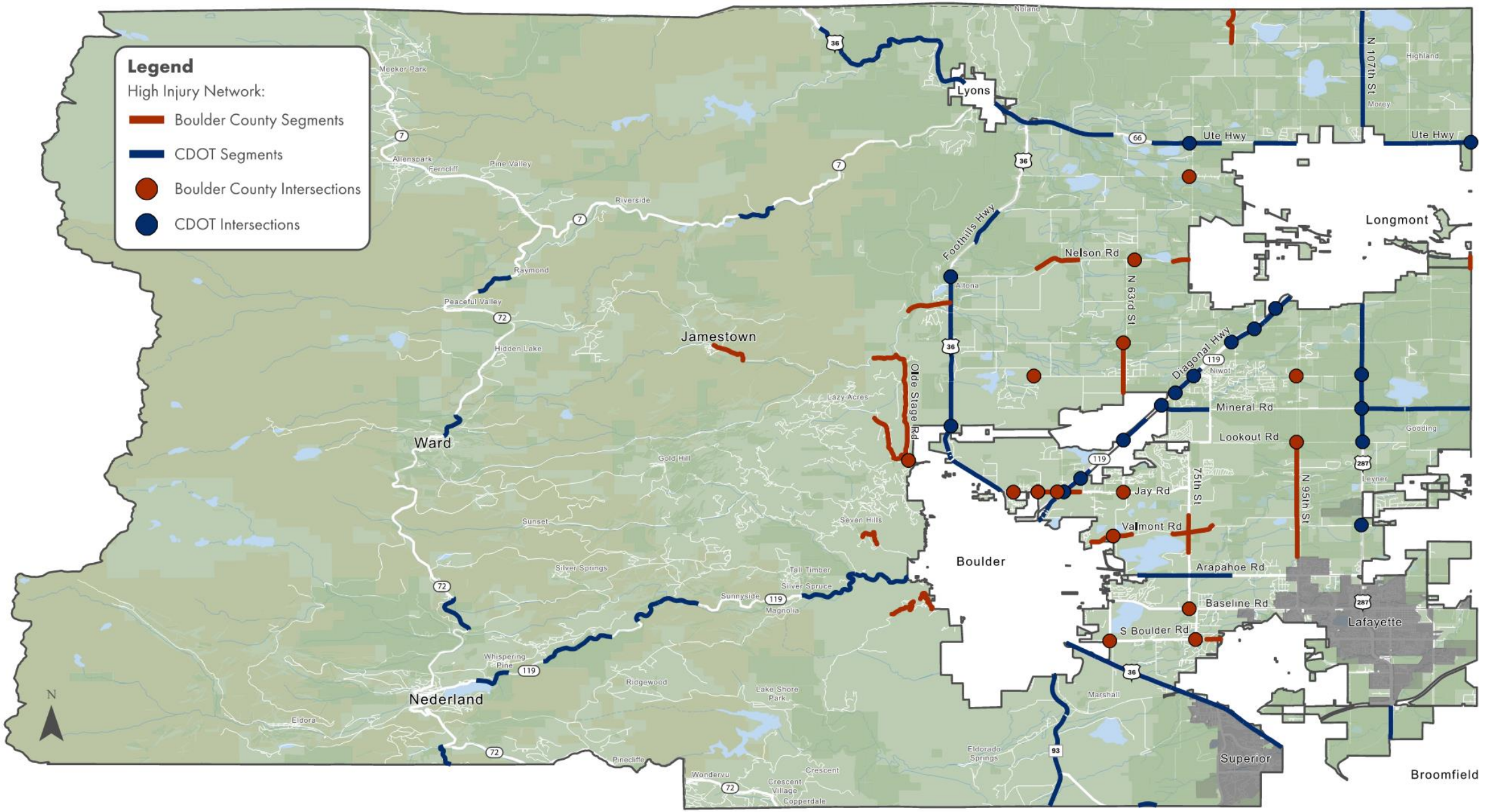
Note: Summary includes only crashes within Ward

Mountain Town Zoom-in - Jamestown



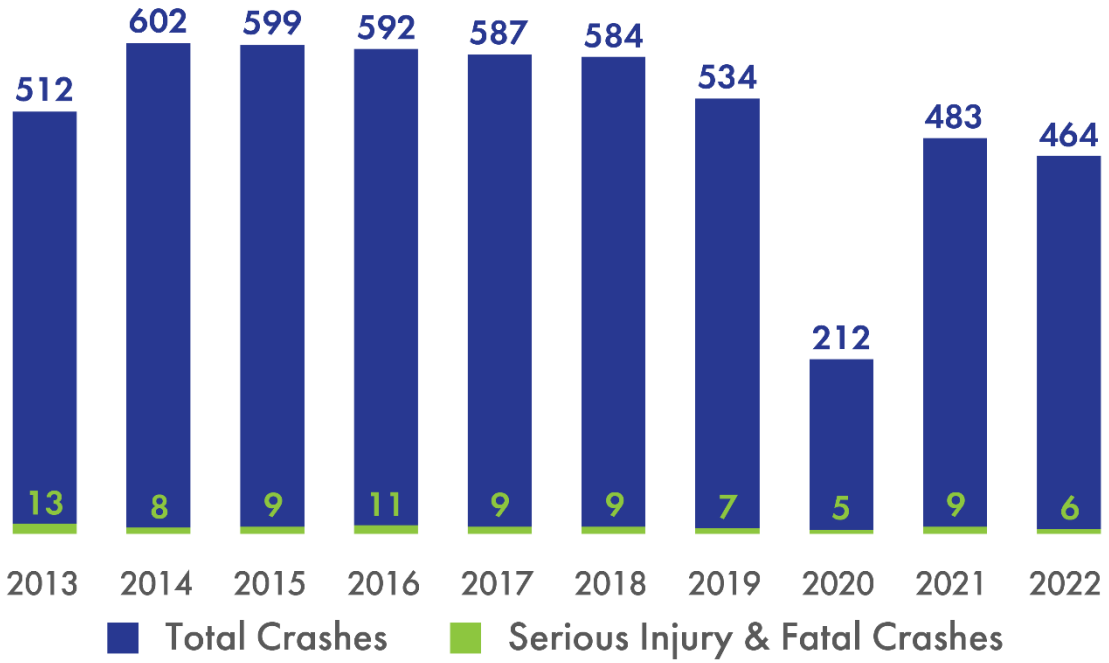
- 10 crashes
- No serious injuries or fatalities

Boulder County: High Injury Network



Lafayette: Safety Analysis

Over 10 years, there were **67** serious injury crashes and **19** fatal crashes in Lafayette



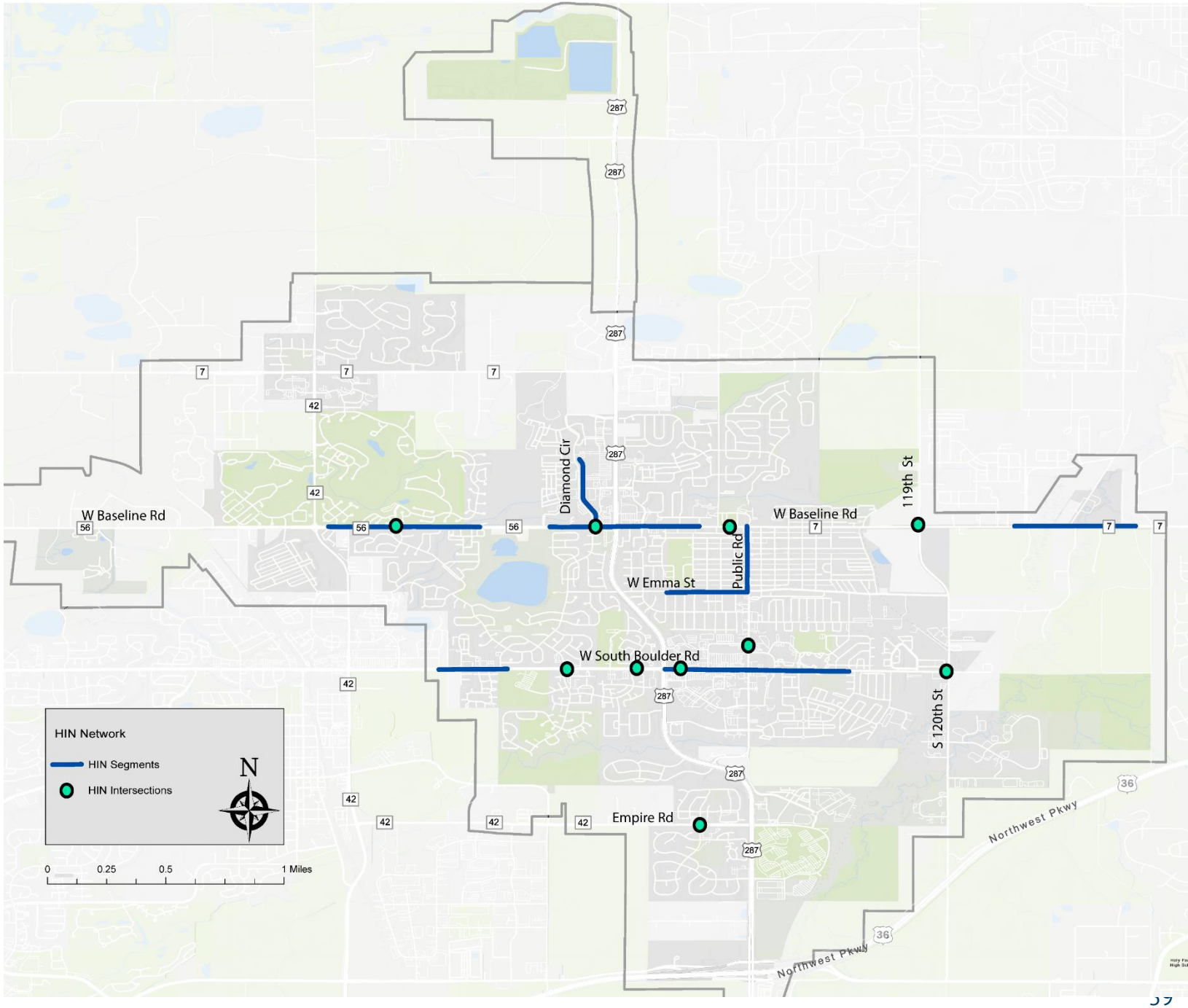
Source: Colorado Department of Transportation (CDOT) crash data

Top Four Serious Injury & Fatal Crash Types:

Broadside	20%
Approach Turn	18%
Rear-End	16%
Sideswipe	12%

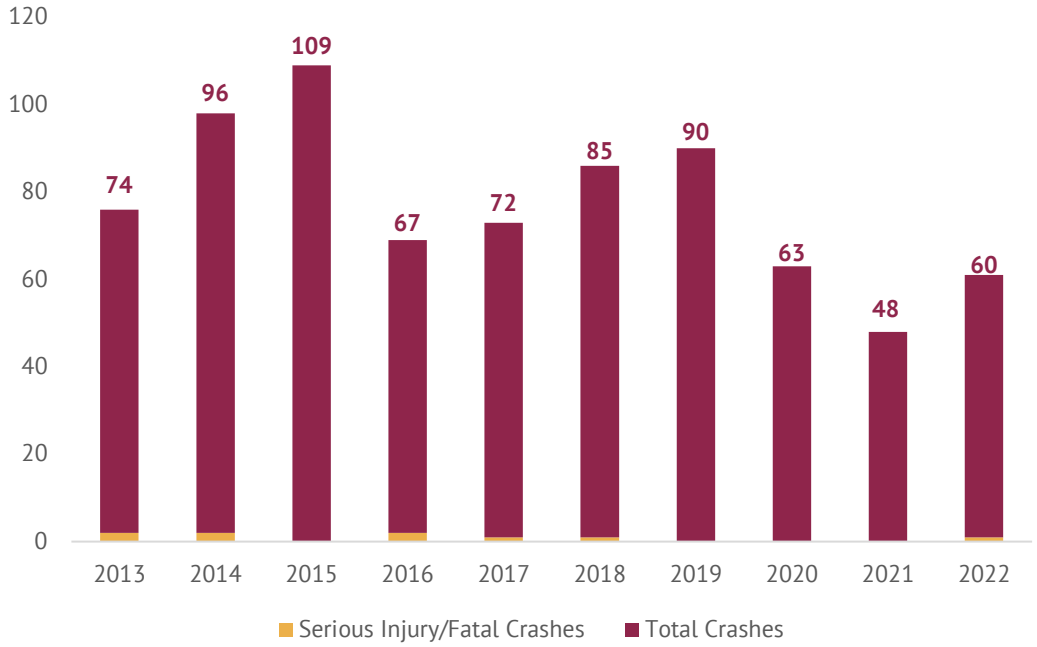
Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has remained consistent.

Lafayette: High Injury Network

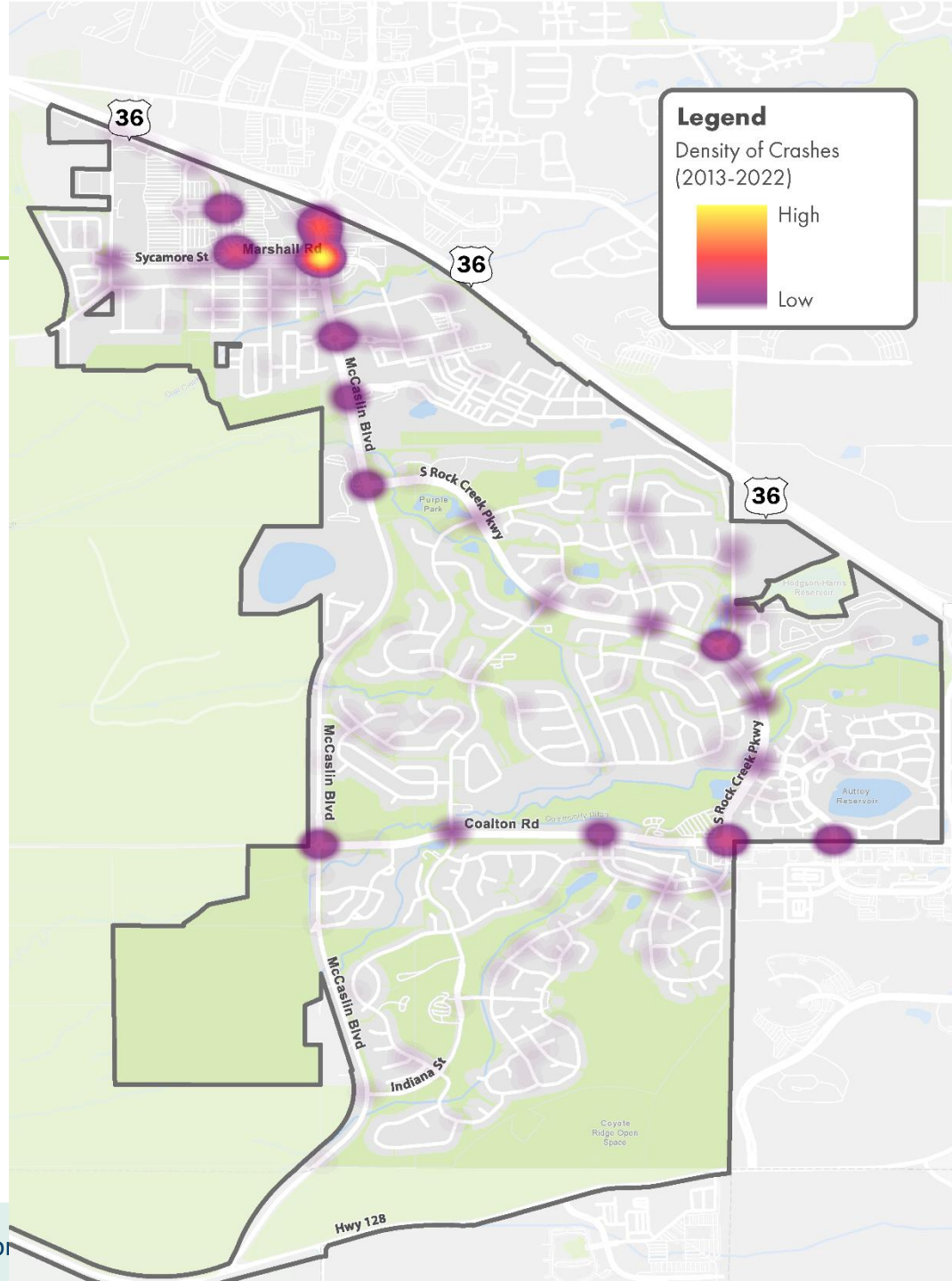


Superior: Safety Analysis

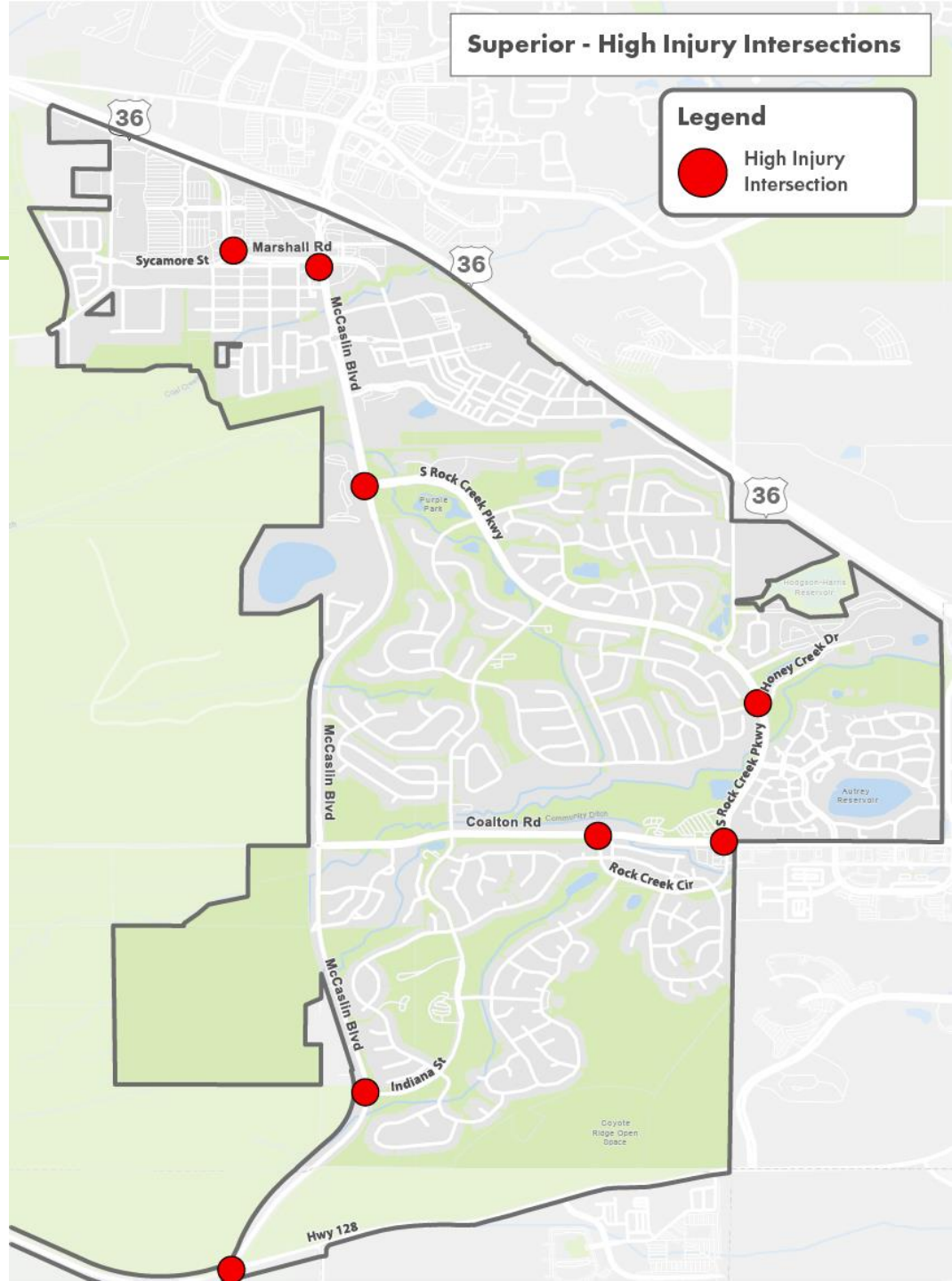
Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior



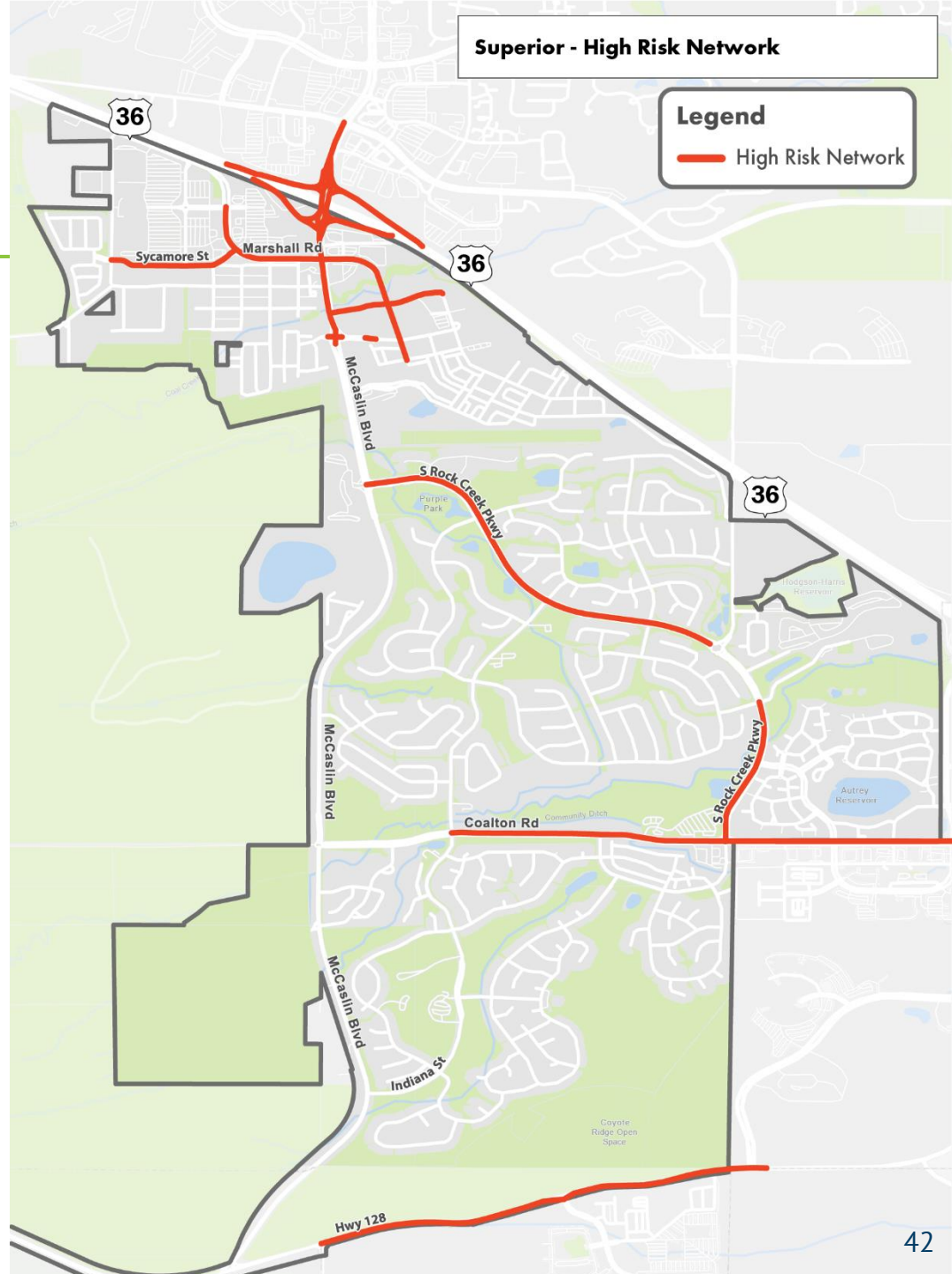
Source: Colorado Department of Transportation (CDOT) crash data



Superior: High Injury Network



Superior: High Risk Network



Discussion

- Do the results of the crash analysis, HIN, or HRN resonate with you? Are there any that are surprising?

Where We're Going: Working Towards the Action Plans

Action Plan Development

Develop Safety Strategies and Initial Recommended Actions

- Variety of Types: Infrastructure & Non-Infrastructure
- Different Applications: location based, systemic, programmatic

Public Input

Finalize Recommended Actions

- Near-term
- Mid-term
- Long-term

Action Plans

Includes additional detail/plans for priority, near-term actions

Next Steps

How You Can Help

Actions

- **Upcoming Phase 2 Outreach** Goal: Present initial recommended actions to Community
- Promote public outreach events, website, and survey
- Attend/participate!
- **Do you know of upcoming events that can help promote this outreach?**

Calendar

- **December 2024 – Early 2025:** Phase 2 Outreach
  - **December:** Superior Pop-up at Winter Fest
  - **January/February:** All other Partners pop-ups and public meetings
- **December:** Project Update (likely email)





Boulder County, Lafayette, & Superior Vision Zero Action Plans Steering Committee #2

October 30, 2024 | 10 am – 11:30 am

LOCATION: Virtual (Zoom)

Project Management Team (PMT) Members:

Liv Lewin, Boulder County, VZAP PM		Nikki Riemer, Consor
Alex Hyde-Wright, Boulder County		Emma Knisley, Consor
Mark Shisler, Boulder County		Geoffrey Weathers, Superior
Alex Bullen, Superior		George Eveleth, Boulder County
Michelle Melonakis, Lafayette		

Steering Committee Members:

Matthew Muir, Coalition 4 Cyclists		Rachel Plessing, *Superior resident*
Clark Chapman, *Boulder/Nederland area resident*		Landon Hillard, Boulder County, *Boulder resident*
Bryce Reeves, CDOT Bike/Ped Coordinator & ADA Coordinator, *Windsor resident*		Rachel Arndt, Boulder County Public Health *Nederland resident*
Craig Towler, Center for People with Disabilities, *Boulder resident*		Denice Walker, Mobility for All Ambassador *Lafayette resident*
Stephanie Walton, former DRCOG board *Lafayette resident*		Katrina Harms, Peak to Peak Housing & Human Services Alliance, Peak to Peak Scenic Byway Board member, *Nederland resident*
Alexandra Phillips, Boulder County *South Boulder resident*		Krista Nordback, Community Cycles *Boulder resident*
Cammie Edson, City of Longmont Vision Zero *Longmont resident*		John Flora, JM Flora Law Group *Superior resident*
Frank Phillips, Lafayette Planning Commission *Lafayette resident*		Amy Thompson, SRTS Boulder County School District *Gunbarrel resident*
Nick Aguilera, Boulder County		Cass Grady, Town of Nederland Sustainability Coordinator
Tierney Maris, Nederland Board of Trustees		Erik Braaten, DRCOG Senior Safety Planner

Areas with participant discussion are marked in orange text

MEETING NOTES

1. **Introductions**
2. **Meeting Goals**
    a. Review Project Background & Schedule
    b. Discuss Where We've Been

1. Phase 1 Community Outreach
2. Safety Analysis

c. Discuss Where We're Going
    1. Working Towards the Action Plan
    2. Next Steps

3. **Project Background**
    a. What is Vision Zero?
        1. Definition: Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation. Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.
    b. Safe System Approach
        1. Principals of Safe Systems:
            a. Humans Make Mistakes
            b. Humans are Vulnerable
            c. Responsibility is Shared
            d. Safety is Proactive
            e. Redundance is critical
        2. Elements
            a. Safer People
            b. Safer Vehicles
            c. Safer Speeds
            d. Safer Roads
            e. Post-Crash Care
        3. "Swiss Cheese Model"
            a. Redundancy in elements of the Safe System Approach elements creates layers of protection
            b. Death and serious injury only happen when all layers fail
    c. Action Plan Development
        1. Deliver three standalone Vision Zero Action Plans:
            a. Boulder County – includes unincorporated, State Highways, Jamestown, Nederland, and Ward
            b. City of Lafayette
            c. Town of Superior
        2. Create list of specific actions, noting responsibility and potential funding sources for implementation.
    d. Schedule
        1. Phase 1 engagement occurred in July/August
        2. Phase 2 engagement will occur in Winter 2024/2025
        3. Draft action plan by late early 2025
        4. Final action plan April 2025
    e. What We Covered at June Meeting
        1. Project Background
        2. Promotion of Phase 1 Outreach
        3. Listening Session
            a. Questions:
                1. What does Success Mean to you? What would a successful Vision Zero Action Plan look like to you?

2. What are your ideas for roadway safety in Boulder County? Please add your ideas for how the Vision Zero Action Plan can advance transportation safety outcomes under the topic areas below.

b. Input from these questions will be used as our team is developing recommendations and the action plan

4. **Where We've Been: Phase 1 Community Outreach**
    a. How We Collected Input for Each Partner (July and August 2024)
        1. In-person Pop-up Events
        2. Virtual Public Meetings
        3. Online Input Map & Survey
    b. Summary of What We Heard
        1. Online Survey Responses
            a. Boulder County: 196 survey responses, 309 map pins
            b. Lafayette: 378 survey responses, 463 map pins
            c. Superior: 78 survey responses, 83 map pins
    c. What We Heard: Boulder County & Mountain Towns
        1. 196 survey responses
        2. Majority (62%) of survey respondents live in Unincorporated Boulder County and Mountain Towns
        3. 94% of respondents drive as their primary travel mode, with 3% biking, 2% walking, and 1% taking transit
    d. What We Heard: Boulder County
        1. 31% of respondents or someone they know were involved in a crash in unincorporated Boulder County in the past 5 years
        2. Very few respondents indicated that they use transit or a mobility device as their primary mode
        3. Driving: 43% feel safe, 39% feel unsafe, 18% feel neutral
        4. Walking: 34% feel safe, 46% feel unsafe, 21% feel neutral
        5. Biking: 76% feel unsafe, 17% feel safe, 7% feel neutral
    e. What We Heard: Boulder County Map Survey (309 pins)
        1. Heard the most feedback on US 287, SH 119, and US 36 north of boulder
    f. What We Heard: Lafayette
        1. 378 survey responses
        2. 463 map pins
        3. Majority (76%) of survey respondents live in Lafayette
        4. 86% of respondents drive as their primary travel mode, with 7% biking, 6% walking, 1% taking transit, and 1% using a mobility device
    g. What We Heard: Lafayette
        1. 22% of respondents or someone they know were involved in a crash in Lafayette in the past 5 years
        2. Very few respondents indicated that they use transit or a mobility device as their primary mode
        3. Driving: 55% feel safe, 31% feel unsafe, 14% feel neutral
        4. Walking: 47% feel safe, 37% feel unsafe, 15% feel neutral
        5. Biking: 38% feel safe, 51% feel unsafe, 11% feel neutral
        6. Heard the most feedback on US 287, Baseline Road, South Boulder Road, Emma Road, Public Road

h. What We Heard: Superior
    1. 78 survey responses
    2. 83 map pins
    3. 29% of survey respondents live in Superior while most respondents (67%) live elsewhere in Boulder County or in Lafayette
    4. 81% of respondents drive as their primary travel mode, with 13% biking, 3% walking, 3% other (electric scooter, motorcycle), and 1% taking transit
i. What We Heard: Superior
    1. 7% of respondents or someone they know were involved in a crash in Superior over the last 5 years
    2. Very few respondents indicated that they use transit or a mobility device as their primary mode
    3. Driving: 51% feel safe, 31% feel unsafe, 18% feel neutral
    4. Walking: 38% feel safe, 42% feel unsafe, 19% feel neutral
    5. Biking: 26% feel safe, 62% feel unsafe, 13% feel neutral
    6. Heard most feedback on McCaslin Blvd and S Rock Creek Pkwy

5. **Where We've Been: Safety Analysis**
    a. Safety Analysis Process
        1. Detailed analysis for Unincorporated Boulder County & the Mountain Towns, Lafayette, and Superior
        2. Analyzed 10 years of CDOT crash data (January 2013 to December 2022)
        3. For each study area, developing:
            a. Crash Analysis (understand crash trends)
            b. High Injury Network (understand where injury crashes have occurred)
            c. High Risk Network (understand where injury crashes may happen in the future)
        4. Overlaying Phase 1 Community Input with this analysis to make sure we're not missing anything and to give us more context on the human behavior and human comfort
    b. HIN & HRN: What's the Difference?
        1. High Injury Network: Addressing Crashes Today
            a. Identifies locations where the top injury crashes are occurring based on historical crash data
        2. High Risk Network: Preventing Crashes Tomorrow
            a. Identifies locations where there is high risk for potential crashes based on roadway characteristics
    c. HIN Process
        1. Serious and fatal injury crashes weighted higher than minor injury crashes
            a. Minor injury = 1 point; serious injury=2 points; fatal=4 points
        2. Local Agency roadways were analyzed separately from CDOT roadways to account for the higher number of crashes and different crash trends on DOT roadways
            a. Thinking towards implementation and responsible parties

        b. Different types of crash trends on CDOT roads versus local roads
    3. Weighted Injury crashes were split into local agency roadway crashes and CDOT roadway crashes, then separated into intersection and segment crashes to determine the High Injury Network Results.
d. HRN Process
    1. Identified common roadway characteristics of the serious injury, fatal, and vulnerable road user crashes to select risk factors
    2. Identifying the elements of the roadways where injury crashes are currently occurring to understand where they might happen in the future
e. HRN Example
    1. 95th St & Lookout Rd is flagged as a HIN Intersection
    2. 95th St & Mineral Road – has similar context in terms of signalization, roadway width, has potential to be on HRN

6. **Q&A**
    a. Matt Muir: How is this weighted against the Boulder County Transportation Master Plan? The TMP seems to predict these same conditions.
        1. Nikki: Bike crashes are the top serious injury and fatal crash type on County roadways. We are developing a Bike/Ped HIN, as well as including roadways with subpar bicycle facilities as a risk on the HRN.
        2. We will also make sure recommendations and priorities align with the TMP.
    b. Stephanie Walton: How are we factoring in future development? In the list of risk factors, are we considering facilities that accommodate older adults?
        1. Nikki: We are looking at destination types (libraries, senior centers, transit facilities, etc) and determining if there are trends within the crash data in proximity to these destinations to be potential risk factors. We are also considering planned or recently completed improvements when considering locations for recommended improvements.
    c. Frank Phillips: Once we have all the recommendations assembled, do we see this moving forward into a funding phase?
        1. Nikki: Our goal is to deliver a plan to each agency that is focused on implementation, so prioritizing actions and determining high level planning cost as well as implementation responsibility and potential funding sources.
7. **Safety Findings**
    a. Boulder County: Safety Analysis
        1. The total number of crashes has decreased in recent years (following the pandemic in 2020), but the number of serious injury and fatal crashes has remained consistent, so the percentage of these crashes has increased.
        2. Over 10 years, 135 people died in traffic crashes in the project area.
        3. County roadways make up 86% of roadway centerline miles, but only 30% of serious injury and fatal crashes. CDOT roadways make up only 14% of roadway centerline miles, but 70% of serious injury and fatal crashes.

        a. Given this distribution, the project team analyzed CDOT and county roadways separately.
    4. On Boulder County roads, the top crash types were fixed object, rear-end, and overturning. However, the top serious injury and fatal crash types were bicycle, fixed object, and overturning. The disproportionate amount of serious injury and fatal bicycle crashes compared to all crashes emphasizes the vulnerability of this road user.
    5. On CDOT roads, the top crash types were rear-end, fixed object, and sideswipe. The top serious injury and fatal crash types were overturning, head-on, and broadside. Rear-end crashes are common, but they are less likely to result in serious injury and fatality.

b. Mountain Town Zoom-in – Nederland
    1. 191 crashes occurred within the Nederland boundary, including 5 serious injury and fatal crashes consisting of:
        a. 1 broadside crash
        b. 1 pedestrian crash
        c. 2 head-on crashes (1 fatal involving motorcycle)
        d. 1 fixed object crash
    2. The top crash types in Nederland were Parked motor Vehicle, Fixed Object, Rear End, Embankment/Ditch, and Overturning.

c. Mountain Town Zoom-in – Ward
    1. 8 crashes occurred within the Ward boundary, including 2 serious injury crashes consisting of
        a. 1 guard rail crash
        b. 1 overturning crash

d. Mountain Town Zoom-in – Jamestown
    1. 10 crashes occurred within the Jamestown boundary, with no serious injuries or fatalities.

e. Boulder County: High Injury Network (HIN)
    1. The HIN consists of segments and intersections broken down into county and CDOT-owned roadways with the highest concentrations of injury crashes
    2. Splitting out county-owned roadways allows us to identify segments with a high concentration of injury crashes compared to other county roadways, without being skewed by the proportionally higher CDOT roadways

f. Lafayette: Safety Analysis
    1. Similarly to Boulder County, total crashes have declined in the past few years, but the number of serious injury and fatal crashes has remained consistent.
    2. Over 10 years, there were 67 serious injury crashes and 19 fatal crashes in Lafayette.
    3. The top serious injury and fatal crash types in Lafayette were broadside, approach turn, rear-end, and sideswipe.

g. Lafayette: High Injury Network (HIN)
    1. The HIN consists of the segments and intersections with the highest concentrations of injury crashes. Some state highways (US 287, Arapahoe w/o US 287, 95th St s/o Arapahoe Road) were removed from the analysis due to having recently completed planning studies, with a desire to have a complete sense of where the most impact can be had on areas that haven't been studied yet
h. Superior: Safety Analysis
    1. Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior (which occurred on Hwy 128).
    2. The majority of crashes occurred at intersections, with a hotspot of crashes at McCaslin and Marshall.
    3. Due to this concentration of crashes at intersections and the lack of concentrated injury crashes on segments, the High Injury Network consists only of intersections.
    4. The High Risk Network was developed using known risk factors such as speed limit and number of lanes. High risk segments appear around the US 36 interchange, as well as along Rock Creek Pkwy, Coalton, and Hwy 128.

8. **Discussion: Do the results of the crash analysis, HIN, or HRN resonate with you? Are there any that are surprising?**
    a. Stephanie Walton: Is there any way to break out how roadways or transportation infrastructure is being used for recreation versus commuting/non-recreation?
        1. Nikki: One thing might be able to do is look at where bicycle/pedestrian crashes are occurring, such as trail crossings, to try and determine trip purpose.
        2. Alexandra: What is the purpose of breaking down the data that way?
            a. Stephanie: assumptions and priority of investment might be different
        3. Katrina Harms: Agree with Stephanie about difference between work and recreation, especially for communities like Nederland and Ward that experience high volumes of tourists in the summertime.
        4. Michelle: Lafayette has had some conversations about using Strava data to determine locations of recreation rides, but there is concern that it may not be equitable. Also, can consider looking at exposure during peak commuting times.
        5. Krista: Wary of the danger of diving into recreation vs commuters, given that this is data we don't have and may not need. Is this data relevant for other things, such as when people are traveling? We could get this data from counts. Caution against going down that rabbit hole unless we have a better clearer reason for it. Would also like to hear more about the bike crashes as we dive into it and have maps for that specifically.
            a. Nikki: As part of our crash analysis we are looking at a variety of factors, which includes time of day and day of week, so can potentially break

down by crash type, etc. to understand more specifically when crashes are occurring.

b. Nikki: We are working on developing a bike/ped specific HIN for Boulder County, as well as diving into the locations with bike/ped crashes in Lafayette and Superior.

b. Rachel: There are places on Strava that are hot and are used a lot, which introduces potential for collisions. There are also areas that show up as gaps where there is no one riding, which can be used of evidence of where areas do not feel safe. Is the project team looking at that?

1. Nikki: We haven't specifically driven into the Strava data, but if we do go down that path it would be a combination of looking at hotspots and gaps to understand the whole picture.
2. Liv: Community input was specifically about where people don't feel safe, so we do have input from the community about where people don't feel safe biking and why, which we can use to fill in the gaps of the crash data.

c. Krista: Wanted to mention project by Portland State University, which fused Strava data with the bicycle counts provided by Boulder County, so we have an estimate across the County to try to overcome some of the bias inherent with the Strava data. It is the researchers' best estimate of where bicyclists are traveling across the County.

1. https://nitc.trec.pdx.edu/research/project/1269/Exploring_Data_Fusion_Techniques_to_Estimate_Network-Wide_Bicycle_Volumes
2. https://jbroachpdx-map-share.nextgis.com/resource/21/display?panel=none

9. **Where We're Going: Working Towards the Action Plans**
    a. Action Plan Development
        1. Develop Safety Strategies and Initial Recommended Actions
            a. Variety of Types: Infrastructure & Non-Infrastructure
            b. Different Applications: Location based, systemic, programmatic
        2. Public Input
        3. Finalize Recommended Actions
            a. Near Term
            b. Mid Term
            c. Long Term
        4. Action Plans
            a. Includes additional detail/plans for priority, near-term actions
10. **Next Steps**
    a. Actions
        1. Upcoming Phase 2 Outreach
            a. Goal: Present initial recommended actions to community
        2. Promote public engagement events, website, and survey
        3. Attend/participate
        4. Do you know of upcoming events that can help promote this outreach?

b. Calendar
    1. December 2024 – Early 2025: Phase 2 Outreach
        a. December: Superior Pop-up at Winter Fest
        b. January/February: All other Partners pop-ups and public meetings
    2. December: Project Update (likely via email)
c. Katrina: there are a handful of pop-up events in December, but can keep an eye out for events early next year
d. Stephanie: Is the Lafayette Chamber continuing Oatmeal Festival in January?
    1. Frank: Yes, Saturday January 13th
        a. Note: Post-meeting research showed that the actual date for 2025 is Tue., Jan. 14.
    2. https://festivalnet.com/27257/Lafayette-Colorado/Lifestyle-Healthy-Living-Events/Lafayette-Quaker-Oatmeal-Festival
e. Stephanie: CDOT grant was awarded to do safety improvements on US 287 as part of NAMS projects, congratulations to anyone who was involved in making that happen.

Lafayette Vision Zero Action Plan
Steering Committee December 2024 Update

Project Overview: Create Vision Zero Action Plans for Boulder County, Lafayette, and Superior to address roadway safety, with a Vision Zero goal of eliminating all traffic fatalities and serious injuries.

Study Area*:
Lafayette arterials and collector roads and Colorado Department of Transportation (CDOT) roads that have not had previous planning efforts completed.

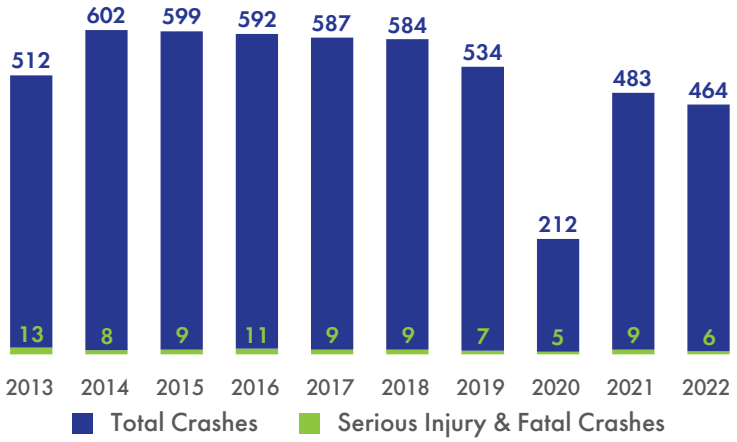
Community Input Summary:
Top themes that emerged from a community survey (Summer 2024):

- Lack of infrastructure for cyclists and pedestrians
- Driver behavior concerns such as drivers not following traffic laws (i.e., running red lights, not yielding, speeding)
- The need for better traffic management and enforcement to address speeding and reckless driving

Safety Analysis Findings:

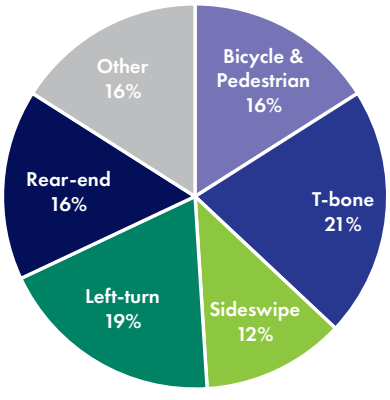
- Over the ten-year analysis period (2013 –2022), there were **19 crashes resulting in a fatality** and 67 crashes resulting in a serious injury. Although the number of crashes has decreased in recent years, **the number of serious injury and fatal crashes has remained constant.**
- **Top crash types** to address:
  - Bicycle & Pedestrian crashes
  - T-bone crashes
  - Sideswipe crashes
  - Left-turn crashes
  - Rear-end crashes
- **Speeding makes all of the above crashes more likely and more severe.**

Crashes Over Time



Top Serious Injury and Fatal Crash Types

The top five serious injury and fatal crash types account for 84% of the serious injury and fatal crashes.



*Boulder County and Superior Vision Zero Action Plan updates are covered in separate documents.

Lafayette Vision Zero Action Plan
Steering Committee December 2024 Update

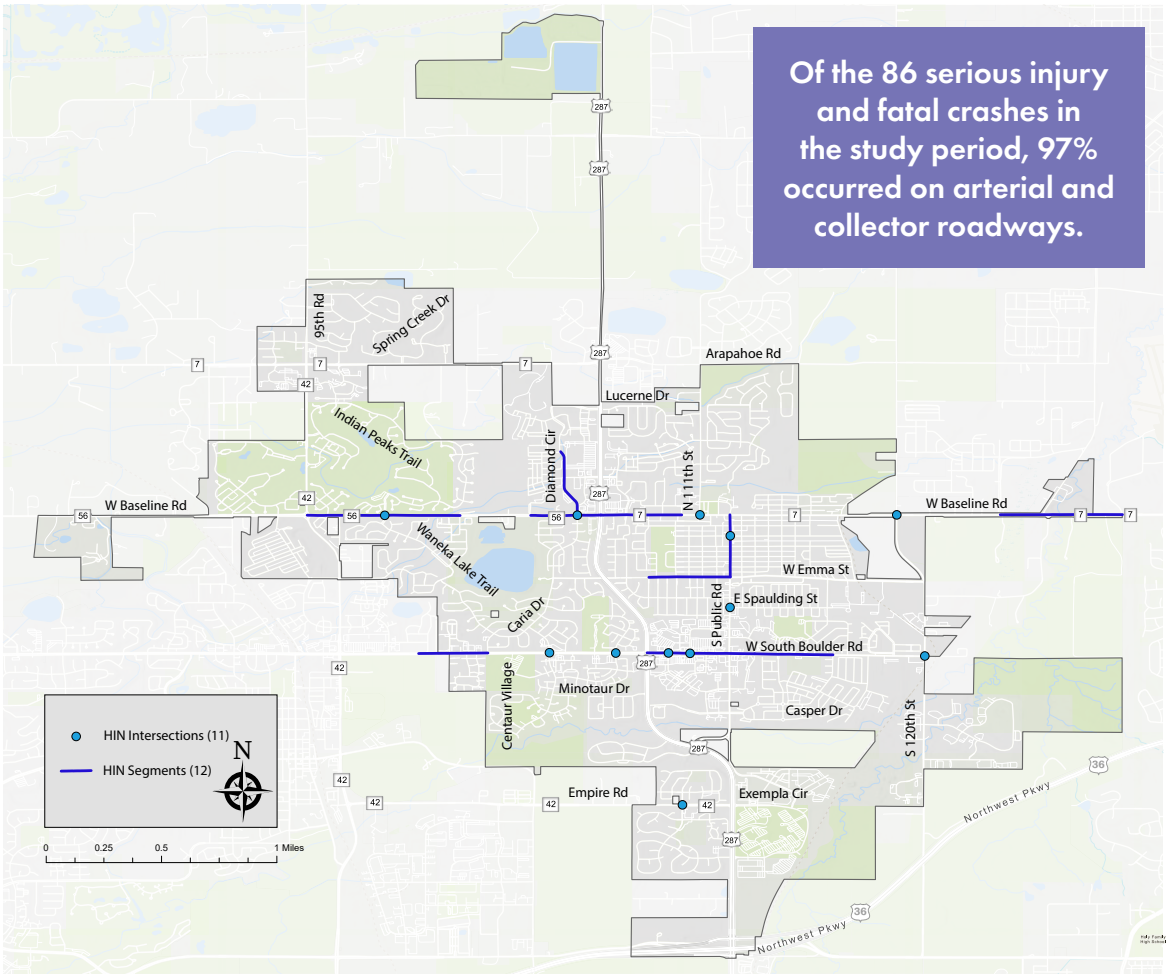
High-Injury Network

A high-injury network (HIN) is a roadway network that identifies locations where the top injury crashes are occurring based on historical crash data. This network will assist Lafayette in prioritizing locations with highest need for safety improvements.

Roadways that were analyzed as part of the considered network include arterials, collectors and state highways. However, there were a few state highways that were excluded from the analysis. The list below summarizes the state highways in Lafayette and which were excluded and included in the HIN development:

State Highway in Lafayette	Included / Excluded	Reason
US 287	Excluded	Has had a planning study completed
Arapahoe Road	Excluded	Has had a planning study completed
95th Street, south of Arapahoe Road	Excluded	Has had a planning study completed
Baseline Road, east of US 287	Included	Has NOT had a planning study completed
Empire Road, west of US 287	Included	Has NOT had a planning study completed

Lafayette High-Injury Network



Lafayette Vision Zero Action Plan
Steering Committee December 2024 Update

Recommended Actions

The plan will follow the FHWA's Safe System Approach and will focus recommendations for Engineering, Enforcement, Education, and Evaluation actions in the following areas:

- Safer Roads
- Safer Speeds
- Safer People

Recommended actions will be developed and prioritized by considering factors such as being in the HIN, risk for future crashes, crash reduction potential, proximity to disadvantaged populations, community input, and planning-level costs. The actions will be categorized for phased implementation over the next several years, with progress tracked and evaluated.

Examples of the types of recommended actions that will be explored include:

Focus Area	Action	Type
Safe Roads	Evaluate a defined number of intersections a year prioritized by crash history to identify appropriate left turn phasing and signal heads.	Engineering
Safe Speeds	Pilot automated enforcement, such as red-light cameras and speed cameras	Enforcement
Safe Users	Implement targeted education campaigns that align with "back-to-school" to raise awareness of increased school-aged children traveling on the roadways	Education
All	Create a public-facing annual report that tracks the Lafayette Vision Zero Action Plan progress	Evaluation

Next Steps:

We will **need your help promoting and participating in the next round of community engagement in January and February 2025**. Engagement opportunities will include a Lafayette focused pop-up event, online survey, and on-demand informational videos. We will share this information with you as it becomes available!

- Q1 2025: Steering Committee meeting to discuss draft recommended actions; Draft Action Plan available for review
- Q2 2025: Final Action Plan

Appendix B: Library Materials

Lafayette Vision Zero Action Plan

Vision Zero is a worldwide initiative to eliminate all traffic fatalities and serious injuries.

The City of Lafayette's Multimodal Transportation Plan (MMTP) identified the need to create a community-wide Safety Action Plan that incorporates Vision Zero strategies. In 2023, the City of Lafayette along with our agency partners, Boulder County and the Town of Superior, received a Safe Streets and Roads for All (SS4A) grant funding to create this community safety action plan now known as the Lafayette Vision Zero Action Plan.

The Lafayette Vision Zero Action Plan project began in early 2024. During Phase 1 of this project, the project team identified historical crash patterns and high frequency crash locations within the City of Lafayette and gathered community feedback about locations where people felt unsafe traveling within the City. Phase 1 of the project was completed in late 2024.

Phase 2 of the Lafayette Vision Zero Action Plan includes developing a predictive model of where future crashes may occur and to develop potential safety strategies for reducing future crash risk. **The purpose of this survey is to:**

- **Gather community feedback on safety-specific priorities that will inform the predictive model and project prioritization.**
- **Evaluate how familiar the community is with recommended safety strategies to implement at locations with either a crash history or high crash potential.**

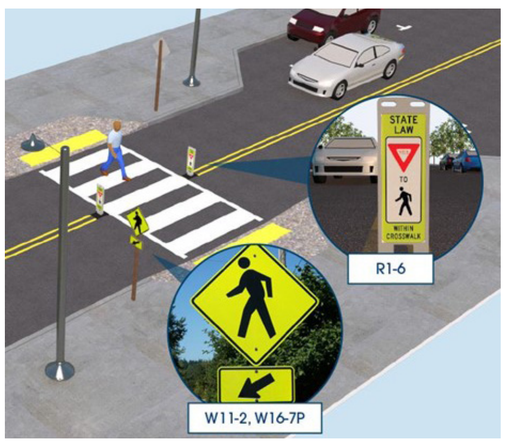
Learn More About the Plan
boco.org/VisionZeroActionPlan

A variety of safety strategies have been identified to address the most common crashes that occur in Lafayette. Visit the project website to learn more about these preliminary strategies and take our survey!

Upgrading Left-Turns at Signalized Intersections

Provides a separate phase for left-turning traffic and allows left-turns to be made on a green arrow signal indication to separate left-turn motor vehicle movements from oncoming traffic and separates them from the pedestrian walk phase.

Enhanced Pedestrian Crossings

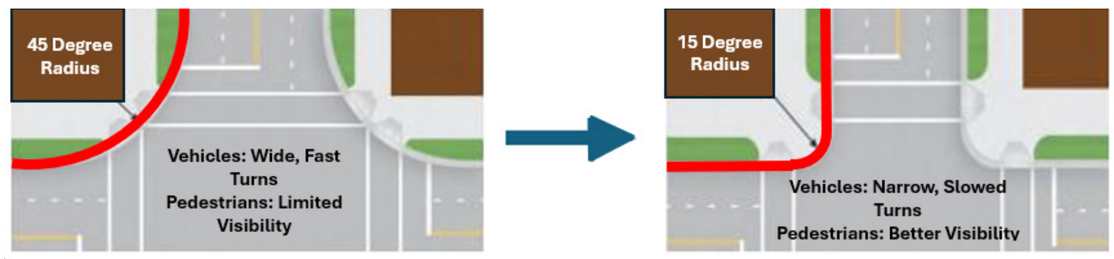


Enhanced pedestrian crossings are a familiar safety solution in Lafayette and include high visibility crosswalks, improved lighting, signage and pavement markings.

Radar Feedback Signs

Radar Feedback signs show how fast vehicles are traveling in comparison to the posted speed limit. They are typically effective for a 5-10 MPH reduction in speed, but the effects are often only present for 3-6 months.

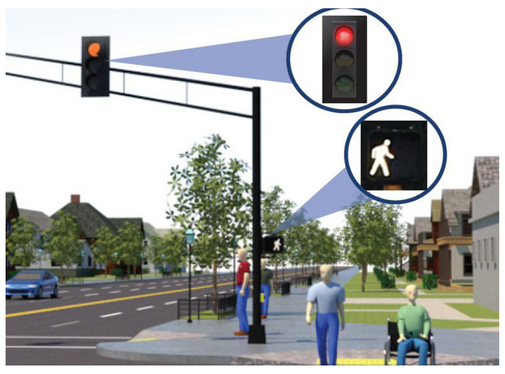
Reduced Turning Radius



Larger Radius **Smaller Radius**

Reducing the corner radius of intersections improves safety. It increases visibility of pedestrians, shortens pedestrian crossing distances, and reduces conflicts between vehicles and other road users. With smaller corner radii, vehicles typically have to slow down to turn right and larger vehicles may have trouble navigating turns.

Pedestrian Signal Enhancements



Pedestrian signal enhancements improve safety and accessibility for pedestrians by reducing conflicts between vehicles and people crossing at a traffic signal. Some examples are: adding audible signals, countdown timers during the "don't walk" phase, and installing leading pedestrian intervals (LPIs) where the walk indication comes on 3-7 seconds before vehicles get a green indication.

Lafayette
Vision Zero Action Plan

City of Lafayette

Scan the QR Code to take our online survey and share your feedback about safety strategies!

If needed, paper copies of the survey are available in the bin labeled “blank surveys.” Please fill out the survey and submit it in the bin labeled “completed surveys.”

Lafayette
Plan de Acción de *Vision Zero*

El programa *Vision Zero* es una iniciativa mundial para eliminar todas las muertes y lesiones graves en accidentes de tránsito.

El Plan de Transporte Multimodal (MMTP) de la ciudad de Lafayette identificó la necesidad de crear un Plan de Acción de Seguridad para toda la comunidad que incorpore estrategias de *Vision Zero*. En el año 2023, la ciudad de Lafayette, junto con nuestras agencias asociadas, el condado de Boulder y la ciudad de Superior, recibieron fondos de Calles y Caminos Seguros para Todos (SS4A) para crear este plan de acción de seguridad comunitaria ahora conocido como Plan de Acción *Vision Zero* de Lafayette.

El proyecto del Plan de Acción *Vision Zero* de Lafayette comenzó a principios del 2024. Durante la Fase 1 de este proyecto, el equipo identificó patrones históricos de accidentes y ubicaciones de accidentes de alta frecuencia dentro de la ciudad de Lafayette y recopiló comentarios de la comunidad sobre lugares donde las personas se sentían inseguras al viajar dentro de la ciudad. La fase 1 del proyecto se completó a finales del 2024.

La Fase 2 del Plan de Acción *Vision Zero* de Lafayette incluye el desarrollo de un modelo predictivo en dónde puedan ocurrir futuros accidentes y el desarrollo de posibles estrategias de seguridad para reducir el riesgo de. **El propósito de esta encuesta es:**

Recopilar comentarios de la comunidad sobre prioridades específicas de seguridad que informarán el modelo predictivo y la priorización del proyecto.

Evaluar qué tan familiarizada está la comunidad con las estrategias de seguridad recomendadas para implementar en lugares con historial de accidentes o con alto potencial de accidentes.

Obtenga más Información sobre el Plan:

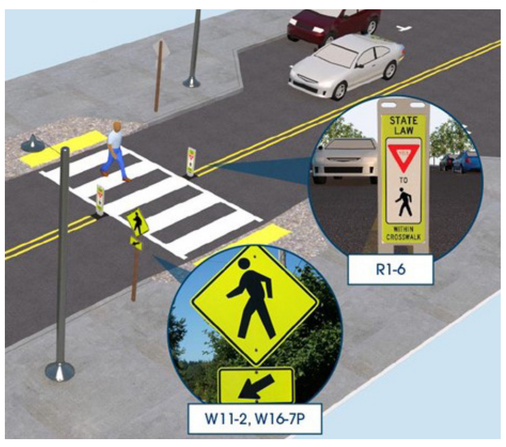
boco.org/VisionZeroActionPlan

Se han identificado una variedad de estrategias de seguridad para abordar los accidentes más comunes que ocurren en Lafayette. Visite el sitio web del proyecto para obtener más información sobre estas estrategias preliminares y completar nuestra encuesta.

Mejorar giros a la izquierda en las intersecciones señalizadas

Proporciona una fase separada para el tráfico que gira a la izquierda y permite que los giros a la izquierda se realicen con una indicación de señal de flecha verde para separar los movimientos de vehículos motorizados que giran a la izquierda del tráfico que viene en sentido contrario y los separa de la fase de caminata de peatones.

Mejoras en cruses peatonales

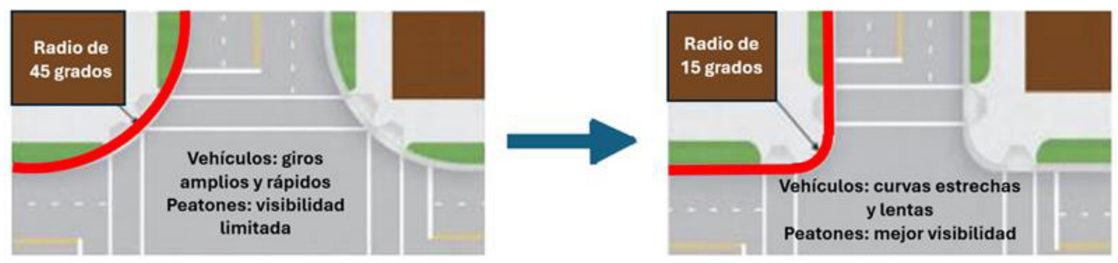


Los cruces peatonales mejorados son una solución de seguridad familiar en Lafayette e incluyen cruces peatonales de alta visibilidad, iluminación mejorada, señalización y marcas en el pavimento.

Señales de retroalimentación de radar

Las señales de retroalimentación de radar muestran qué tan rápido viajan los vehículos en comparación con el límite de velocidad indicado. Por lo general, son efectivos para una reducción de velocidad de 5 a 10 MPH, pero los efectos a menudo solo están presentes durante 3 a 6 meses.

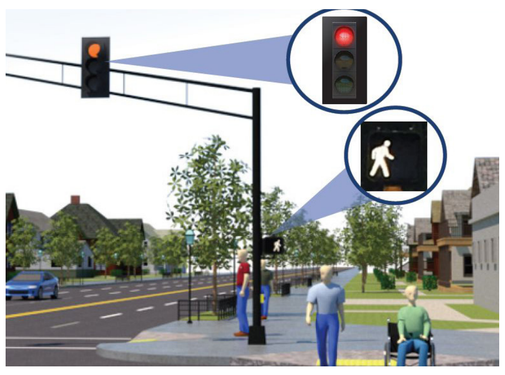
Reducción del radio de giro



Mayor radio de giro. Radio de giro más pequeño.

Reducción del radio de las esquinas en las intersecciones mejora la seguridad. Aumenta la visibilidad de los peatones, acorta las distancias de cruce de peatones y reduce los conflictos entre vehículos y otros usuarios de la vía. Con radios de curva más pequeños, los vehículos normalmente tienen que reducir la velocidad para girar a la derecha y los vehículos más grandes pueden tener problemas para girar.

Mejoras en las señales para peatones



Las mejoras de las señales peatonales aumentan la seguridad y la accesibilidad de los peatones al reducir los conflictos entre vehículos y peatones mediante la incorporación de señales auditivas, cronómetros para peatones que cuentan regresivamente, botones mejorados y la instalación de intervalos peatonales prioritarios (LPI, por sus siglas en inglés) para aumentar la visibilidad de los peatones y permitir que puedan empezar a cruzar entre 3 y 7 segundos antes de que los vehículos tengan derecho a girar.

Lafayette
Plan de Acción de *Vision Zero*

Escanee el código QR para completar nuestra encuesta en línea y compartir sus comentarios sobre las estrategias de seguridad.

Si es necesario, hay copias impresas de la encuesta disponibles en el contenedor etiquetado como "encuestas en blanco." Por favor, complete la encuesta y depositela en el contenedor etiquetado como "encuestas completadas."

Appendix C: Survey Questions

Overview

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior joined forces and successfully applied for Safe Streets and Roads for All (SS4A) grant funding to create a Vision Zero Action Plan for each agency. **Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries.**

The Boulder County Vision Zero Action Plan project kicked off earlier this year. Specific to Superior, this project has analyzed historic and potential crash activity on Superior roadways and has incorporated community input gathered this summer to characterize roadway safety. This information has been used to identify safety concerns and countermeasures to reduce harmful crash events on Superior streets.

Instructions: *Please review the summary of injury crash trends and safety analysis and proposed countermeasures and provide your feedback.* ***Your feedback is extremely important and will influence the recommendations that will be included in the final safety action plan.***

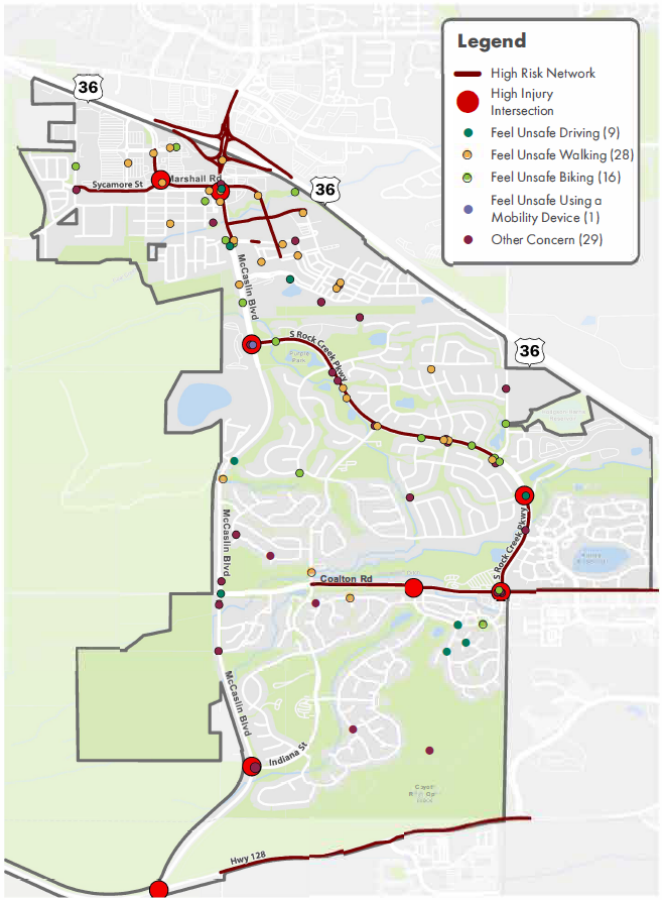
Si desea acceder a esta encuesta en español, haga clic aquí.

High Injury / High Risk Network

Definitions:

- A high-injury network (HIN) is a roadway network that identifies locations where the top injury crashes are occurring based on historical crash data.
  A high-risk network (HRN) identifies contextual factors related to historical
- crashes to identify locations where there is a high risk for potential crashes based on roadway characteristics. The HRN may reveal locations that do not necessarily have a recent history of injury crashes but have a high risk for injury crashes in the future.

The map below shows the HIN and HRN for Superior along with locations where community members indicated having safety-related concerns. Community input displayed on the map was collected over the summer of 2024 through an online survey and interactive map, virtual public meeting, and through tabling at the Superior 4th of July festival.



Crash Trends

78% of all injury crashes in Superior include Approach Turn, Pedestrian & Bicycle Involved, Broadside at Traffic Signal, Fixed Object, or Rear-End. Injury crashes represented in the analysis include crashes that resulted in a minor injury, serious injury, or fatality in a traffic collision event on Superior roadways. These are the top five injury crash types identified in Superior:

Approach Turn: Crashes that occur when someone turns left in front of oncoming traffic without yielding the right-of-way.

Pedestrian and Bicycle Involved: This crash type involves a motor vehicle and at least one person who is walking, rolling, or biking.

Broadside at Traffic Signal: Also known as a T-bone crash or an angle collision, a broadside crash at a signalized location happens when the front end of one car crashes into the side of another car at a signalized location.

Fixed Object: This crash type involves a motor vehicle and a stationary object such as utility poles, guardrails, trees, or buildings.

Rear End: This crash type occurs when the front of one vehicle collides with the back of another vehicle.

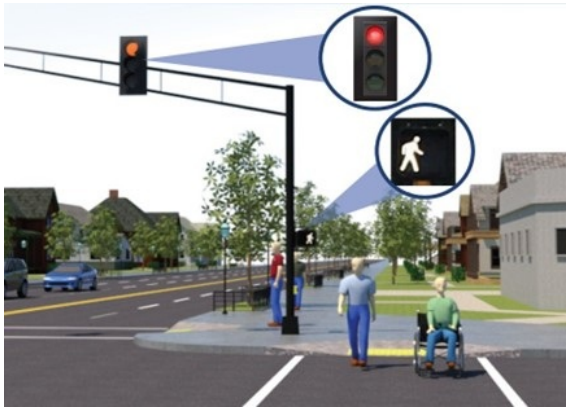
Safety Countermeasures

There are many common factors contributing to these crash types, such as speeding and lack of compliance with traffic signals. Countermeasures aimed at mitigating these factors can reduce the frequency and/or severity of traffic crashes. The crash reduction potential of each countermeasure estimates the expected reduction in crashes following implementation of the countermeasure, based on the FHWA's Crash Modification Factors Clearinghouse. Please review the countermeasures identified by the project team for Superior and indicate your level of support.

Leading Pedestrian Interval

A leading pedestrian interval (LPI) is a strategy to reduce conflicts between vehicles and people walking and biking. A LPI gives pedestrians a 3-7 second head start, allowing them to enter the crosswalk before vehicles turn or proceed which increases the visibility of pedestrians to turning drivers.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	13%



* 1. How supportive are you of implementing Leading Pedestrian Intervals at signalized intersections?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

2. Do you have any other comments or feedback on Leading Pedestrian Intervals? If you have concerns or are not supportive of Leading Pedestrian Intervals, please share why.

Pedestrian Refuge Islands

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. The presence of a pedestrian refuge island at a midblock location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross, and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	56%

S. Coal Creek Dr & Akron Pl

* 3. How supportive are you of implementing pedestrian refuge islands?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

4. Do you have any other comments or feedback on Pedestrian Refuge Islands? If you have concerns or are not supportive of Pedestrian Refuge Islands, please share why.

Red Light Cameras and Speed Cameras

Red light cameras and speed cameras are an automated system that photograph drivers and vehicles that run red lights and that are traveling faster than the legal speed limit on the roadway. Drivers are ticketed for the violation, holding them accountable for dangerous behavior.

Crash Type it Addresses	Crash Reduction Potential
Broadside at Signalized Intersections Speed-related crashes Rear End	Red light camera – 25% Speed camera – 54%

* 5. How supportive are you of implementing red light and speed cameras?

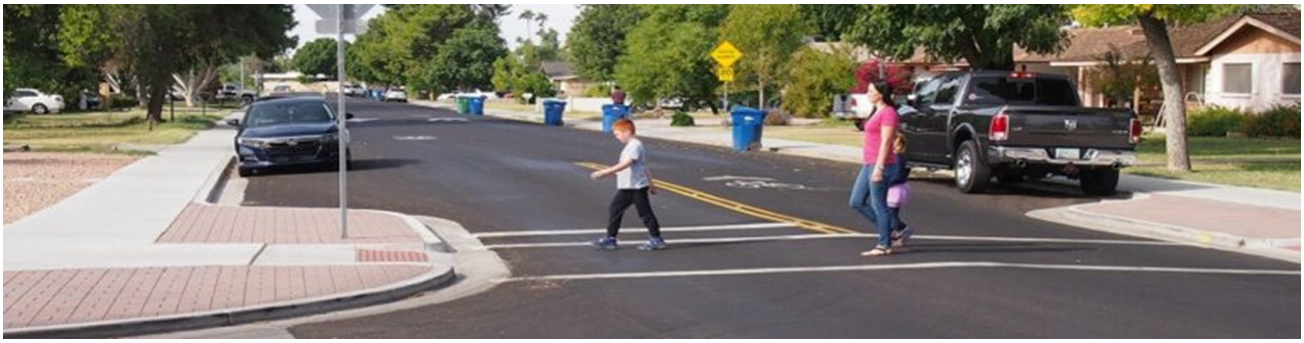
- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

6. Do you have any other comments or feedback on Red Light Cameras and Speed Cameras? If you have concerns or are not supportive of Red Light Cameras and Speed Cameras, please share why.

Curb Extensions (Bulb-outs)

Curb extensions - also known as bulb-outs or neckdowns extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	37%



* 7. How supportive are you of implementing curb extensions (bulb-outs)?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

8. Do you have any other comments or feedback on Curb Extensions (Bulb-outs)? If you have concerns or are not supportive of Curb Extensions (Bulb-outs), please share why.

Raised Crossings

Raised crosswalks are ramps that provide elevated crossing areas spanning the entire width of the roadway, often placed at midblock crossings or right-turn slip lanes. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffic-calming measures that slow vehicles and allow pedestrians to cross at grade with the sidewalk.

Crash Type it Addresses	Crash Reduction Potential
Pedestrian and Bicycle	45%

Indiana St by Superior Elementary

* 9. How supportive are you of implementing raised crossings?

- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

10. Do you have any other comments or feedback on Raised Crossings? If you have concerns or are not supportive of Raised Crossings, please share why.

Protected Left-turns

"Protected-only" phasing provides a separate phase for left-turning traffic and allowing left turns to be made only on a green left arrow signal indication. Separate left-turn motor vehicle movements prevent turning vehicles from overlapping with the pedestrian walk phase or conflicting with oncoming vehicles.

Crash Type it Addresses	Crash Reduction Potential
Approach Turn Pedestrian and Bicycle	99%

* 11. How supportive are you of implementing protected left-turns?

◯ Very supportive

◯ Supportive with some concerns

◯ Not supportive

12. Do you have any other comments or feedback on Protected Left-Turns? If you have concerns or are not supportive of Protected Left-Turns, please share why.

Project Prioritization

* 13. Superior will consider several factors when deciding how to prioritize implementation of recommended projects in the Action Plan. Which of the following factors do you feel should be weighed more heavily? Please rank from highest priority (1) to lowest priority (4).

_____	Prioritizing vulnerable populations (for example: elderly, young children, low income, etc.)
_____	Places where there are more known/historical crashes
_____	Locations that make it safer for walking and biking
_____	Places where there is a high risk for a serious crash in the future

14. Do you have any other comments or feedback on safety countermeasures or prioritization?

Thank you

We value your participation. Please visit boco.org/visionzeroactionplan to learn more about the Boulder County Vision Zero effort.

Resumen

El programa ***Vision Zero*** es una iniciativa mundial para eliminar todas las muertes y lesiones graves en accidentes de tránsito. El Plan de Transporte Multimodal (MMTP) de la ciudad de Lafayette identificó la necesidad de crear un Plan de Acción de Seguridad para toda la comunidad que incorpore estrategias de ***Vision Zero*** *(https://bouldercounty.gov/transportation/multimodal/vision-zero-action-plan/)*. En el año 2023, la ciudad de Lafayette, junto con nuestras agencias asociadas, el condado de Boulder y la ciudad de Superior, recibieron fondos de Calles y Caminos Seguros para Todos (SS4A) para crear este plan de acción de seguridad comunitaria ahora conocido como Plan de Acción ***Vision Zero*** de Lafayette.

El proyecto del Plan de Acción ***Vision Zero*** de Lafayette comenzó a principios del 2024. Durante la Fase 1 de este proyecto, el equipo identificó patrones históricos de accidentes y ubicaciones de accidentes de alta frecuencia dentro de la ciudad de Lafayette y recopiló comentarios de la comunidad sobre lugares donde las personas se sentían inseguras al viajar dentro de la ciudad. La fase 1 del proyecto se completó a finales del 2024.

La Fase 2 del Plan de Acción ***Vision Zero*** de Lafayette incluye el desarrollo de un modelo predictivo en dónde puedan ocurrir futuros accidentes y el desarrollo de posibles estrategias de seguridad para reducir el riesgo de. El propósito de esta encuesta es:

- Recopilar comentarios de la comunidad sobre prioridades específicas de seguridad que informarán el modelo predictivo y la priorización del proyecto.

- Evaluar qué tan familiarizada está la comunidad con las estrategias de seguridad recomendadas para implementar en lugares con historial de accidentes o con alto potencial de accidentes.

Cuéntanos sobre ti

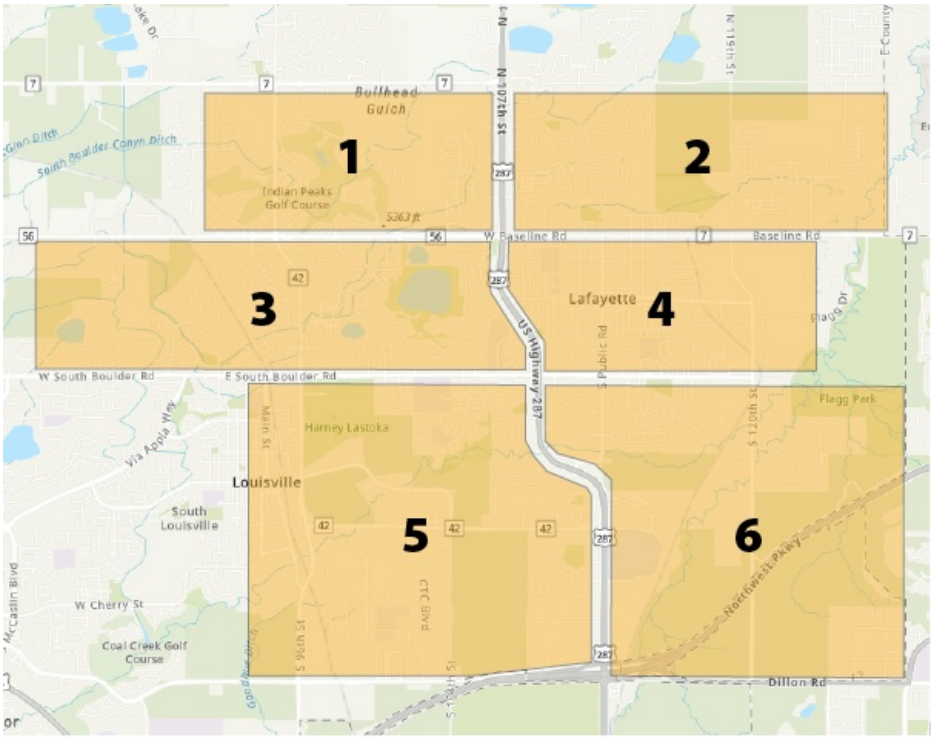
* 1. ¿Cuál es su modo principal de viajar?

- ◯ Caminar
- ◯ Transporte público
- ◯ Bicicleta/ rodando
- ◯ Manejar
- ◯ Compartir vehículo
- ◯ Otra (por favor especifique): _____

* 2. ¿Qué tan seguido utiliza cada medio de transporte?

	Diario	Semanalmente	Mensual	Anual	Nunca
Caminar	◯	◯	◯	◯	◯
Transporte público	◯	◯	◯	◯	◯
Bicicleta/ rodando	◯	◯	◯	◯	◯
Manejar	◯	◯	◯	◯	◯
Compartir vehículo	◯	◯	◯	◯	◯
Otra	◯	◯	◯	◯	◯

Áreas de Lafayette



* 3. ¿En qué zona de Lafayette vive?

- ◯ Zona 1: zona oeste de US 287 y este de 75th Street, al norte de Baseline Road y al sur de CO 7.
- ◯ Zona 2: al este de US 287 y al oeste de E County Line Rd, al norte de Baseline Road y al sur de CO 7.
- ◯ Zona 3: al oeste de US 287 y al este de N 75th Street, al norte de South Boulder Road, pero al sur de Baseline Road.
- ◯ Zona 4: al este de US 287 y al este de Coal Creek Trail, al norte de South Boulder Road, pero al sur de Baseline Road.
- ◯ Zona 5: al oeste de US 287 y al este de Courtesy Road, al norte de Dillon Road, pero al sur de South Boulder Road.
- ◯ Zona 6: al este de US 287 y al oeste de E County Line Rd, al norte de Dillon Road, pero al sur de Boulder Road.
- ◯ Otra (indique el código postal): _____

Red de Seguridad Integral

El equipo del proyecto está desarrollando una Red de Seguridad Integral que combina lugares donde históricamente se han producido accidentes y con lugares donde es más probable que se produzcan accidentes en el futuro. Se analizaron los segmentos de la carretera donde históricamente ocurrieron choques para determinar los factores comunes que contribuyeron a los choques y su gravedad. Los segmentos de carretera con esos mismos factores pueden revelar ubicaciones que no necesariamente tienen un historial reciente de accidentes con lesiones, pero que pueden tener un mayor riesgo de accidentes con lesiones al futuro.

* 4. Los siguientes factores se han asociado con accidentes de mayor riesgo y más accidentes. ¿Cuál de estos factores cree que son más importantes a la hora de priorizar la seguridad vial? Clasifique sus opciones de mayor (1) a menor prioridad (6).

_____	Lugares donde históricamente personas han resultado heridas o muertas en accidentes de tráfico.
_____	Carreteras de mayor velocidad, que se asocian con accidentes más graves.
_____	Presencia de poblaciones vulnerables (por ejemplo: ancianos, niños pequeños, bajos ingresos, etc.).
_____	Falta de iluminación en las carreteras, lo que podría aumentar el riesgo de accidentes nocturnos.
_____	Carreteras más anchas con 3 o más carriles, que se asocian con accidentes más graves.
_____	Falta de instalaciones multimodales, como falta de aceras, cruces sin marcar o instalaciones insuficientes para bicicletas.

Estrategias de Seguridad

Se han identificado una variedad de estrategias de seguridad para abordar los accidentes más comunes que ocurren en Lafayette. Las siguientes páginas presentan una lista preliminar de estrategias que se espera implementar.

Estrategias de seguridad - Mejorar giros a la izquierda en las intersecciones señalizadas

Proporciona una fase separada para el tráfico que gira a la izquierda y permite que los giros a la izquierda se realicen con una indicación de señal de flecha verde para separar los movimientos de vehículos motorizados que giran a la izquierda del tráfico que viene en sentido contrario y los separa de la fase de caminata de peatones.

* 5. Los giros protegidos a la izquierda en los semáforos (a la izquierda solo en la flecha verde) mejoran la seguridad de los viajeros, pero también pueden aumentar el tiempo de espera para conductores, peatones y ciclistas en un semáforo. Entendiendo esto, ¿estaría dispuesto a agregar hasta 2 minutos a su viaje?

- ◯ Sí
- ◯ No

* 6. La imagen de arriba muestra una flecha de giro amarilla intermitente. ¿Qué tan familiarizado estás con las flechas amarillas parpadeantes?

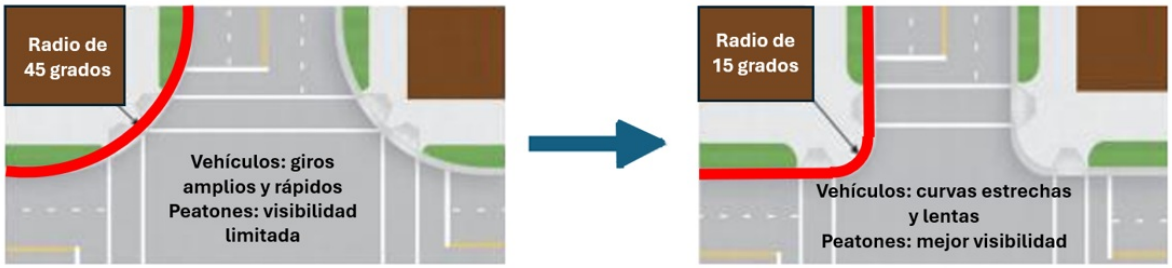
- ◯ Los conozco y me gustaría ver más de ellos en Lafayette.
- ◯ Estoy familiarizada y no me gustaría verlas en Lafayette.
- ◯ No estoy familiarizado con ellos.

7. ¿Tiene otros comentarios u opiniones sobre la mejora para girar a la izquierda en las intersecciones con semáforos?

Estrategias de seguridad (continuación) - Reducción del radio de giro

Reducción del radio de las esquinas en las intersecciones mejora la seguridad. Aumenta la visibilidad de los peatones, acorta las distancias de cruce de peatones y reduce los conflictos entre vehículos y otros usuarios de la vía. Con radios de curva más pequeños, los vehículos normalmente tienen que reducir la velocidad para girar a la derecha y los vehículos más grandes pueden tener problemas para girar.

Ejemplo de radio de giro reducido



Mayor radio de giro. **Radio de giro más pequeño.**

* 8. ¿Qué tan familiarizado estás con la navegación en una intersección con un radio de giro pequeño?

- ◯ Los conozco y me gustaría ver más de ellos en Lafayette.
- ◯ Estoy familiarizada y no me gustaría verlas en Lafayette.
- ◯ No estoy familiarizado con ellos.

9. ¿Tiene otros comentarios u opiniones sobre la reducción de los ángulos de giro o las esquinas elevadas?

Estrategias de seguridad (continuación) - Señales de retroalimentación de radar

Las señales de retroalimentación de radar muestran qué tan rápido viajan los vehículos en comparación con el límite de velocidad indicado. Por lo general, son efectivos para una reducción de velocidad de 5 a 10 MPH, pero los efectos a menudo solo están presentes durante 3 a 6 meses.

* 10. ¿Qué tan familiarizado está con las señales de retroalimentación del radar?

- ◯ Los conozco y me gustaría ver más de ellos en Lafayette.
- ◯ Estoy familiarizada y no me gustaría verlas en Lafayette.
- ◯ No estoy familiarizado con ellos.

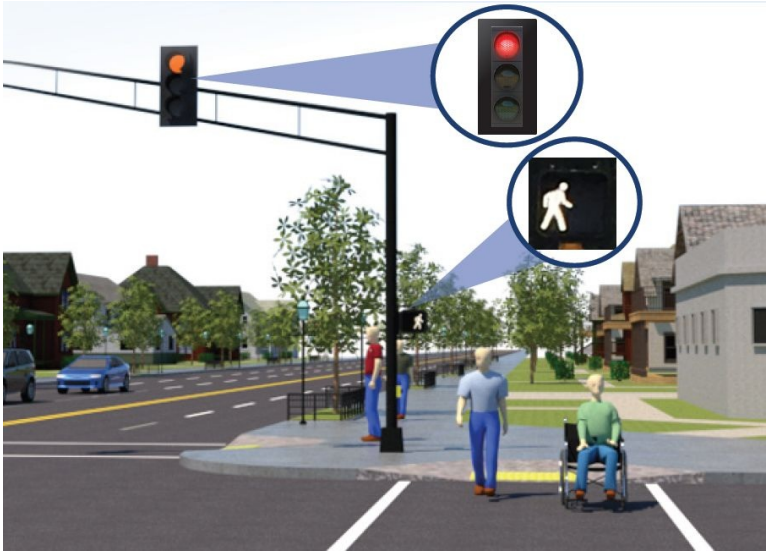
* 11. ¿Qué tan favorable es que los roten a diferentes ubicaciones cada 3 a 6 meses?

- ◯ Mucho apoyo
- ◯ Algo de apoyo
- ◯ No es de apoyo

12. Tiene otros comentarios u opiniones sobre sobre la evaluación de los límites de velocidad establecidos?

Ejemplos de soluciones de seguridad (continuación): mejoras en las señales para peatones

Las mejoras de las señales peatonales aumentan la seguridad y la accesibilidad de los peatones al reducir los conflictos entre vehículos y peatones mediante la incorporación de señales auditivas, cronómetros para peatones que cuentan regresivamente, botones mejorados y la instalación de intervalos peatonales prioritarios (LPI, por sus siglas en inglés) para aumentar la visibilidad de los peatones y permitir que puedan empezar a cruzar entre 3 y 7 segundos antes de que los vehículos tengan derecho a girar. Las mejoras en las señales para peatones también ayudan a las personas con discapacidades, además de a aquellas que no tienen discapacidades.



* 13. ¿Qué tan familiarizado está con las señales peatonales mejoradas?

◯ Los conozco y me gustaría ver más de ellos en Lafayette. Estoy

◯ familiarizada y no me gustaría verlas en Lafayette. No estoy

◯ familiarizado con ellos.

14. ¿Tiene algún otro comentario o sugerencia sobre las mejoras en las señales para peatones?

Ejemplos de soluciones de seguridad (continuación): mejoras en las señales para peatones

Los cruces peatonales mejorados son una solución de seguridad familiar en Lafayette e incluyen cruces peatonales de alta visibilidad, iluminación mejorada, señalización y marcas en el pavimento.

* 15. ¿Qué tan familiarizado está usted con los pasos de peatones mejorados?

◯ Los conozco y me gustaría ver más de ellos en Lafayette. Estoy

◯ familiarizada y no me gustaría verlas en Lafayette. No estoy

◯ familiarizado con ellos.

16. ¿Tiene algún comentario o sugerencia sobre la mejora o instalación de cruces a mitad de cuadra?

Resumen

17. ¿Tiene otros comentarios u opiniones sobre sobre el Plan de Acción Visión Cero que le gustaría compartir?

¡Gracias!

Visite el sitio web del proyecto (https://bouldercounty.gov/transportation/multimodal/vision-zero-action-plan/) para obtener más información sobre estas estrategias preliminares y completar nuestra encuesta.