

Vision Zero Action Plan Phase 1 Engagement Summary

September 27, 2024



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Introduction

Recognizing the importance of implementing a regional approach to road safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 Safe Streets and Roads for All (SS4A) grant funding. The Partners were awarded SS4A grant funding, which enables each Partner to develop a Vision Zero Action Plan (VZAP), which will be a detailed analysis of traffic crashes and risk factors in the county and specific recommendations to comprehensively improve transportation safety in the coming years. The Vision Zero Action Plans will be developed using community engagement to supplement the data driven safety analysis completed for the project. Two phases of community outreach are planned each Action Plan in the form of public meetings and pop-up events: Phase 1 serves as a listening session to learn from the public about traffic safety attitudes and location-specific feedback; and Phase 2 informs the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations and ask for feedback on the draft report.

In summer 2024, the project team implemented Phase 1 of outreach. During this phase, the community was asked to share their traffic safety concerns when traveling in unincorporated Boulder County, Lafayette, and Superior. The community and stakeholder engagement efforts included a blend in-person, virtual, and digital engagement strategies which leveraged region-wide events, as well as events targeted specifically to each Partner. It also included an online survey and map which allowed the community to provide both general and location-specific feedback. The community feedback collected in Phase 1, in addition to the safety data analysis, will be used to prioritize Vision Zero projects and specific actions the Partners can implement to improve traffic safety in the region.

Project Outreach Set-up & Promotion Information

Understanding that outreach and communication with the community is a top priority for the Partners, the project team created a variety of content to promote and encourage participation in the engagement efforts for this project. Diversifying the outreach platforms allows the Partners to reach a wider array of community members for more comprehensive engagement. Promotional materials can be found in **Appendix A**.

Website

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, safety progress to-date 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/>

Flyer

The project team created a call-to-action flyer in both English and Spanish to promote public involvement in Phase 1 of outreach for the Vision Zero Action Plan. The flyer included information about project background, promoted the transportation survey, and provided both a QR code and abbreviated weblink to access the project website. The flyer was distributed to stakeholders to post in public locations around their jurisdictions.

Business Cards

The project team created business cards in both English and Spanish to promote public involvement in Phase 1 of outreach for the Vision Zero Action Plan. The business card encouraged community members to take the transportation survey and provided both a QR code and abbreviated weblink to access the project website. The business cards were distributed at project pop-up events to encourage community members to provide more detailed feedback.

Boulder County Press Release

Boulder County launched a Press Release on July 18, 2024 to provide project information and schedule and promote opportunities for in-person, virtual, and digital engagement. The link to the press release can be found [here](#).

Social Media

The project team assembled a social media calendar for each of the Partners to promote attendance at Phase 1 outreach events and encourage online survey completion. The project team worked with the communications teams at Boulder County, Lafayette, and Superior to push content out through their social media channels. Each social media calendar included text content, images, and platforms for distribution (Twitter [X], Facebook, Instagram, Nextdoor, LinkedIn) for each post.

Newsletter

The project team drafted a newsletter to be distributed to residents explaining the Vision Zero Action Plan project and how residents can get involved and provide feedback. The newsletter content was distributed in Lafayette through their August water bill and through Superiors monthly Town newsletters. Additionally, the team also created e-mail distribution sign-ups for project updates that were available on the project website. Newsletter updates were pushed out to Boulder County, Lafayette, and Superior e-mail distribution lists.

Partners in Promotion

The team supplemented the promotion strategies described above by partnering with several agencies in the region. Promotional content was provided to the following partners who pushed out content through their social media and e-mail distribution channels: Boulder Chamber, Commuting Solutions, and Community Cycles.

Stakeholder Engagement

A Steering Committee was formed to help foster and shape the development of the Vision Zero Action Plan. The Steering Committee consists of members from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. Throughout the project duration, the team will facilitate four meetings with the Steering Committee and smaller group, targeted meetings as needed.

Steering Committee Meeting #1

On June 26, 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 shared information about the project scope, background, and schedule, then facilitated an interactive activity including a discussion around “What would a successful Vision Zero Action Plan look like to you?” and “What are your ideas for roadway safety in Boulder County?”. Input from the Steering Committee will be used in development of the Vision Zero Action Plans and will help shape the vision and goals that will be outlined in the Plans. The Steering Committee Meeting presentation and meeting notes are displayed in **Appendix B**.

Targeted Community Engagement

Community engagement events was facilitated to target each Partner agency and strategies included in-person events, virtual events, and digital opportunities to achieve equitable participation. Community engagement materials can be found in **Appendix C**.

Boulder County Targeted Events

Pop-Up Event – Nederland Farmers Market

The Boulder County pop-up event occurred on July 21st, 2024 from 9am-1pm at the Nederland Farmers Market. **Figure 1** displays photos from the pop-up event. The event was advertised via social media posts from stakeholders and Partners. At the event, the project team set up English and Spanish boards with project background information, project timeline, and a summary of crash analysis statistics in unincorporated Boulder County. The project team also set up several large maps in English and Spanish that prompted the public to place stickers where they feel unsafe walking, biking, driving, or using a mobility device, or where they have other transportation-related concerns in unincorporated Boulder County. There were five total maps: one for unincorporated Boulder County; and one blown-up map each of Nederland, Niwot and Gunbarrel, Jamestown, and Ward. Post-it notes and pens were also provided for the public to leave more detailed comments on the maps. Comments that were collected on the map were digitized onto the online Social Pinpoint map.



Figure 1. Nederland Farmers Market Pop-up Event

Pop-Up Event – Ride for Magnus

The Ride of Magnus event was held on August 11, 2024. Representatives from Boulder County staff attended the events to discuss and promote the project with the public and learn more about traffic safety concerns in Boulder County from community members. Key themes from this event included the following:

1. Dillon/US 287/NW Pkwy near Medtronic—debris in road/shoulder
2. Access to Morgul-Bismark Trail—CO 170 to CO 93—gravel debris in shoulder/bike lane
3. CO 170 between Cherryvale and 66th
 - Bike access to trailhead (Marshall Valley trail access) for high school biking teams
 - Speeds are too high and need crosswalk where trail intersects with CO 170
4. CO 66 between US 36 and ¼ mi west—missing bike lane = gap going into Lyons
5. Nelson Road between US 36 and 75th—narrow shoulders makes it worrisome to ride in this area

Public Meeting

A virtual public meeting for unincorporated Boulder County occurred on August 8th from 6-7:30PM. The meeting was hosted via Zoom. The first section of the meeting was in a presentation format which included a summary of the project background and schedule, crash history in Unincorporated Boulder County, and promoted an online transportation safety survey. In the second section of the meeting, the public was encouraged to participate in a transportation safety discussion, prompted by a slide of discussion questions. Participants then had the opportunity to voice additional questions and comments not previously covered. The public meeting wrapped up with next steps, opportunities to visit the project website and take the survey and project contact information. The presentation and recorded meeting were uploaded onto the project website for public access. Spanish language translation was offered via transcript on the recording posted to the project website.

Lafayette Targeted Events

Pop-Up Event—Art Night Out

The Lafayette pop-up event occurred on August 9th, 2024 from 5-9PM at the Art Night Out event. **Figure 2** displays photos from the pop-up event. The event was advertised via social media posts from stakeholders and Partners. At the event, the project team set up English and Spanish boards with project background information, project timeline, and a summary of crash analysis statistics in Lafayette. The project team also

set up a large map in English and Spanish that prompted the public to place stickers where they feel unsafe walking, biking, driving, or using a mobility device, or where they have other transportation-related concerns in Lafayette. Comments that were collected on the map were digitized onto the online Social Pinpoint map.



Figure 2. Lafayette Art Night Out Pop-up Event

Public Meeting

A virtual public meeting for Lafayette occurred on August 20th from 6-7:30PM. The meeting was hosted via Zoom. Spanish translation services were also provided through a professional translator. The first section of the meeting was in a presentation format which included a summary of the project background and schedule, crash history in Lafayette, and promoted an online transportation safety survey. In the second section of the meeting, the public was encouraged to participate in a transportation safety discussion, prompted by a slide of discussion questions. Participants then had the opportunity to voice additional questions and comments not previously covered. The public meeting wrapped up with next steps, opportunities to visit the project website and take the survey and project contact information. The presentation and English and Spanish recorded meeting were uploaded onto the project website for public access.

Superior Targeted Events

Pop-Up Event – 4th of July Celebration

The Superior pop-up event occurred on July 4th, 2024 from 8AM-12PM at the Superior 4th of July Celebration. **Figure 3** displays photos from the pop-up events. The event was advertised via the Superior Sentinel newsletter, an e-blast to residents who are signed up for transportation notifications, and social media posts from stakeholders and partners. At the event, the project team set up English and Spanish boards with project background information, project timeline, and a summary of crash analysis statistics in Superior. The project team also set up a large map in English and Spanish that prompted the public to place stickers where they feel unsafe walking, biking, driving, or using a mobility device, or where they have other transportation-related concerns in Superior. Comments that were collected on the map were digitized onto the online Social Pinpoint map.



Figure 3. Superior 4th of July Celebration Pop-up Event

Public Meeting

A virtual public meeting for Superior occurred on August 1st from 6-7:30PM. The meeting was hosted via Zoom. The first section of the meeting was in a presentation format which included a summary of the project background and schedule, crash history in Superior, and promoted an online transportation safety survey. In the second section of the meeting, the public was encouraged to participate in a transportation safety discussion, prompted by a slide of discussion questions. Participants then had the opportunity to voice additional questions and comments not previously covered. The public meeting wrapped up with next steps, opportunities to visit the project website and take the survey and project contact information. The presentation and recorded meeting were uploaded onto the project website for public access.

Online Survey & Map

An online survey and map were shared with the public on a combined platform. It was hosted by Consor on the public engagement tool, Social Pinpoint. The online survey and map were open from June 26, 2024 through August 31st, 2024. **Figure 4** displays a screenshot from the survey and map hosted on Social Pinpoint.

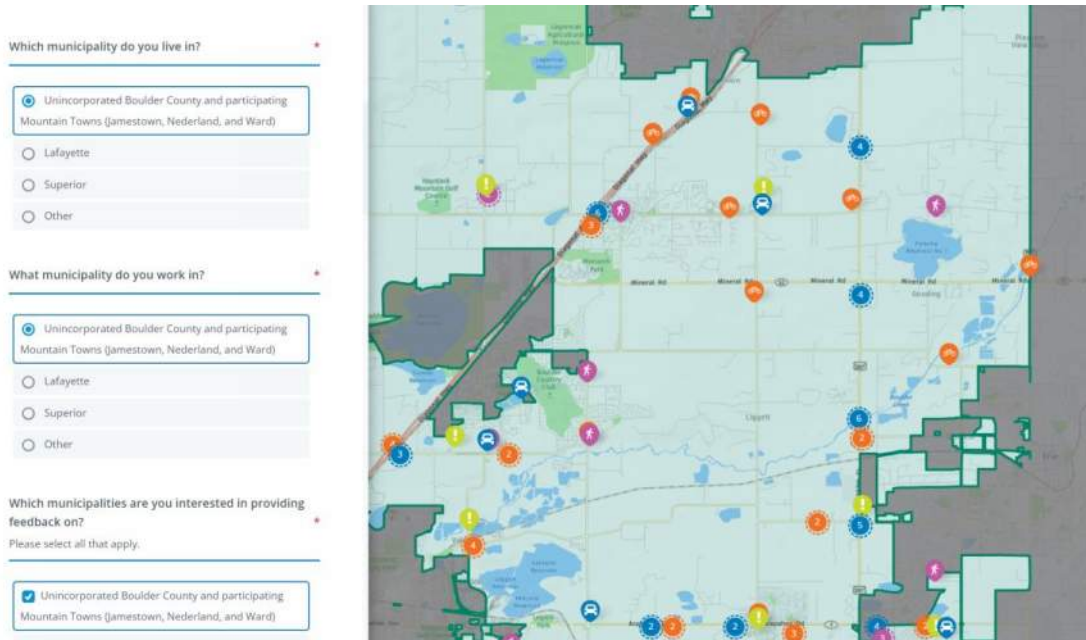


Figure 4. Example of the Survey and Map Hosted on Social Pinpoint

Survey Results

The survey asked respondents which municipalities they live in, work in, and for which they wanted to provide feedback. Depending on which municipalities the respondents chose to provide feedback on, they were led through a series of questions for each municipality indicating their primary mode of transportation, their secondary modes of transportation, and how safe they felt traveling in that municipality using each mode. Respondents were able to take the survey for multiple municipalities. The survey then asked respondents whether they or someone they knew had been involved in a traffic crash within the past five years; if so, in which municipality; and if they would be willing to share details about the crash with project staff. The survey then offered an opportunity for open-ended responses regarding transportation safety concerns. Lastly, there were two demographics questions regarding the gender identity and race/ethnicity of respondents.

Upon the survey closing on August 31st, there were 564 total survey responses. Responses have been broken out and analyzed by jurisdiction below.

Unincorporated Boulder County and Participating Mountain Towns

There were 196 survey responses for Unincorporated Boulder County and the participating mountain towns (referred to as Boulder County).

Figure 5 summarizes the responses for the question “Where do you live?” for the Boulder County survey. The majority of respondents (62%) live in Unincorporated Boulder County, while 11% live in Lafayette and 11% live in the City of Boulder.

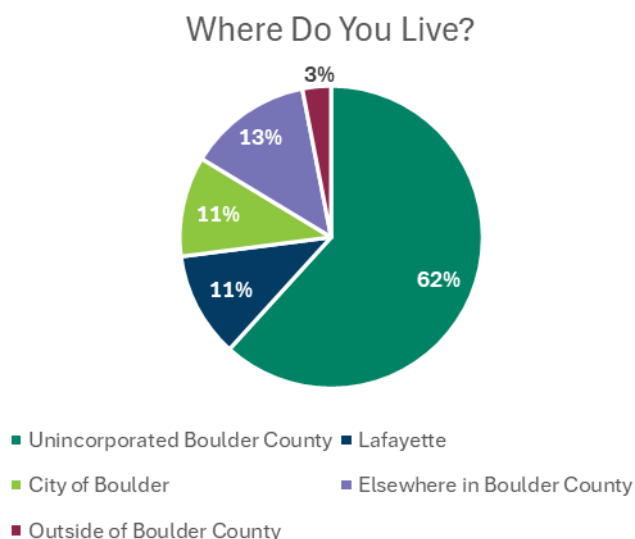


Figure 5. "Where Do You Live?" Results from Boulder County Survey

Of the 13% of respondents living elsewhere in Boulder County, the locational breakdown is as follows:

- 5% live in Longmont
- 3% live in Erie
- 3% live in Lyons
- 2% live in Louisville
- 1% live in Superior

Of the 3% of respondents living outside of Boulder County, the locational breakdown is as follows:

- 1% live in Broomfield County
- 0.5% live in Westminster
- 0.5% live in Weld County
- 0.5% live in Mead
- 0.5% live "Outside of the County"

Figure 10 6 summarizes the responses for the question “Where do you work?” for the Boulder County survey. The results reveal that 44% of respondents work in Unincorporated Boulder County. Additionally, 19% of respondents work in the City of Boulder, while 14% work elsewhere in Boulder County and 11% work in other counties. Notably, 10% of respondents are retired or do not work. 3% of respondents reported working remotely.

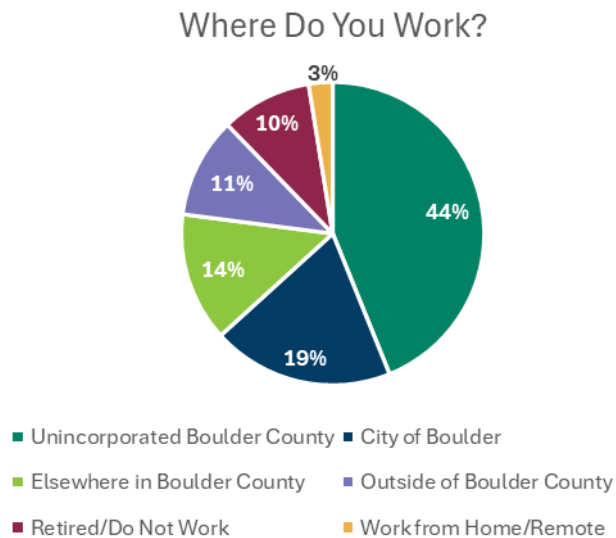


Figure 6. "Where Do You Work?" Results from Boulder County Survey

Of the 14% of respondents who work elsewhere in Boulder County, the locational breakdown is as follows:

- 4.5% work in Lafayette
- 4% work in Longmont
- 1.5% work in Lyons
- 1.5% work in Superior
- 1.5% work in Louisville
- 1% work in Niwot

Of the 11% of respondents who work in other counties, the locational breakdown is as follows:

- 4% work in Broomfield
- 2% work in Denver
- 1.5% work in Thornton
- 1% work in Golden
- 1% work in Westminster
- 0.5% work in Aurora
- 0.5% work in Wheat Ridge
- 0.5% work in Weld County

Figure 7 summarizes all the travel modes respondents use in Boulder County. Driving is the most common mode of transportation in Boulder County, with almost all respondents (183) reporting that they drive either as their primary or secondary mode of travel.

What modes do you use to get around Unincorporated Boulder County and participating Mountain Towns?

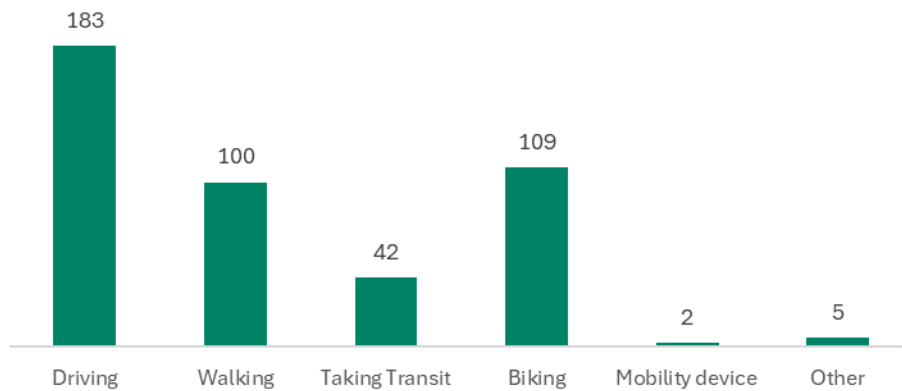


Figure 7. Travel Modes Used to Get Around Boulder County

Respondents were asked to rate their comfort level using each travel mode in Boulder County. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with “I Don’t Use This Mode”. For reporting purposes, the project team grouped together the two unsafe response options as “Unsafe” and the two safe response options as “Safe.” **Figure 8** illustrates the respondents’ comfort levels across each mode. The responses reveal that 99% of drive; 86% walk; 74% bike; 45% use transit; and 8% use a mobility device as either a primary or secondary travel mode. Of the travel modes, respondents feel safest driving (43%) and feel the least safe biking (56%).

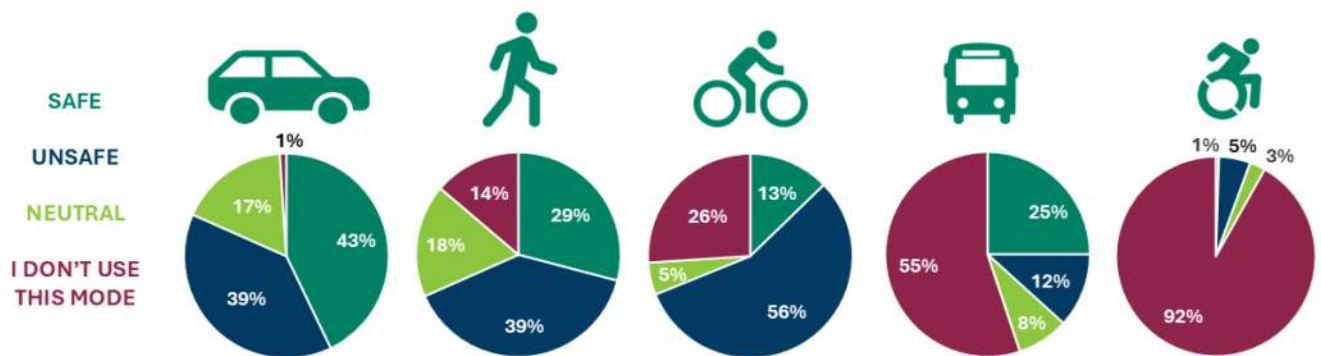


Figure 8. "How safe do you feel traveling in Unincorporated Boulder County and participating mountain towns using the following modes to get around?" Results from Boulder County Survey

Respondents were then asked about their personal experiences with traffic crashes. 59% of respondents reported that they or someone they know have been involved in a traffic crash within the past 5 years. The breakdown of this percentage by jurisdiction is as follows:

- 31% in Unincorporated Boulder County
- 21% in a different municipality
- 6% in Lafayette
- 2% in Superior

Lastly, respondents were given the opportunity to share any additional safety-related traffic concerns through an open-ended survey question. There were 114 unique survey responses. The responses were sorted by major theme: Driving Concern, Biking Concern, Walking Concern, and Other Safety-Related Concern. The breakdown is as follows:

- 88 Driving Concern comments
- 13 Biking Concern comments
- 7 Walking Concern comments
- 3 Other Safety-Related comments
- 3 Not Safety-Related comments

A few locations were cited numerous times for safety concerns:

- US-287 corridor, specifically the intersections of Oxford Road and Isabelle Road
- CO-119 corridor, specifically the Niwot Road intersection
- US-36 corridor

The main themes discussed in the open-ended survey responses are:

Lack of Infrastructure for Cyclists and Pedestrians:

- Many respondents mention the lack of separated spaces for biking on major county roads, such as Highway 170 and US-287 making it feel unsafe to use these modes. Some note the need for wider shoulders on highways and county roads to support safer biking.
- Specific intersections, like SH-66 and US-36, are noted as dangerous for bikers, with shared lanes that feel unsafe due to high-speed traffic.

Speeding and Reckless Driving:

- Excessive speeding and aggressive driving on highways like US-287 and US-36 are major concerns. People mention these roads feel like "speedways" with little traffic enforcement.
- Some respondents describe fatal crashes they've witnessed or heard about, particularly on US-287 and CO-119.
- Suggestions include lower speed limits, increased traffic enforcement, and speed cameras to address these behaviors.

Dangerous Intersections:

- Many intersections are mentioned as unsafe, such as the Oxford Street and US-287 intersection, which respondents feel lacks proper traffic controls.
- Other intersections, like US-287 and Arapahoe Road or CO-119 and Niwot Road, are noted for high crash rates, with request for better traffic signal timing and longer intervals between red and green lights.

E-Bike and Motorcycle Regulation:

- There are concerns about the safety of e-bikes, with respondents suggesting that they be regulated or even prohibited from bike paths due to the inexperience of riders and their high speeds.
- Motorcycles are also mentioned as being unsafe, particularly because of speeding and loud noise.

Traffic Law Enforcement:

- Many respondents expressed frustration with the lack of enforcement of traffic laws, especially concerning red light running, speeding, and distracted driving.
- There are repeated requests for more law enforcement presence on major roads and highways to curb dangerous driving behaviors.

Specific Roadway Hazards:

- Roads like Dillon Road and Boulder Canyon are noted as feeling increasingly unsafe due to higher speeds and road conditions.
- Several respondents mention that the improvements made to certain roads, like the Dillon Road expansion, have actually made them feel more unsafe.

Vision Zero and Safety Measures:

- Some respondents support initiatives like Vision Zero but feel that more focus is needed on practical safety measures, such as keeping bike lanes clear and enforcing speed limits.
- Several suggestions for safety improvements include the installation of red-light cameras, better traffic signal timing, and educational campaigns to improve road user behavior.

Overall, the feedback reflects widespread concerns about speeding, perceived unsafe intersections, and the lack of infrastructure for safe walking and biking, with many respondents calling for increased traffic enforcement and road safety improvements.

Lafayette

There were 378 survey responses for Lafayette.

Figure 9 summarizes the responses for the question “Where do you live?” for the Lafayette survey. The majority of respondents (76%) live in Lafayette.

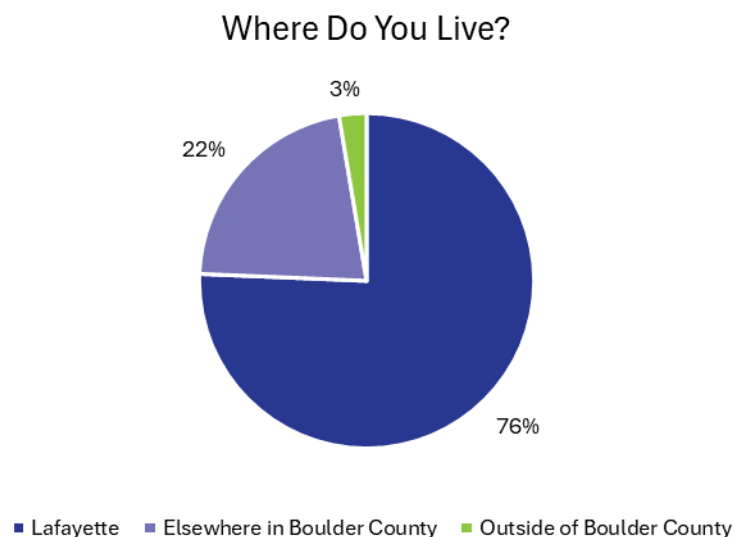


Figure 9. "Where Do You Live?" Results from Lafayette Survey

Of the 22% of respondents living elsewhere in Boulder County, the locational breakdown is as follows:

- 7% live in Erie
- 7% live in Unincorporated Boulder County
- 3% live in Louisville
- 2.5% live in Longmont
- 2% live in Boulder
- <0.5% live in Superior
- <0.5% live in Gunbarrel

Of the 3% of respondents living outside of Boulder County, the locational breakdown is as follows:

- 1.5% live in Broomfield County
- 0.5% live in Frederick (in Weld County)
- <0.5% live in Weld County
- <0.5% live in Westminster (in Adams County)
- <0.5% live in Adams County

Figure 10 summarizes the responses for the question “Where do you work?” for the Lafayette survey. The results reveal that 45% of respondents work in Lafayette. Additionally, 17% of respondents work in the City of Boulder, while 15% work elsewhere in Boulder County and 10% work in other counties. Notably, 12% of respondents are retired or do not work. Only 1% of respondents work remotely or work from home.

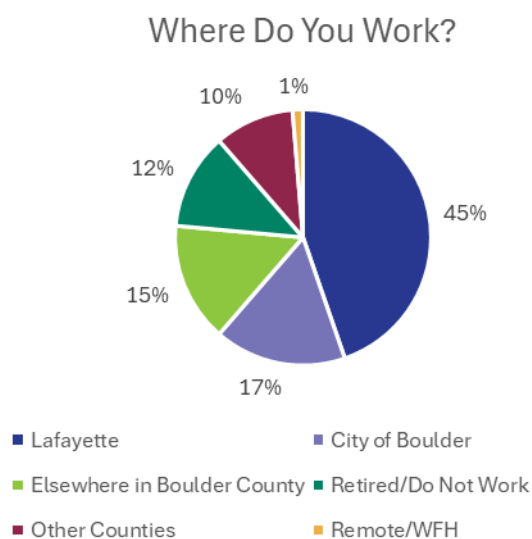


Figure 10. "Where Do You Work?" Results from Lafayette Survey

Of the 15% of respondents who work elsewhere in Boulder County, the locational breakdown is as follows:

- 5% work in Unincorporated Boulder County
- 4% work in Louisville
- 2.5% work in Erie
- <1.5% work in Superior
- <1.5% work in Longmont
- <1% work in Gunbarrel

Of the 10% of respondents who work in other counties, the locational breakdown is as follows:

- 3% work in Broomfield
- 2% work in Denver
- <1.5% work in Golden
- 1% work in Westminster
- 0.5% work in Thornton
- 0.5% work in Aurora
- <0.5% work in Mead
- <0.5% work in Weld County

- <0.5% work in Adams County
- <0.5% work in Jefferson County
- <0.5% work in Lakewood

Figure 11 summarizes the respondents' primary travel modes in Lafayette. Results reveal that 86% of respondents drive as their primary travel mode while the other 14% of respondents primarily use other modes.

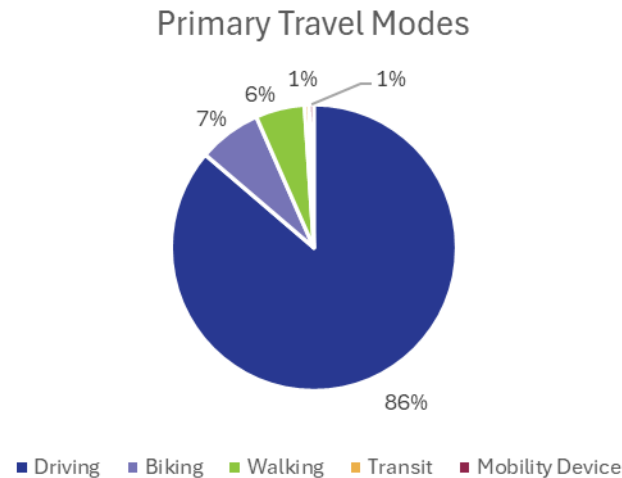


Figure 11. "Primary Travel Modes" Results from Lafayette Survey

Figure 12 summarizes the respondents' secondary travel modes in Lafayette. 44% of respondents walk and 31% bike as their secondary travel modes, with driving, transit, and using a mobility device rounding out the remaining 25% of secondary modes.

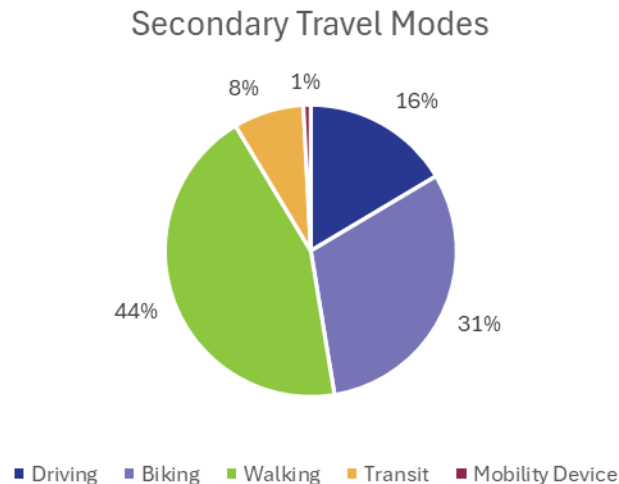


Figure 12. "Secondary Travel Modes" Results from Lafayette Survey

Respondents were asked to rate their comfort level using each of these travel modes in Lafayette. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with "I Don't Use This Mode". For reporting purposes, the project

team grouped together the two unsafe response options as “Unsafe” and the two safe response options as “Safe.” **Figure 13** illustrates the respondents’ comfort levels across each mode.

The responses reveal that all respondents drive; 93% walk; 74% bike; 33% use transit; and 6% use a mobility device as either a primary or secondary travel mode.

Of the travel modes, respondents feel safest driving (55%) and feel the least safe biking (38%).

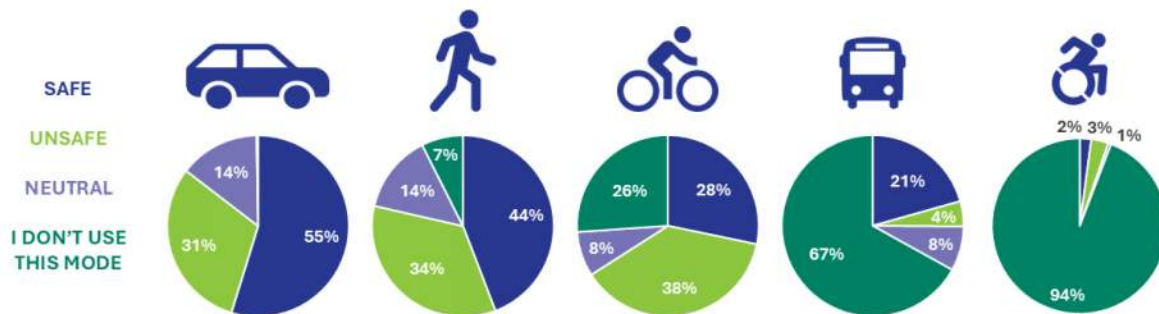


Figure 13. "How safe do you feel traveling in Lafayette using the following modes to get around?" Results from Lafayette Survey

Respondents were then asked about their personal experiences with traffic crashes. 47% of respondents reported that they or someone they know have been involved in a traffic crash within the past 5 years. The breakdown of this percentage by jurisdiction is as follows:

- 22% in Lafayette
- 17% in a different municipality
- 7% in Unincorporated Boulder County
- 1% in Superior

Lastly, respondents were given the opportunity to share any additional safety-related traffic concerns through an open-ended survey question. There were 223 unique survey responses. The responses were sorted by major theme: Driving Concern, Biking Concern, Walking Concern, and Other Safety-Related Concern. The project team also noted a few comments that were not safety related. Based on the content of the comments, they were either omitted from consideration or escalated to the City of Lafayette. The breakdown is as follows:

- 145 Driving Concern comments
- 34 Walking Concern comments
- 28 Biking Concern comments
- 12 Other Safety-Related comments
- 5 Not Safety-Related comments

A few locations were cited numerous times for safety concerns:

- US-287 corridor, specifically the Isabelle Road intersection
- Waneka Lake
- Baseline Road corridor
- South Boulder Road corridor
- Paschal Drive corridor

The main themes discussed in the survey responses are:

Bicycle and Pedestrian Infrastructure: Many respondents mention concerns about the condition and usability of bike paths, sidewalks, and pedestrian underpasses. There's a desire for improved and safer infrastructure for walking, biking, and rolling.

Driver Behavior and Road Safety: A recurring theme is the frustration with drivers not following traffic laws (e.g., running red lights, not yielding, speeding). Inattentive and aggressive driving is a significant concern for many respondents, especially regarding safety for cyclists and pedestrians.

Safety Concerns: Both perceived and real safety issues are a major topic. While some responses emphasize the importance of addressing the "feeling" of safety, others suggest focusing on actual accident data rather than subjective perceptions.

Speed Limits and Traffic Management: Specific roads, such as US-287, are mentioned in relation to high speed limits and unsafe conditions. Respondents suggest the need for better traffic management and enforcement to address speeding and reckless driving.

E-bikes and Shared Pathways: The increasing presence of E-bikes on bike paths and in bike lanes raises concerns about safety and the potential need for regulations or adjustments to shared paths.

Bike Theft and Security: Several respondents highlight the issue of bike theft, which affects their willingness to bike more frequently. Security measures for bicycles are a concern.

Road Maintenance and Debris: Issues with road and underpass maintenance, including debris that obstructs bike and pedestrian paths, are frequently mentioned, impacting usability.

These themes reflect community concerns about safety, infrastructure, and the behaviors that affect road-sharing between drivers, cyclists, and pedestrians.

Superior

There were 78 survey responses for Superior.

Figure 14 summarizes the responses for the question "Where do you live?" for the Superior survey. 29% of respondents live in Superior, while the majority of respondents (67%) live elsewhere in Boulder County or in Lafayette.

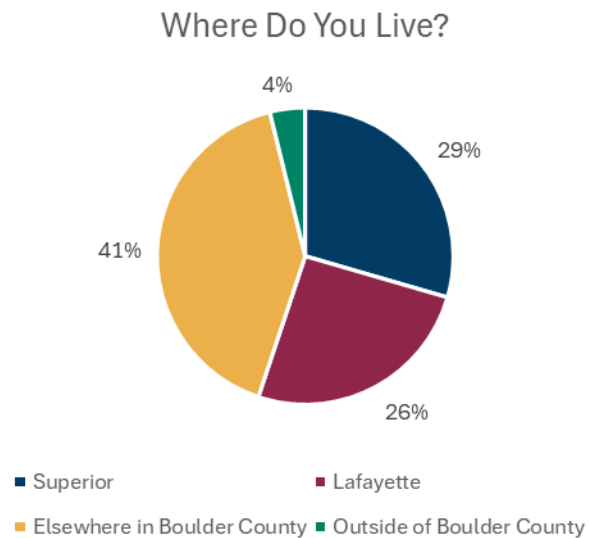


Figure 14. "Where Do You Live?" Results for Superior Survey

Of the 41% of respondents living elsewhere in Boulder County, the locational breakdown is as follows:

- 10% live in Louisville
- 10% live in the City of Boulder
- 9% live in Unincorporated Boulder County
- 6% live in Longmont
- 6% live in Erie

Of the 3% of respondents living outside of Boulder County, the locational breakdown is as follows:

- 1% live in Westminster
- 1% live in Broomfield
- 1% live in Weld County

Figure 15 summarizes the responses for the question “Where do you work?” for the Superior survey. The results reveal that 24% of respondents work in Lafayette. Additionally, 22% of respondents work in the City of Boulder, while 24% work elsewhere in Boulder County and 22% work in other counties. Notably, 8% of respondents are retired or do not work.

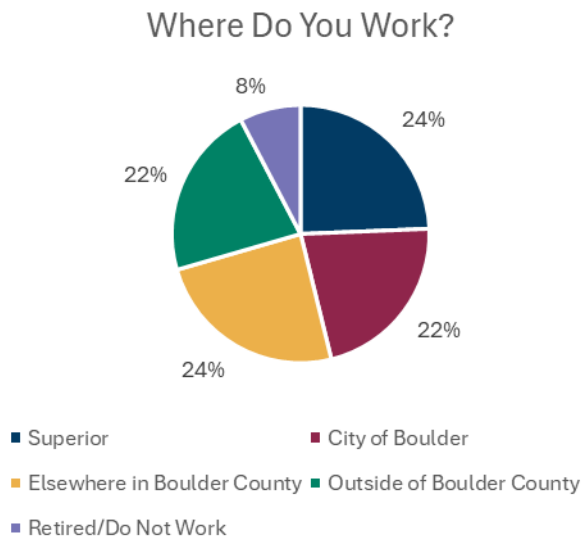


Figure 15. "Where Do You Work?" Results for Superior Survey

Of the 24% of respondents who work elsewhere in Boulder County, the locational breakdown is as follows:

- 10% work in Unincorporated Boulder County
- 10% work in Lafayette
- 3% work in Louisville
- 1% work in Gunbarrel

Of the 22% of respondents who work in other counties, the locational breakdown is as follows:

- 5% work in Denver
- 4% work in Broomfield
- 4% work in Golden
- 3% work in Thornton
- 3% work in Westminster
- 1% work in Wheat Ridge
- 1% work in Weld County
- 1% work in Lakewood

Figure 16 summarizes the respondents' primary travel modes in Superior. Results reveal that 81% of respondents drive as their primary travel mode while the other 19% of respondents primarily use other modes.

Primary Travel Modes

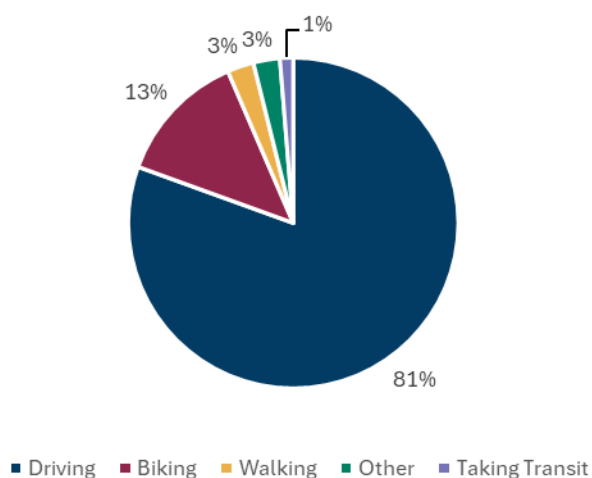


Figure 16. "Primary Travel Modes" Results from Superior Survey

Figure 17 summarizes the respondents' secondary travel modes in Superior. 30% of respondents drive, 30% walk, and 27% bike as their secondary travel modes, with transit and other modes rounding out the remaining 14%. No respondents reported using a mobility device in Superior through this question, though four respondents reported on their level of perceived safety in the next question.)

Secondary Travel Modes

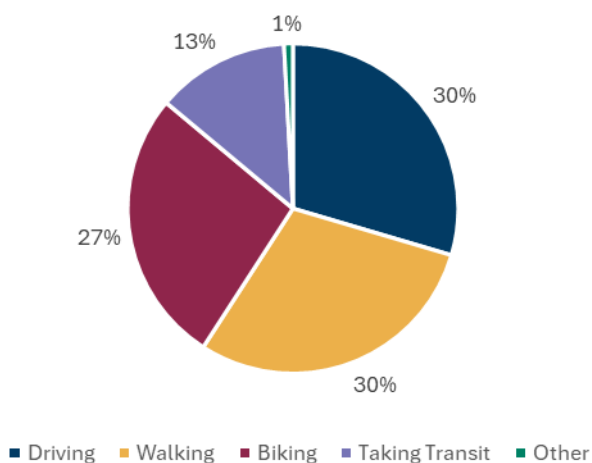


Figure 17. "Secondary Travel Modes" Results from Superior Survey

Respondents were asked to rate their comfort level using each of these travel modes in Superior. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with "I Don't Use This Mode". For reporting purposes, the project team grouped together the two unsafe response options as "Unsafe" and the two safe response options as "Safe." **Figure 18** illustrates the respondents' comfort levels across each mode. The responses reveal that all respondents drive; 67% walk; 60% bike; 32% use transit; and 5% use a mobility device as either a primary or secondary travel mode. (Note the discrepancy in responses about using a mobility device

mentioned above.) Of the travel modes, respondents feel safest driving (51%) and feel the least safe biking (38%).

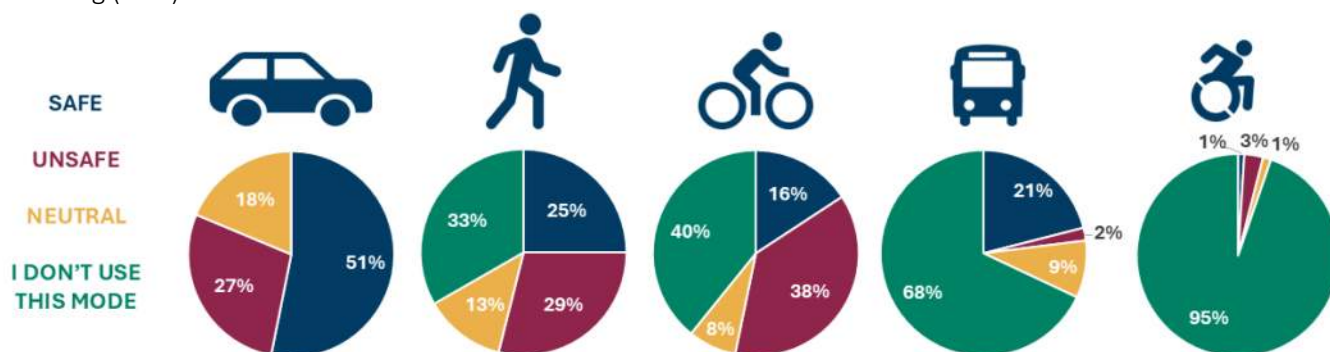


Figure 18. "How safe do you feel traveling in Superior using the following modes to get around?" Results from Lafayette Survey

Respondents were then asked about their personal experiences with traffic crashes. 56% of respondents reported that they or someone they know have been involved in a traffic crash within the past 5 years. The breakdown of this percentage by jurisdiction is as follows:

- 24% in a different municipality
- 15% in Unincorporated Boulder County
- 11% in Lafayette
- 7% in Superior

Lastly, respondents were given the opportunity to share any additional safety-related traffic concerns through an open-ended survey question. There were 28 unique survey responses. The responses were sorted by major theme: Driving Concern, Biking Concern, Walking Concern, and Other Safety-Related Concern. The project team also noted a few comments that were not safety related or were not applicable to the study area. The breakdown is as follows:

- 13 Driving Concern comments
- 7 Walking Concern comments
- 4 Biking Concern comments
- 3 Other Safety-Related comments
- 1 Not Safety-Related comment

A few locations were cited numerous times for safety concerns:

- McCaslin Boulevard
- US-36
- Marshall Road
- South Boulder Road (outside of Superior Town Limits)

The main themes discussed in the survey responses are:

Infrastructure Issues:

- Many respondents express frustration over the lack of dedicated spaces for walking and biking on major county roads. They believe this makes non-vehicle travel dangerous and untenable.
- Concerns are raised about how bike paths are disconnected from major shopping areas, forcing cyclists to cross roads or parking lots that feel unsafe.

- There are multiple suggestions for reducing vehicle lanes and improving infrastructure for pedestrians and cyclists, including the construction of pedestrian bridges and bike lanes that connect key areas safely.

Traffic and Speeding:

- Speeding, tailgating, and reckless driving, especially through stop signs and red lights, are mentioned frequently as major concerns. Some suggest traffic cameras and more enforcement to curb these behaviors.
- Specific areas such as Rock Creek Parkway and McCaslin Boulevard are highlighted as feeling unsafe due to excessive speeding, drag racing, and lack of proper road safety measures.
- There are requests for lowering speed limits, particularly in residential areas, and implementing traffic calming measures such as speed bumps.

Pedestrian and Cyclist Safety:

- Pedestrian safety, especially in Downtown Superior and at intersections, is a recurring theme. Specific intersections, such as McCaslin Boulevard and Main Street, are cited as hazardous for pedestrians due to poor visibility and lack of attention from drivers.
- Suggestions include adding more pedestrian safety features like blinking lights, raised crosswalks, and better enforcement of pedestrian right-of-way.
- E-bikes are a contentious issue, with some calling for stricter regulations due to their speed and the inexperience of riders.

Road Design and Connectivity:

- Several comments focus on the need for better road designs, especially at intersections like Maple Street and Marshall Road, where pedestrian and cyclist connections are lacking.

General Safety:

- Some users call for public campaigns to educate drivers about proper road use, such as lane usage and yielding to pedestrians.
- A few comments suggest prioritizing both young and old road users, especially those with intellectual or developmental disabilities, as part of road safety planning.
- This feedback highlights the community's strong desire for improved infrastructure, better enforcement of traffic laws, and a focus on safety for all road users, especially vulnerable populations.

Map

The map survey tool allowed participants to leave location-specific input indicating where within the study area they felt unsafe walking, driving, biking, or using a mobility device, or share any other transportation-related concern. Participants left a total of 828 map comments. Comments were broken out by jurisdiction; major themes and locations are discussed below.

Unincorporated Boulder County and Participating Mountain Towns

Participants left 309 comments in the Boulder County study area. The breakdown of comments by type of concern is as follows:

- 134 Unsafe Driving
- 34 Unsafe Walking
- 109 Unsafe Biking
- 1 Unsafe Using Mobility Device
- 31 Other Concern

Figure 19 shows respondents' comments by location, color-coded by type of concern.

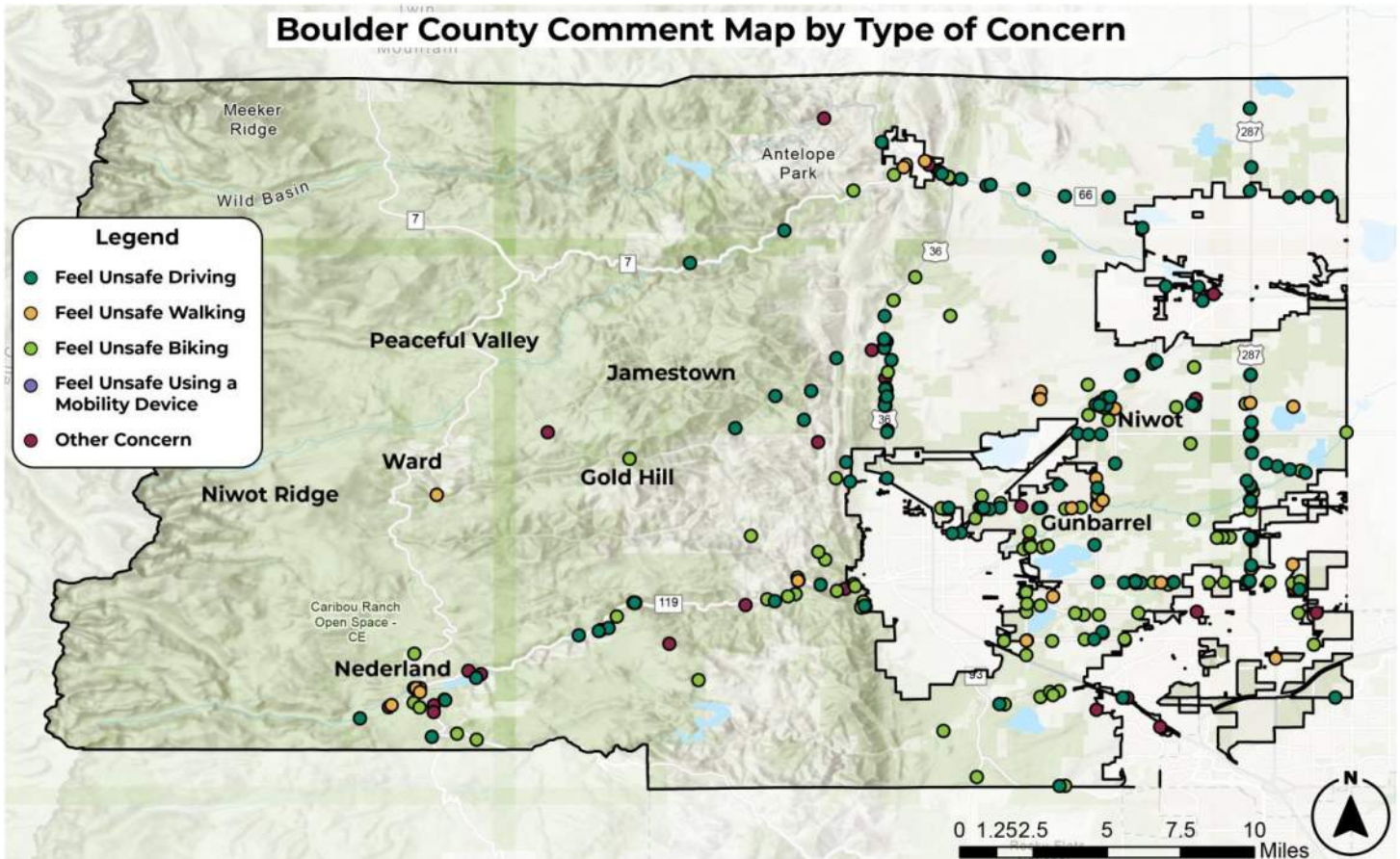


Figure 19. Boulder County Comment Map by Type of Concern

Corridors with a high number of comments include:

- CO-119 (west of Boulder)
 - High vehicle speeds
 - The combination of road geometry and tourist/natural attractions causes unsafe conditions for pedestrians, bicyclists, and drivers
 - In some areas, it is challenging for drivers and bicyclists to share the road due to road width
- CO-119 (east of Boulder)
 - High speeds and traffic volumes
 - Some intersection-specific concerns (CO-119 and Airport Road, CO-119 and Jay Road)
- US-36
 - Turn lanes and acceleration lanes are being used as passing lanes along the corridor (especially by Middlefork)
 - US-36 and Neva Road – unsafe intersection for turning movements

- US-287
 - Many unsafe intersections that along US-287
 - High vehicle speeds, many crashes witnessed along the corridor
- Jay Road
 - Red-light running and fast speeds at Jay Road & CO-119
 - Lacking pedestrian and bicycle infrastructure on Jay Road between 63rd Avenue and 75th Avenue
- Arapahoe Road
 - Feels unsafe for bicyclists due to inadequate infrastructure; there is a desire for a parallel east-west facility
 - Some inaccessible RTD stops and other issues accessing amenities
 - High speeds, high volumes, and red light-running
- CO-170
 - Inadequate bicycle infrastructure/bicyclists feel unsafe biking here

Areas with a high number of comments include:

- Kenosha Road/Lookout Road between US-287 and 119th Street
 - High vehicle speeds
- 75th Street between South Boulder Road and Lookout Road
 - High vehicle speeds
 - Red-light running and lack of yielding to pedestrians
 - Concerns about high speeds in the school zone
- SH-66 approaching Lyons
 - Desire to increase the distance of the speed ramp-down entering Lyons
- Lefthand Canyon and Fourmile Canyon
 - Some vehicle and bicycle conflict—many bicyclists do not adhere to the “single file” signage--and some narrow areas make it uncomfortable to share the road
- Town of Nederland
 - Inadequate pedestrian infrastructure—some calls to improve pedestrian access to schools
 - Some areas where road infrastructure is considered—missing shoulders, no curb/gutter/guardrail in areas, washed out roads, lacking signage

Figure 20 is a word cloud generated from the top 100 words mentioned in the Boulder County area map comments. The larger the word, the more frequently it appeared in the comments.

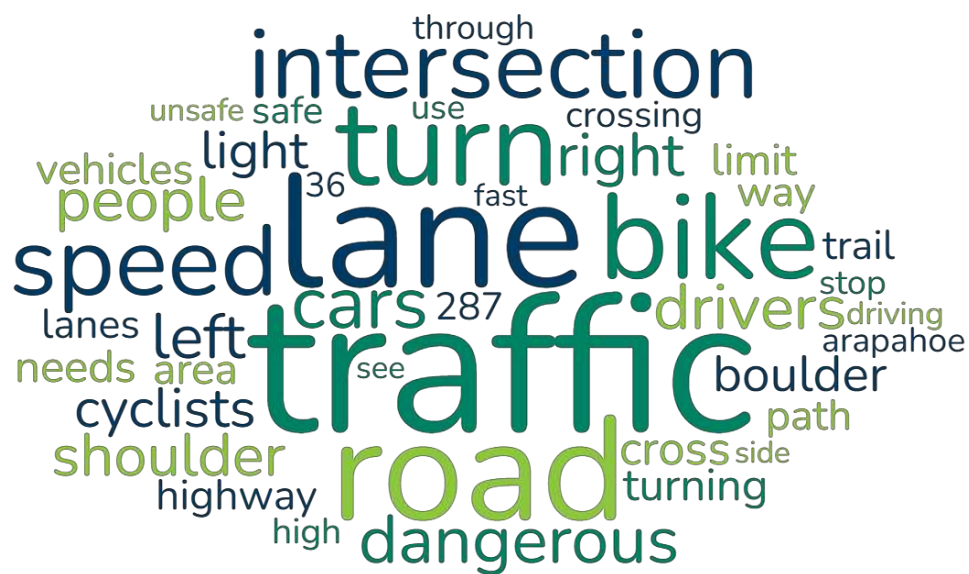


Figure 20. Word Cloud Generated from Boulder County Map Comments

Lafayette

Participants left 463 comments in the Lafayette study area. The breakdown of comments by type of concern is as follows:

- 104 Unsafe Driving
- 178 Unsafe Walking
- 109 Unsafe Biking
- 6 Unsafe Using Mobility Device
- 66 Other Concern

Figure 21 shows respondents' comments by location, color-coded by type of concern.

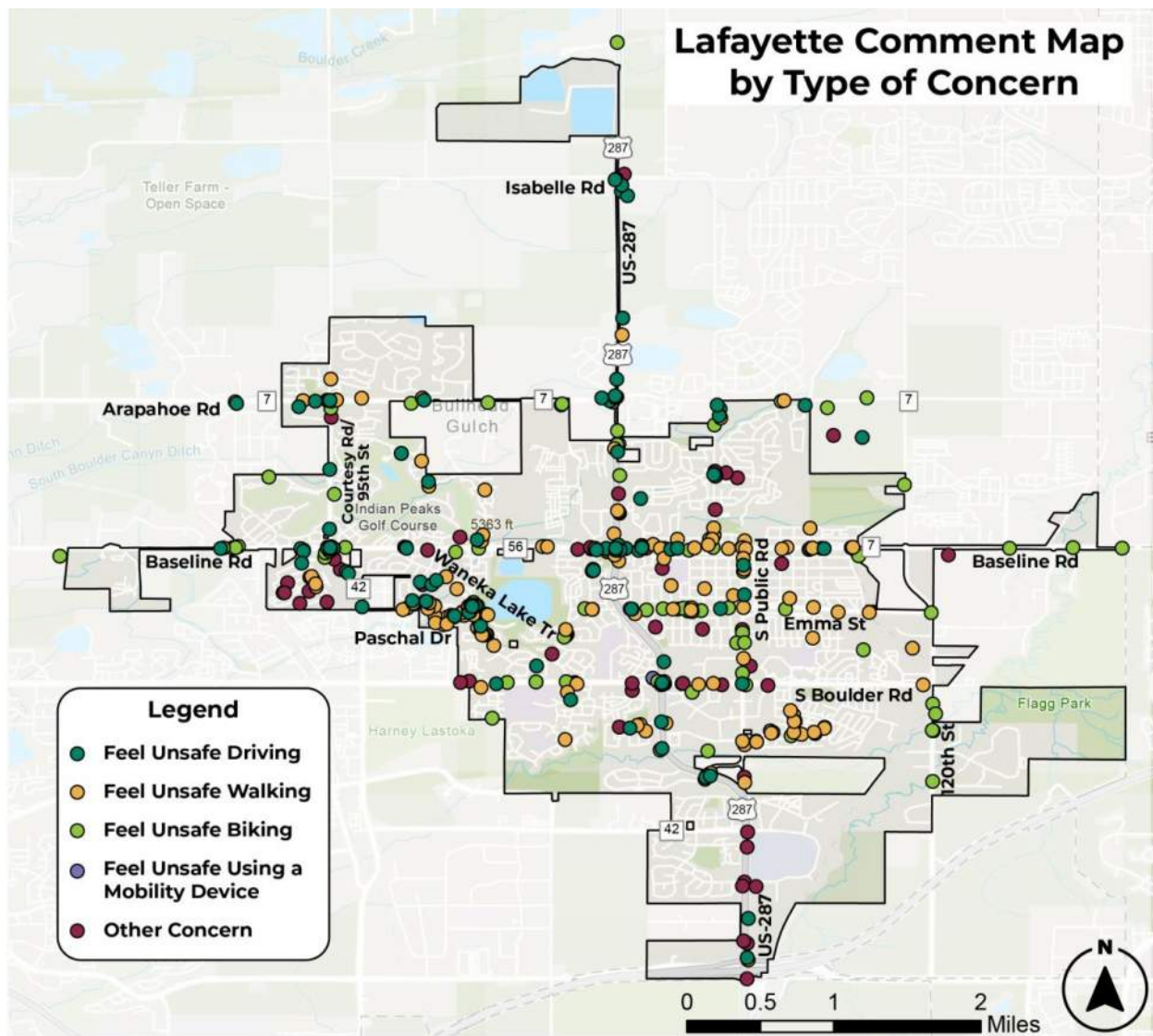


Figure 21. Lafayette Comment Map by Type of Concern

Corridors with a high number of comments include:

- US-287
 - Signal timing is off along the corridor
 - Excessive vehicle speeds
 - Bicycle and pedestrian crossings are challenging at intersections
- Baseline Road
 - Poor pavement conditions
 - Inadequate bicycle infrastructure means bicyclists feel unsafe
 - Pedestrians feel unsafe crossing and want better infrastructure/enforcement of vehicle speeds and yielding
- Public Road
 - Desire for better pedestrian and bicycle infrastructure, including more frequent and more comfortable places to cross
 - Vehicle traffic control concerns along the corridor
- Emma Street

- Families feel unsafe walking/biking with their children to access school
 - Inadequate bicycle infrastructure and faded road/bike lane striping
- South Boulder Road
 - Corridor is not pedestrian or bicycle friendly – speeds, crossings, access management cited as issues
- Waneka Lake Trail
 - Parking on both sides of the street for the new pickleball courts at the park, combined with the road curvature, makes it challenging for vehicles to see pedestrians/bicyclists and other vehicles, and for pedestrians/bicyclists to see oncoming traffic

Intersections with a high number of comments include:

- 95th Street & Arapahoe Road
 - Red light running
 - Feels unsafe for peds and bikes
- US-287 & South Public Road
 - High thru speeds make the roadway feel unsafe for vehicles queueing in the turn lane
 - Red light running
- US-287 & South Boulder Road
 - Very unsafe intersection for people walking and people biking
 - Lots of red light running
- US-287 & Baseline Road
 - Turn lanes/merge lanes are short
 - Traffic backups here due to signal timing (especially left turns)
 - Unsafe intersection for people walking, biking, and rolling—leading pedestrian intervals suggested
- US-287 & Arapahoe Road
 - Traffic backups here due to signal timing
- US-287 & Isabelle Road
 - Concerns with high number of crashes here, especially serious injury and fatal crashes
 - Signal timing complaints –warning lights approaching the signal could help drivers prepare to stop
- 111th Street & Lucerne Drive/Cabrini Drive
 - Desire for traffic signal or roundabout to slow speeds and make crossing safer for people walking and people biking
- 111th Street & Arapahoe Road
 - Increased traffic volume, and poor traffic flow/visibility for drivers
- Emma Street & Bermont Avenue
 - Pedestrian and bicyclist safety concerns (school route)
- Courtesy Road/95th Street & Baseline Road
 - Not safe for bicyclists despite bicycle infrastructure
 - High speeds and red light running
 - Striping is unclear
- S Public Road & Baseline Road
 - Vehicles not yielding for pedestrians and bicyclists (school route)

Figure 22 is a word cloud generated from the top 100 words mentioned in the Lafayette area map comments. The larger the word, the more frequently it appeared in the comments.



Participants left 83 comments in the Superior study area. The breakdown of comments by type of concern is as follows:

- Figure 23** shows respondents' comments by location, color-coded by type of concern.

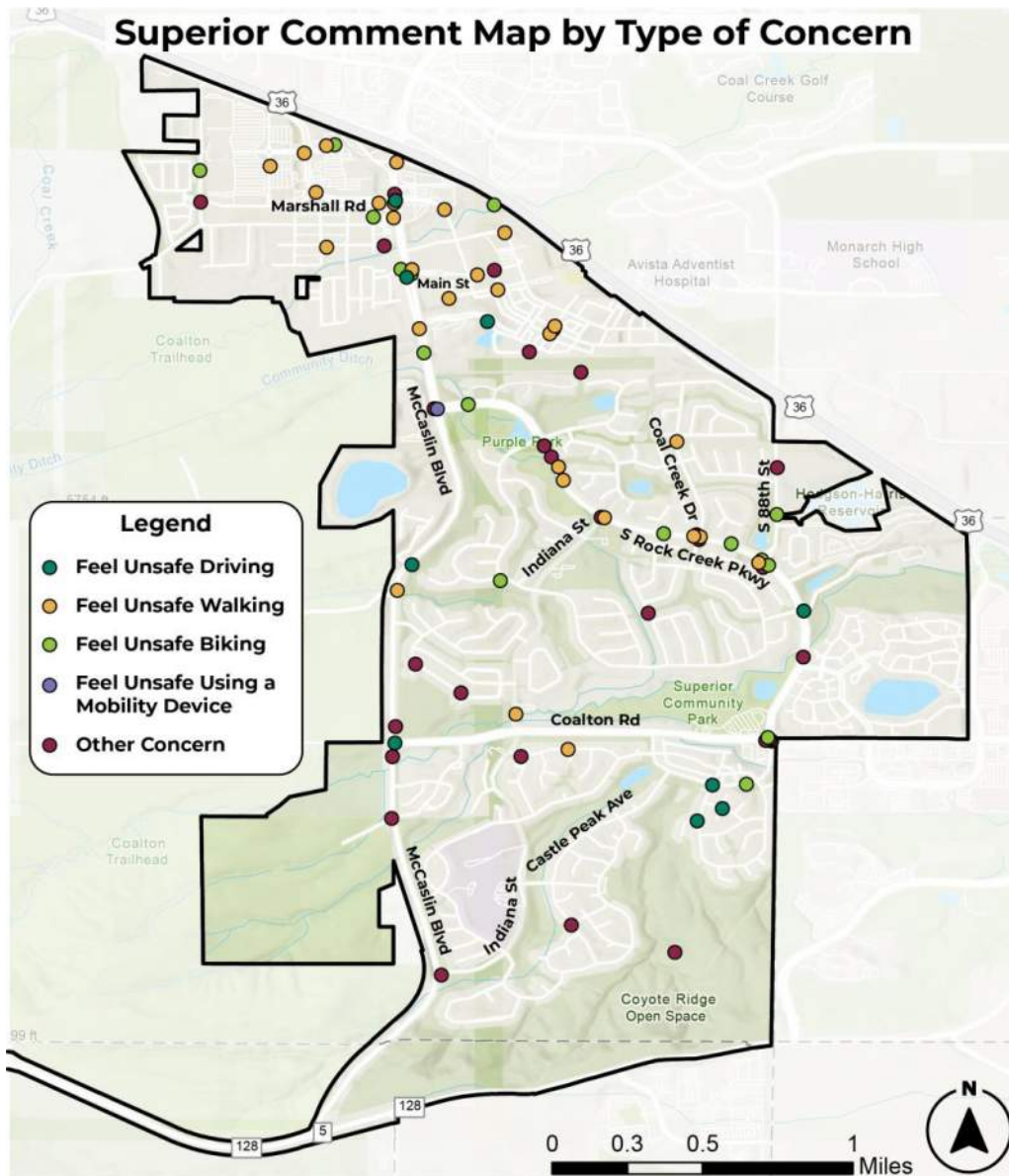


Figure 23. Superior Comment Map by Type of Concern

Corridors with a high number of comments include:

- McCaslin Boulevard
- Rock Creek Parkway

Intersections with a high number of comments include:

- McCaslin Boulevard & Marshall Road:
 - Speeding and red light running make this intersection feel unsafe for both drivers and people walking
- McCaslin Boulevard & Main Street:
 - Poor driver behavior at roundabout
 - Desire for safer pedestrian and bicycle infrastructure at roundabout (due to poor driver behavior)
- Rock Creek Parkway & Coal Creek Drive:

Appendices

Appendix A: Promotional Materials

Appendix B: Steering Committee Meeting Materials

Appendix C: Pop-up and Public Meeting Materials

Appendix A.

Promotional Materials

Boulder County, Lafayette, and Superior VISION ZERO ACTION PLANS

Help Us Work Toward Zero Traffic Deaths

Thanks to a Safe Streets and Roads for All (SS4A) grant, Boulder County, Lafayette, and Superior have received funding to develop **Vision Zero Action Plans (VZAPs)** to comprehensively improve transportation safety. Each plan will be a detailed analysis of traffic crashes and risk factors with specific recommendations to implement in the coming years.



**We are looking for input from the community
on transportation safety.**

Learn more and take
our transportation
safety survey by
August 31!



Scan here or visit
boco.org/visionzeroactionplan



Boulder County, Lafayette y Superior PLANES DE ACCIÓN DE VISION ZERO

Ayúdenos a lograr cero muertes por accidentes de tránsito

Gracias a una subvención de Calles y Carreteras Seguras para Todos (SS4A por sus siglas en inglés), el condado de Boulder, Lafayette y Superior han recibido fondos para desarrollar **Planes de Acción de Vision Zero (VZAPs por sus siglas en inglés)** para mejorar integralmente la seguridad del transporte. Cada plan será un análisis detallado de los accidentes de tráfico y los factores de riesgo con recomendaciones específicas a implementar en los próximos años.



Estamos buscando opiniones de la comunidad sobre la seguridad del transporte.

¡Aprenda más sobre el proyecto y responda a nuestra encuesta de seguridad en el transporte hasta el **31 de agosto!**



Escanea aquí o visite
boco.org/visionzeroactionplan



Boulder County, Lafayette, and Superior VISION ZERO ACTION PLANS



Learn more and
take our
transportation
safety survey by
August 31!



Scan here or visit
boco.org/visionzeroactionplan

Boulder County, Lafayette, y Superior

PLANES DE ACCIÓN DE *VISION ZERO*



¡Aprenda más sobre el proyecto y responda a nuestra encuesta de seguridad en el transporte hasta el **31 de agosto!**



Escanea aquí o visite
boco.org/visionzeroactionplan

July 18, 2024

Boulder County Launches a Vision Zero Action Plan to Advance Transportation Safety

Boulder County Has Partnered With Lafayette and Superior to Eliminate Traffic Crashes That Result in Serious Injury or Death

Key Points

- Boulder County is developing a Vision Zero Action Plan (VZAP) to improve safety at locations where a high number of severe crashes are currently occurring and to proactively reduce risk at other key locations.
- The Vision Zero project team is seeking input from community members on transportation safety concerns through an [online survey](#), community events, and online public meetings.
- Learn more and sign up for updates at boco.org/visionzeroactionplan or contact the project team by email at visionzero@bouldercounty.gov.

Boulder County, Colo. – Boulder County has partnered with Lafayette and Superior to develop Vision Zero Action Plans to improve transportation safety throughout Boulder County. Vision Zero is a strategy and commitment to eliminate all serious injury and fatal traffic crashes.

Funded through a federal Safe Streets and Roads for All (SS4A) grant that Boulder County, Lafayette, and Superior were jointly awarded in 2023, the project team is undertaking a detailed analysis of traffic crashes and risk factors and developing specific recommendations to improve transportation safety in the coming years. Three Vision Zero Action Plans will be developed through this effort. The Boulder County VZAP area will include unincorporated Boulder County as well as Jamestown, Nederland, and Ward. The VZAP effort began in April 2024 and is being led by Boulder County.

In addition to determining locations with a significant history of severe crashes and those with high risk factors, the VZAP project team is engaging with residents and visitors to learn about transportation safety concerns. Boulder County residents who are interested in transportation safety are encouraged to visit the [VZAP website](#) to learn more about the effort, provide input, and sign up for project updates.

Safety Survey and Upcoming Opportunities to Engage

A [transportation safety survey](#) is currently posted on the [project website](#); responses are being collected through August 31.

The VZAP team is attending two upcoming community events. Stop by to visit with the project team to learn more and share your input:

- Nederland Farmers Market - 80 E. Second St. & 85 E. First St. (Sunday, July 21, 10 a.m. - 1 p.m.)
- Lafayette Art Night Out - S. Public Rd. between Emma and Cannon Streets (Friday, August 9, 5 p.m. - 8 p.m.)

There will also be a series of online public meetings that are open to all community members:

- Superior - Thursday, August 1
- Unincorporated Boulder County and mountain towns - Thursday, August 8
- Lafayette - Tuesday, August 20

The VZAP team will be providing an overview of transportation safety for each jurisdiction and listening to community member concerns. For more information about locations and times for events, please subscribe to the [Vision Zero newsletter](#).

Project Schedule and Contact Information

The VZAP effort will culminate in three Vision Zero Action Plans (for unincorporated Boulder County, Jamestown, Nederland, and Ward; Lafayette; and Superior) and is scheduled to run through early 2025.

For more information, contact Liv Lewin, Boulder County Vision Zero Program Manager, at visionzero@bouldercounty.gov or 720-564-2292.

Boulder County, Lafayette, and Superior Vision Zero Action Plans

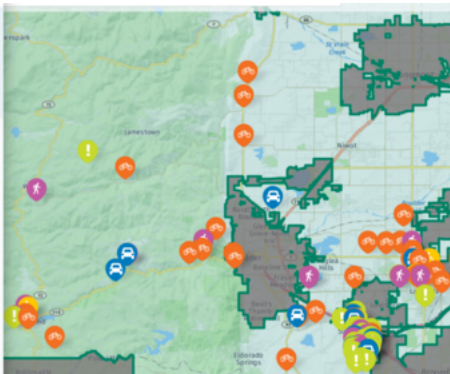
Background

Everyone deserves to **arrive alive**.

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Superior, and Lafayette (the Partners) joined forces to apply for Safe Streets and Roads for All (SS4A) grant funding to address traffic-related deaths and serious injuries.

The grant will enable each Partner to develop a **Vision Zero Action Plan (VZAP)** which will be a detailed analysis of traffic crashes and risk conditions in the county and some specific recommendations to improve transportation safety in the coming years. For more project information, visit bocountyvisionzeroactionplan.org

We want your feedback to identify locations of concern within the project area.



Boulder County wants to ensure that everyone has equal access to our programs, activities, and services. To request an Americans with Disability Act (ADA) accommodation, please email ADA@bouldercounty.gov, or call 303-441-1386.

If you need help in another language, please email CPPfrontdesk@bouldercounty.gov or call 303-441-3930.

News Links

- News Releases
- Events Calendar
- Social Media

Appendix B.
Stakeholder Meeting # 1 Materials & Notes



Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Steering Committee Meeting #1

June 26, 2024



Agenda

1. Introductions
2. Project Overview & Schedule
3. Stakeholder & Community Engagement
4. Role of Steering Committee
5. Questions/Comments
6. Tour of Project Website & Survey
7. Listening Session
8. How You Can Help!



Introductions

Introductions

- Name
- Affiliation or Interest in the Vision Zero Action Plan Project
- Town/City of Residence
- Ice Breaker: What is your favorite Ice Cream Flavor?



Project Overview and Schedule



What is Vision Zero?

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.



Safe System Approach



Source: Vision Zero Network



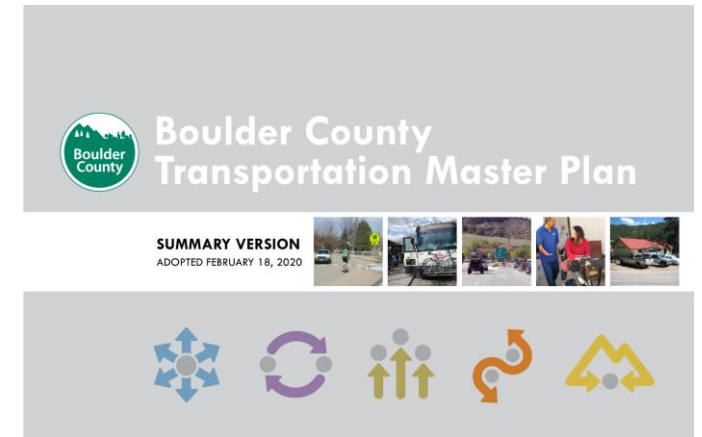
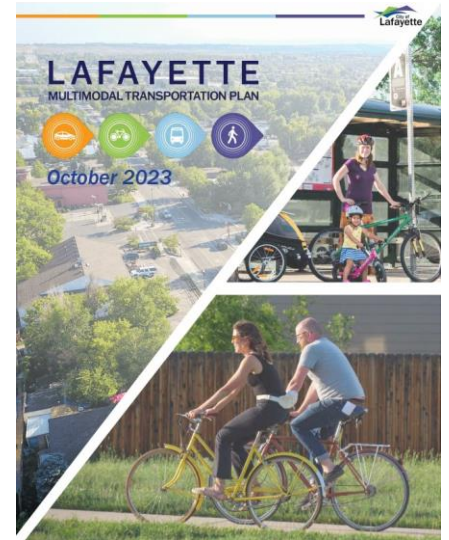
Project Overview

- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.



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.



Project Process



Project Process



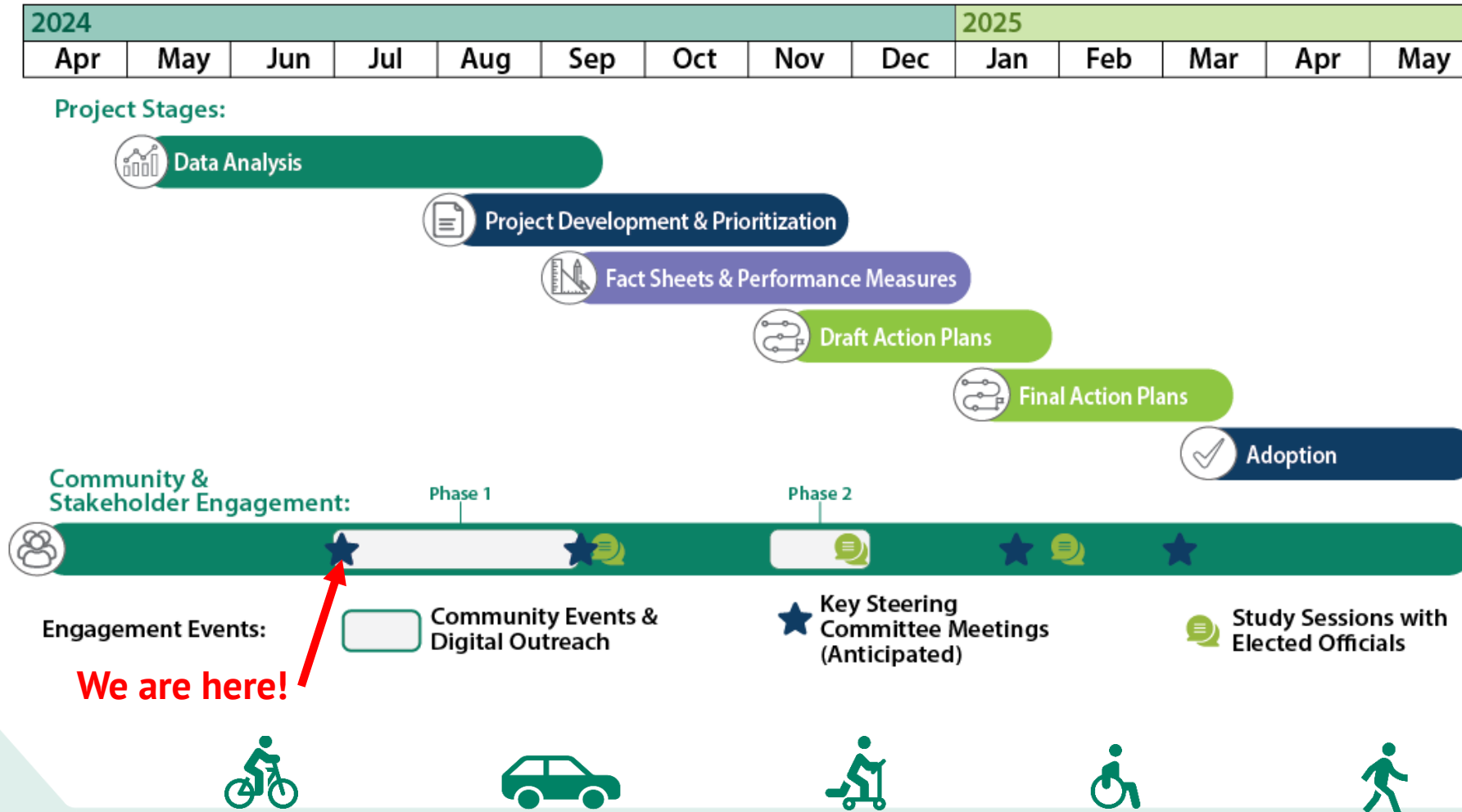
Project Process



Project Process



Schedule



Stakeholder & Community Engagement



Engagement Process

Phase 1

July/August

We are here

Inform public about Vision Zero and listening session to learn about traffic safety concerns.

Phase 2

November/December

Share draft content for the Vision Zero Action Plan and ask for feedback on the draft recommendations.



Engagement Strategies

Stakeholder Outreach:

- Steering Committee
 - Geographic or special topic areas
 - Emergency Services
- VZ Community Partnership
- Elected Officials

Community Outreach:

- Public meetings
- Pop-up events
- Additional events
- Supplement with digital outreach

Digital Outreach:

- Website
- Social Media Blasts
- Online surveys/interactive maps
- Project Newsletters
- Community-based organizations



Upcoming Engagement Activities (Phase 1)

Pop-up Events and Online Public Meetings

Boulder County

Unincorporated and Mountain Towns

- Nederland Farmers Market and Party in the Peaks – July 21
- Public Meeting – Aug 8

Lafayette

- Lafayette Art Night Out – Aug 9
- Public Meeting – Aug 20

Superior

- 4th of July Festivities – July 4
- Public Meeting – Aug 1

Survey/Web Map



boco.org/visionzeroactionplan

Survey Open Through August 31!



Role of Steering Committee

Steering Committee Roles & Responsibilities

Roles: To provide input on project-related issues and serve as liaisons between the project team, your organization, and members of your community.

Responsibilities:

- Provide locally-focused expertise on the project
- Share project info with your organization and community
- Support community engagement activities
- Attend Steering Committee meetings and engage in touchpoints
- Participate with open and honest input & listen with an open mind
- Commit to pursuit of collaborative decisions



Member Expectations

- Full group meetings
 1. June 26 – today!
 2. September 2024*
 3. January 2025*
 4. March 2025*
- Smaller group meetings or work sessions based on geography or topic area

**Tentative Dates*

Your participation and input is valuable for the success of developing the Vision Zero Action Plans!

Questions or Comments?

Project Website and Survey

Links for Demonstrations

boco.org/visionzeroactionplan



Listening Session

Mural Board

Go to

<https://bit.ly/BOCOVZAPSC>

Or scan this QR code:



How You Can Help!



How You Can Help!

Actions

- Add ideas to the Mural!
- Promote public engagement events, website, and survey
- Attend/participate
- Connect us to your organization/communities

Calendar

- **July/August:** Pop-up events and public meetings
- **August 31:** Survey closes
- **September TBD:** Full Group Steering Committee Meeting #2



Thank you!

Project Contacts

Liv Lewin, PE

Boulder County

Vision Zero Program Manager

visionzero@bouldercounty.gov

Nikki Riemer, PE, RSP₁

Conсор Engineers

Consultant Project Manager

Nikki.riemer@consoreng.com

Project Website & Survey/Web Map



boco.org/visionzeroactionplan

Survey Open Through August 31!



Boulder County, Lafayette, & Superior Vision Zero Action Plans Steering Committee #1

June 26, 2024 | 11 am – 12:30 pm

LOCATION: Virtual (Zoom)

ATTENDEES:

Liv Lewin, Boulder County, VZAP PM	Clark Chapman, <i>Boulder/Nederland area resident</i>
Alex Hyde-Wright, Boulder County	Craig Towler, Center for People with Disabilities, <i>Boulder resident</i>
Mark Shisler, Boulder County	Denice Walker, Mobility for All Ambassador <i>Lafayette resident</i>
Alex Bullen, Superior	George Eveleth, Boulder County, Engineer <i>Denver resident</i>
Michelle Melonakis, Lafayette	John Flora, JM Flora Law Group <i>Superior resident</i>
Nikki Riemer, Consor	Joshua Davis, Town of Nederland Streets Manager, <i>Nederland resident</i>
Krystian Boreyko, Consor	Katrina Harms, Peak to Peak Housing & Human Services Alliance, Peak to Peak Scenic Byway Board member, <i>Nederland resident</i>
Jenny Godwin, Consor	Krista Nordback, Community Cycles <i>Boulder resident</i>
Alexandra Phillips, Boulder County <i>South Boulder resident</i>	Landon Hillard, Boulder County, <i>Boulder resident</i>
Alvan Bidal Sanchez, DRCOG	Matthew Muir, Coalition 4 Cyclists
Bill Crist, Boulder County Sheriff's Office	Rachel Arndt, Boulder County Public Health <i>Nederland resident</i>
Bryce Reeves, CDOT Bike/Ped Coordinator & ADA Coordinator, <i>Windsor resident</i>	Rachel Plessing, <i>Superior resident</i>
Cammie Edson, City of Longmont Vision Zero <i>Longmont resident</i>	Stephanie Walton, former Lafayette Councilperson; Lafayette Senior Advisory Committee <i>Lafayette resident</i>



MEETING NOTES:

1. **Introductions**
2. **Project Overview & Schedule**
 - 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) Principles of Safe Systems:
 - a. Deaths and Serious Injuries are Unacceptable
 - b. Humans Make Mistakes
 - c. Humans are Vulnerable
 - d. Responsibility is Shared
 - e. Safety is Proactive
 - f. Redundancy is Critical
 - 2) Elements
 - a. Safer People
 - b. Safer Vehicles
 - c. Safer Speeds
 - d. Safer Roads
 - e. Post-Crash Care
 - c. Project Process
 - 1) Data Analysis – documenting major crash trends, developing the high-injury network (corridors where the most crashes are occurring), and identifying risk factors
 - 2) Project Development & Prioritization – identifying and prioritizing specific projects to address existing issues and proactive measures to address risk
 - 3) Fact Sheets & Performance Measures – developing concepts for priority projects and determining how we will monitor progress/success
 - 4) Action Plans – creating to-do lists of specific actions (both infrastructure, such as roadway improvements, and non-infrastructure, such as educational campaigns), noting responsibility and potential funding sources for implementation
 - 5) Community and Stakeholder Engagement – engagement will occur throughout each stage of the project
 - d. Schedule
 - 1) Phase 1 engagement will occur in July/August, and Steering Committee Meeting kicks-off the start of Phase 1 engagement
 - 2) Phase 2 engagement will occur late fall/early winter
 - 3) Draft action plan by late 2024/early 2025
 - 4) Final action plan March/April 2025
3. **Stakeholder & Community Engagement**
 - a. Phases



- 1) Phase 1 (July/August): Inform public about Vision Zero and listening session to learn about traffic safety concerns
- 2) Phase 2 (November/December): Share draft content for the Vision Zero Action Plan and ask for feedback on the draft recommendations
- b. Engagement Strategies
 - 1) Stakeholder Outreach
 - a. Steering Committee
 - b. VZ Community Partnership
 - c. Elected Officials
 - 2) Community Outreach
 - a. Public meetings
 - b. Pop-up events
 - c. Additional events
 - d. Supplement with digital outreach
 - 3) Digital Outreach
 - a. Website Social media blasts
 - b. Online survey/interactive maps
 - c. Project newsletters
 - d. Community-based organizations
- c. Upcoming Engagement Activities (Phase 1)
 - 1) Dates for events in each Partners' jurisdictions posted on website
 - 2) Steering Committee members encouraged to share events with their communities/organizations
4. **Role of Steering Committee**
 - a. Role: To provide input on project-related issues and serve as liaisons between the project team, your organization, and members of your community
 - b. Responsibilities
 - 1) Provide locally-focused expertise on the project
 - 2) Share project info with your organization and community
 - 3) Support community engagement activities
 - 4) Attend Steering Committee meetings and engage in touchpoints
 - 5) Participate with open and honest input & listen with an open mind
 - 6) Commit to pursuit of collaborative decisions
 - c. Member expectations
 - 1) Four full group meetings (June 26, September 2024, January 2025, March 2025)
 - 2) There will be smaller group meetings/work sessions based on geography or topic area between the full group meetings
5. **Q&A**
 - a. Stephanie Walton: How will the project team support language access for inclusion and how will information from other adopted regional action plans inform this effort?



- 1) Nikki: All materials will be translated into Spanish (including virtual and in-person materials). The Partners' have already started Vision Zero efforts and have obtained feedback from prior plans that will be referenced and incorporated (Lafayette MMTP, US 287 Vision Zero Study, etc.).
- 2) Liv: Vision Zero Community Partnership brings together entities involved in Vision Zero efforts already, offering an avenue for learning and supporting from related efforts.
- b. Cammie Edson: USDOT updated their visuals to be more equitable and encourage using the newer graphic here instead: [What Is a Safe System Approach? | US Department of Transportation](#)
 - 1) Nikki: We will incorporate the newer graphic moving forward.
- c. Katrina Harms: Nederland just completed their Transportation Plan and is currently working on their Comprehensive Plan. The Scenic Byway also has a plan.
 - 1) Nikki: The project team will review and incorporate findings from these efforts.
- d. Stephanie Walton: Is there a PIO or comms person on the project team and synced up with local community PIOs?
 - 1) Krystian: Yes, we are working with the Communications team from each partner jurisdiction to promote the Vision Zero Action Plans and upcoming meeting notices through local channels like newsletters, e-blasts, and social media posts.
 - 2) Liv: Communications staff from all the Partners are coordinating. We'd love to have access to other communication channels too, if you have other specific ideas.
- e. Cammie Edson: When visiting the map, will people see they can give feedback on state highway connections running through the region? Is there a way to call attention to where they can give feedback geographically up front?
 - 1) Nikki: The map is geolocated so people will be able to drop a pin within state highways within the county but if outside of the are covered in the VZAP, they will get an error message.
 - 2) Krystian: The intro text for the survey clarifies areas within which to provide feedback. The project team can further clarify that the map acts as an independent effort and add further information to the splash screen that pops up initially too.
- f. Stephanie Walton: Is the map embedded within the survey? Can I add comments to the map multiple times?
 - 1) Krystian: Yes, you can visit the map as many times as you'd like.
- g. Katrina Harms: Is there a way to provide feedback over the phone if people don't have internet access?
 - 1) Krystian: The accommodation for people who don't have internet is to fill out a printed survey in person at pop-up events/meetings. The project team is also



considering additional ways to reach people without internet access to provide tools that accommodate their needs

2) Katrina Harms: Nederland Library is a great place to post materials.

h. Stephanie Walton: Suggest printed materials be available at libraries and senior centers with briefing to resource coordinators.

6. Tour of Project Website & Survey

a. Website: [Boulder County Vision Zero Action Plan - Boulder County](#)

Shortened URL: boco.org/visionzeroactionplan

1) Suggestion from Stephanie Walton: perhaps the project website could link to the most recent or final MMTP for Lafayette. The current link looks like the project plan used during the building the plan (which is now outdated and likely "expired" info -- not sure there are plans to update?).

b. Survey: [Boulder County, Lafayette, Superior Vision Zero Action Plans | Social Pinpoint \(mysocialpinpoint.com\)](#)

7. Listening Session

a. Mural activity (open through 7/5)

1) What would a successful Vision Zero Action Plan look like to you? Please use the sticky notes to add key success themes.

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

b. Link: <https://bit.ly/BOCOVZAPSC>

1) Stephanie Walton: A thoughtful implementation plan that's actionable and with a focus on funding. Ensure the plan isn't collecting dust and is in motion and moving forward. Bring people through the engagement process and integrate within related efforts/projects. Balance education with growth in population and impact that residents are feeling – demonstrate keeping up with quality of life and emerging needs.

2) Katrina Harms: From a highway point of view, success is challenging when Nederland (and Peak to Peak Highway) is enveloped with traffic. There are services on both sides of the highway and a lack of crosswalks. Unincorporated areas aren't receiving attention or funding currently.

3) Stephanie Walton: How do we communicate and how is CDOT involved in this effort? Let's be sure to include actions for state highways running through these communities.

a. Krystian: CDOT is at the table (including on the Steering Committee) and will be engaged in the recommendation development stage. Important to be comprehensive with each action plan and review all facilities, regardless of who operates/maintains them.



- 4) Matt Muir: Instead of solely reactive safety metrics, a success metric could be, for example, proximity of population to a multi-modal facility. 1.) Make crash data automatic with a statewide standard electronic crash report form. 2.) Infrastructure is slow and expensive, develop policy solutions. Specifically, improved driver's certification. 3.) Communicate how funding works and the, say, basic \$9M per year from the county's sales tax. Need to ensure people understand Colorado traffic laws and remind people of the contract they enter into when operating a motor vehicle in the state of Colorado. Consider sharing videos to remind people of traffic laws.
 - a. Stephanie Walton: Consider having up-to-date information about current and new legislation that is communicated in a way that is easy to digest for people. Additionally, legislation does not come with a marketing budget so awareness building/continuing education is important. What are some potential funding mechanisms to augment CDOT's PSA media budget?
- 5) Rachel Plessing: Consider the respect and responsibility we take on as drivers – inspire a communal sense of looking out for vulnerable users.
- 6) Katrina Harms: Consider places like along Peak to Peak Highway where there aren't municipalities advocating for elements of the P2P Plan. Consider how Nederland is uniquely impacted and which requires tailored strategies to be effective. Ensure attention to the types of through-traffic coming through this area and awareness level of drivers/safety issues (winter traffic, animals in the roadway, lack of crossing facilities so people are dashing across the roadway).
 - a. Rachel Plessing: Agree with Katrina on the difference in local vs. tourist traffic!
- 7) Rachel Arndt: I think going directly to communities that are difficult to reach when they are already meeting vs. them coming to you.
- 8) Stephanie Walton: How can we anticipate the needs of transportation and infrastructure for older adults, as it relates to VZ?

8. Next Steps

- a. Actions
 - 1) Add ideas to the Mural! (through July 5)
 - 2) Promote public engagement events, website, and survey
 - 3) Attend/participate
 - 4) Connect us to your organization/communities
- b. Calendar
 - 1) July/August: Pop-up events and public meetings
 - 2) August 31: Survey closes
 - 3) September TBD: Full Group Steering Committee Meeting #2

Appendix C.

Pop-up and Public Meeting Materials

Boulder County Vision Zero Action Plan



Help Us Work Towards Zero Traffic Deaths

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for Safe Streets and Roads for All (SS4A) grant funding to address **traffic-related deaths and serious injuries**.

The grant will enable each Partner to develop a **Vision Zero Action Plan (VZAP)** which will be a detailed analysis of traffic crashes and risk factors in the county and some specific recommendations to comprehensively **improve transportation safety** in the coming years.

Key Project Stages:

Data Analysis: Documenting major crash trends, developing the high-injury network (corridors where the most crashes are occurring), and identifying risk factors.

Project Development & Prioritization: Identifying and prioritizing specific projects to address existing issues and proactive measures to address risk.

Fact Sheets & Performance Measures: Developing concepts for priority projects and determining how we will monitor progress/success.

Action Plans: Creating to-do lists of specific actions (both infrastructure, such as roadway improvements, and non-infrastructure, such as educational campaigns), noting responsibility, timing, and potential funding sources for implementation.

What is Vision Zero?

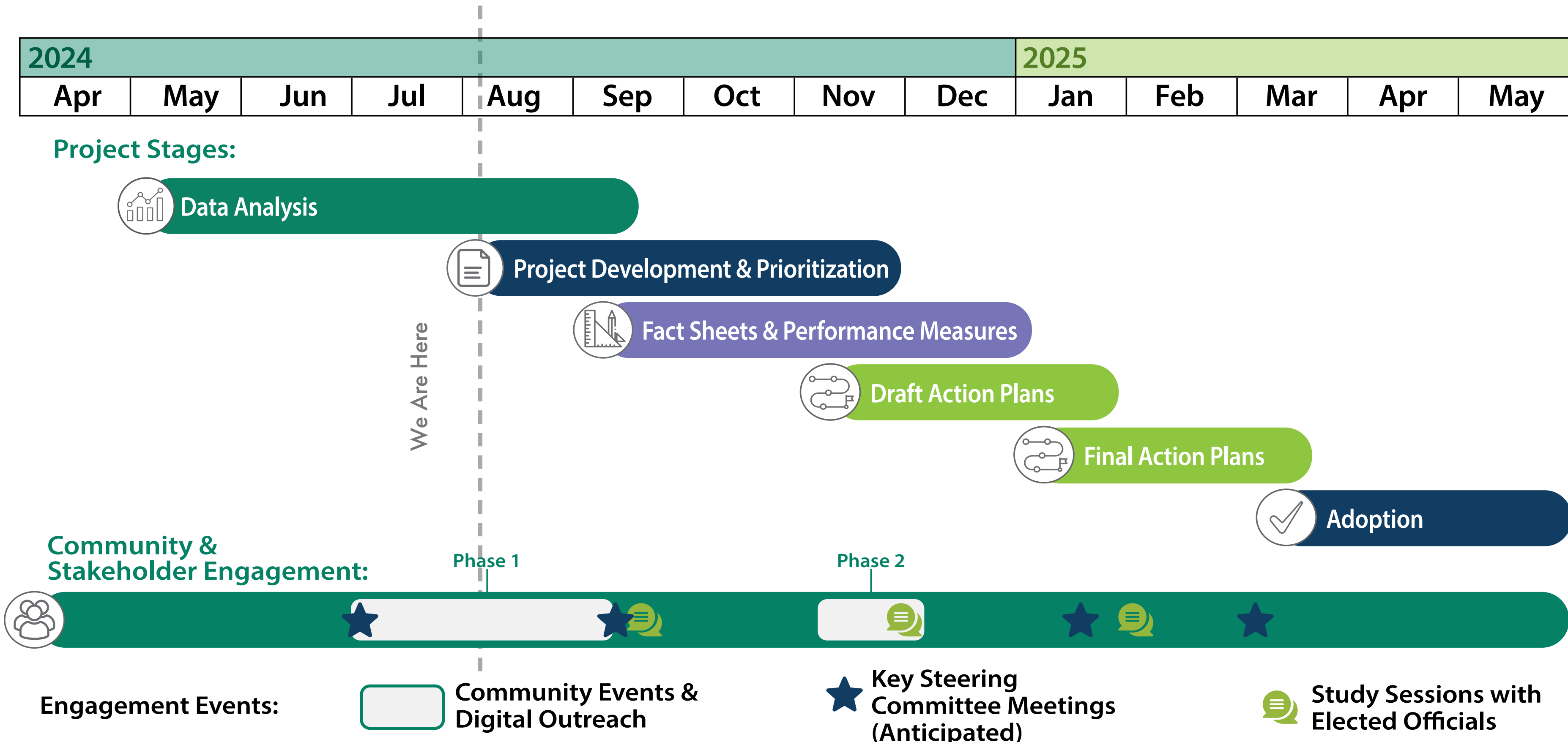
Vision Zero is a community strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.

Learn More About the Plan:



boco.org/VisionZeroActionPlan

Project Timeline:



Unincorporated Boulder County Traffic Safety Analysis

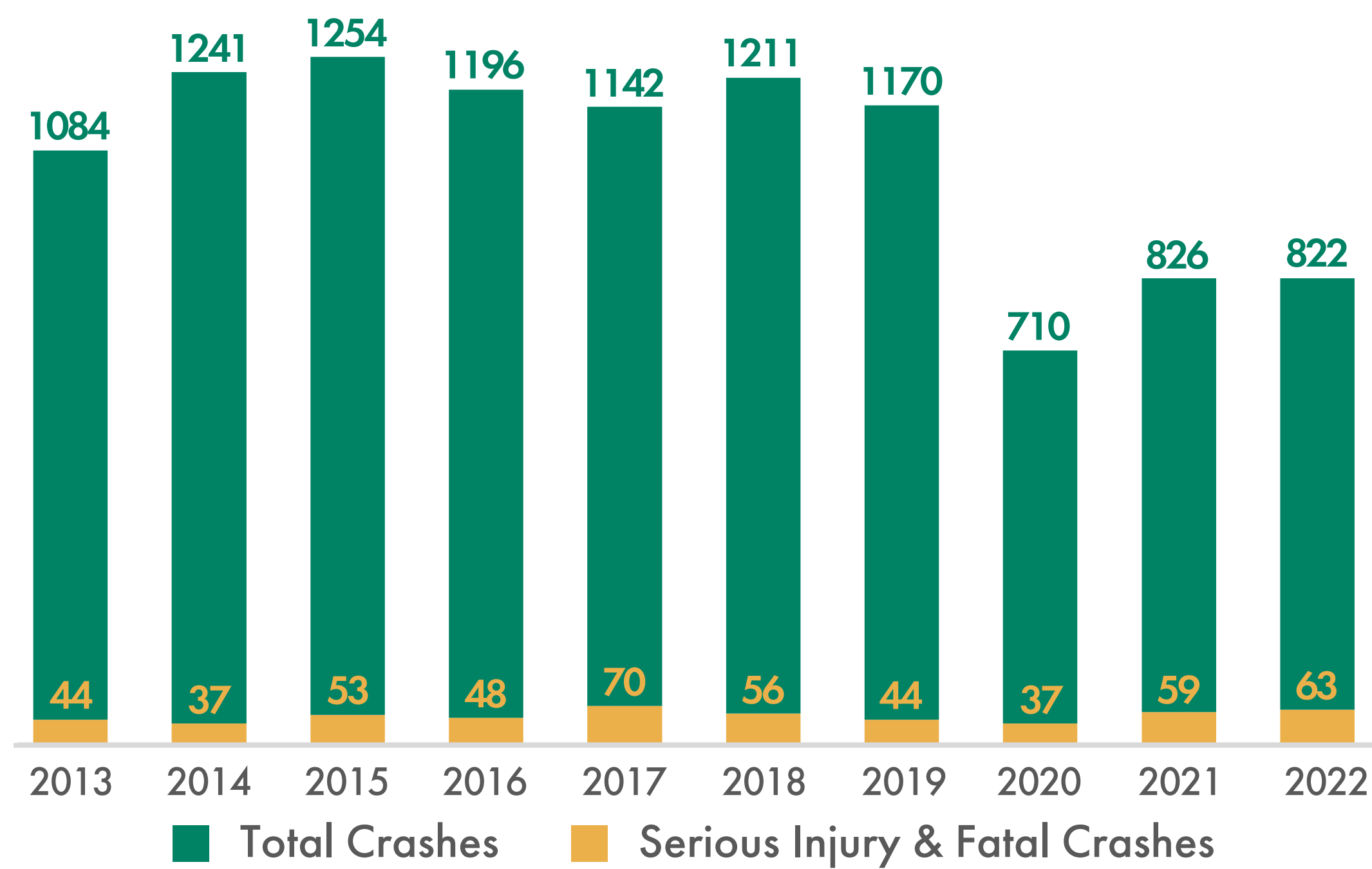


The Project Area includes Unincorporated Boulder County and the Mountain Towns of Nederland, Jamestown, and Ward

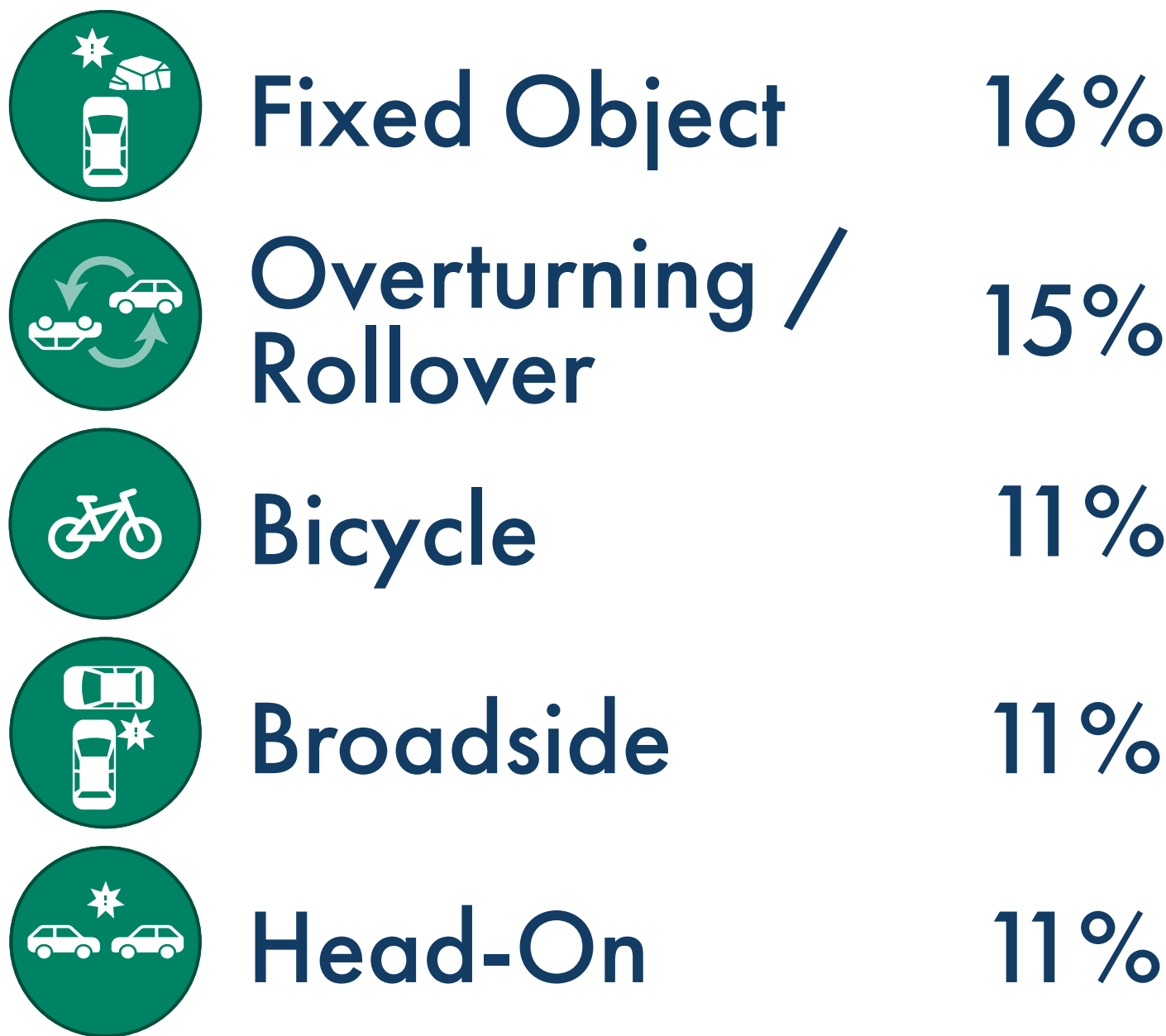
Why is Vision Zero Important?

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

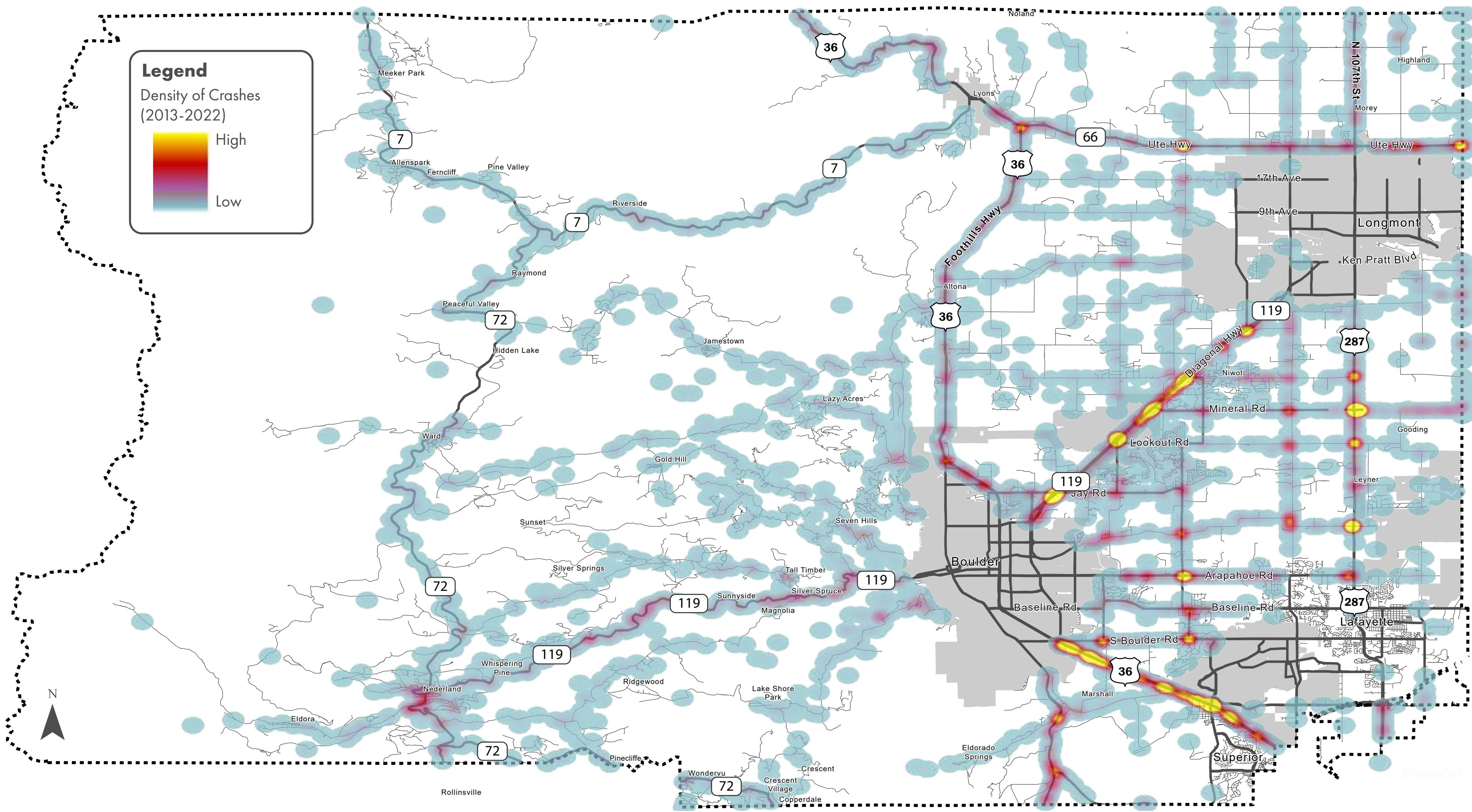
Crashes Over Time:



Top Five Serious Injury & Fatal Crash Types:



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



We Want Your Input!

Crash analysis is a critical part of developing Vision Zero Action Plans — and so is hearing from the community to proactively address locations where people feel unsafe or are experiencing close calls.

Share your experience traveling in Boulder County by:

- Placing stickers on our map or dropping pins on our online interactive map
- Taking our online survey by August 31



boco.org/VisionZeroActionPlan



Condado de Boulder

Plan de Acción de Vision Zero



Ayúdenos a lograr cero muertes por accidentes de tránsito

Reconociendo la importancia de implementar una estrategia regional para la seguridad vial, el condado de Boulder, Lafayette y Superior (los socios) unieron fuerzas para solicitar fondos de subvención de Calles y Carreteras Seguras para Todos (SS4A por sus siglas en inglés) para abordar las muertes y lesiones graves relacionadas con el tránsito.

La subvención permitirá a cada socio desarrollar un Plan de Acción de Vision Zero (VZAP por sus siglas en inglés), que será un análisis detallado de los accidentes de tránsito y los factores de riesgo en el condado y algunas recomendaciones específicas para mejorar la seguridad del transporte en los próximos años.

Etapas Clave del Proyecto:

Análisis de Datos: Documentar las principales tendencias de accidentes, desarrollar la red de alto índice de lesiones (corredores donde ocurren la mayoría de los accidentes) e identificar factores de riesgo.

Desarrollo y Priorización del Proyecto: Identificar y priorizar proyectos específicos para abordar problemas existentes y medidas proactivas para abordar el riesgo.

Hojas Informativas y Medidas de Desempeño: Desarrollar conceptos para proyectos prioritarios y determinar cómo monitorear el progreso/éxito.

Planes de Acción: Crear listas de tareas pendientes de acciones específicas (tanto de infraestructura, p.ej. mejoras de carreteras, como de no infraestructura, p.ej. campañas educativas), señalando la responsabilidad, el calendario y las posibles fuentes de financiación para la implementación.

¿Qué es Vision Zero?

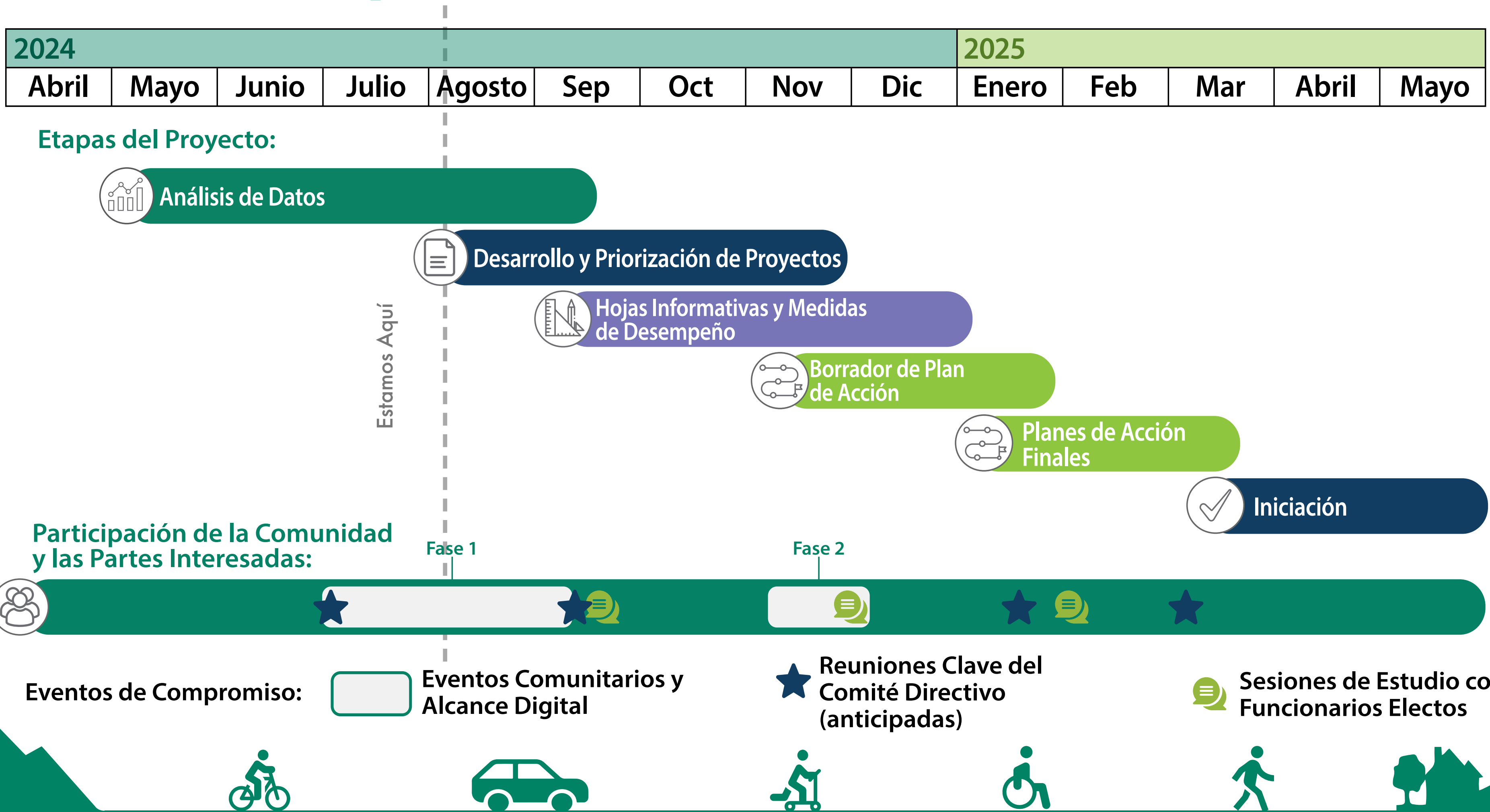
Vision Zero es una estrategia comunitaria para eliminar todas las muertes y lesiones graves en accidentes de tránsito y aumentar los viajes seguros, sanos y equitativos para todos.

Obtenga más Información sobre el Plan:



boco.org/VisionZeroActionPlan

Calendario del Proyecto:



Condado de Boulder No Incorporado

Análisis de Seguridad Vial



El área del proyecto incluye el condado no incorporado de Boulder y las comunidades participantes de Nederland, Jamestown y Ward

¿Por qué es importante Vision Zero?

En 10 años, **135** personas murieron en accidentes de tránsito en el Área del Proyecto

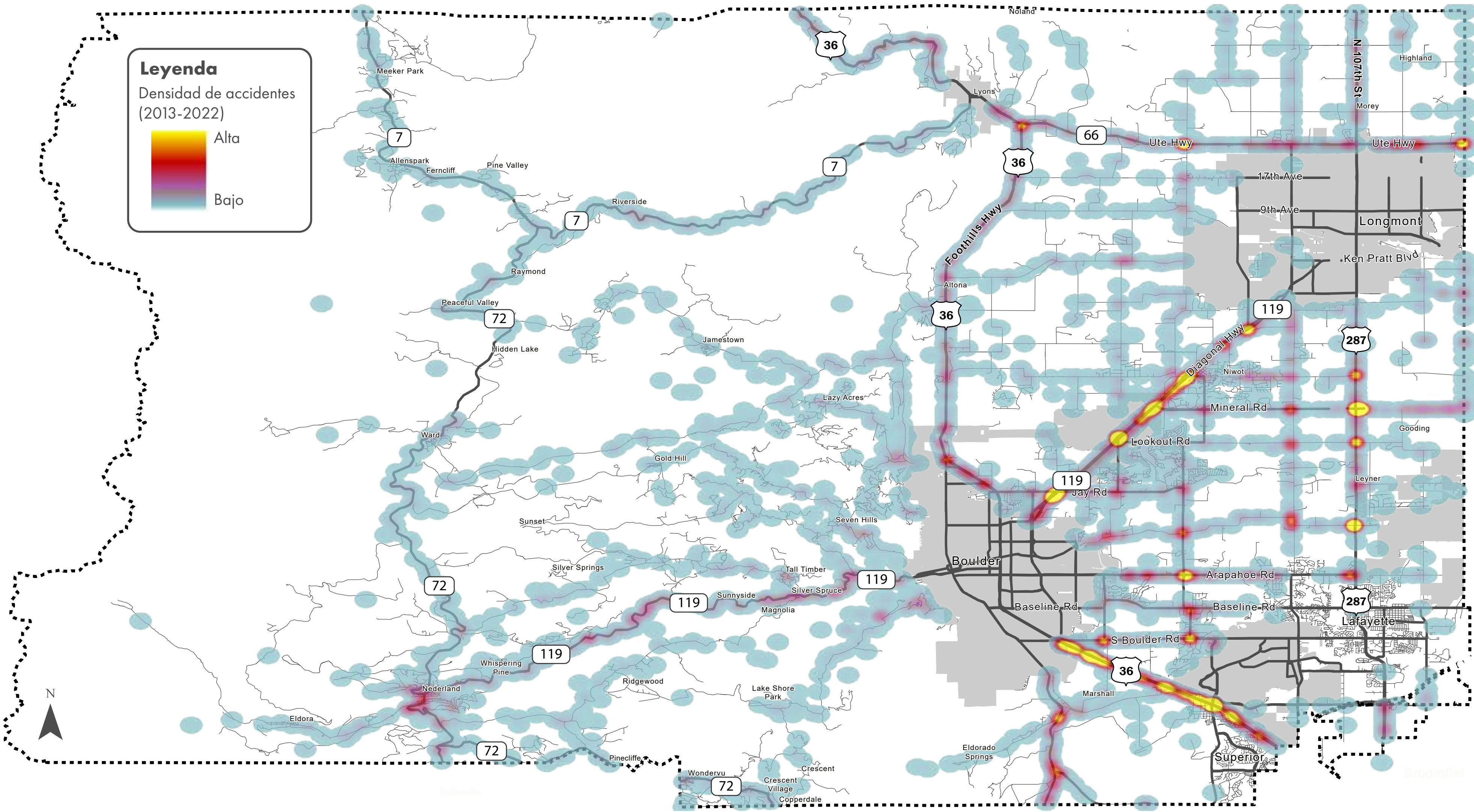
Accidentes por Año:



Los cinco tipos principales de lesiones graves y accidentes mortales:

- Objeto Fijo 16%
- Vuelco 15%
- Bicicleta 11%
- De Costado 11%
- De Frente 11%

Aunque el total de accidentes ha disminuido desde 2019, el porcentaje de accidentes con lesiones graves y fatales ha **aumentado**.



¡Queremos su Opinión!

El análisis de accidentes es una parte fundamental del desarrollo de los Planes de Acción de Vision Zero y también lo es escuchar a la comunidad para abordar de manera proactiva los lugares donde las personas se sienten inseguras o experimentan situaciones cercanas.

Comparta su experiencia de viajar en Condado de Boulder al:

- Colocar calcomanías en nuestro mapa o alfileres en nuestro mapa interactivo en línea
- Responder nuestra encuesta en línea antes del 31 de agosto



boco.org/VisionZeroActionPlan

Lafayette Vision Zero Action Plan



Help Us Work Towards Zero Traffic Deaths

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for Safe Streets and Roads for All (SS4A) grant funding to address **traffic-related deaths and serious injuries**.

The grant will enable each Partner to develop a **Vision Zero Action Plan (VZAP)** which will be a detailed analysis of traffic crashes and risk factors in their community and some specific recommendations to comprehensively **improve transportation safety** in the coming years.

Key Project Stages:

Data Analysis: Documenting major crash trends, developing the high-injury network (corridors where the most crashes are occurring), and identifying risk factors.

Project Development & Prioritization: Identifying and prioritizing specific projects to address existing issues and proactive measures to address risk.

Fact Sheets & Performance Measures: Developing concepts for priority projects and determining how we will monitor progress/success.

Action Plans: Creating to-do lists of specific actions (both infrastructure, such as roadway improvements, and non-infrastructure, such as educational campaigns), noting responsibility, timing, and potential funding sources for implementation.

What is Vision Zero?

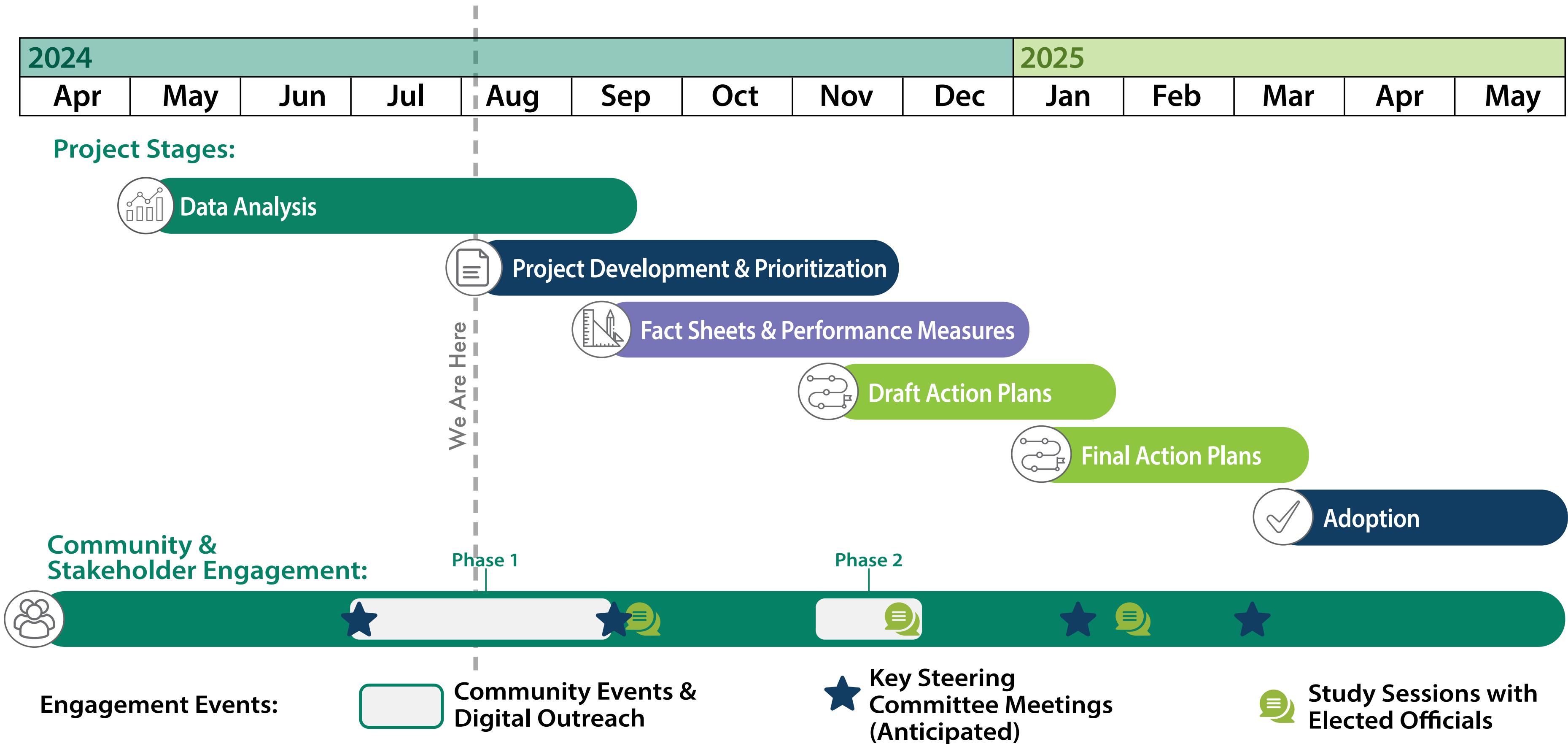
Vision Zero is a community strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.

Learn More About the Plan:



boco.org/VisionZeroActionPlan

Project Timeline:



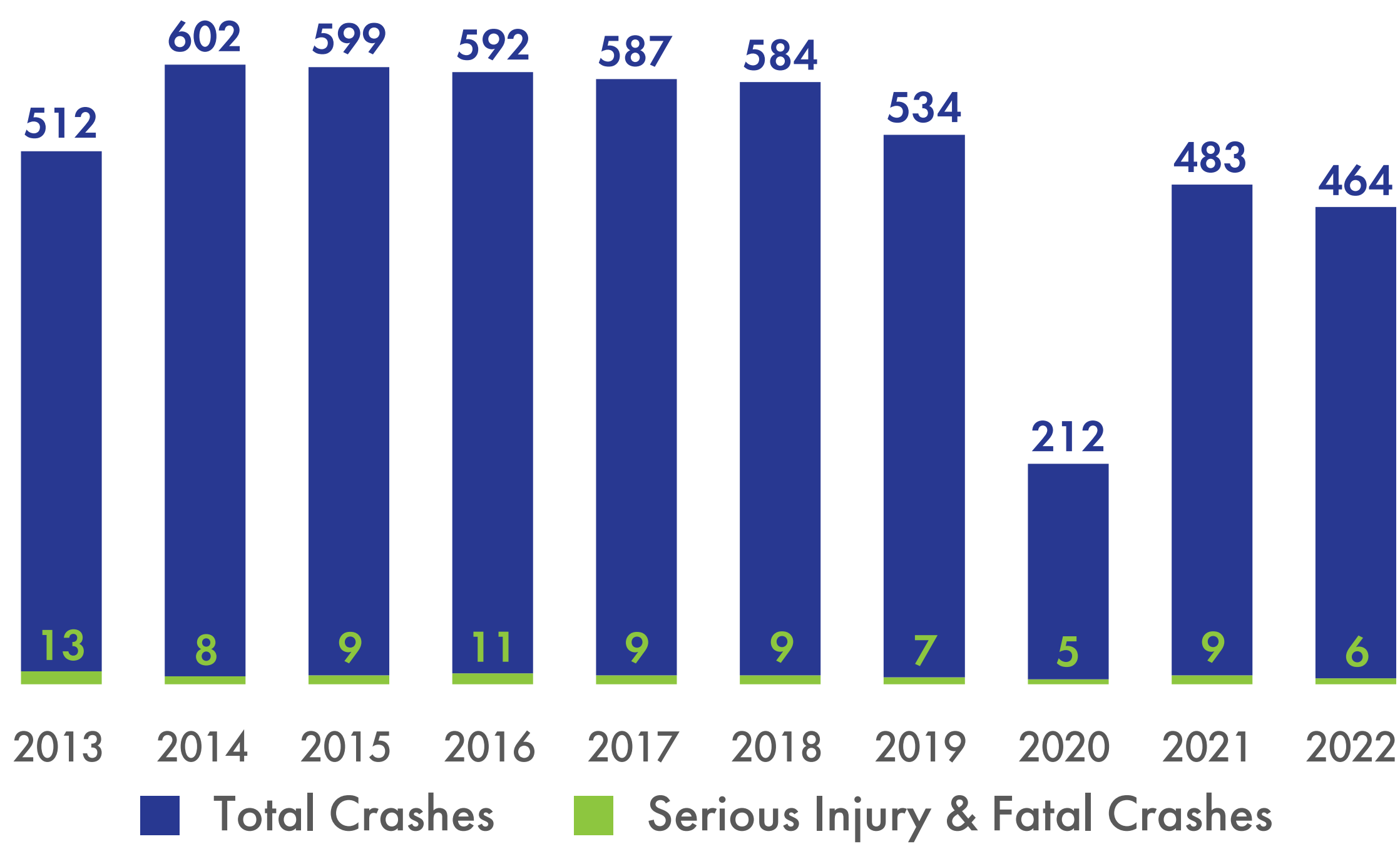
Lafayette Traffic Safety Analysis



Why is Vision Zero Important?

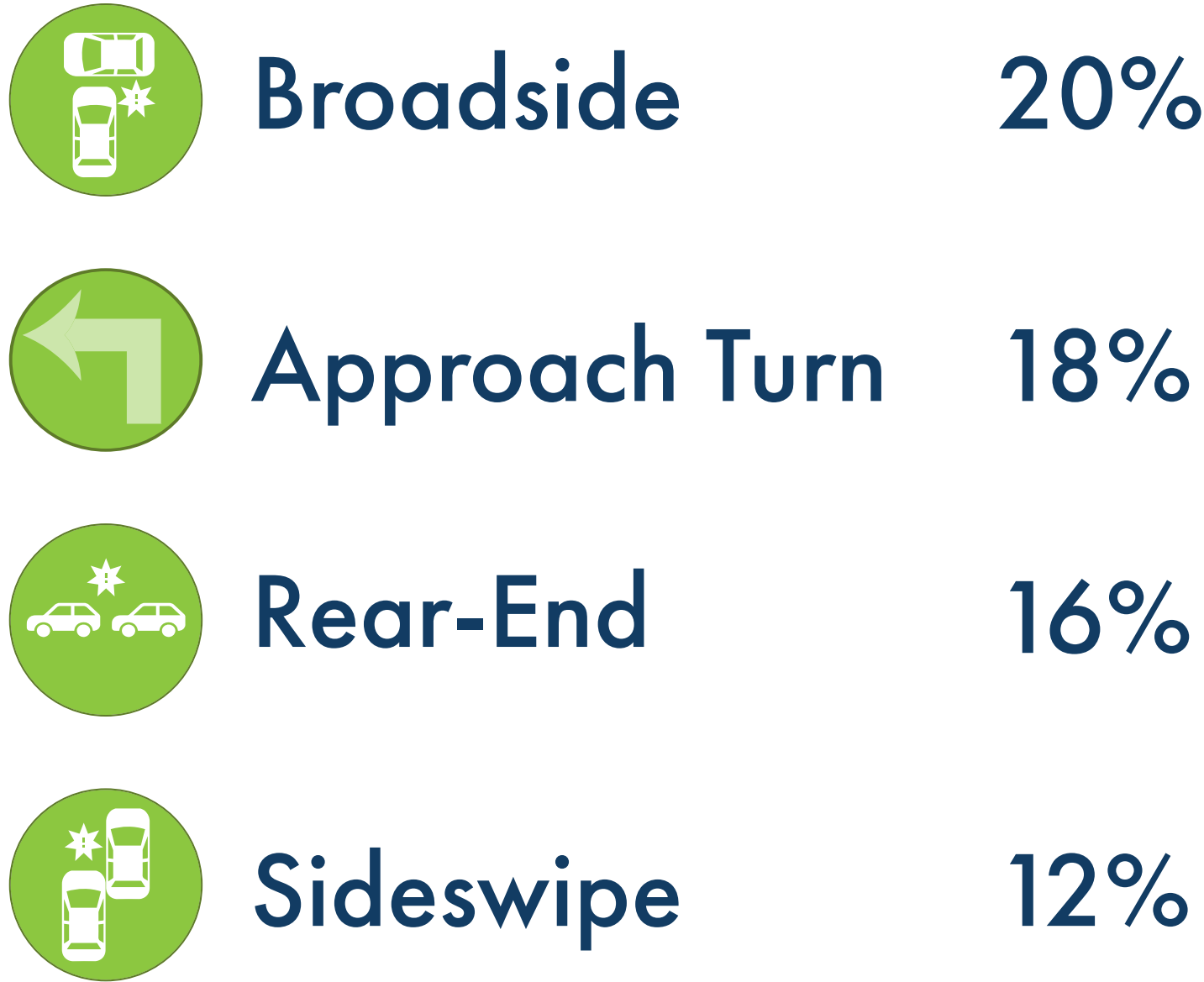
Over 10 years, there were **67** serious injury crashes and **19** fatal crashes in Lafayette

Crashes Over Time*:



* Colorado Department of Transportation (CDOT) crash data was used

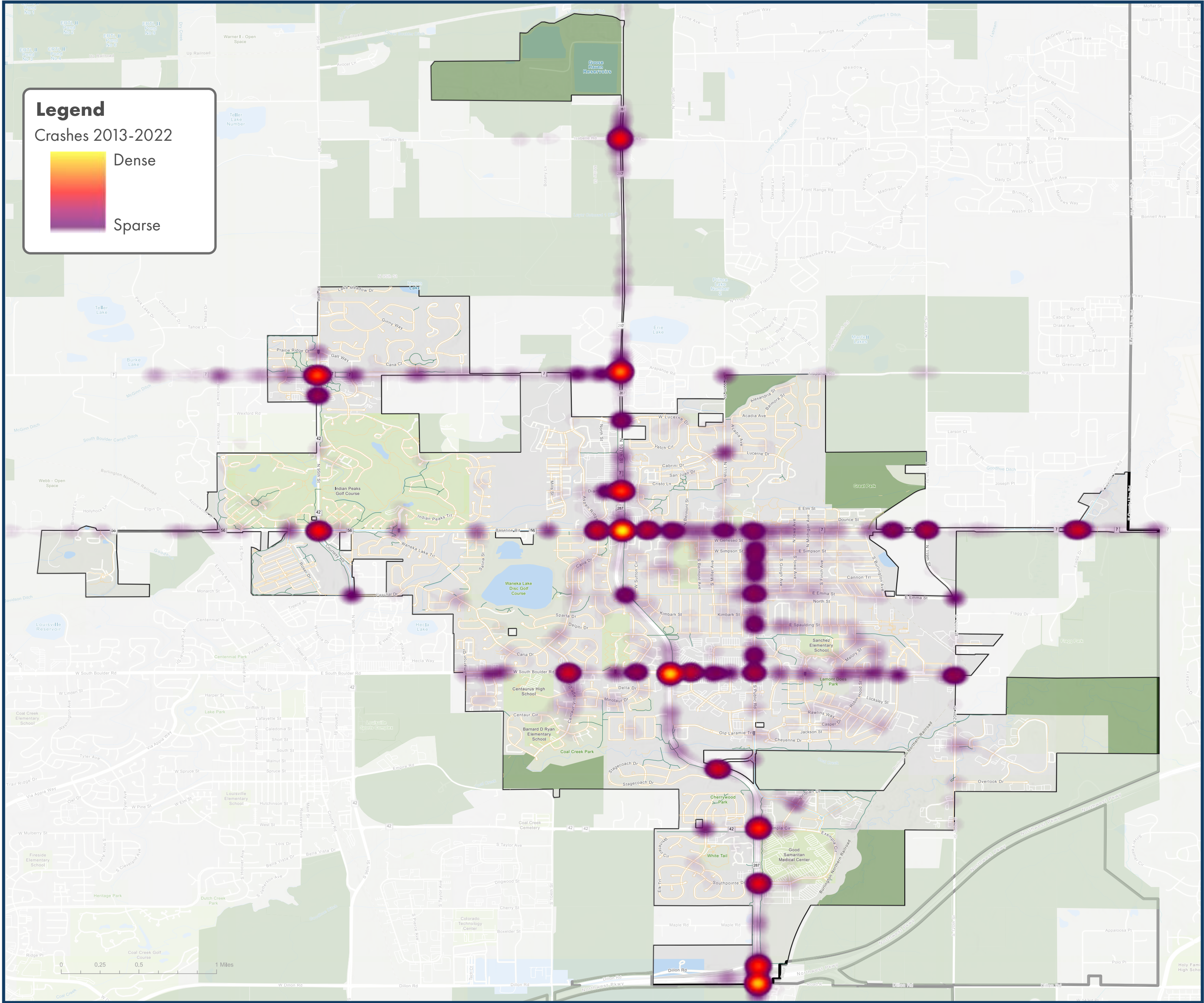
Top Four Serious Injury & Fatal Crash Types:



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

We Want Your Input!

Crash analysis is a critical part of developing Vision Zero Action Plans — and so is hearing from the community to proactively address locations where people feel unsafe or are experiencing close calls.



Share your experience traveling in Lafayette by:

- Placing stickers on our map or dropping pins on our online interactive map
- Taking our online survey by August 31



boco.org/VisionZeroActionPlan



Lafayette

Plan de Acción de Vision Zero



Ayúdenos a lograr cero muertes por accidentes de tránsito

Reconociendo la importancia de implementar una estrategia regional para la seguridad vial, el condado de Boulder, Lafayette y Superior (los socios) unieron fuerzas para solicitar fondos de subvención de Calles y Carreteras Seguras para Todos (SS4A por sus siglas en inglés) para abordar las muertes y lesiones graves relacionadas con el tránsito.

La subvención permitirá a cada socio desarrollar un **Plan de Acción de Vision Zero (VZAP por sus siglas en inglés)**, que será un análisis detallado de los accidentes de tránsito y los factores de riesgo en su comunidad y algunas recomendaciones específicas para **mejorar la seguridad del transporte** en los próximos años.

Etapas Clave del Proyecto:

Análisis de Datos: Documentar las principales tendencias de accidentes, desarrollar la red de alto índice de lesiones (corredores donde ocurren la mayoría de los accidentes) e identificar factores de riesgo.

Desarrollo y Priorización del Proyecto: Identificar y priorizar proyectos específicos para abordar problemas existentes y medidas proactivas para abordar el riesgo.

Hojas Informativas y Medidas de Desempeño: Desarrollar conceptos para proyectos prioritarios y determinar cómo monitorear el progreso/éxito.

Planes de Acción: Crear listas de tareas pendientes de acciones específicas (tanto de infraestructura, p.ej. mejoras de carreteras, como de no infraestructura, p.ej. campañas educativas), señalando la responsabilidad, el calendario y las posibles fuentes de financiación para la implementación.

¿Qué es Vision Zero?

Vision Zero es una estrategia comunitaria para eliminar todas las muertes y lesiones graves en accidentes de tránsito y aumentar los viajes seguros, sanos y equitativos para todos.

Obtenga más Información sobre el Plan:



boco.org/VisionZeroActionPlan

Calendario del Proyecto:

2024									2025				
Abril	Mayo	Junio	Julio	Agosto	Sep	Oct	Nov	Dic	Enero	Feb	Mar	Abril	Mayo

Etapas del Proyecto:

Análisis de Datos

Desarrollo y Priorización de Proyectos

Hojas Informativas y Medidas de Desempeño

Borrador de Plan de Acción

Planes de Acción Finales

Iniciación

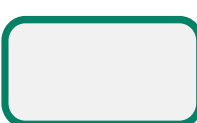
Participación de la Comunidad y las Partes Interesadas:

Fase 1

Fase 2



Eventos de Compromiso:



Eventos Comunitarios y Alcance Digital

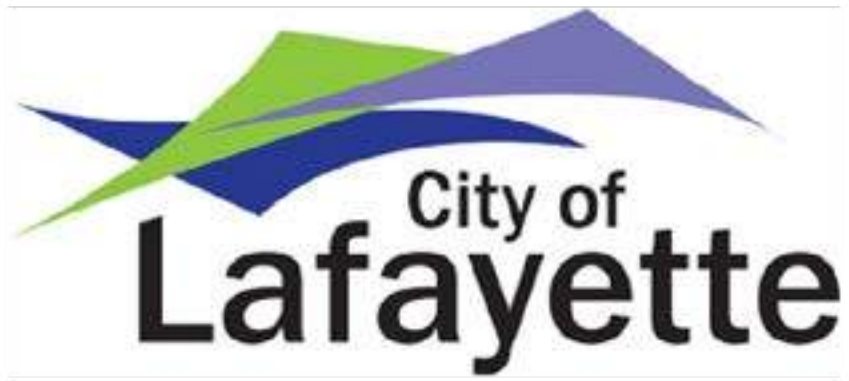
Reuniones Clave del Comité Directivo (anticipadas)



Sesiones de Estudio con Funcionarios Electos

Lafayette

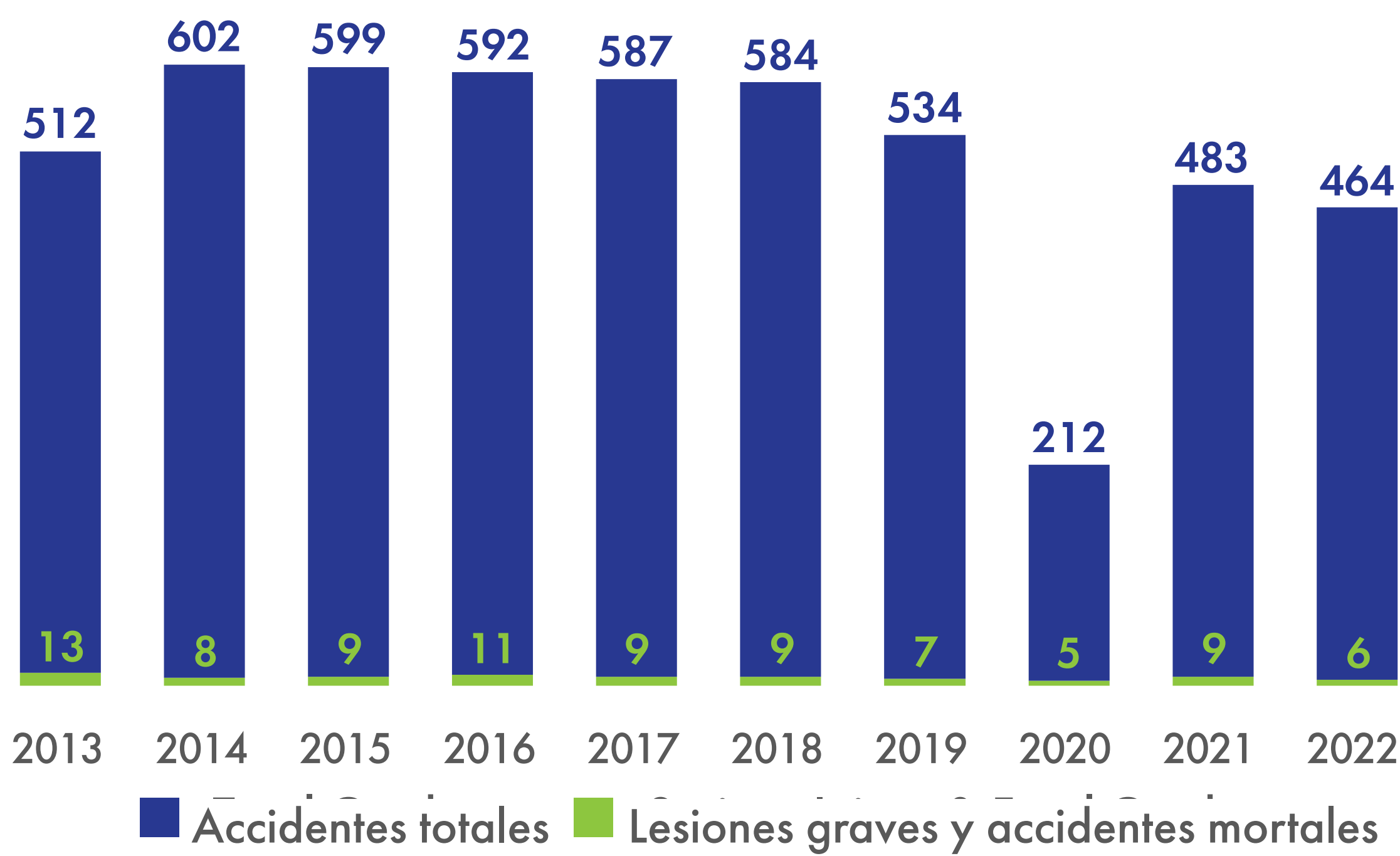
Análisis de Seguridad Vial



¿Por qué es importante Vision Zero?

En 10 años, hubo **67** accidentes con lesiones graves y **19** accidentes mortales en Lafayette.

Accidentes por Año*:



* Se utilizaron datos del Departamento de Transporte de Colorado (CDOT)

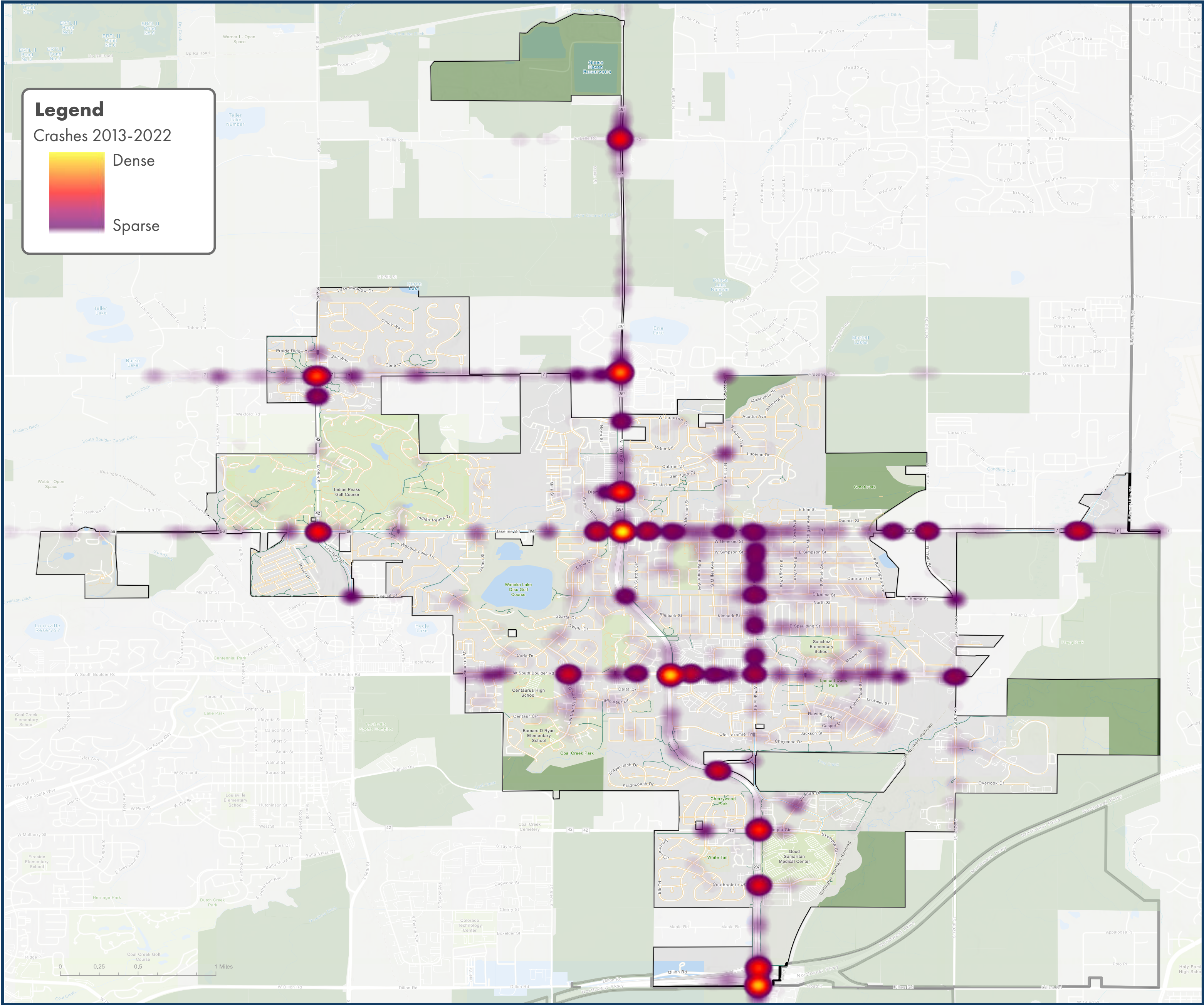
Los cuatro tipos principales de lesiones graves y accidentes mortales:



Aunque los accidentes totales han disminuido desde 2019, el porcentaje de accidentes con lesiones graves y mortales se ha mantenido constante.

¡Queremos su Opinión!

El análisis de accidentes es una parte fundamental del desarrollo de los Planes de Acción de Vision Zero y también lo es escuchar a la comunidad para abordar de manera proactiva los lugares donde las personas se sienten inseguras o experimentan situaciones cercanas.



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- Colocar calcomanías en nuestro mapa o alfileres en nuestro mapa interactivo en línea
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boco.org/VisionZeroActionPlan

Legend/Leyenda

Sidewalk
Vereda

Bike Lane
Carril de Bicicletas

Paved Multi-Use Path
Camino Pavimentado de Varios Usos

Soft-Surface Multi-Use Path
Camino de Superficie Blanda de Varios Usos

Traffic Signal
Semafaro

Town of Superior Limits
Lmites del Pueblo Superior

I Feel Unsafe...
Me siento inseguro/a...

Walking
Caminando

Biking
Andar en bicicleta

Driving
Conducir

Using a Mobility Device
Usar un dispositivo de movilidad

Other Concern
Otras inquietudes

Place stickers where you feel unsafe walking, biking, driving, using a mobility device, or where you have other concerns.

Coloque calcomanías donde se sienta inseguro al caminar, andar en bicicleta, conducir, usar un dispositivo de movilidad o si tiene otras inquietudes.

Town of Superior Vision Zero Action Plan



Everyone deserves to arrive alive.

Recognizing the importance of implementing a regional approach to roadway safety, Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for Safe Streets and Roads for All (SS4A) grant funding to address **traffic-related deaths and serious injuries**.

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What is Vision Zero?

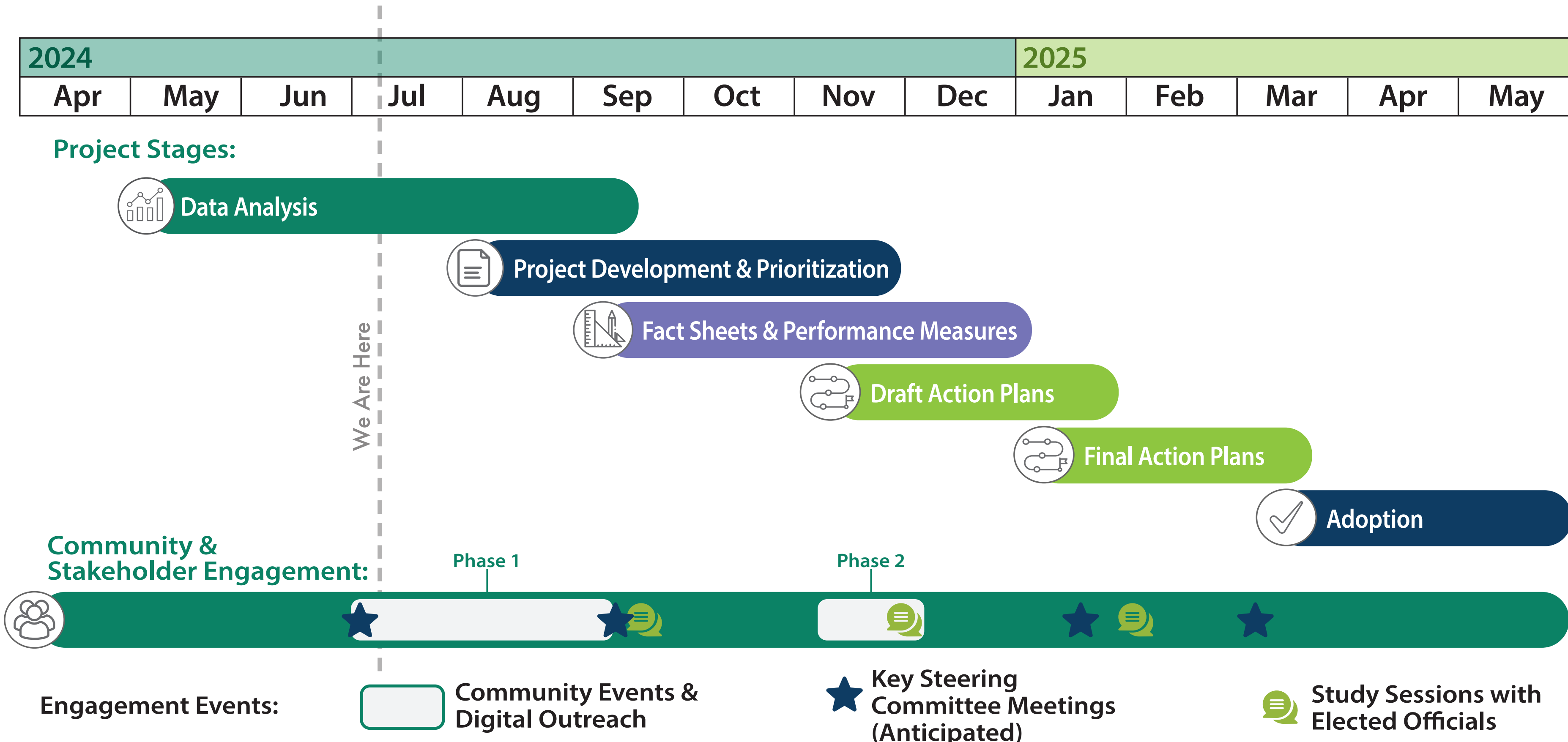
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Learn More About the Plan:



boco.org/VisionZeroActionPlan

Project Timeline:



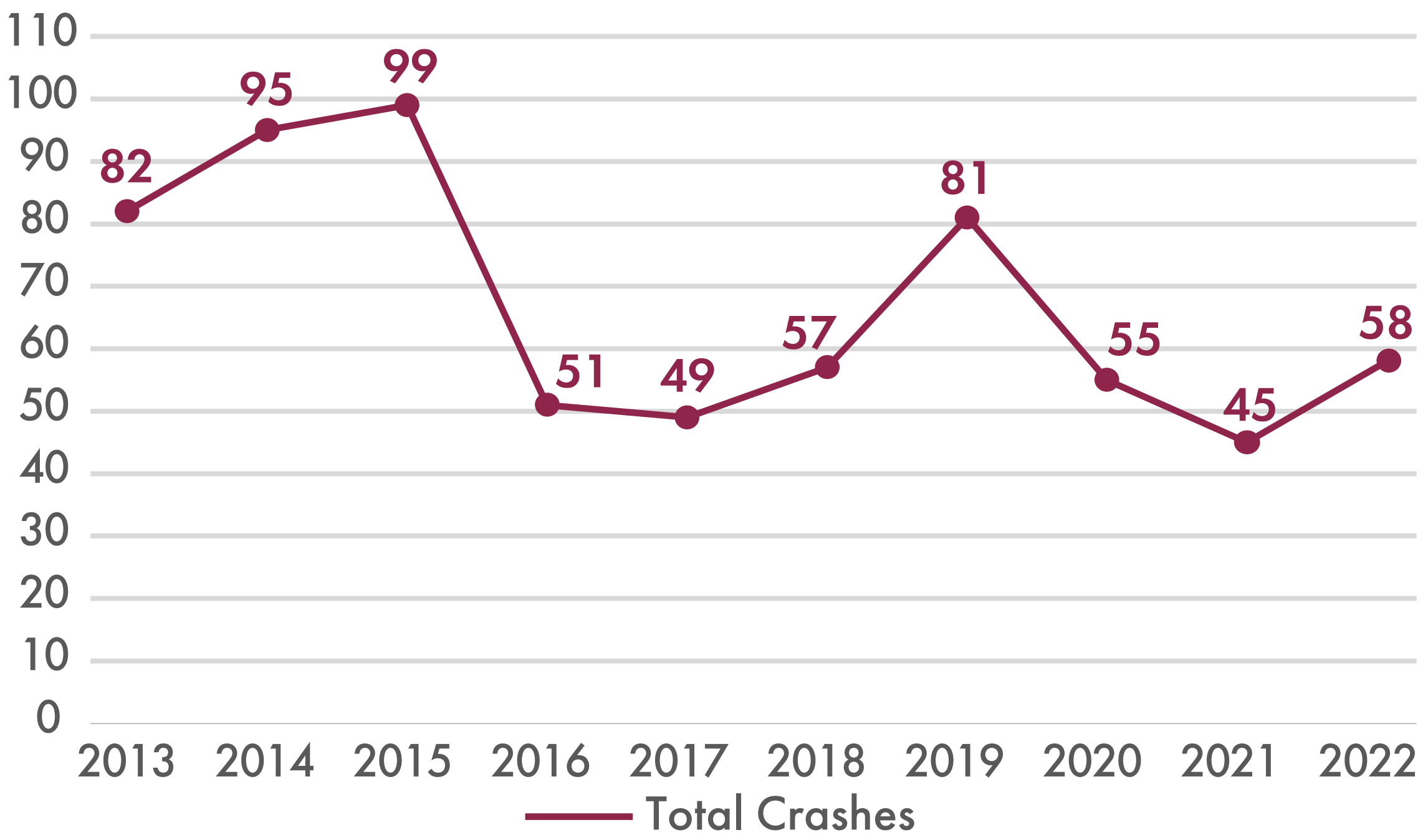
Town of Superior Traffic Safety Analysis



The Need for Vision Zero:

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

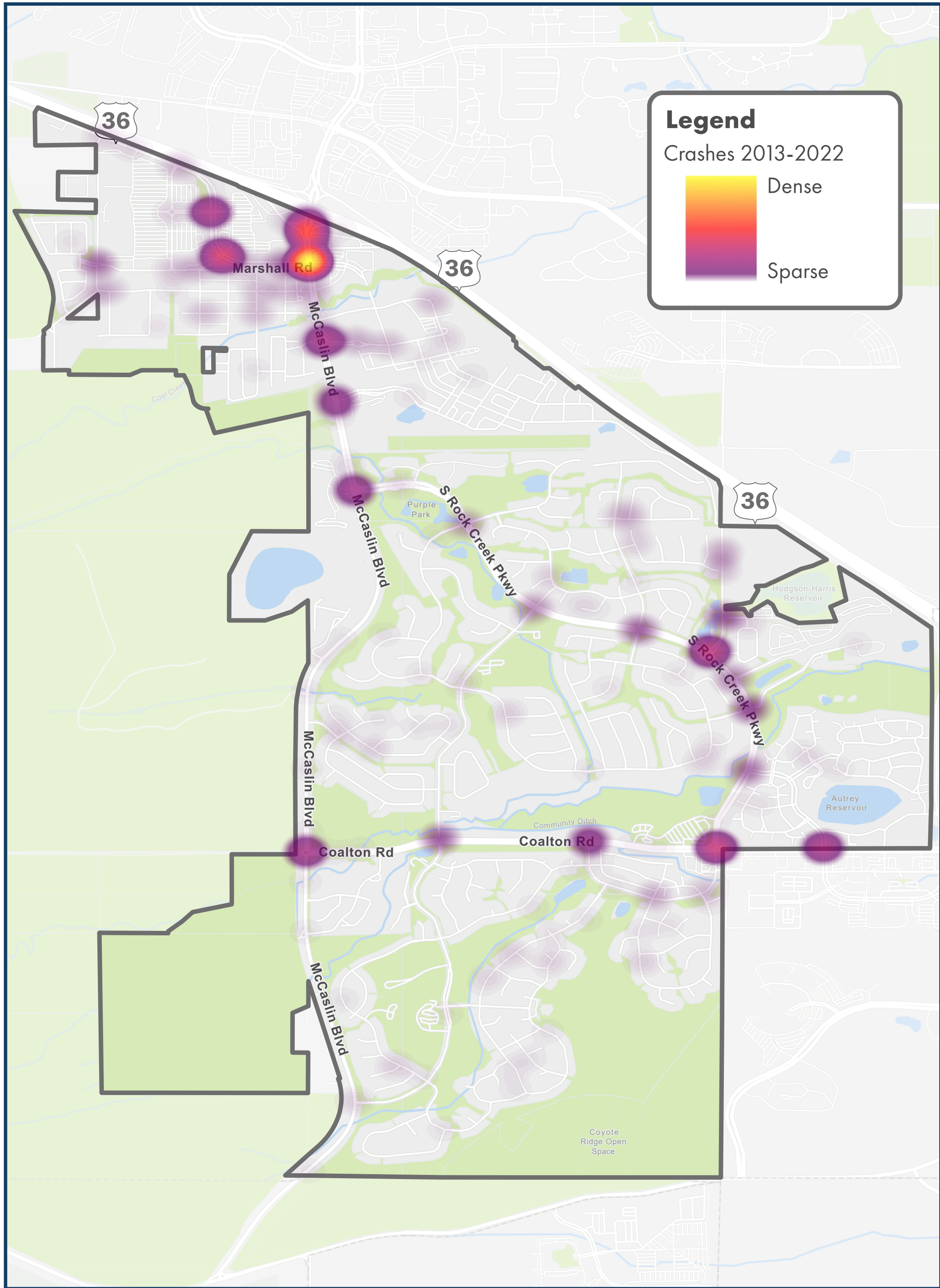
Crashes Over Time:



Top Five Crash Types:

	Rear End	30%
	Fixed Object	15%
	Broadside	15%
	Sideswipe	10%
	Approach Turn	10%

65% of crashes are occurring at intersections



We Want Your Input!

Crash analysis is a critical part of developing Vision Zero Action Plans, and so is hearing from the community to proactively address locations where people feel unsafe or are experiencing close calls.

Share your experience traveling in Superior by:

- **Placing stickers on our map or dropping pins on our online interactive map**
- **Taking our online survey by August 31**



Pueblo de Superior

Plan de Acción de Vision Zero



Todos merecen llegar vivos.

Reconociendo la importancia de implementar una estrategia regional para la seguridad vial, el condado de Boulder, Lafayette y Superior (los socios) unieron fuerzas para solicitar fondos de subvención de Calles y Carreteras Seguras para Todos (SS4A por sus siglas en inglés) para abordar las muertes y lesiones graves relacionadas con el tránsito.

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Obtenga más Información sobre el Plan:



boco.org/VisionZeroActionPlan

Cronología del Proyecto:

2024									2025				
Abril	Mayo	Junio	Julio	Agosto	Sep	Oct	Nov	Dic	Enero	Feb	Mar	Abril	Mayo

Etapas del Proyecto:



Análisis de Datos



Desarrollo y Priorización de Proyectos



Hojas Informativas y Medidas de Desempeño



Borrador de Plan de Acción



Planes de Acción Finales

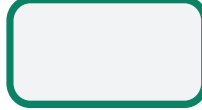


Iniciación

Participación de la Comunidad y las Partes Interesadas:



Eventos de Compromiso:



Eventos Comunitarios y Alcance Digital



Reuniones Clave del Comité Directivo (anticipadas)



Sesiones de Estudio con Funcionarios Electos



Pueblo de Superior

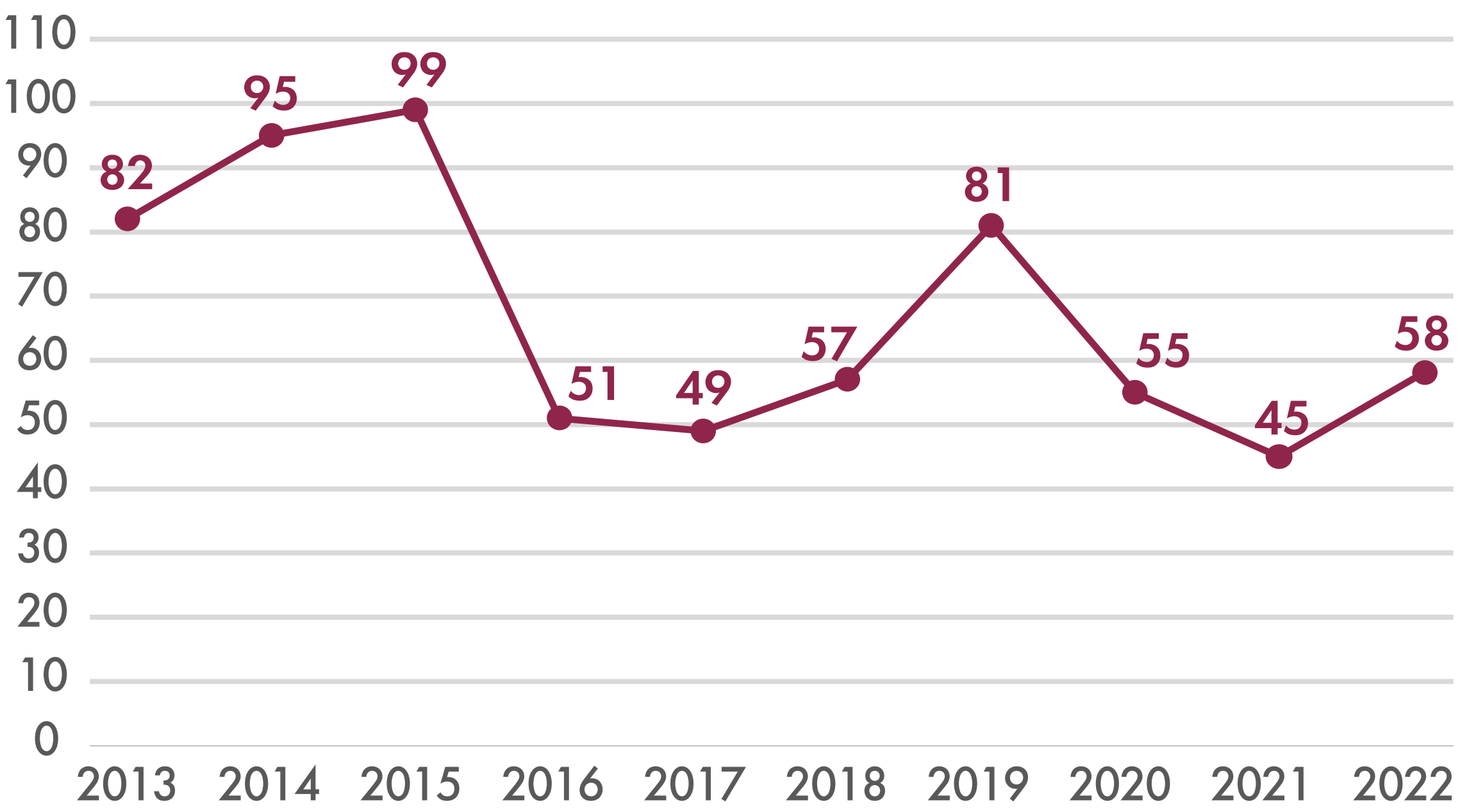
Análisis de Seguridad Vial



La Necesidad de Vision Zero:

En 10 años, hubo **8** accidentes con lesiones graves y **1** muerte en Superior

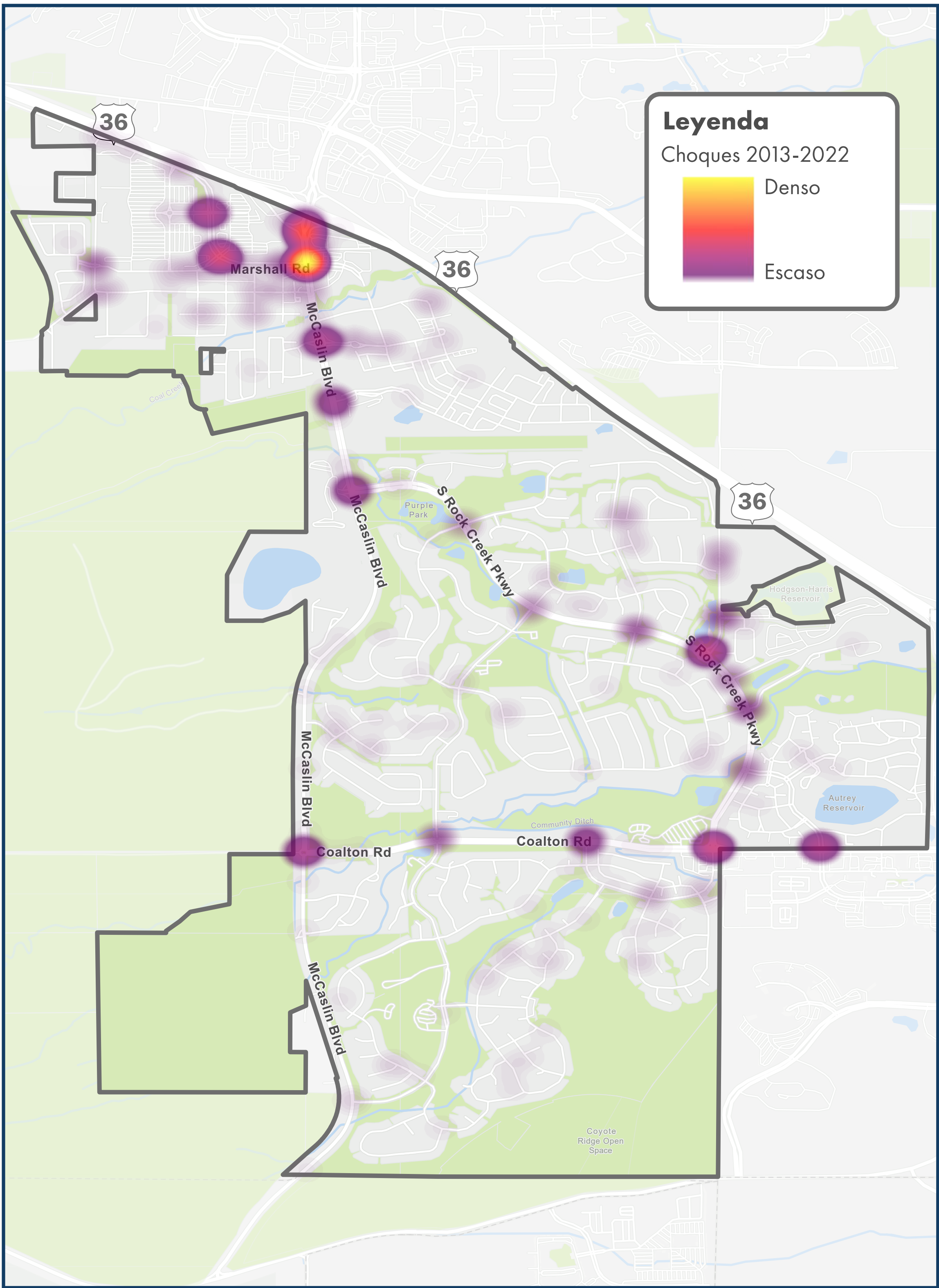
Choques con el Tiempo:



Cinco Tipos Principales de Accidentes:

-  Choque por Atrás 30%
-  Objeto Fijo 15%
-  De Costado 15%
-  De Refilón 10%
-  De Giro 10%

El **65%** de los accidentes ocurren en las intersecciones



¡Queremos su Opinión!

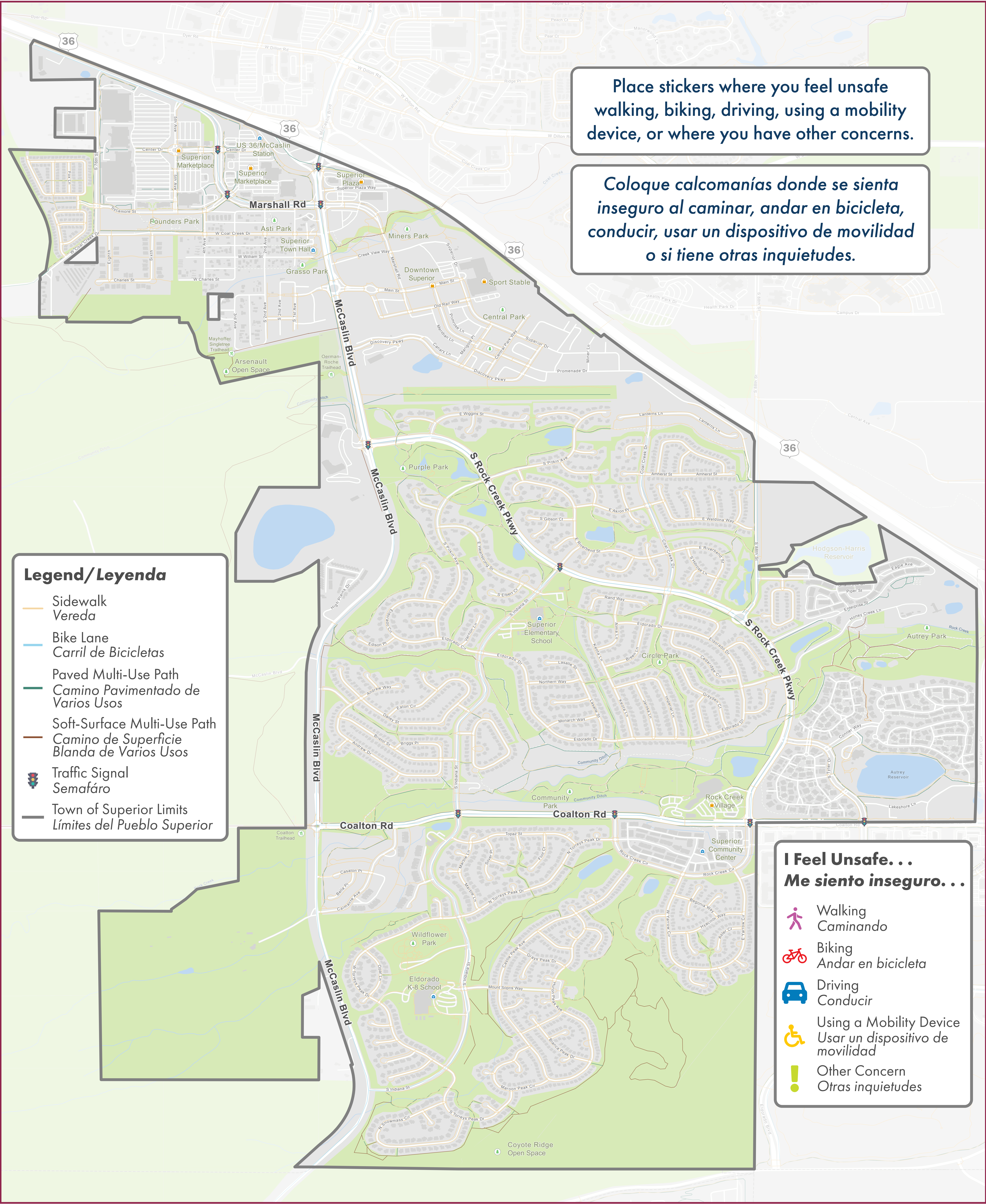
El análisis de accidentes es una parte fundamental del desarrollo de los Planes de Acción de Vision Zero y también lo es escuchar a la comunidad para abordar de manera proactiva los lugares donde las personas se sienten inseguras o experimentan situaciones cercanas.

Comparta su experiencia de viajar en Superior al:

- Colocar calcomanías en nuestro mapa o alfileres en nuestro mapa interactivo en línea
- Responder nuestra encuesta en línea antes del 31 de agosto



Provide Your Input! / ¡De su Opinión!





Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Unincorporated Boulder County Public Meeting #1

August 8, 2024



Project Team Introductions



Goals of Meeting

1. Define “What is Vision Zero?”
2. Provide information about the project background and schedule
3. Present crash data and what we’ve heard from the community
4. Facilitate a discussion to allow the community to express their comments and questions
5. Encourage participation of online survey



What is Vision Zero?

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.



Safe System Approach



Unincorporated Boulder County VZAP Project Overview

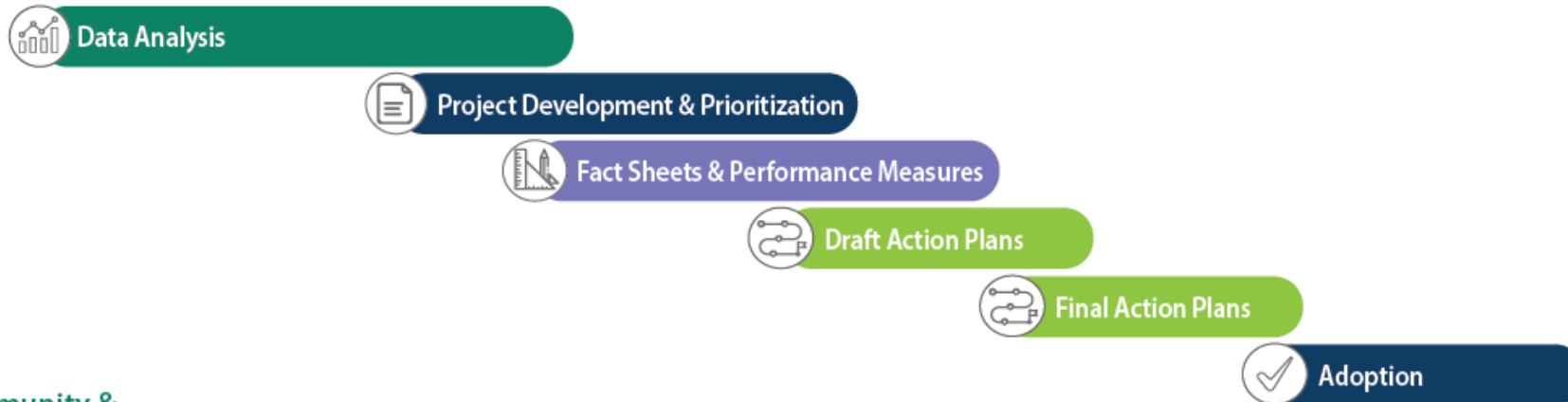
- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.
- Create list of specific actions, noting responsibility and potential funding sources for implementation.



Schedule

2024									2025				
Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May

Project Stages:



Community & Stakeholder Engagement:

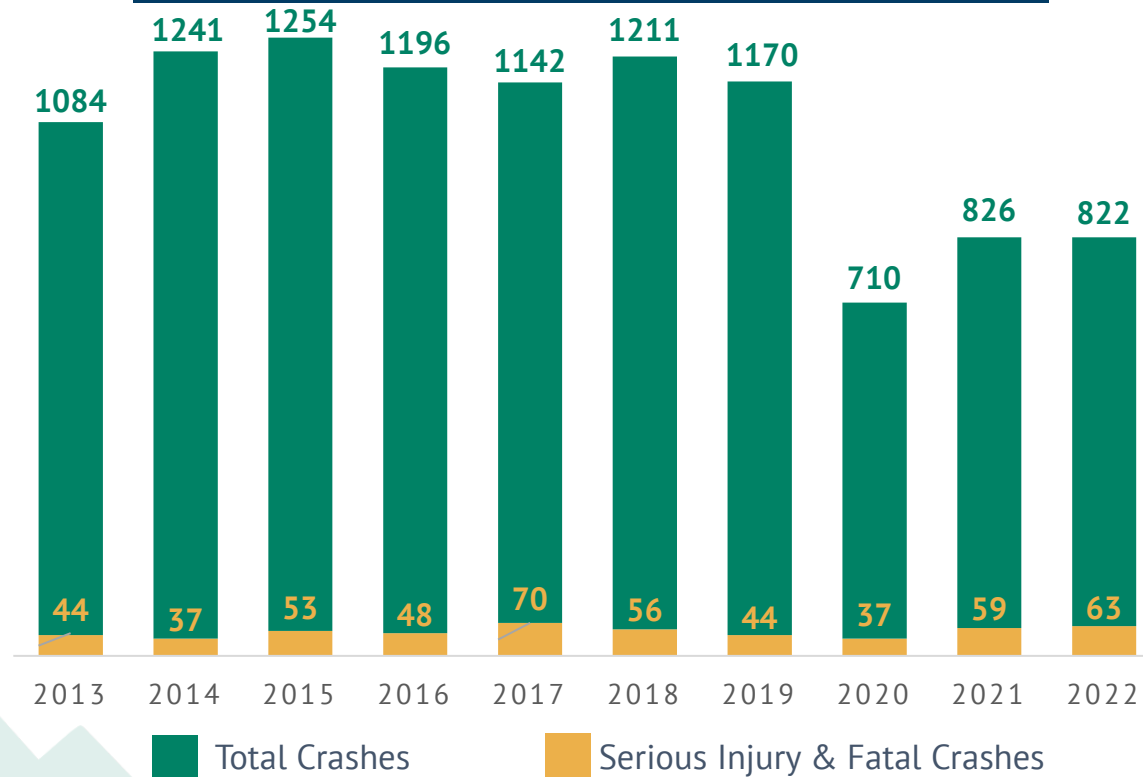


We are here!



Crash History in Unincorporated Boulder County & Mountain Towns

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



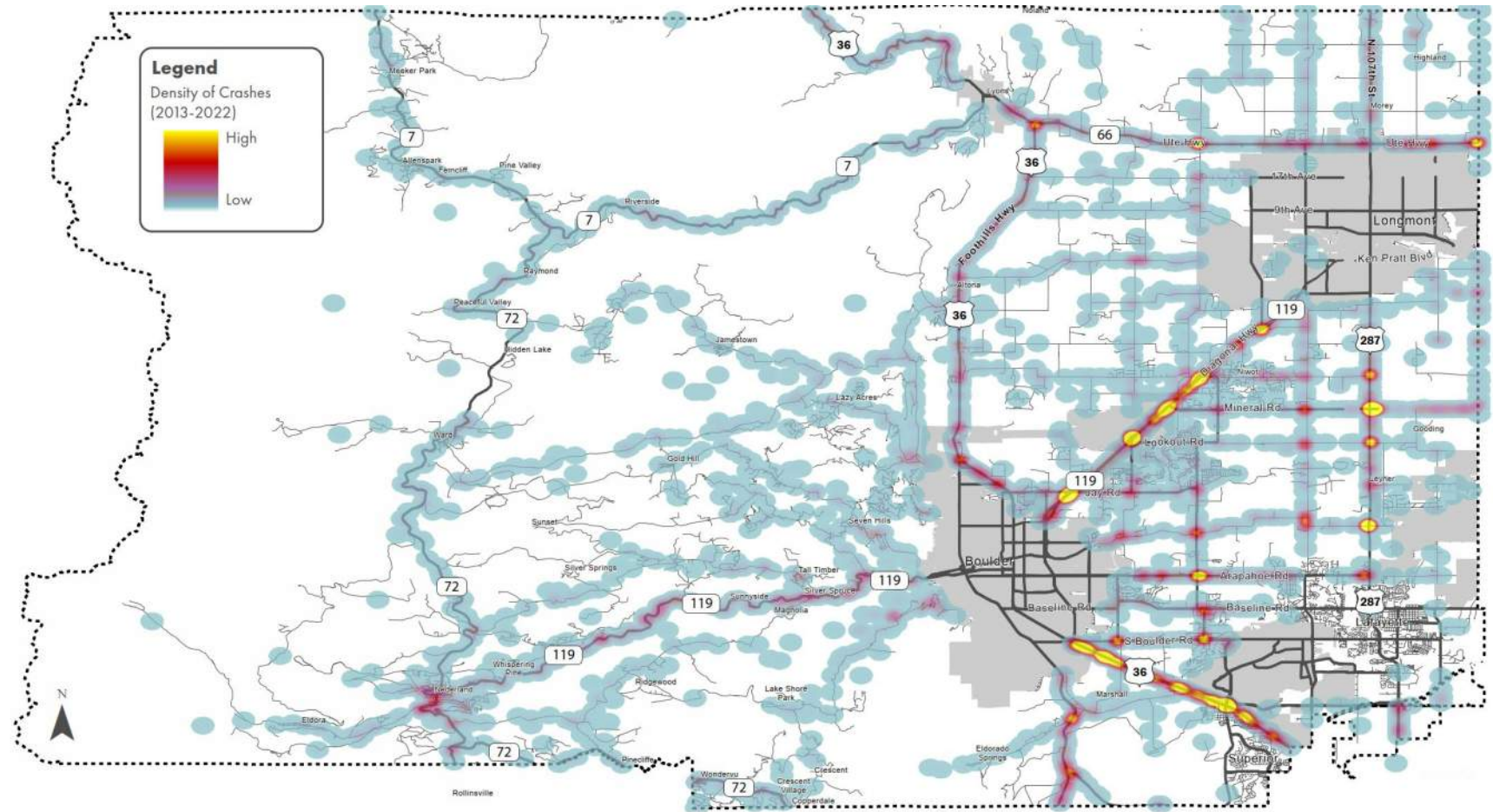
Top Five Serious Injury & Fatal Crash Types:



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

Crash History in Unincorporated Boulder County

65% of crashes in Boulder County are occurring along corridors



Survey Open Through August 31



Project Website & Survey/Web Map
boco.org/visionzeroactionplan

How We're Collecting Input

- Nederland Farmer's Market
- Online Survey



What We've Heard So Far

Online survey and map

Which municipality do you live in? *

☒ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)

☐ Lafayette

☐ Superior

☐ Other

What municipality do you work in? *

☒ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)

☐ Lafayette

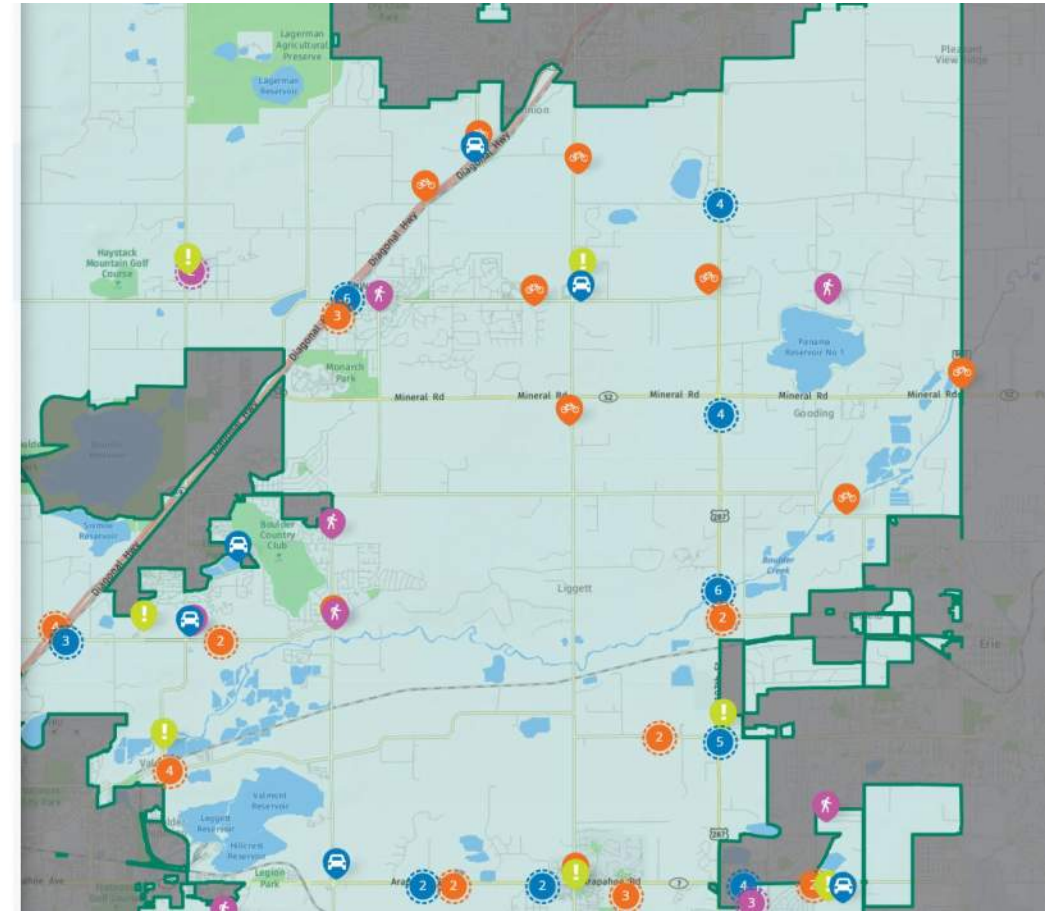
☐ Superior

☐ Other

Which municipalities are you interested in providing feedback on? *

Please select all that apply.

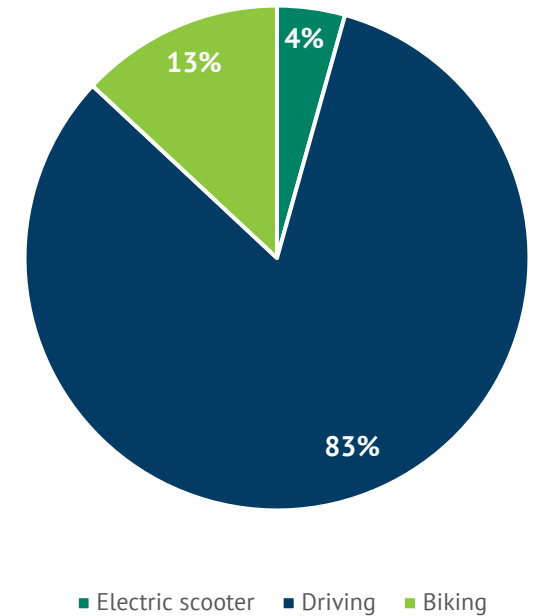
☒ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)



What We've Heard So Far

- Over 250 survey & map responses
- Majority (71%) of survey respondents live in unincorporated Boulder County or the mountain towns

Primary Travel Modes



What We've Heard So Far

How safe do you feel traveling in Boulder County?
(Responses other than neutral):



Safe: 50%
Unsafe: 29%



Safe: 29%
Unsafe: 21%

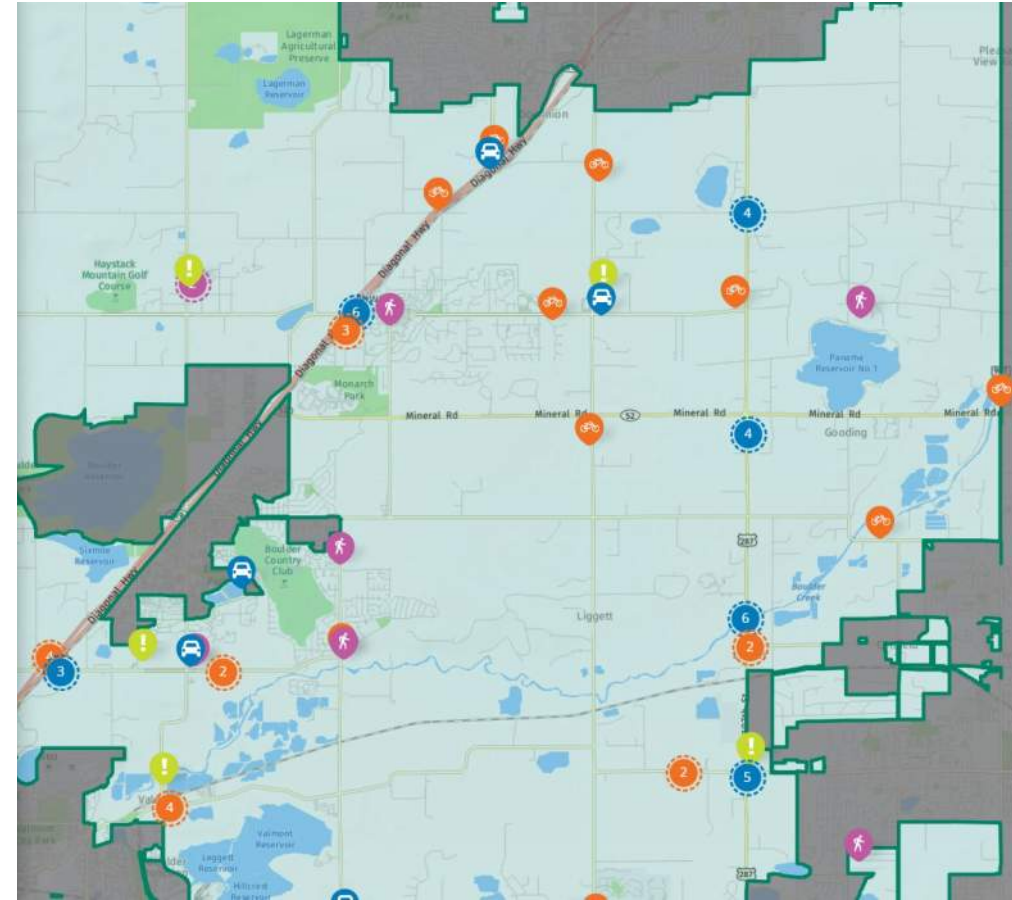


Safe: 13%
Unsafe: 33%

Respondents involved in a crash in unincorporated Boulder County in past five years: **30%**

What We've Heard So Far: Locations of Concern

- SH 119
 - Diagonal Highway: traffic speed changes and intersection at Niwot Road make driving the corridor feel unsafe
 - Boulder Canyon: Vehicle speeds, passing activity, and user conflicts at locations like Boulder Falls
- Jay Road: Feels uncomfortable for bicyclists and drivers report site distance challenges
- Foothills Parkway: Vehicle speeds



Discussion

Discussion

- Does the input we have heard to date resonate with you?
- Are there additional concerns we should be aware of?
- What would a safe street look like to you?

Please feel free to unmute or share ideas in the chat



Questions or Comments

Next Steps

1. Use crash analysis and public outreach to inform development of draft recommendations (engineering and non-engineering)
2. Develop a draft of the Boulder County Vision Zero Action Plan
3. Bring draft Action Plan to public for feedback on the draft recommendations

How You Can Help!

- Take online survey by August 31
- Visit project website and sign up for updates.



boco.org/visionzeroactionplan

Calendar

- **August 31:** Online survey closes
- **Late Fall/Early Winter:** Share draft content for the Vision Zero Action Plan with the public and ask for feedback on the draft recommendations.



Thank you!

Project Contacts

Liv Lewin, PE
Boulder County
Vision Zero Program Manager
llewin@bouldercounty.gov

Nikki Riemer, PE, RSP₁
Consort Engineers
Consultant Project Manager
Nikki.riemer@consoreng.com

Project Website & Survey/Web Map



boco.org/visionzeroactionplan

Survey Open Through August 31!





City of Lafayette

VISION ZERO ACTION PLAN

Lafayette Public Meeting #1

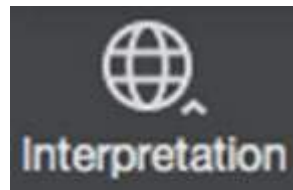
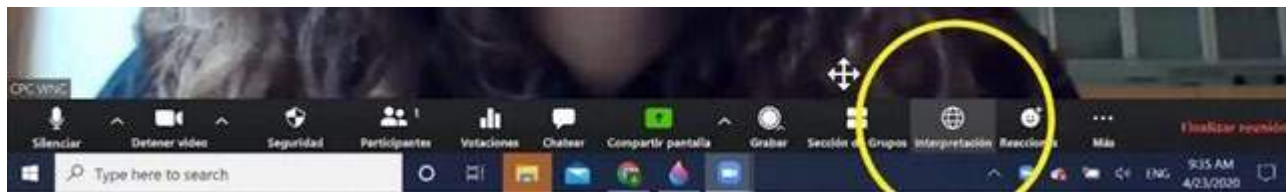
August 20, 2024



Interpretation

For Spanish, select the interpretation button at the bottom of your screen.

Para español, seleccione el botón de interpretación en la parte inferior de su pantalla.



Project Team Introductions

Goals of Meeting

1. Define “What is Vision Zero?”
2. Provide information about the project background and schedule
3. Present initial crash data and what we’ve heard so far from the community
4. Collect input from the community
5. Encourage online survey/map participation

What is Vision Zero?

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.



Safe System Approach

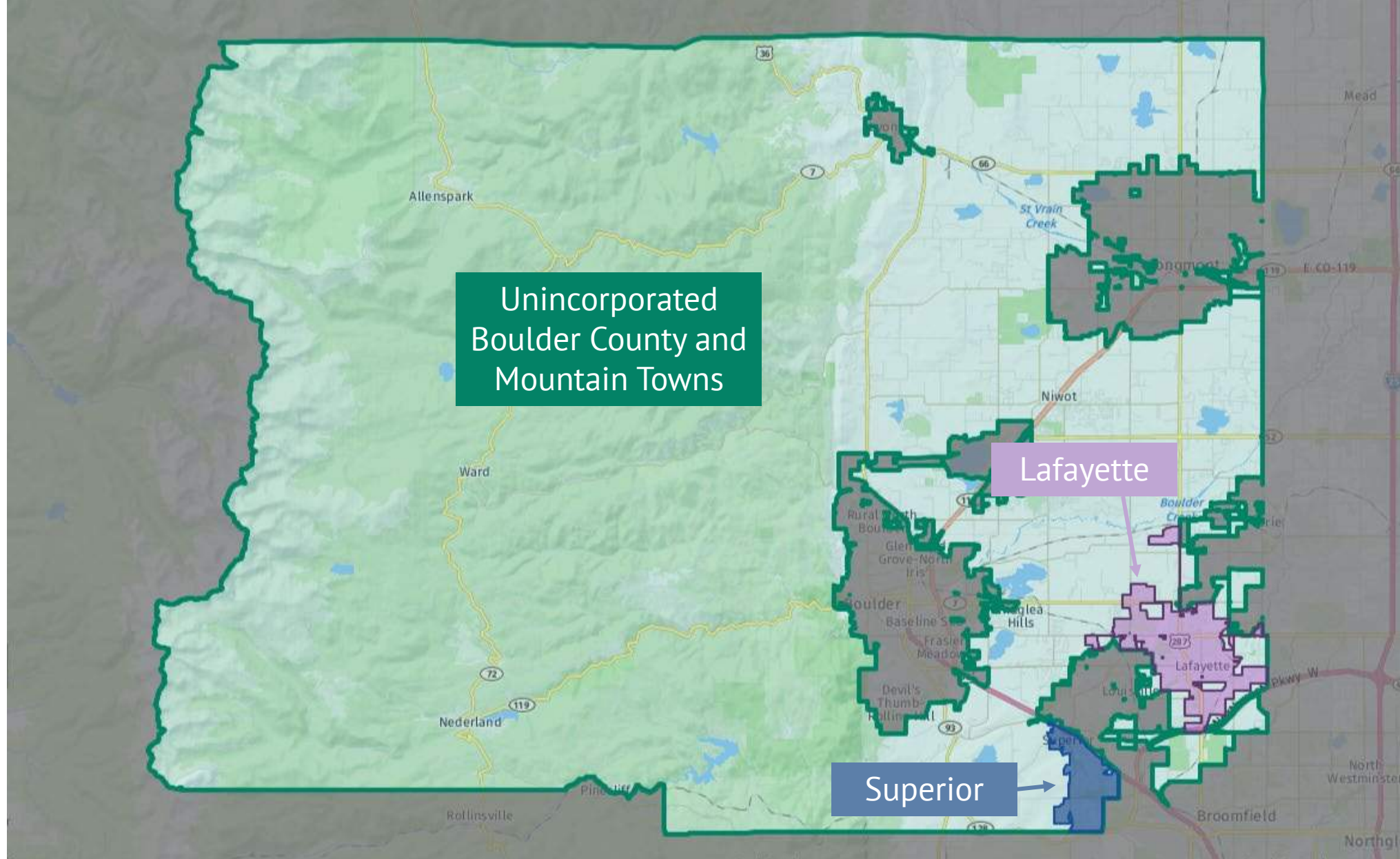


Lafayette VZAP Project Overview

- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.
- Create list of specific actions, noting responsibility and potential funding sources for implementation.



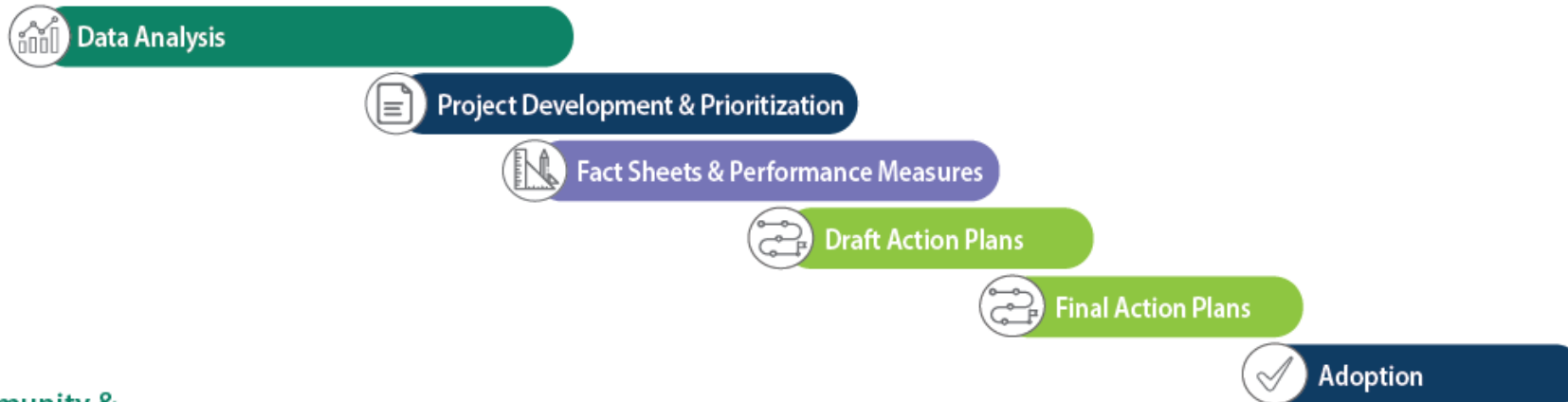
Project Area



Schedule

2024									2025				
Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May

Project Stages:

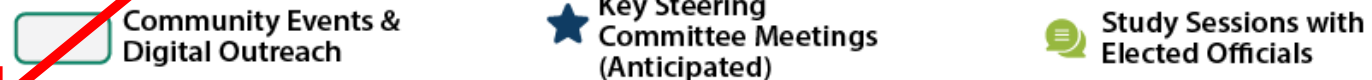


Community & Stakeholder Engagement:



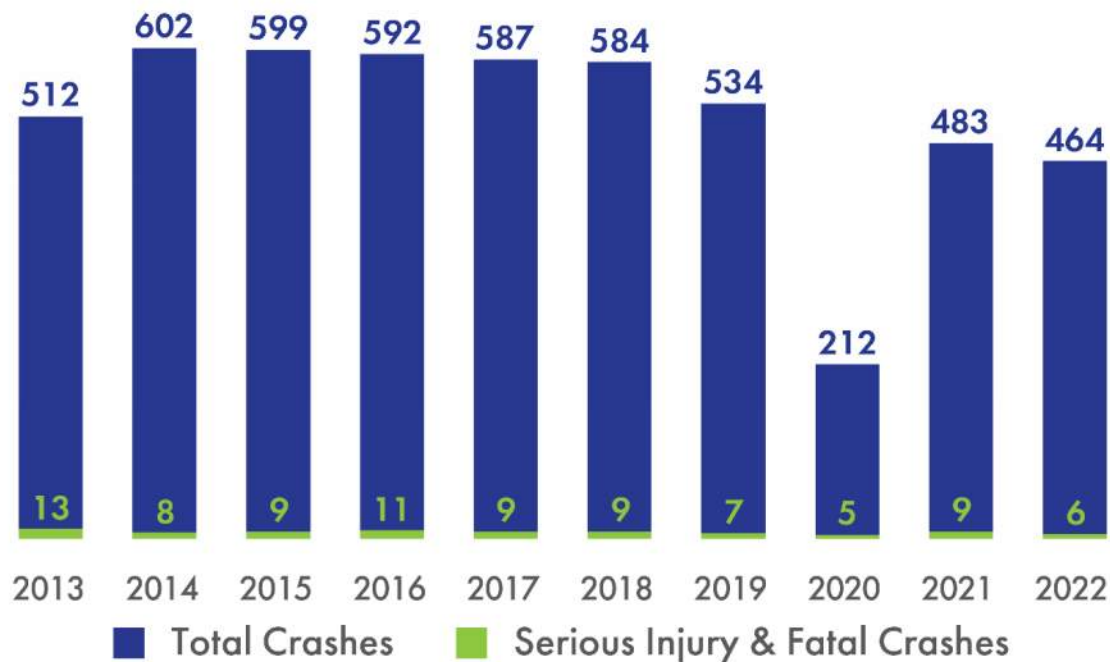
Engagement Events:

We are here!



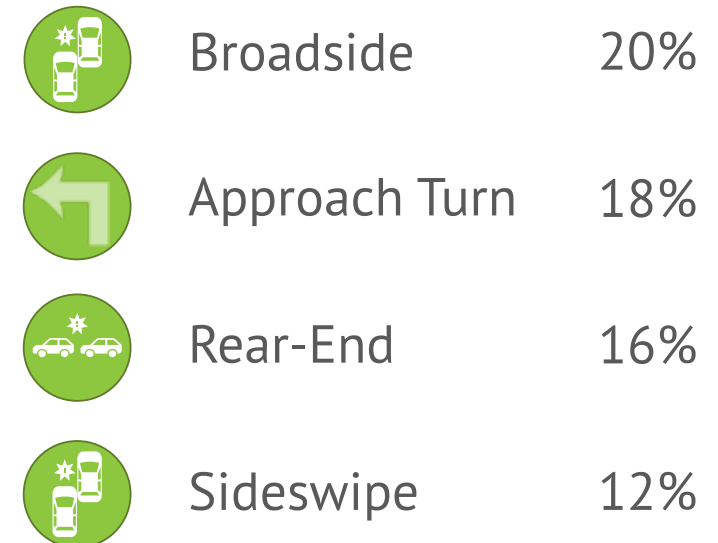
Crash History in Lafayette

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



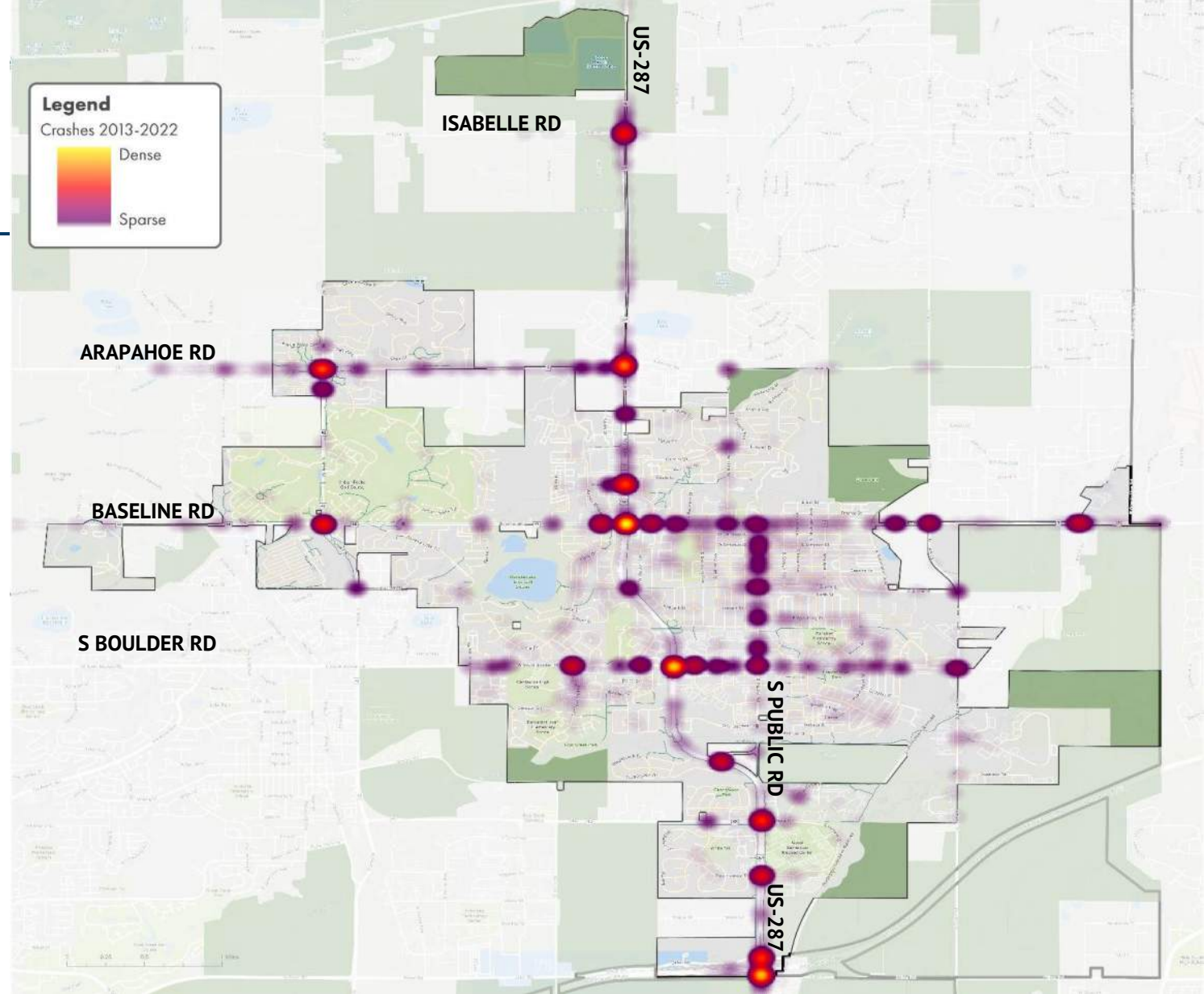
*Colorado Department of Transportation (CDOT) crash data was used

Top Four Serious Injury & Fatal Crash Types:



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

Crash History in Lafayette



How We're Collecting Input

- In-person Events
 - Art Night Out on 8/9
- Online Survey and Map
- Public meeting – tonight!



Survey Open Through August 31



Project Website & Survey/Web Map
boco.org/visionzeroactionplan

What We've Heard So Far

Online Survey and Map

Which municipality do you live in? *

☐ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)

☒ Lafayette

☐ Superior

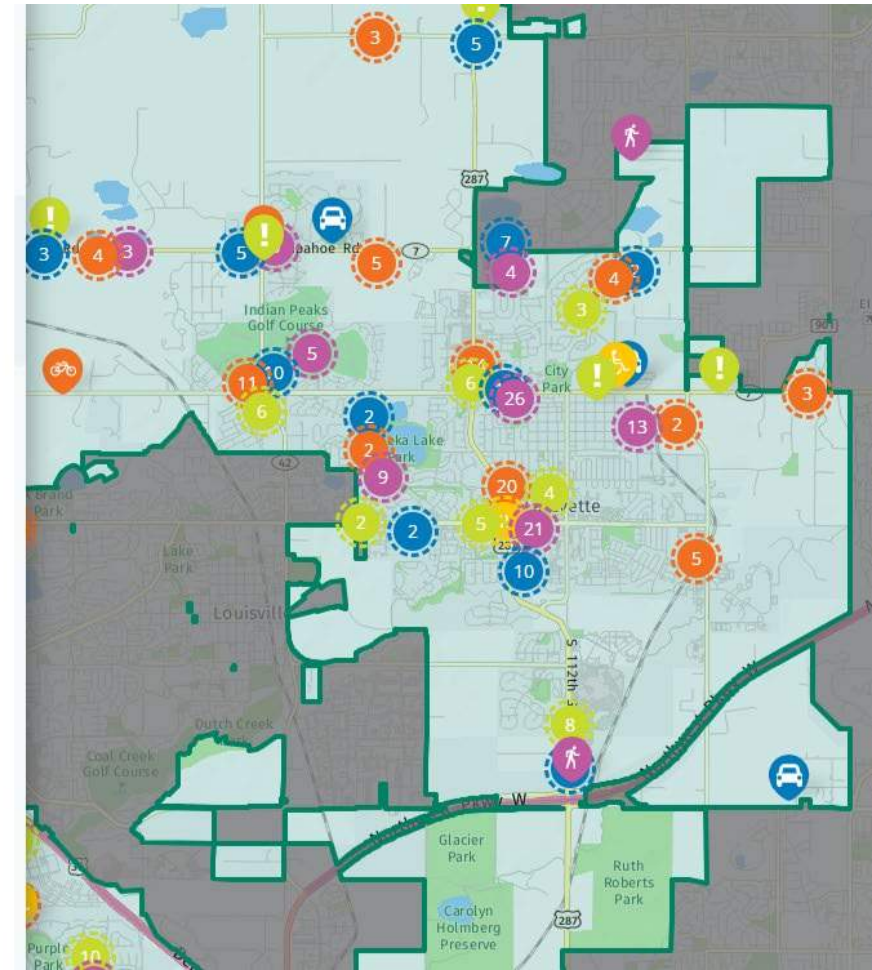
☐ Other

What municipality do you work in? *

☐ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)

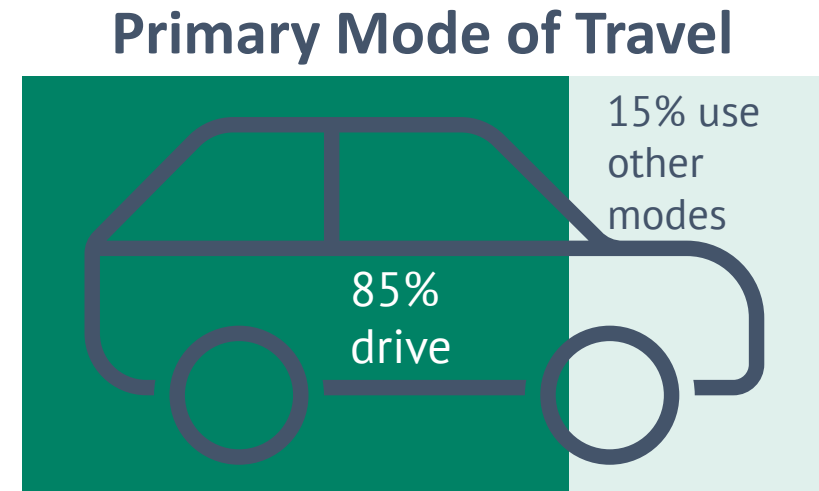
☒ Lafayette

☐ Superior



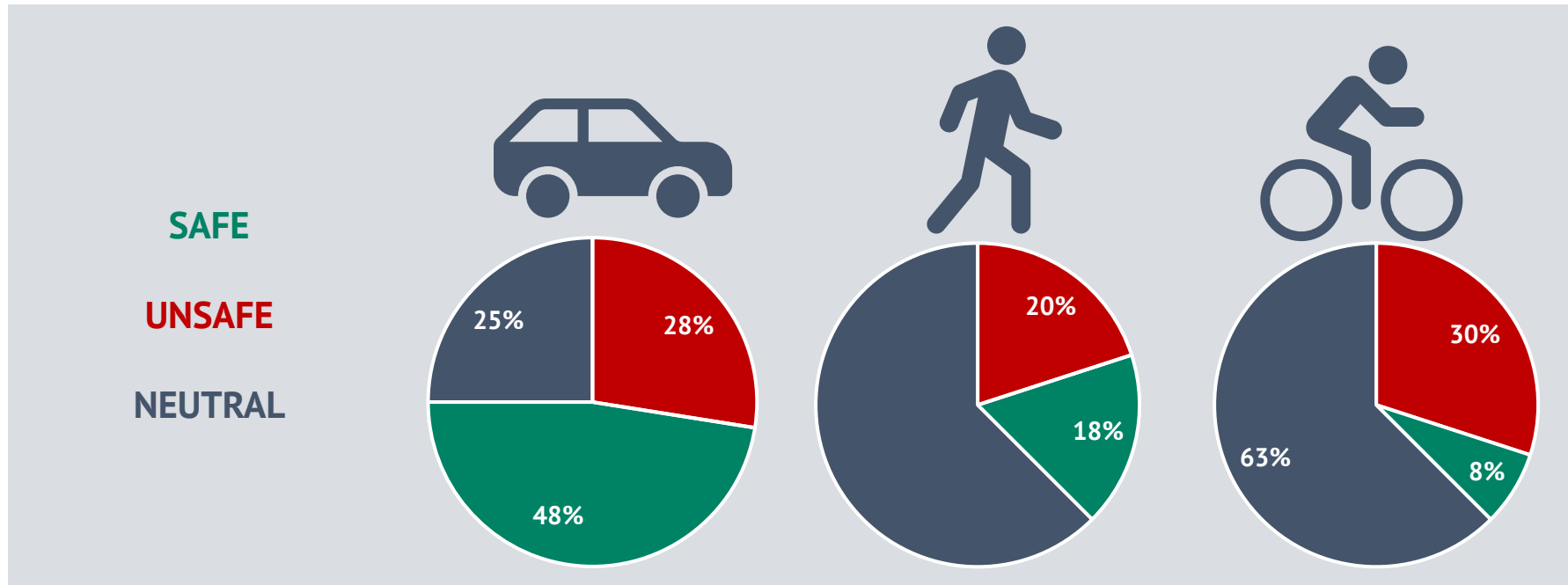
What We've Heard So Far

- Over 240 survey & map responses for Lafayette
 - Majority (65%) of survey respondents were people who live in Lafayette



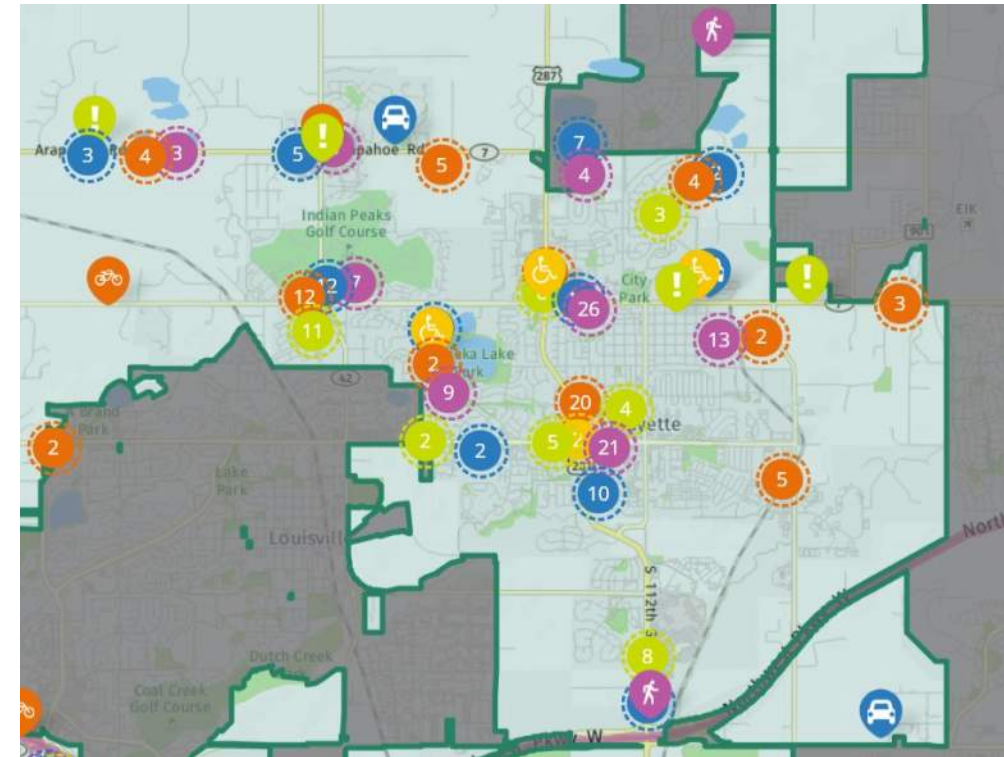
What We've Heard So Far

How safe do you feel traveling in Lafayette?



What We've Heard So Far: Themes

- Vehicle speeds
 - Examples: Baseline Rd, Arapahoe Rd, Emma Rd
- Conflicts between vehicles and pedestrians/bicyclists on higher speed roadways
 - Examples: US 287 & Baseline Rd, 95th St & Baseline Rd
- Poor roadway pavement conditions
 - Example: Baseline Rd
- Demand for bicycle infrastructure
 - Examples: Baseline Rd, S Boulder Rd



Discussion

Discussion

- Does the input we have heard so far resonate with you?
- Are there additional concerns we should be aware of?
- What would a safe street look like to you?

Questions or Comments

Next Steps

1. Continue crash/technical analysis
2. Use crash analysis and community input to inform development of draft recommendations (engineering and non-engineering)
3. Develop draft Lafayette Vision Zero Action Plan
4. Bring draft Action Plan content to public for feedback on draft recommendations



How You Can Help!

- Take online survey by August 31
- Visit project website and sign up for updates.



boco.org/visionzeroactionplan

Calendar

- **August 31:** Online survey closes
- **Late Fall/Early Winter:** Share draft content for the Vision Zero Action Plan with the public and ask for feedback on the draft recommendations.

Thank you!

Project Contacts

Michelle Melonakis, PE

City of Lafayette

Principal Transportation Engineer

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Nikki Riemer, PE, RSP₁

Conсор Engineers

Consultant Project Manager

Nikki.riemer@consoreng.com

Project Website & Survey/Web Map



boco.org/visionzeroactionplan

Survey Open Through August 31!



SUPERIOR VISION ZERO ACTION PLAN

Public Meeting #1

August 1, 2024



Project Team Introductions

Goals of Meeting

1. Define “What is Vision Zero?”
2. Provide information about the project background and schedule
3. Present crash data and what we’ve heard from the community
4. Facilitate a discussion to allow the community to express their comments and questions
5. Encourage participation of online survey

What is Vision Zero?

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.



Safe System Approach



Superior VZAP Project Overview

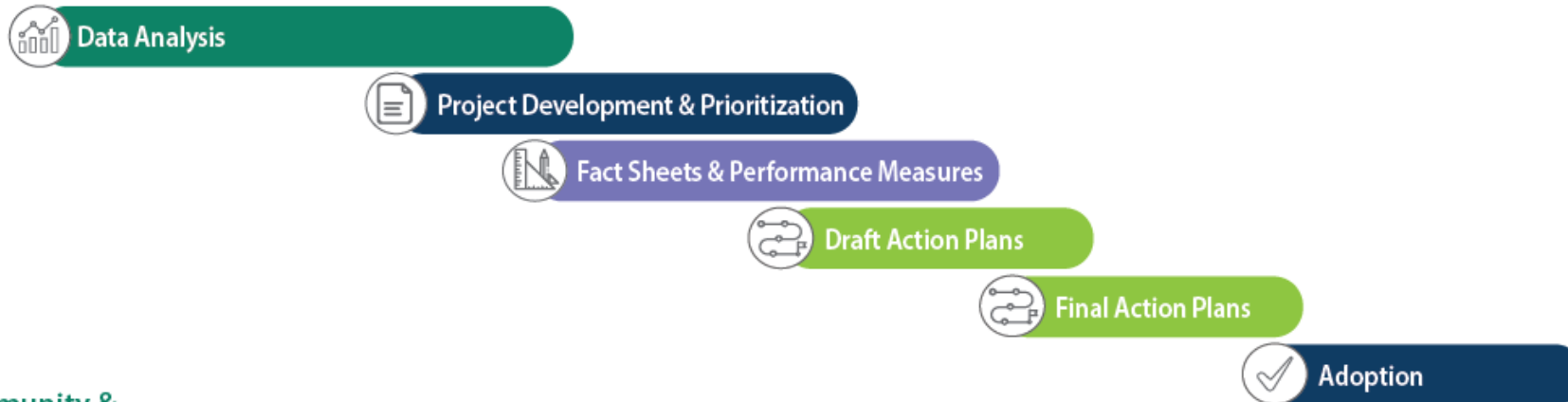
- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.
- Create list of specific actions, noting responsibility and potential funding sources for implementation.



Schedule

2024									2025				
Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May

Project Stages:



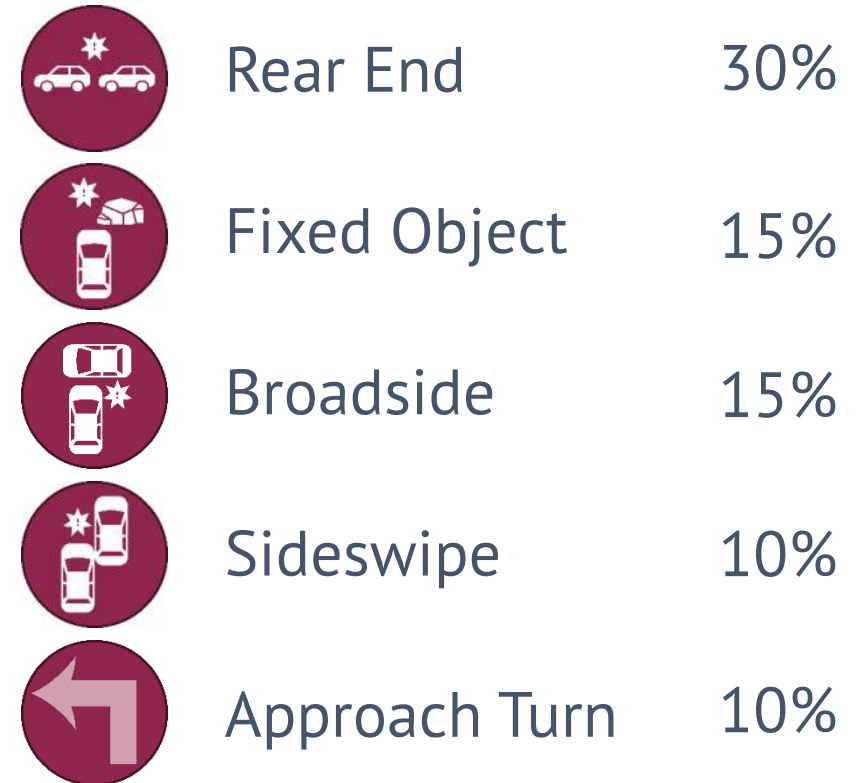
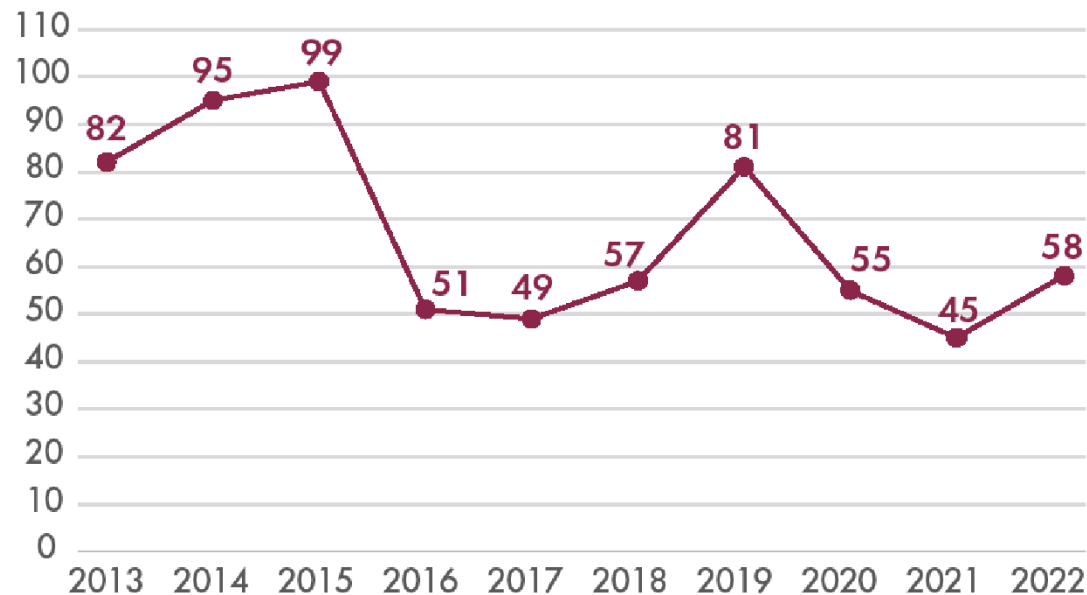
Community & Stakeholder Engagement:



We are here!

Crash History in Superior

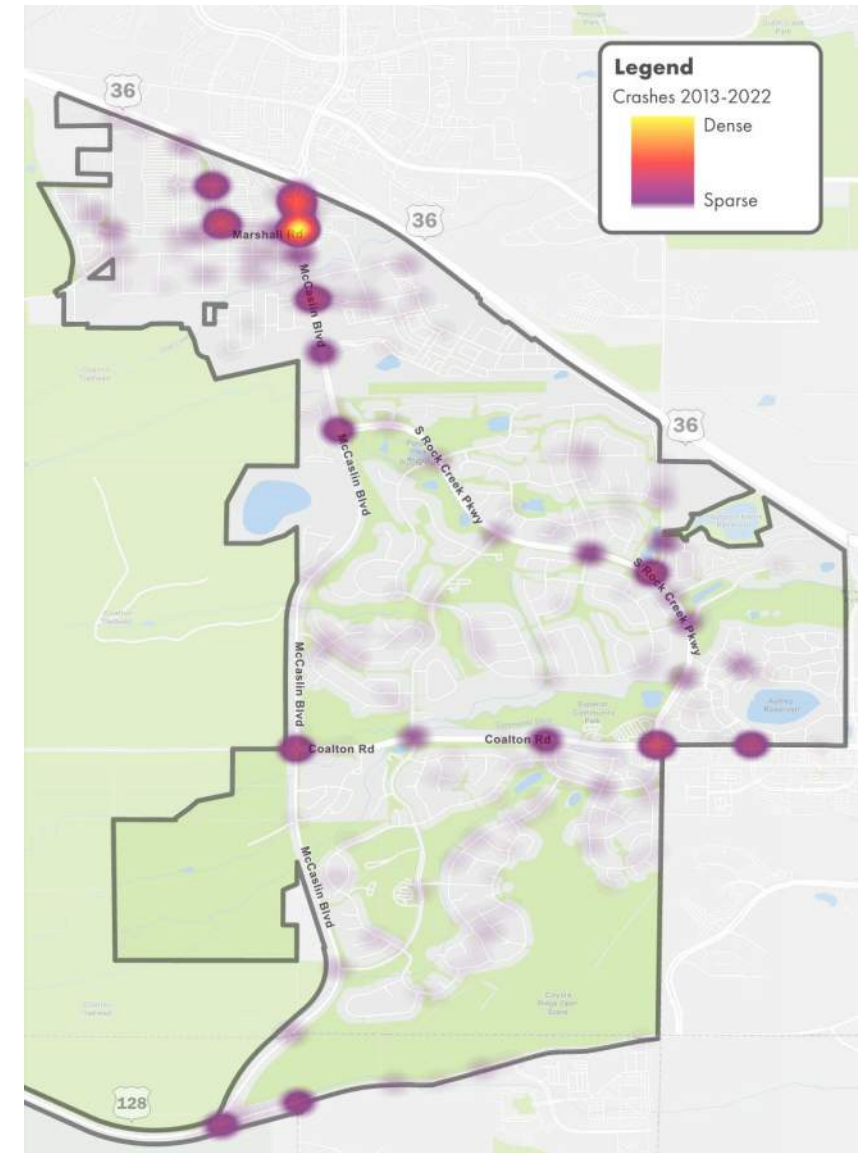
Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior.



Crash History in Superior

65% of crashes in Superior are occurring at intersections

1. McCaslin Boulevard & Marshall Road
2. McCaslin Boulevard & US 36
3. Marshall Road & Sycamore Street
4. Rock Creek Parkway & 88th Street
5. Rock Creek Parkway & Coalton Road



Survey Open Through August 31

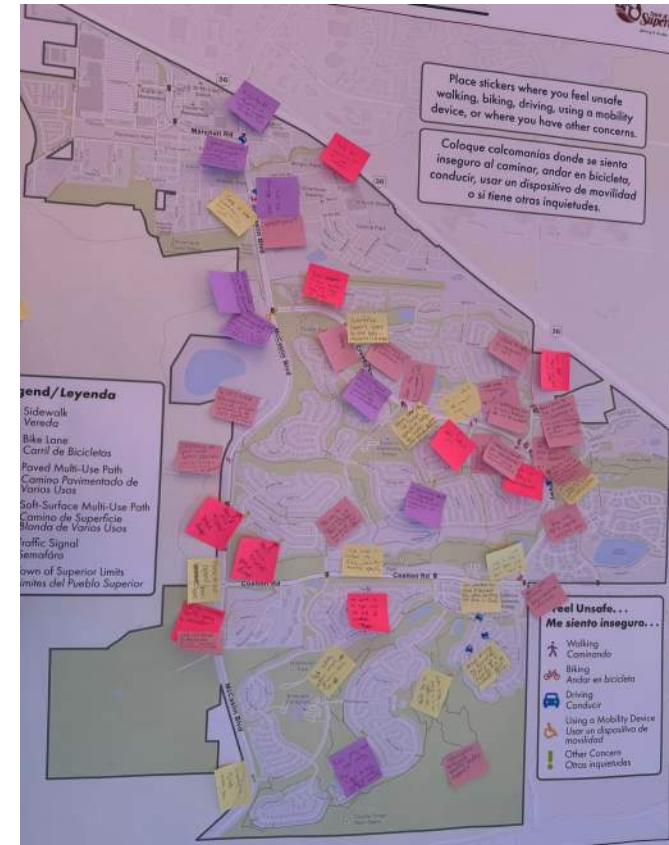


Project Website & Survey/Web Map
boco.org/visionzeroactionplan



How We're Collecting Input

- Superior 4th of July Festivities
- Online Survey
- Online Public Meeting – tonight!



Survey:

Which municipality do you live in? *

☐ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)

☐ Lafayette

☒ Superior

☐ Other

What municipality do you work in? *

☐ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)

☐ Lafayette

☒ Superior

☐ Other

Which municipalities are you interested in providing feedback on? *

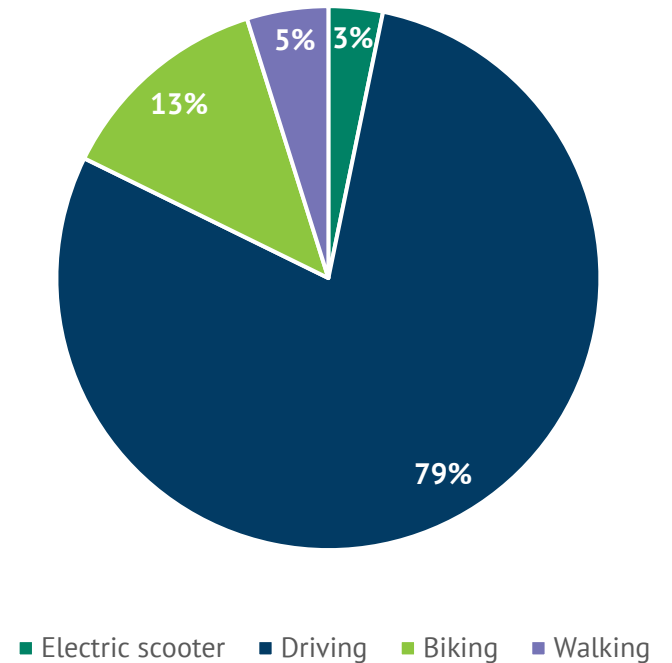
Please select all that apply.



What We've Heard So Far

- Over 120 survey & map responses
- Survey response split between residents and commuters/visitors from City of Boulder, Lafayette, Broomfield, Louisville, and other communities

Primary Travel Modes



What We've Heard So Far

How safe do you feel traveling in Superior?
(Responses other than neutral):



Safe: 33%
Unsafe: 48%



Safe: 33%
Unsafe: 30%

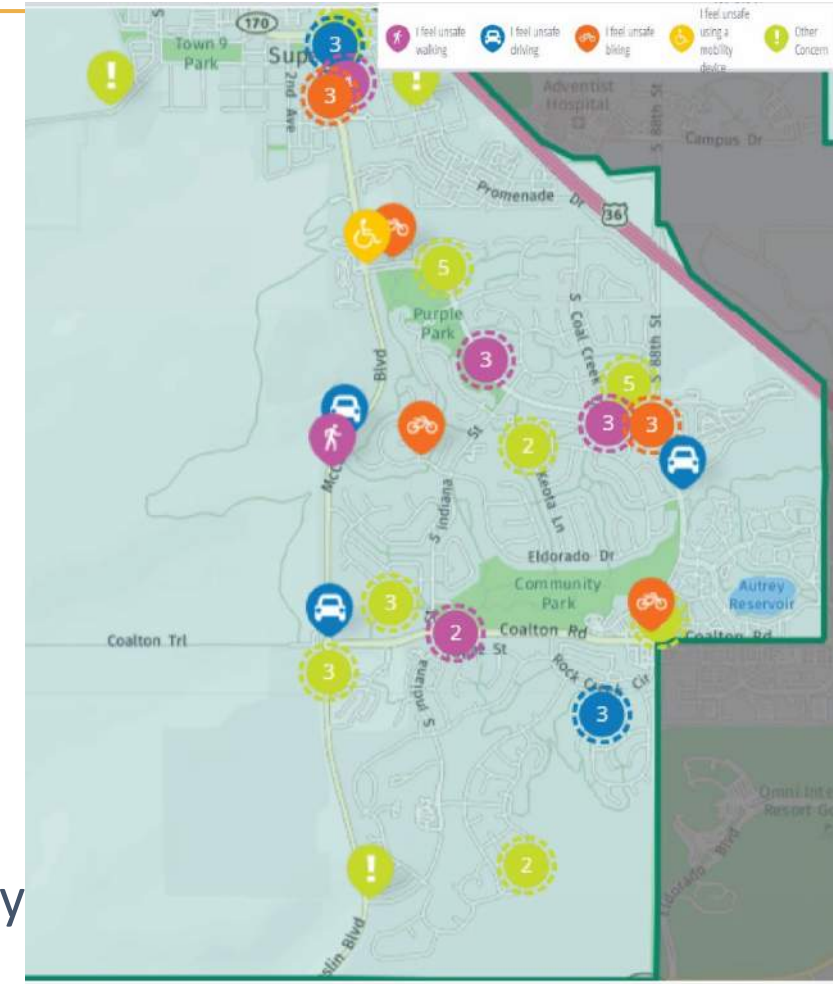


Safe: 42%
Unsafe: 16%

Respondents
involved in a
crash in
Superior in
past five years:
7%

What We've Heard So Far: Locations of Concern

- Rock Creek Parkway Intersections:
 - Coal Creek Drive – turning onto Rock Creek Parkway is challenging
 - 88th Street Roundabout – uncomfortable for people walking and biking
 - Coalton Road – Speeding, difficult crossing for bicyclists and pedestrians
- McCaslin Boulevard
 - Concerns regarding pass through traffic between neighboring communities
 - Marshall Road intersection – red light running and mid-turn lane changes
 - Coalton Road Roundabout – challenging to navigate
- Vehicle speeds on local roadways south of Rock Creek Parkway



Discussion

Discussion

- Does the input we have heard to date resonate with you?
- Are there additional concerns we should be aware of?
- What would a safe street look like to you?

Please feel free to unmute or share ideas in the chat

Questions or Comments

Next Steps

1. Use crash analysis and public outreach to inform development of draft recommendations (engineering and non-engineering)
2. Bring proposed recommendations to public for feedback
3. Develop a draft of the Superior Vision Zero Action Plan

How You Can Help!

- Take online survey by August 31
- Visit project website and sign up for updates.



boco.org/visionzeroactionplan

Calendar

- **August 31:** Online survey closes
- **Late Fall/Early Winter:** Public review of draft recommendations

Thank you!

Project Contacts

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Town of Superior
Superior VZAP Program Manager
alexb@superiorcolorado.gov

Nikki Riemer, PE, RSP₁

Conсор Engineers
Consultant Project Manager
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Project Website & Survey/Web Map



boco.org/visionzeroactionplan

Survey Open Through August 31!