



APPENDIX C

COMMUNITY OUTREACH SUMMARIES

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.

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.

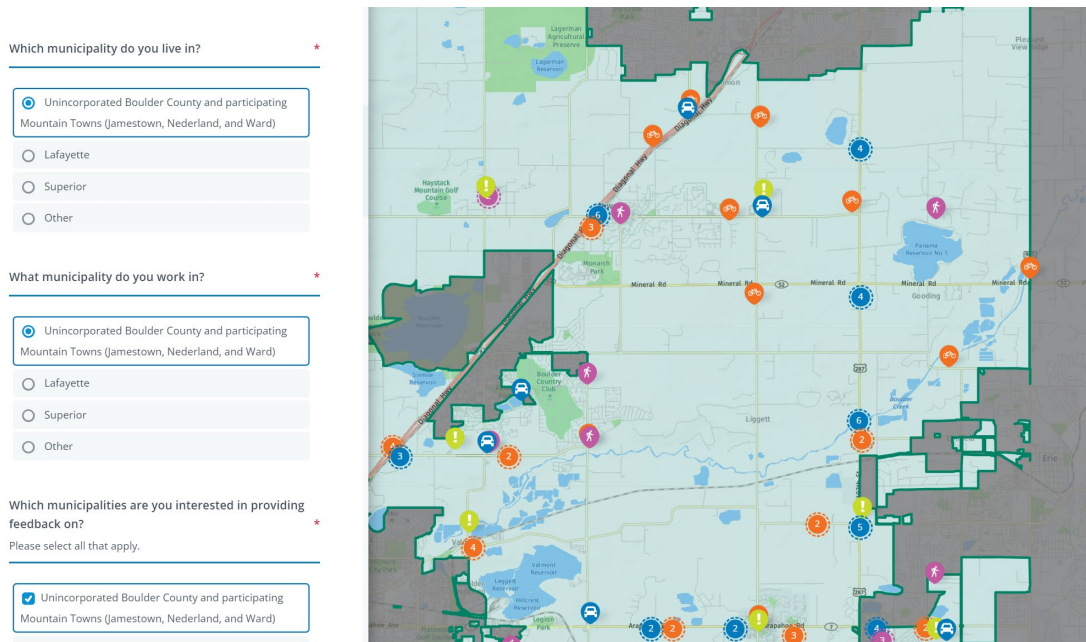


Figure 2. Example of the Survey and Map Hosted on Social Pinpoint

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.

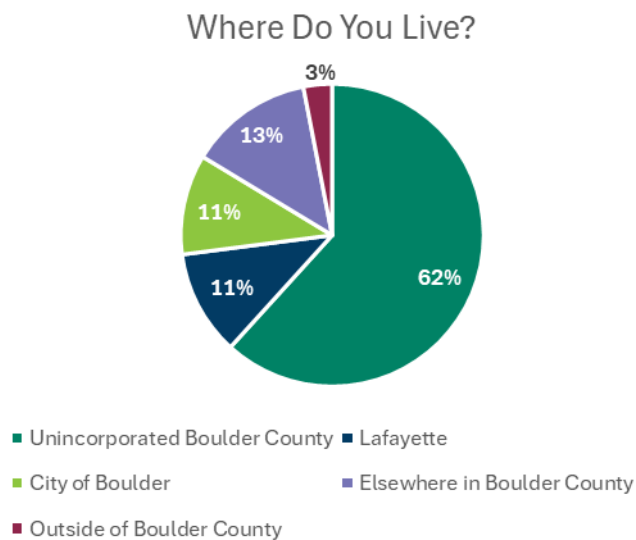


Figure 3. "Where Do You Live?" Results from Boulder County Survey

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 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.

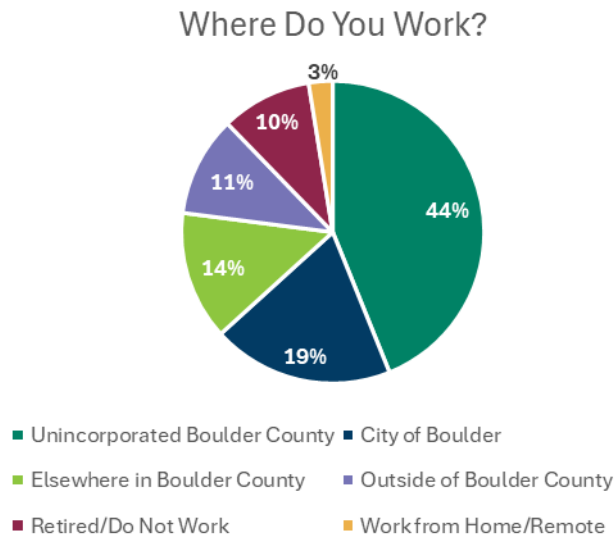


Figure 4. "Where Do You Work?" Results from Boulder County Survey

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?

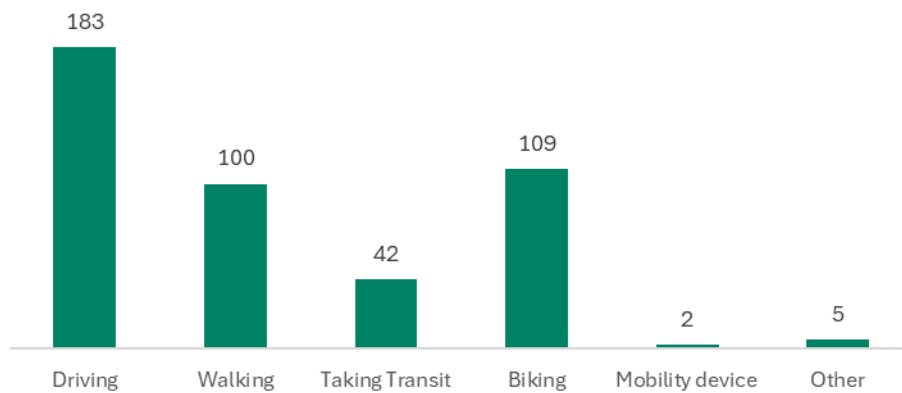


Figure 5. Travel Modes Used to Get Around Boulder County

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, not including those who do not use the 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%).

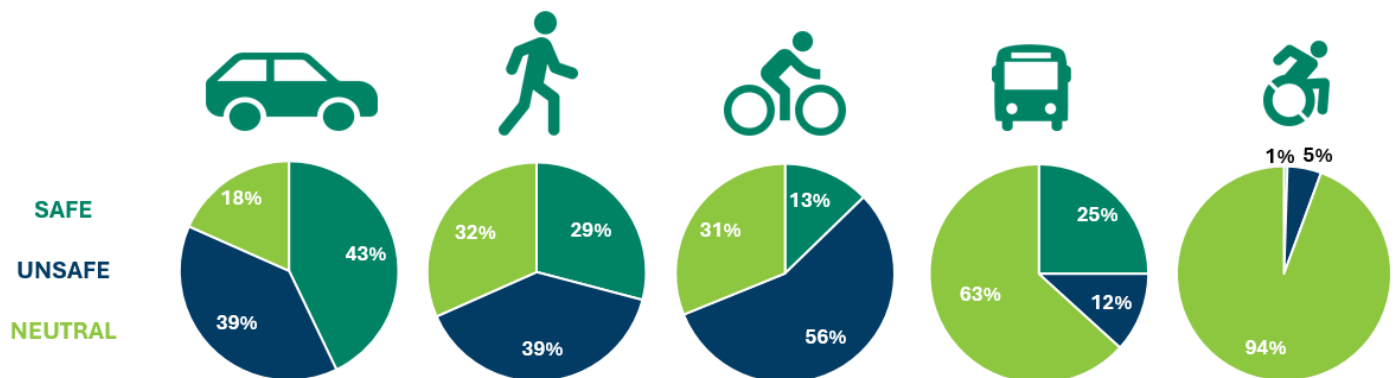


Figure 6. "How safe do you feel traveling in Unincorporated Boulder County and participating mountain towns using the following modes to get around?" Results from Boulder County Survey

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.

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.

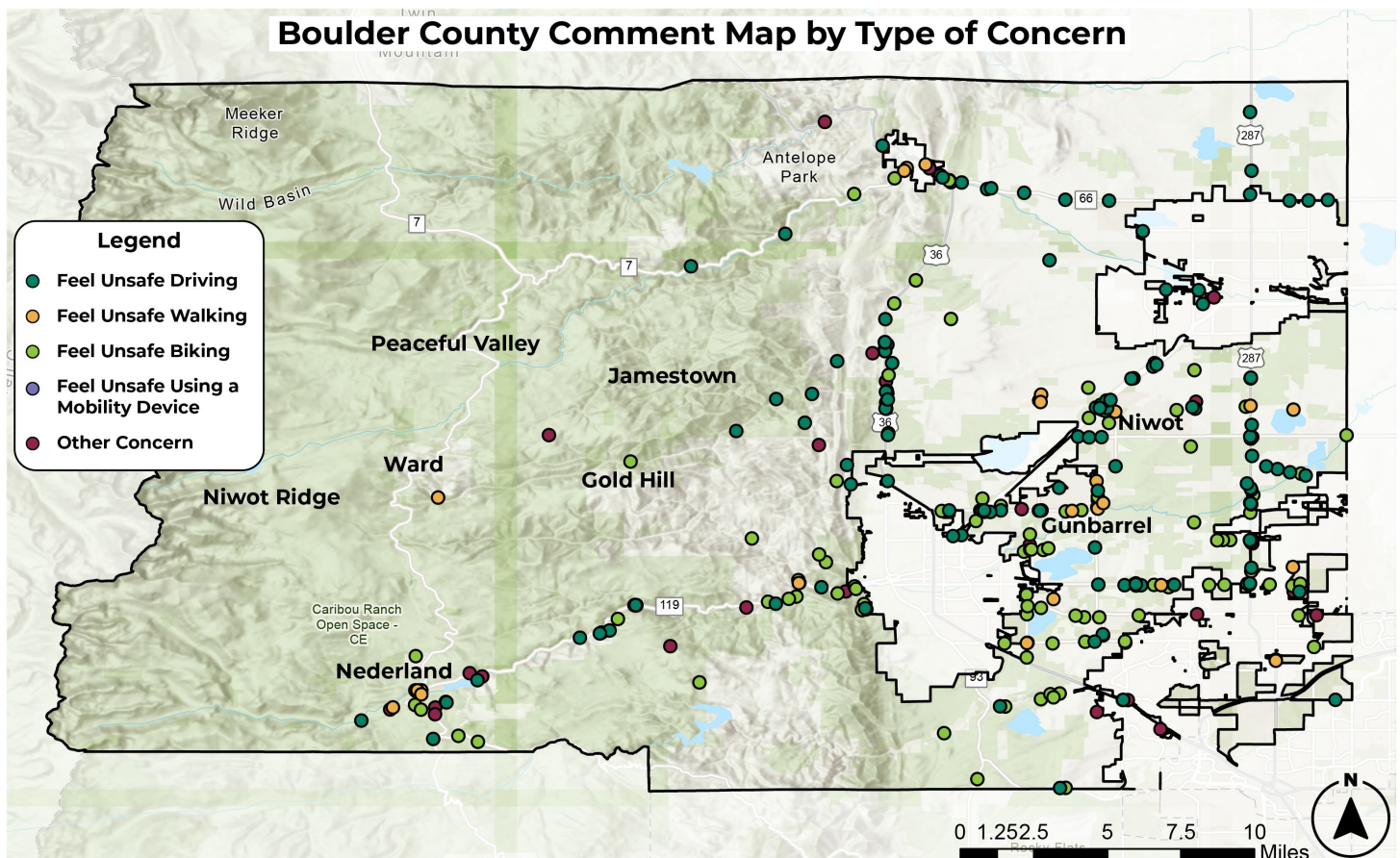


Figure 7. Boulder County Comment Map by Type of Concern

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.

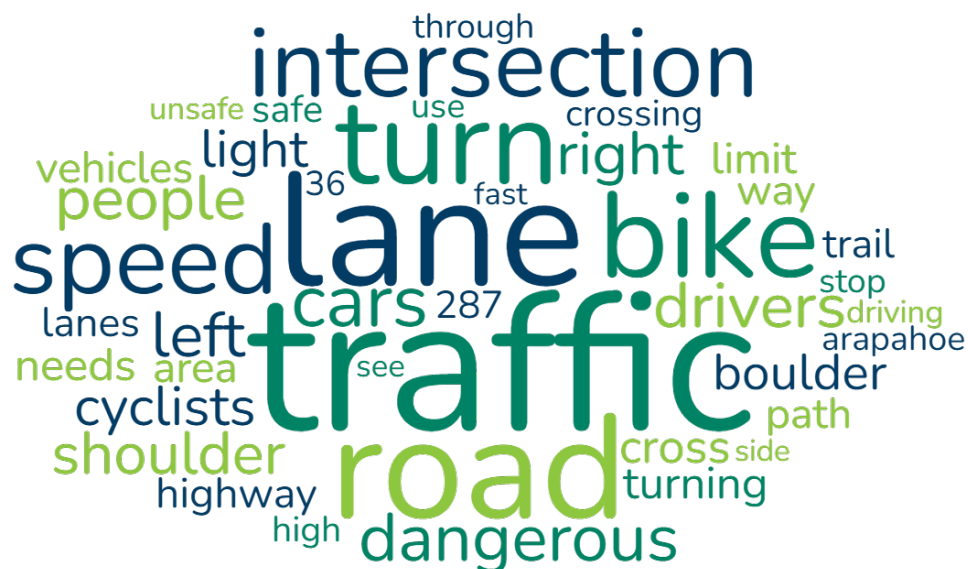


Figure 8. Word Cloud Generated from Boulder County Map Comments

Next Steps

Phase 1 outreach for the Boulder County, Lafayette, & Superior Vision Zero Action Plans project solicited feedback from project stakeholders as well as over 1,000 in-person and virtual comments and survey responses from people who live, work, and travel through Boulder County. This feedback is invaluable for understanding qualitative and quantitative transportation concerns in the project area beyond the crash data. The project team will use the Phase 1 outreach results to inform the next stage of the project in which safety projects are developed and prioritized in each jurisdiction. Phase 2 outreach will occur late 2024/early 2025.

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

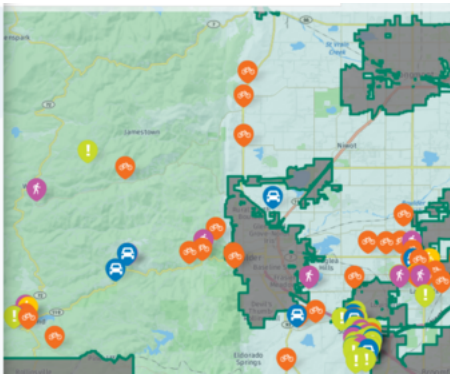
Background

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



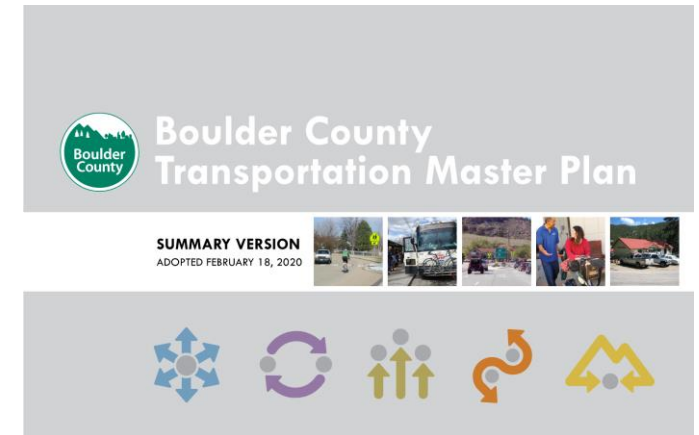
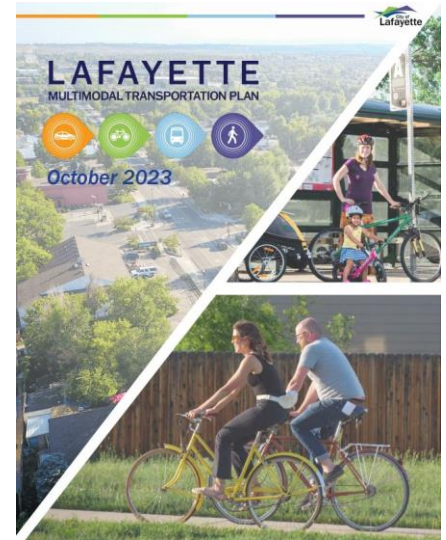
Project Overview

- 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



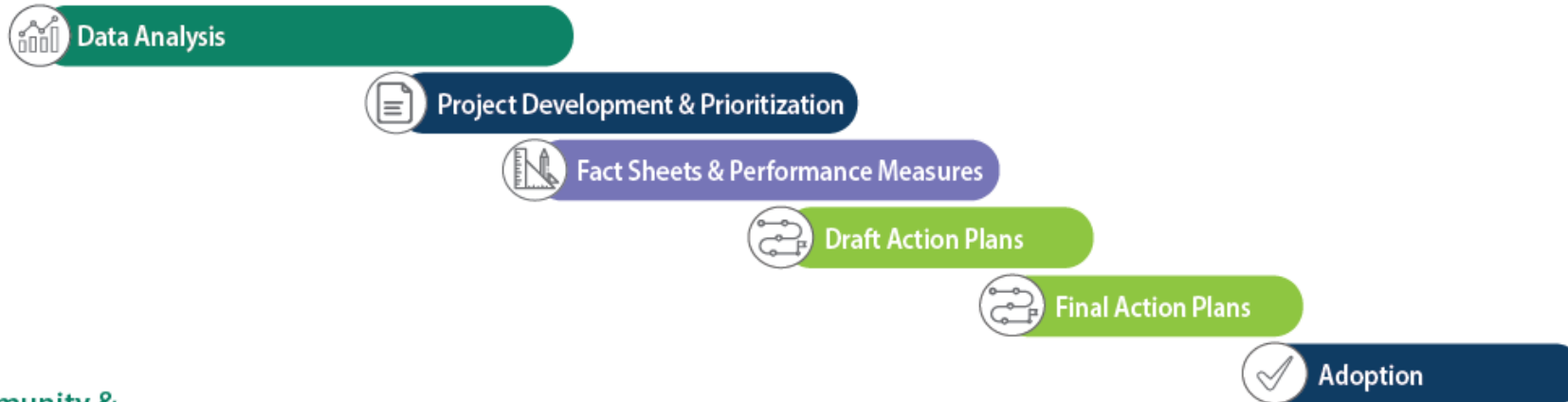
Project Process



Schedule

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

Project Stages:



Community & Stakeholder Engagement:



Engagement Events:

Community Events & Digital Outreach

Key Steering Committee Meetings (Anticipated)

Study Sessions with Elected Officials

We are here!



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?

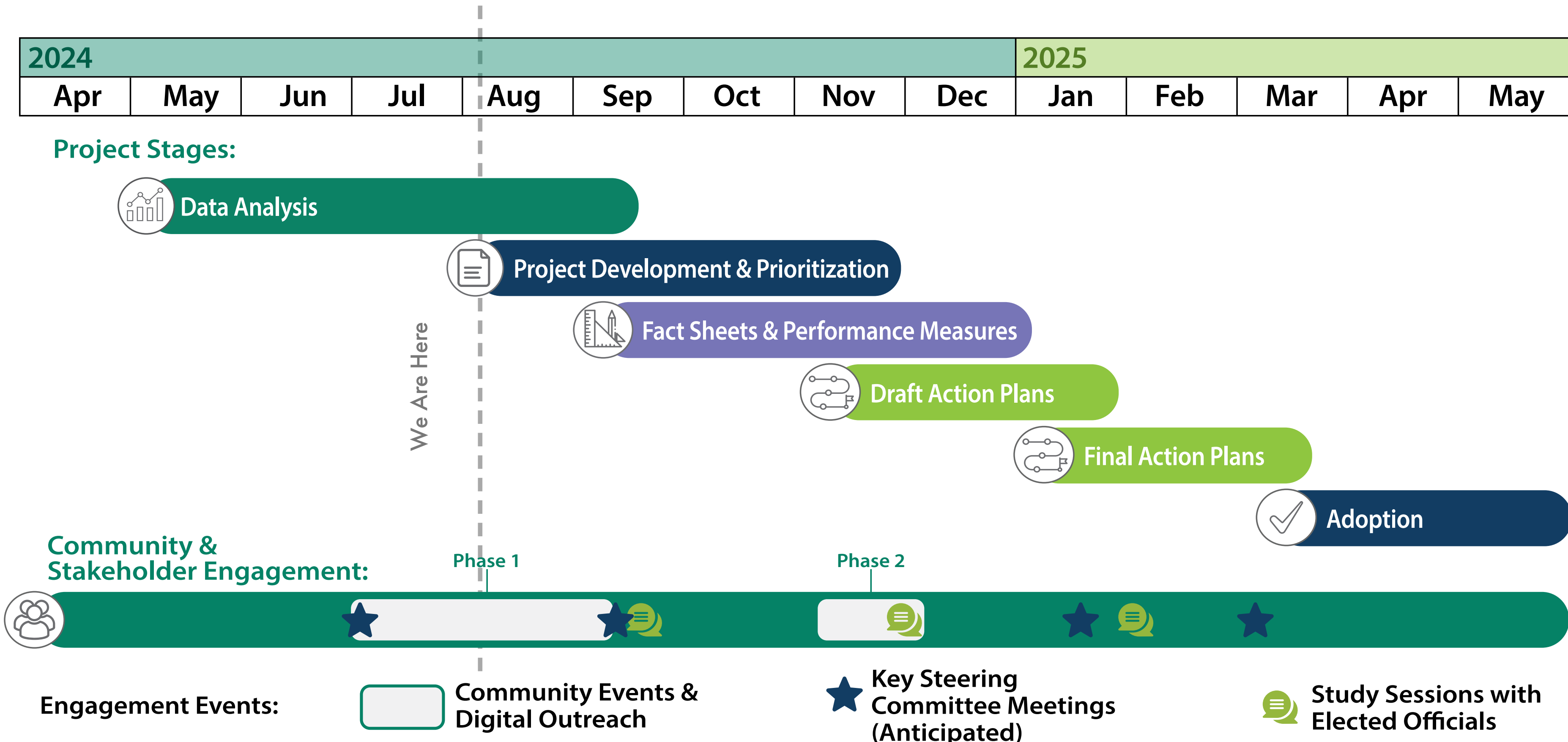
Vision Zero is a community strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.

Learn More About the Plan:



boco.org/VisionZeroActionPlan

Project Timeline:



Unincorporated Boulder County Traffic Safety Analysis

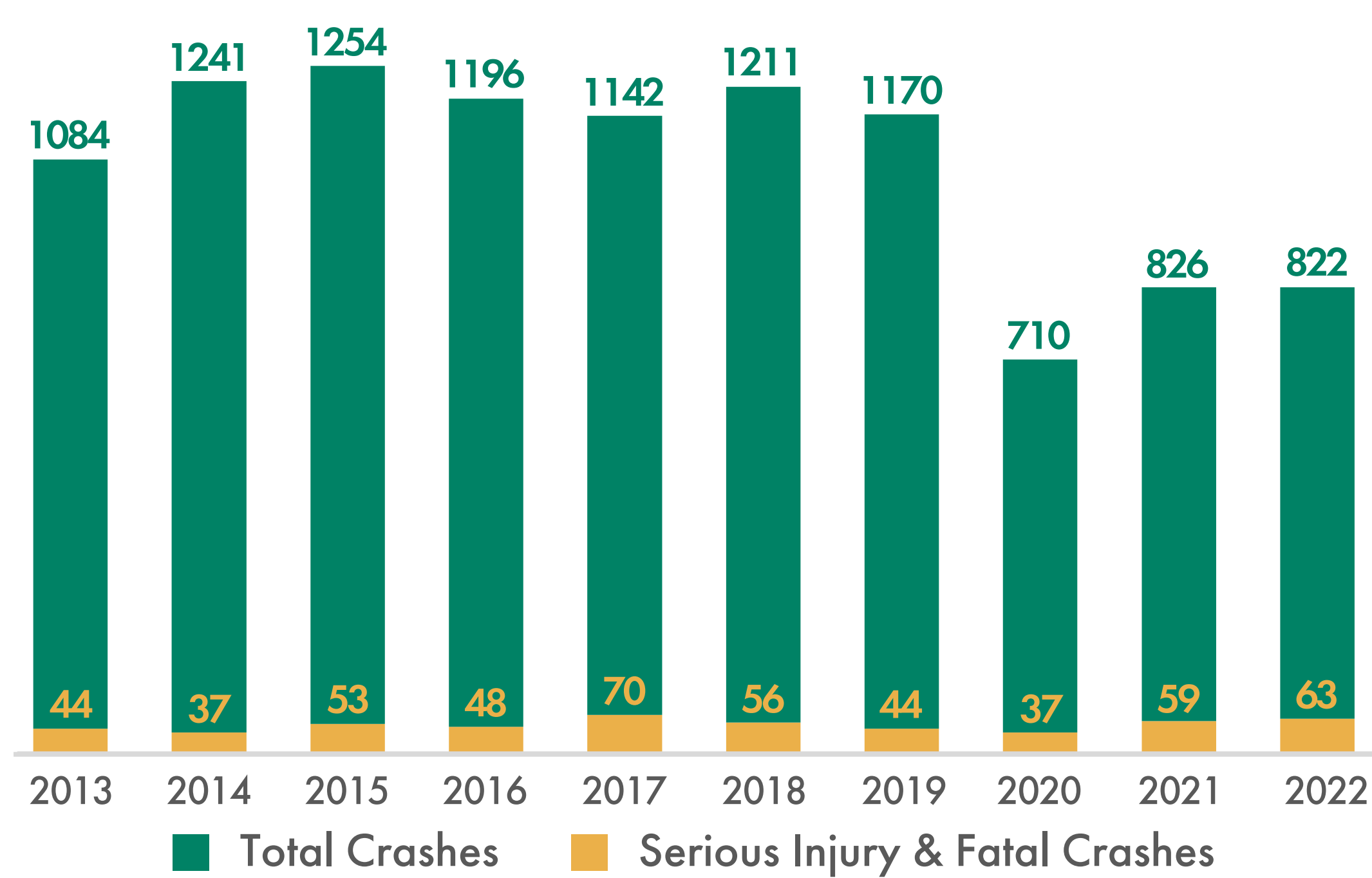


The Project Area includes Unincorporated Boulder County and the Mountain Towns of Nederland, Jamestown, and Ward

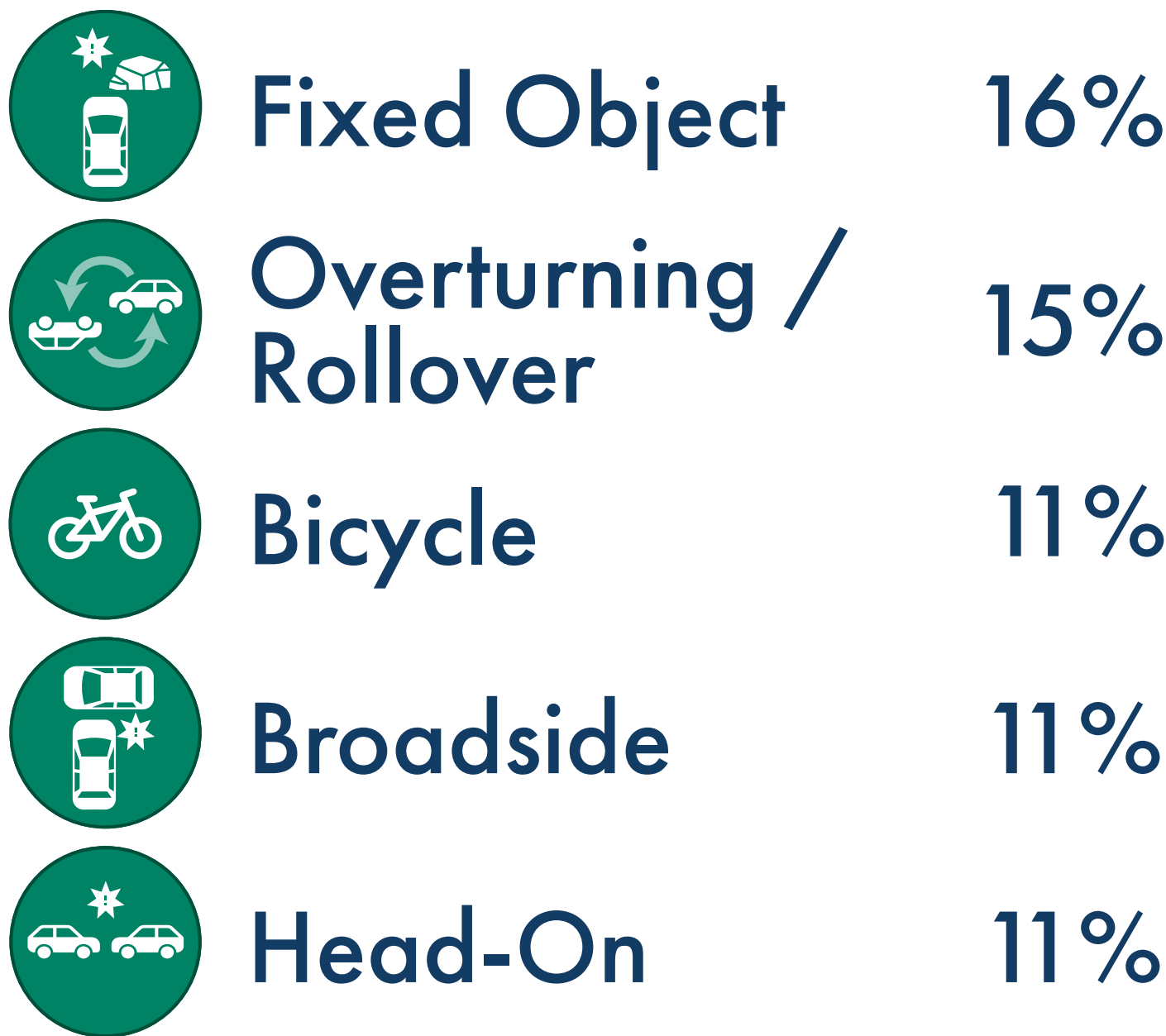
Why is Vision Zero Important?

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

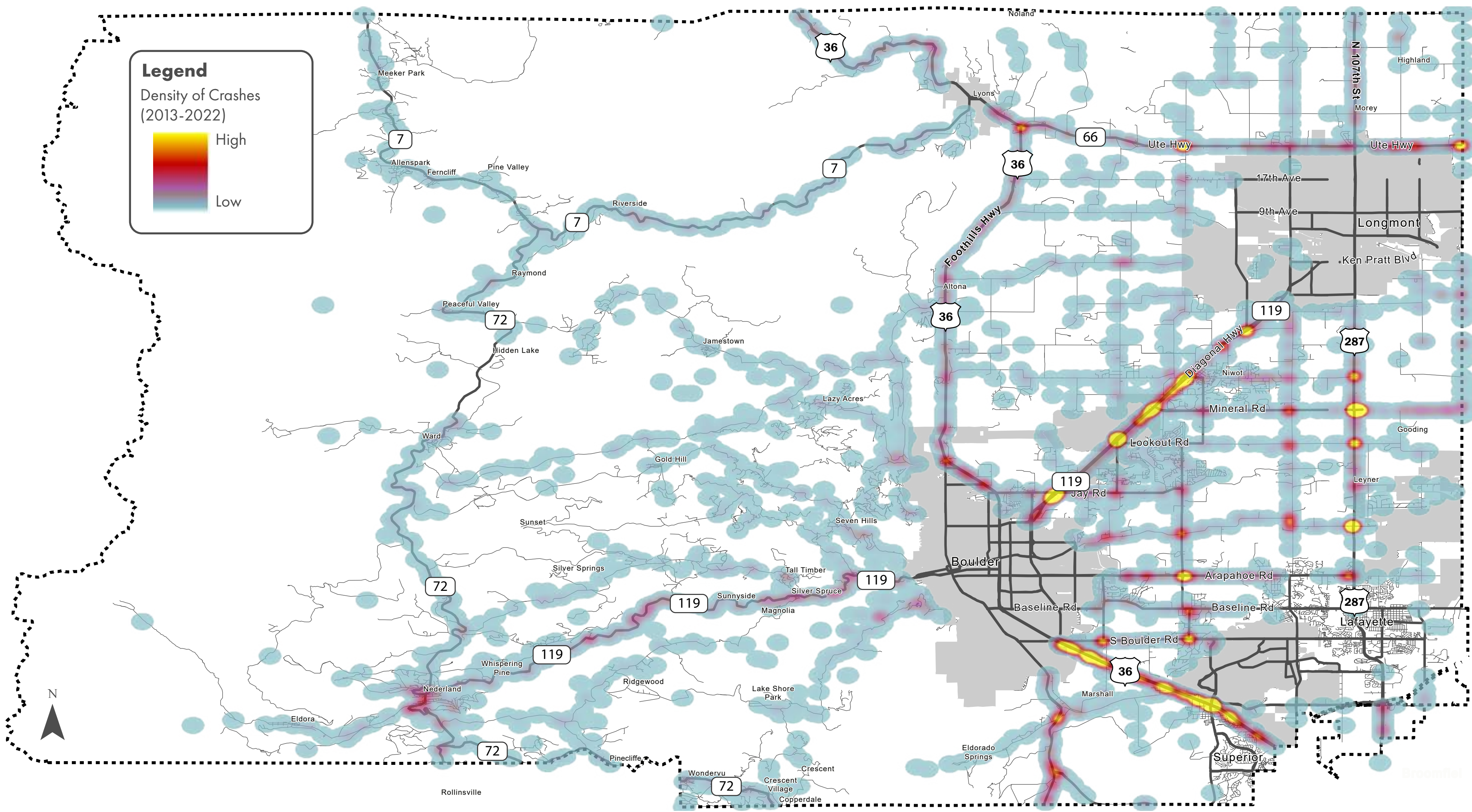
Crashes Over Time:



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:

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

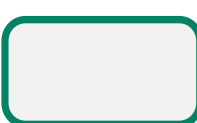
Participación de la Comunidad y las Partes Interesadas:

Fase 1

Fase 2



Eventos de Compromiso:



Eventos Comunitarios y Alcance Digital

Reuniones Clave del Comité Directivo (anticipadas)



Sesiones de Estudio con Funcionarios Electos

Condado de Boulder No Incorporado

Análisis de Seguridad Vial

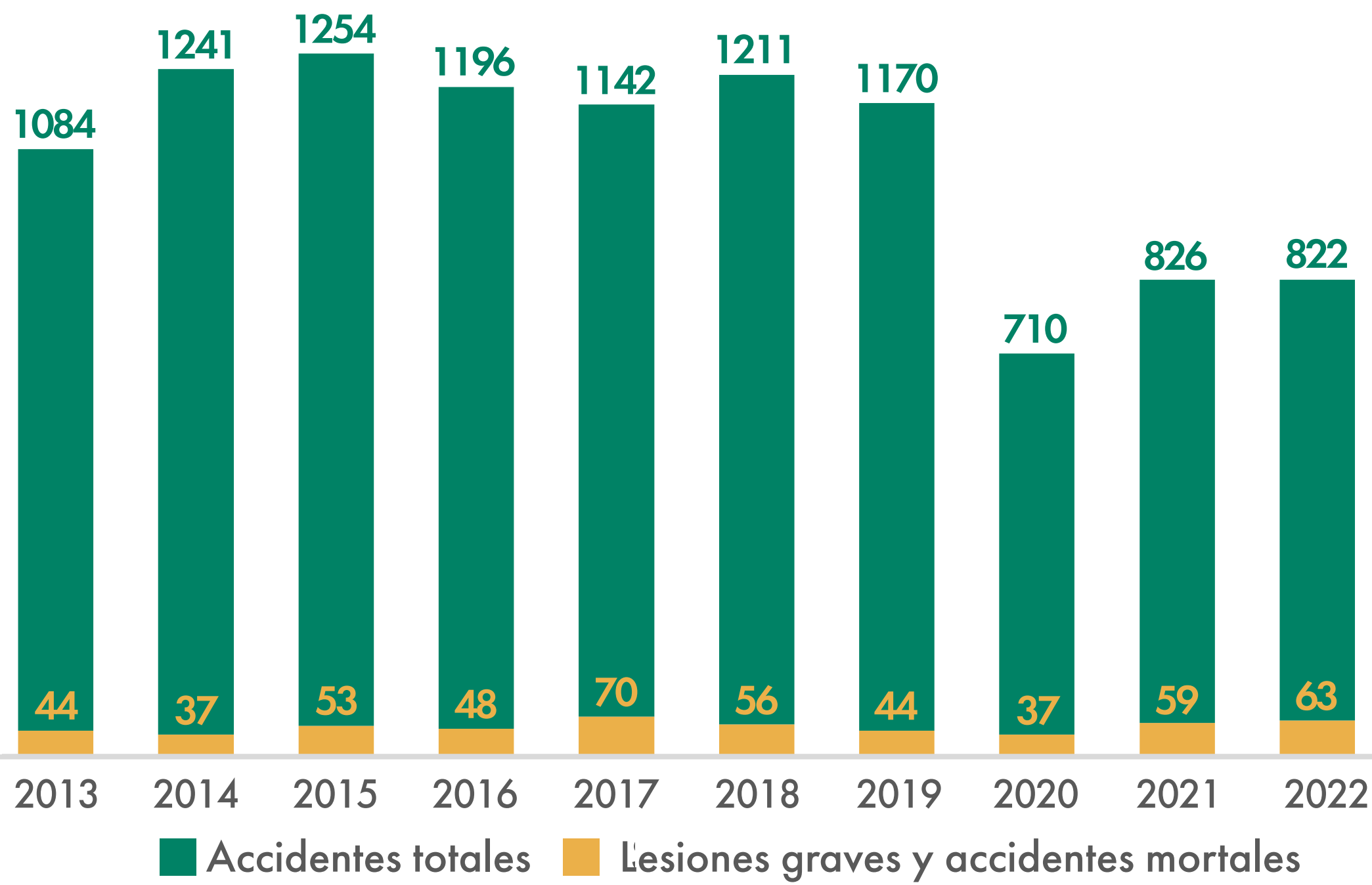


El área del proyecto incluye el condado no incorporado de Boulder y las comunidades participantes de Nederland, Jamestown y Ward

¿Por qué es importante Vision Zero?

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

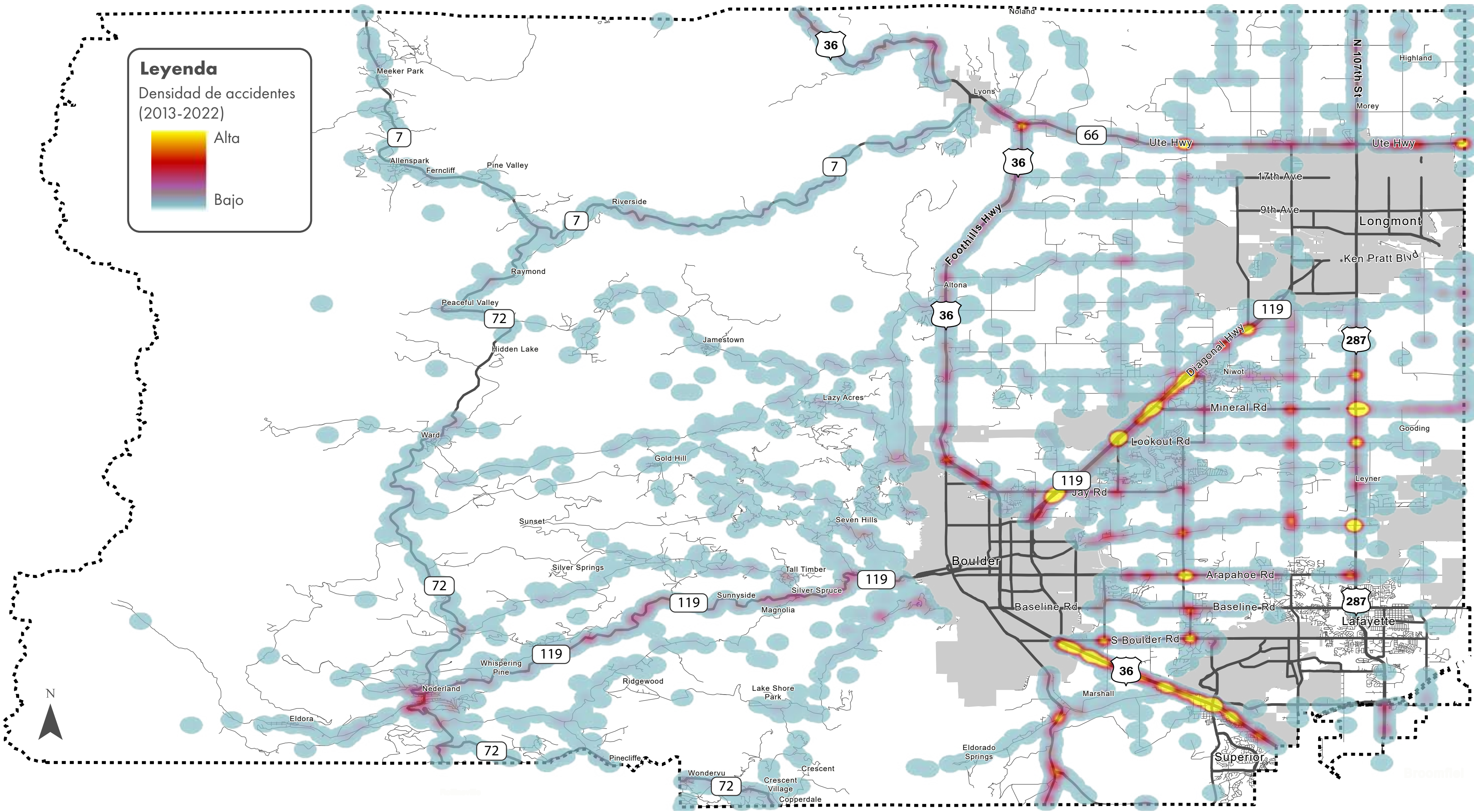
Accidentes por Año:



Los cinco tipos principales de lesiones graves y accidentes mortales:



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





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

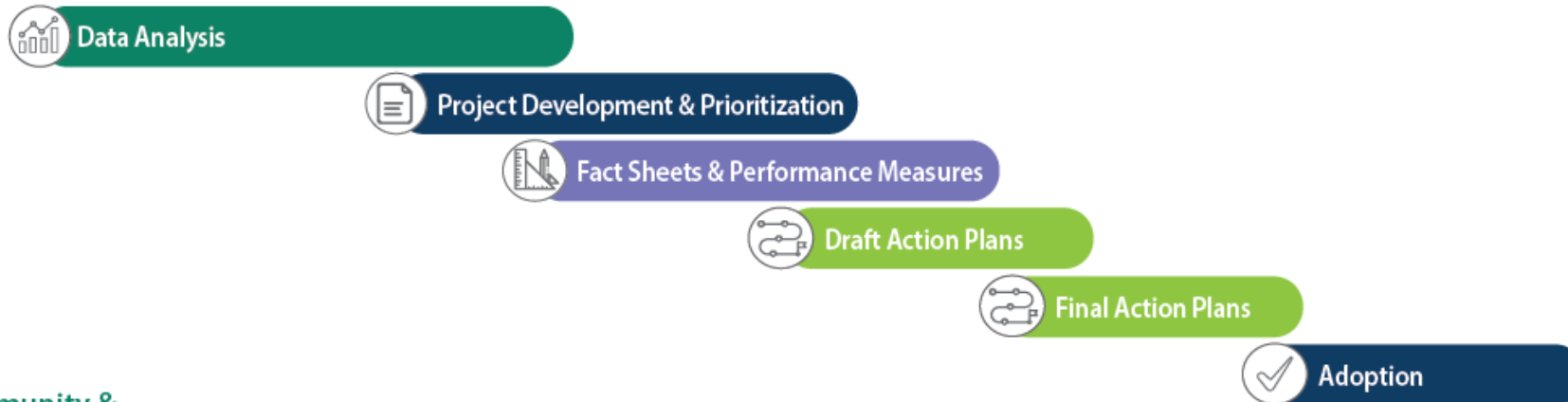
- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.
- Create list of specific actions, noting responsibility and potential funding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

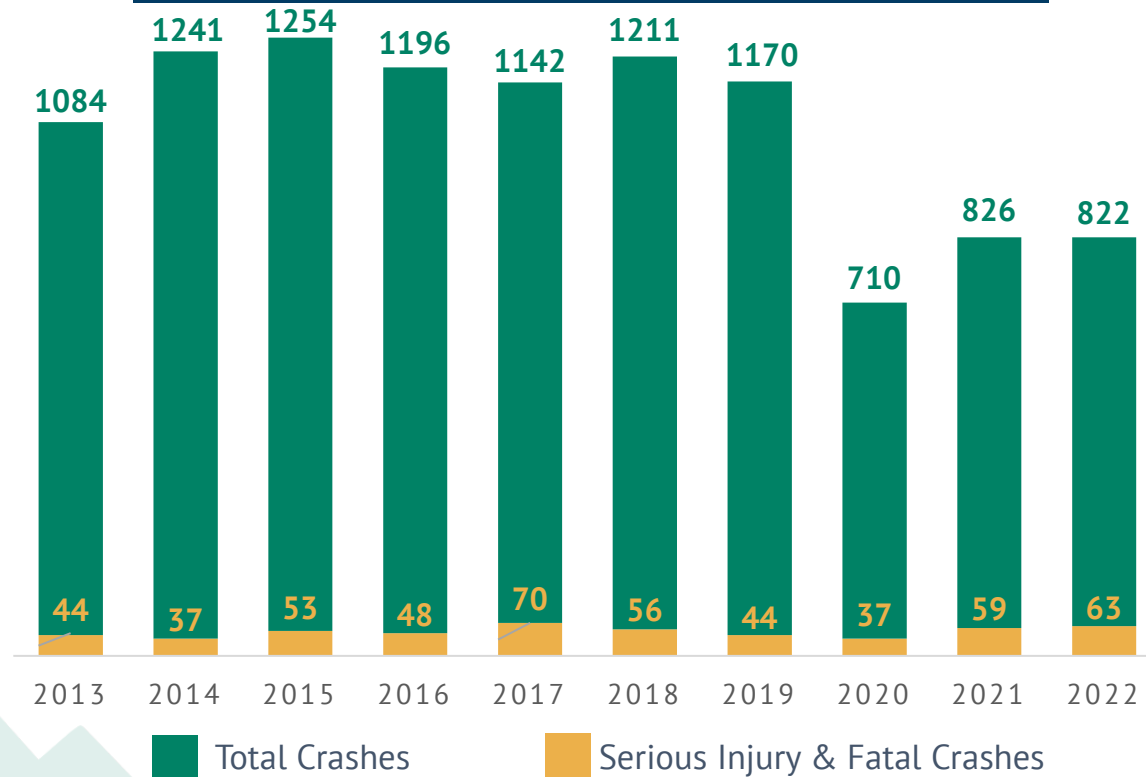


We are here!



Crash History in Unincorporated Boulder County & Mountain Towns

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



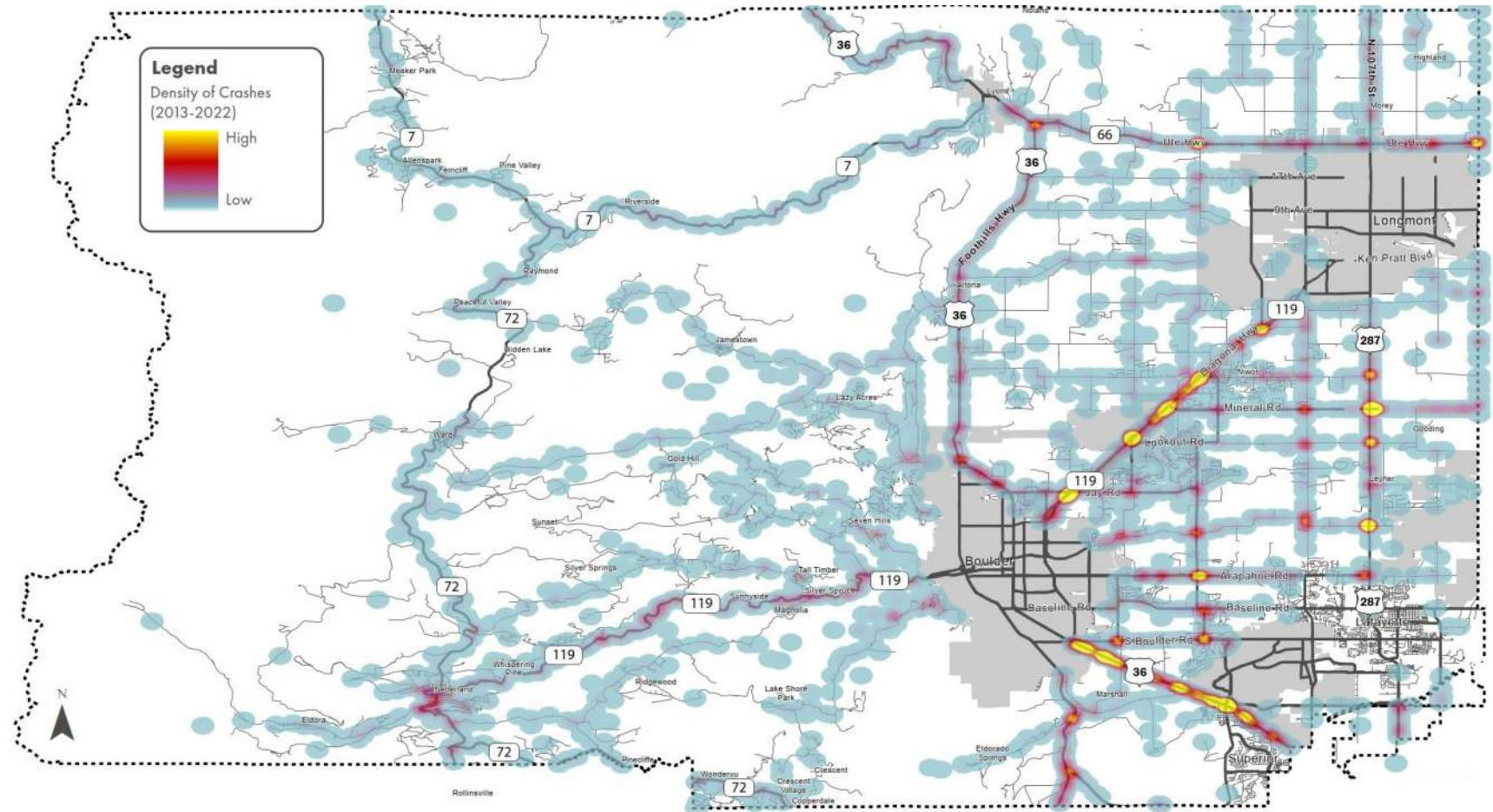
Top Five Serious Injury & Fatal Crash Types:



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

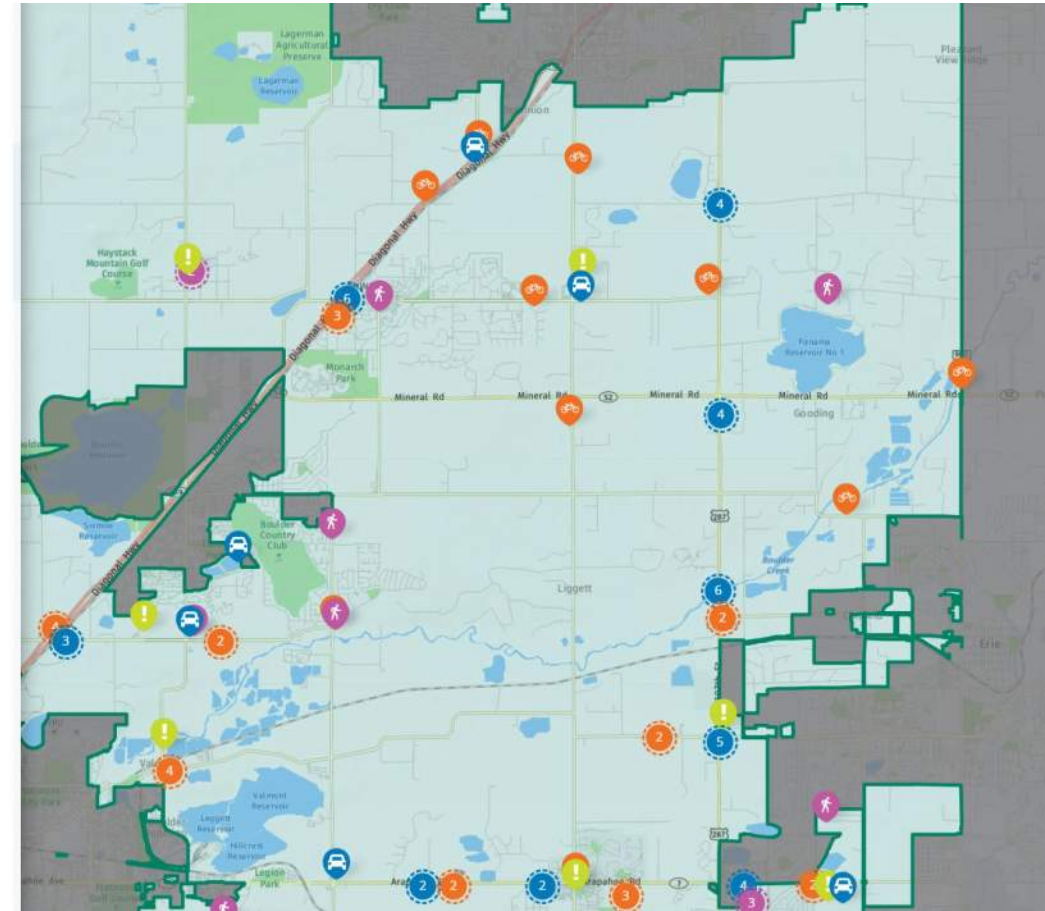
☐ Superior

☐ Other

Which municipalities are you interested in providing feedback on? *

Please select all that apply.

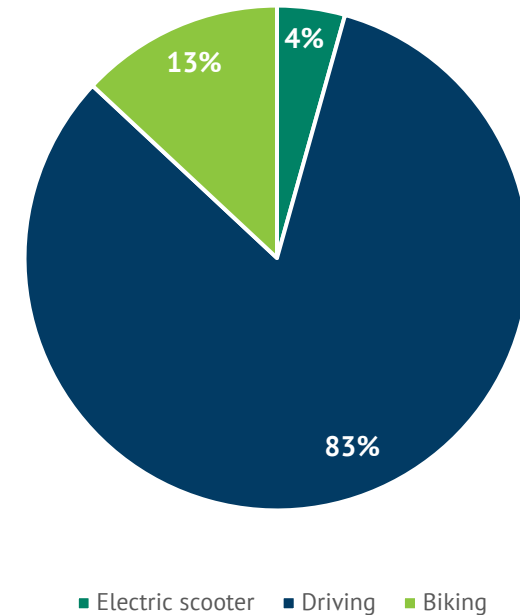
☒ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)



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%

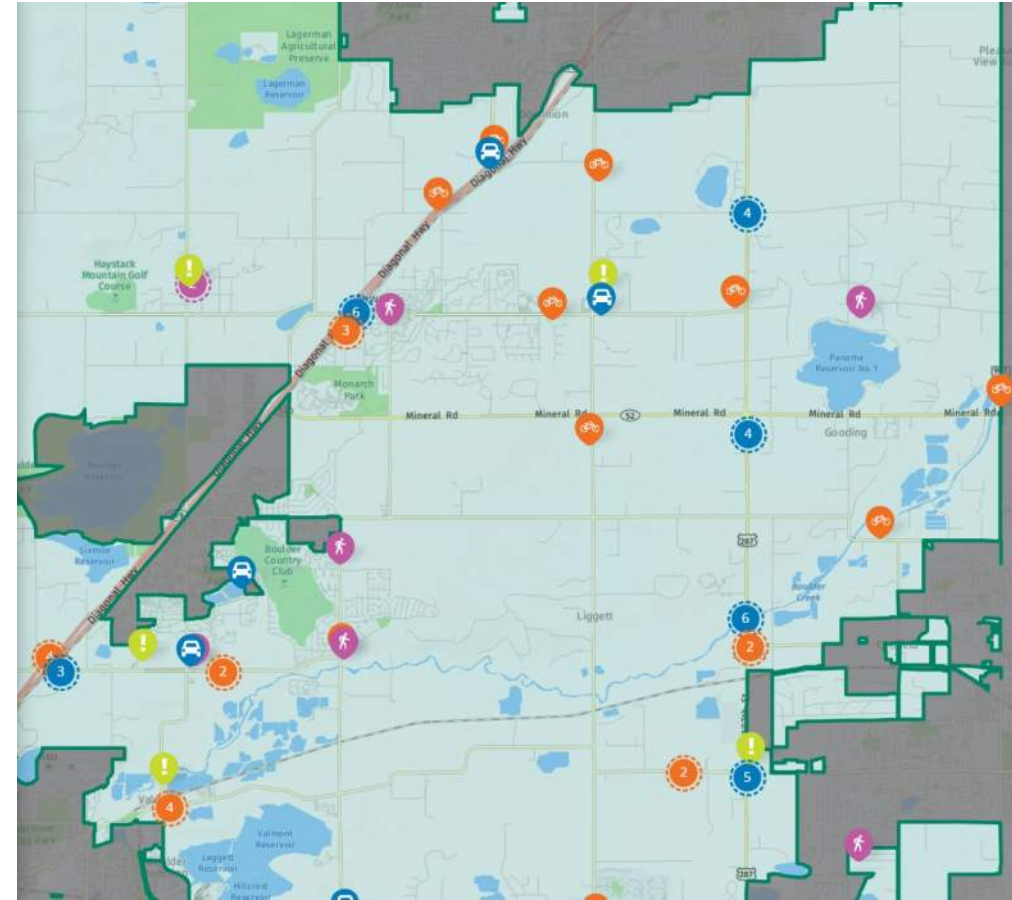


Safe: 13%
Unsafe: 33%

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!



Boulder County Vision Zero Action Plan Phase 2 Engagement Summary

March 2025



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

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback; and
- Phase 2 informed the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations.

In winter 2024/2025, the project team implemented Phase 2 of outreach. During this phase, the community was asked to review high-level results from the safety analysis and provide feedback on proposed countermeasures. The community and stakeholder engagement efforts included a blend of in-person, virtual, and digital engagement strategies, including informational online videos, an online survey, and participation at in-person community events. The community feedback collected in Phase 2 will be used to prioritize Vision Zero projects and specific actions Boulder County can implement to improve traffic safety.

Project Outreach Set-up & Promotion Information

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

Website

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

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



QR Code:

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

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

Flyer

The project team created a project flyer in both English and Spanish to promote public involvement in Phase 2 of outreach for the Vision Zero Action Plan. The flyer encouraged community members to take the transportation survey and provided both a QR code and an abbreviated weblink to access the project website.

Social Media

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

Newsletter

The project team drafted a news release 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 emailed to website subscribers of Vision Zero, Transportation News, or Media Only (5,438 recipients).

Stakeholder Engagement

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

Steering Committee Meeting #2

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

Steering Committee December Update

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

Community Engagement

Community engagement strategies included two in-person events, informational online videos, and an online survey. Community engagement materials can be found in **Appendix B**.

Pop-Up Event – Boulder County Winter Bike to Work Day

The Boulder County Winter Bike to Work Day pop-up event occurred on February 14th, 2024 from 7AM-9AM at the Boulder Chamber. At the event, the project team set up boards with project background information, a summary of crash analysis statistics in Boulder County, and the High-Injury Network (HIN). The project team also set up an activity that prompted the public to place stickers to indicate their level of support for the preliminary recommended countermeasures to address the top crash types in Boulder County. **Figure 1** displays photos from the pop-up event. Overall, the more than 65 participants were supportive of the six countermeasures, with some concerns raised about median barriers and their effectiveness on reducing crashes. In addition to the sticker exercise, the project team facilitated an activity to understand priorities for where to implement safety improvements first. Participants were given 7 tokens and asked to distribute them among 4 buckets based on their top priorities. The top priority for participants was to improve walking and biking ability, followed by locations with known crash history.



Figure 1. Boulder County Bike to Work Day Pop-Up Event

Pop-Up Event – Nederland TownTalk

The Nederland TownTalk pop-up event occurred on February 20th, 2024 from 3PM-5PM at Kathmandu. Similarly to the Boulder County Winter Bike to Work Day Event, the project team set up boards with project background information, a summary of crash analysis statistics in Boulder County, and the High-Injury Network (HIN). The project team also set up an activity that prompted the public to place stickers to indicate their level of support for the preliminary recommended countermeasures to address the top crash types in Boulder County. **Figure 2** displays a feedback board from the pop-up event. Overall, participants were supportive of the six countermeasures, with some concerns raised about speed cameras and their efficacy, as well as privacy concerns. In addition to the sticker exercise, the project team facilitated an activity to understand priorities for where to implement safety improvements first. Participants were given 7 tokens and asked to distribute them among 4 buckets based on their top priorities. The top priority for participants was to improve walking and biking ability, followed by locations with known crash history.

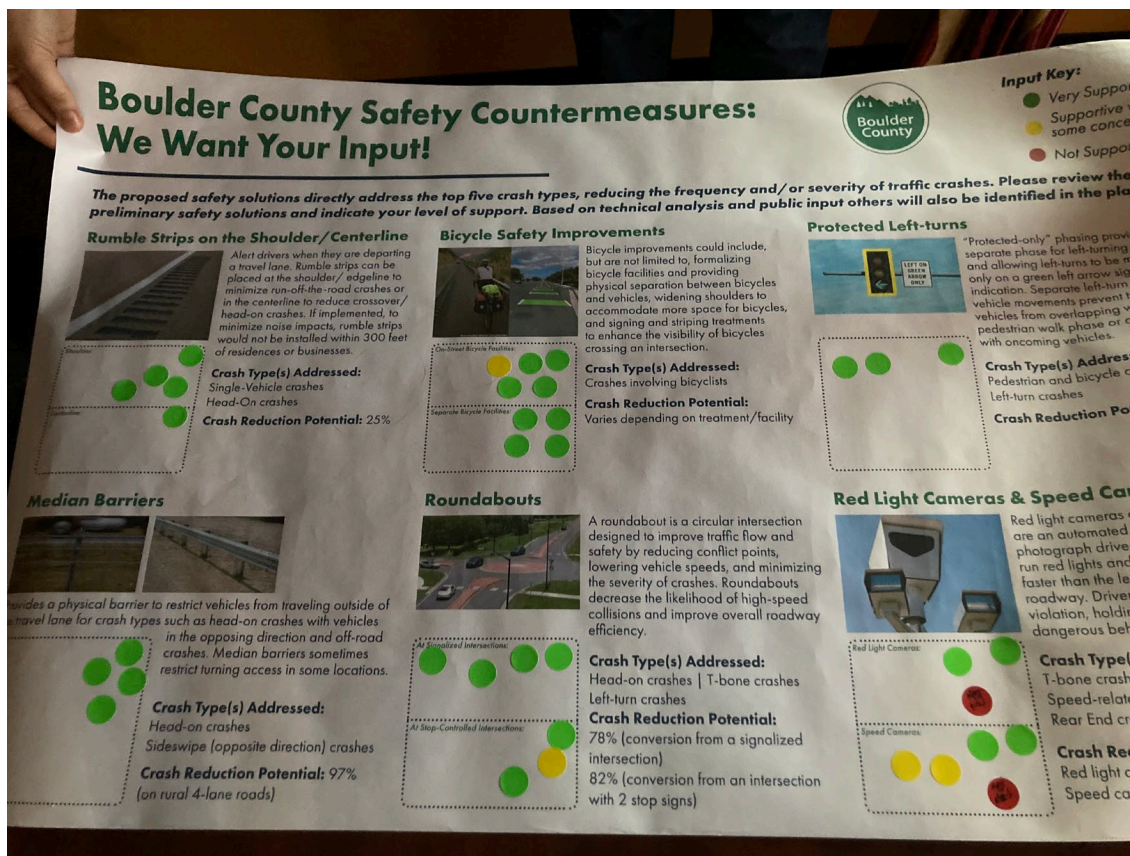


Figure 2. Nederland TownTalk Pop-Up Event

Informational Videos

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

Online Survey

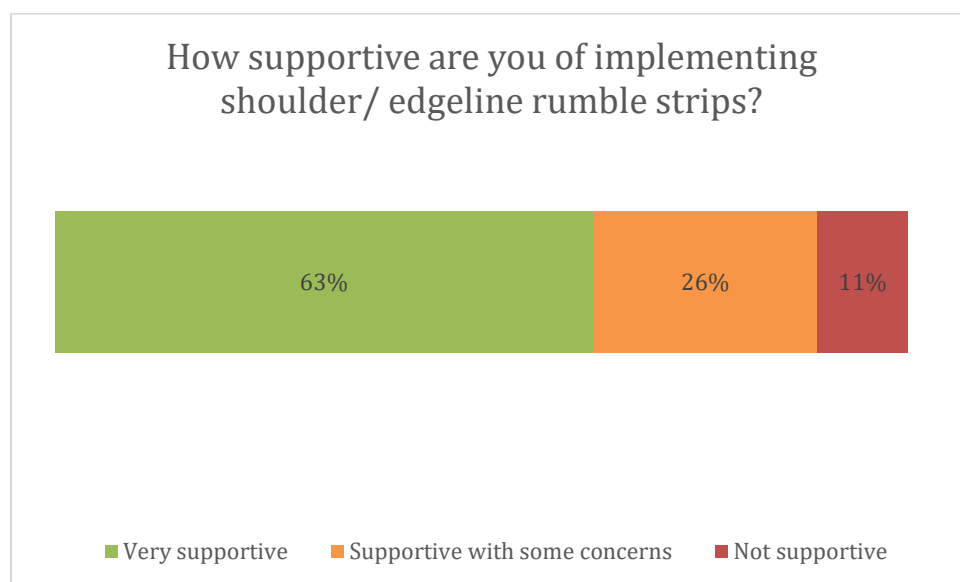
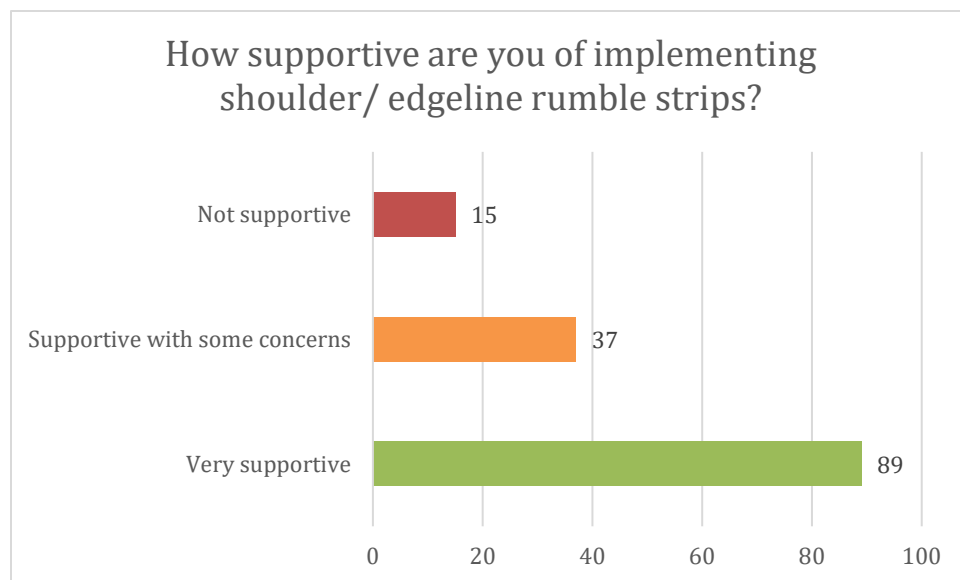
An online survey was shared with the public on SurveyMonkey and was open from February 11, 2025 through March 2, 2025. The survey presented high-level results from the safety analysis and proposed safety solutions related to the top crash types in Boulder County. The survey also gathered feedback about potential prioritization factors and provided the opportunity to provide additional open-ended comments. The full online survey can be viewed in **Appendix C**. There were 129 online survey responses, which were supplemented by the results of the activities at the pop-up events to inform the following results.

Proposed Safety Solutions

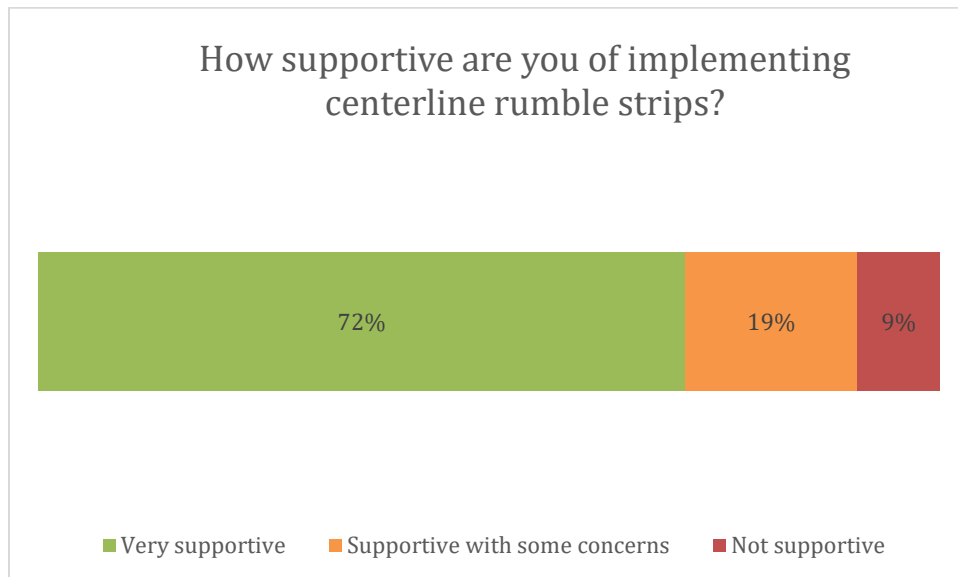
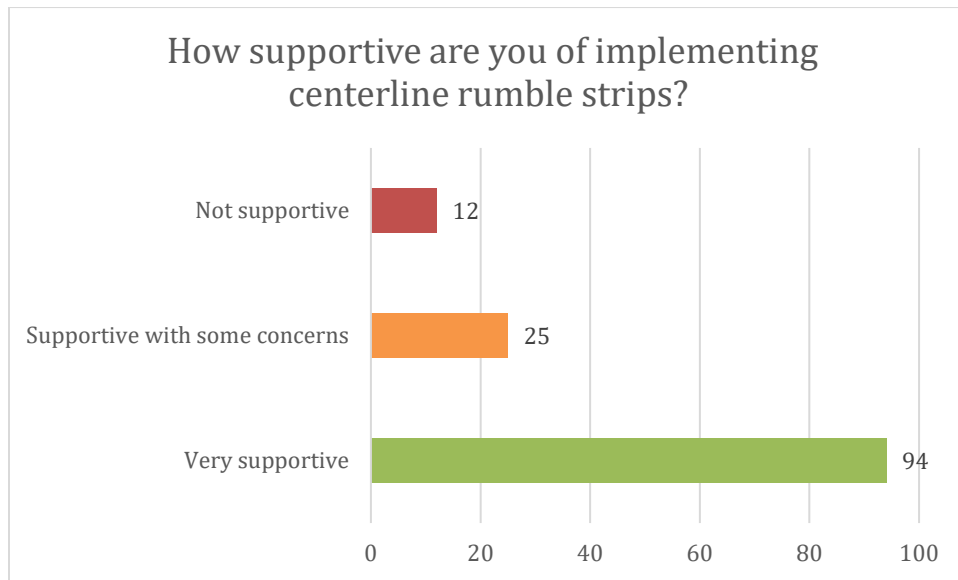
For each of the proposed safety solutions, participants indicated their level of support for implementation within Boulder County and had the opportunity to share any concerns about the safety solution.

Rumble Strips

Shoulder/ Edgeline Rumble Strips



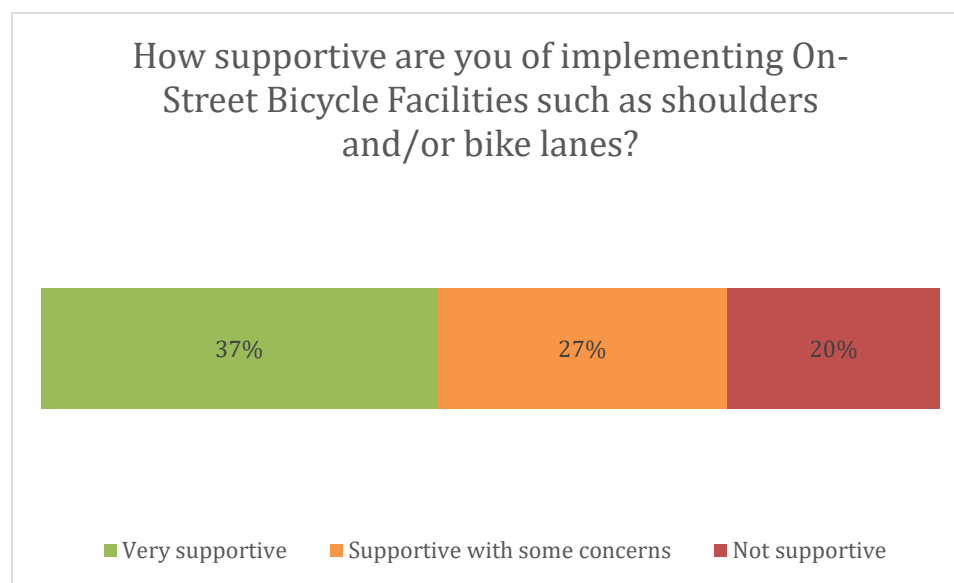
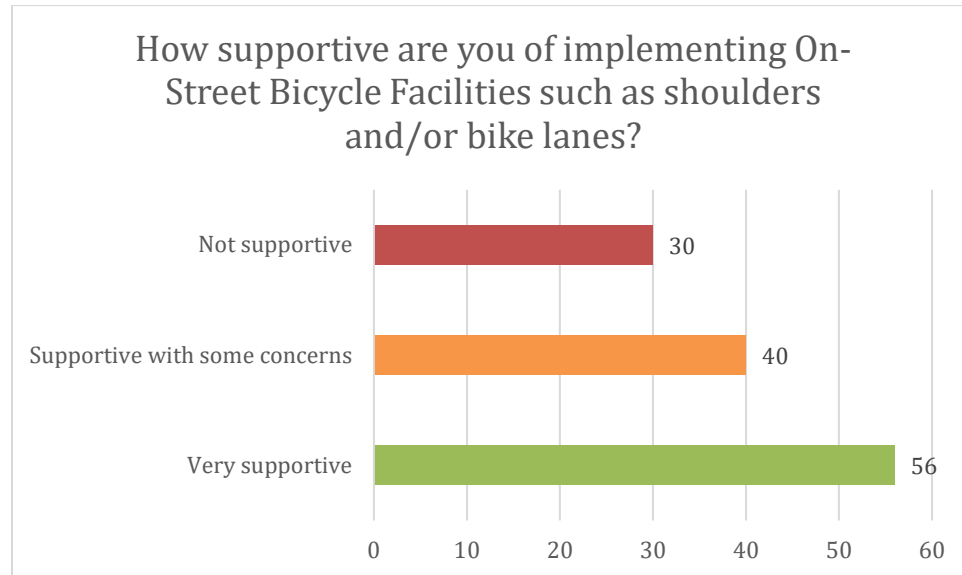
Centerline Rumble Strips



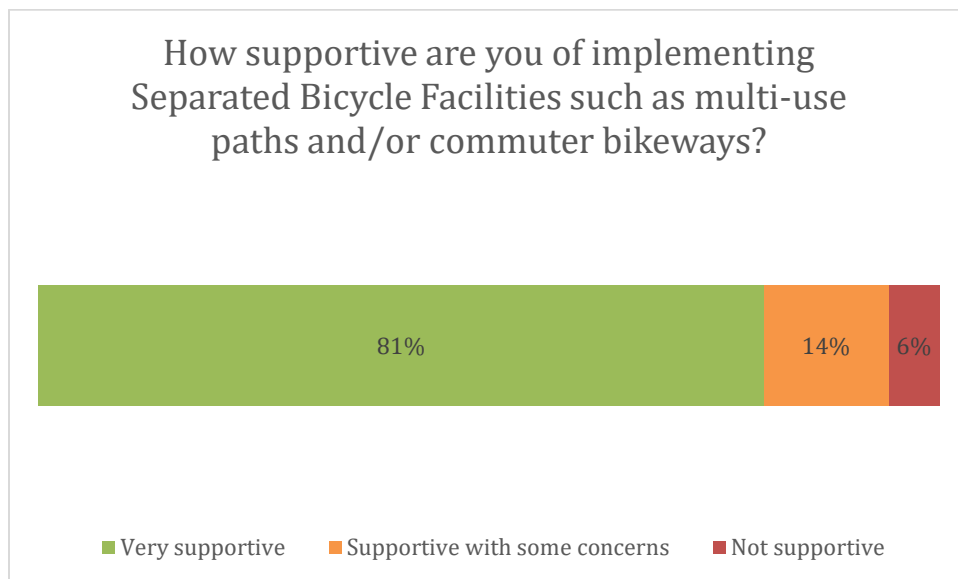
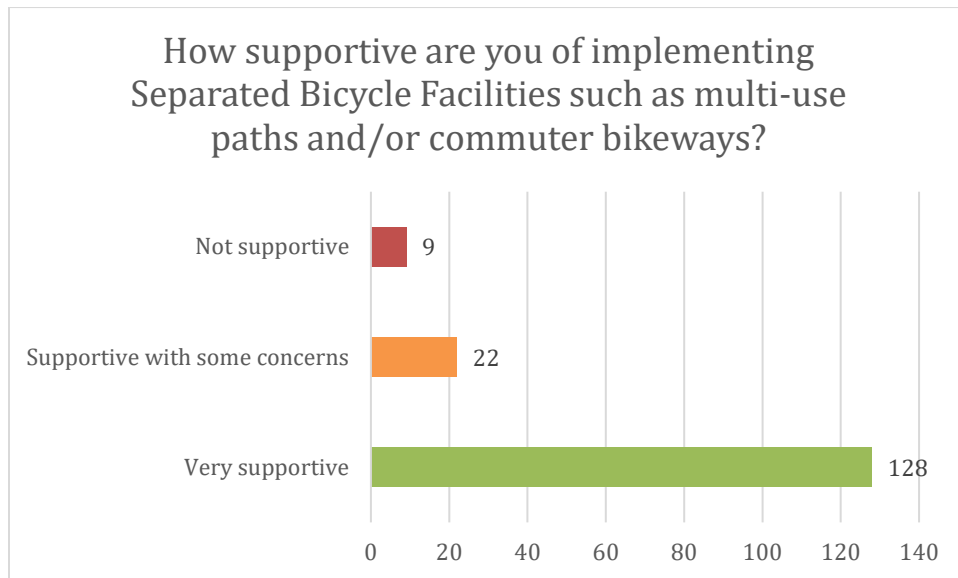
Of the 47 open-ended responses, many focused on concerns about bike safety when rumble strips are installed. Many of these concerns were related to cutting down the size of bike lanes and shoulders, and concerns about bikers accidentally running over rumble strips. Responses also highlighted only installing rumble strips on high-volume roads, such as US 36 and Lee Hill Rd. Based on the concerns shared regarding the safety of cyclists in relation to the installation of rumble strips, implementation of this countermeasure should be prioritized on locations with non-shoulder bicycle facilities and paired with education about how to navigate rumble strips as a bicyclist.

Bicycle Safety Improvements

On-Street Bicycle Facilities

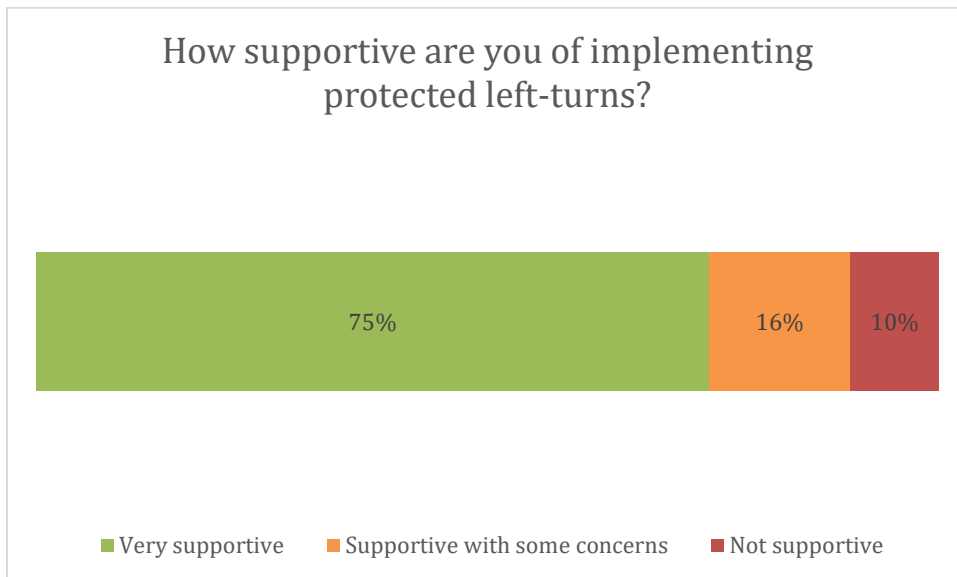
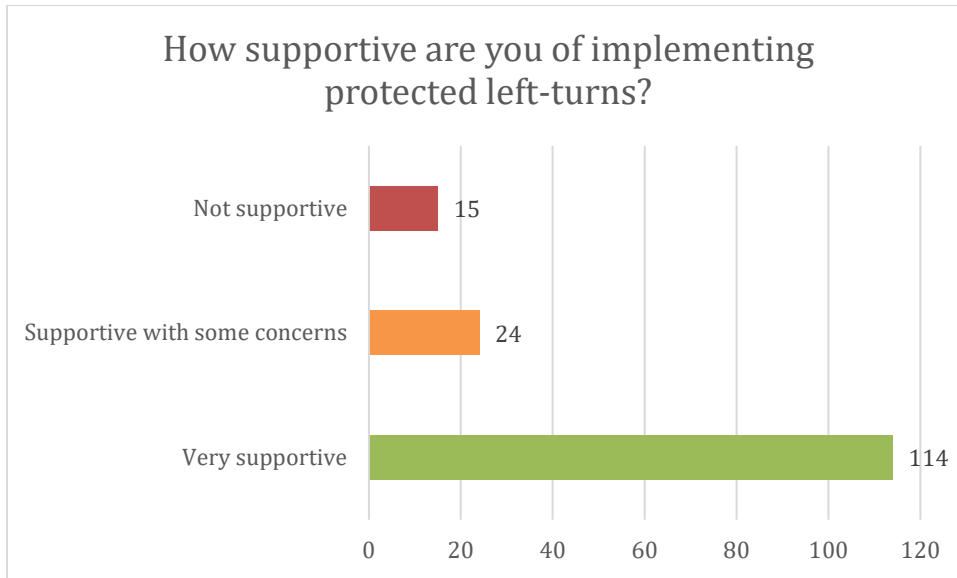


Separated Bicycle Facilities



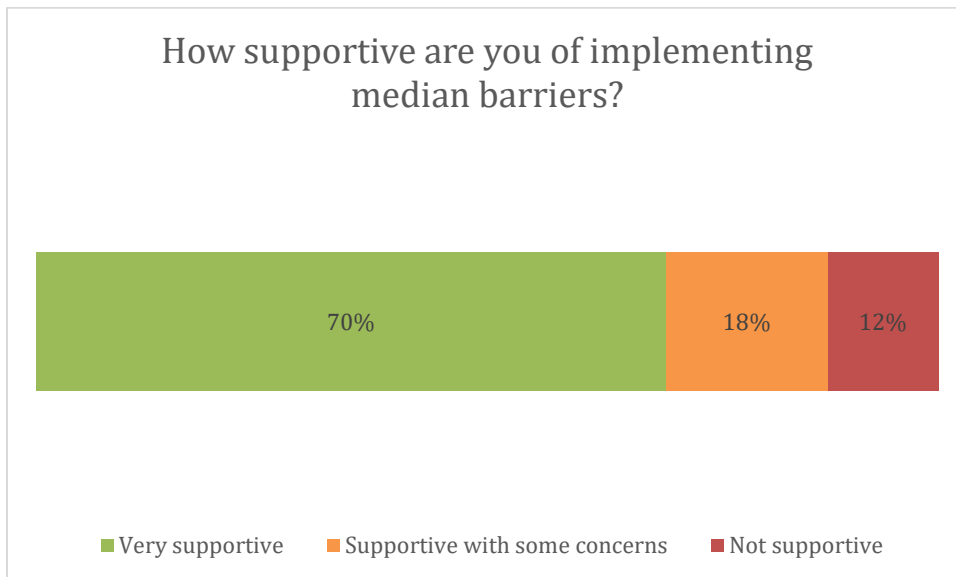
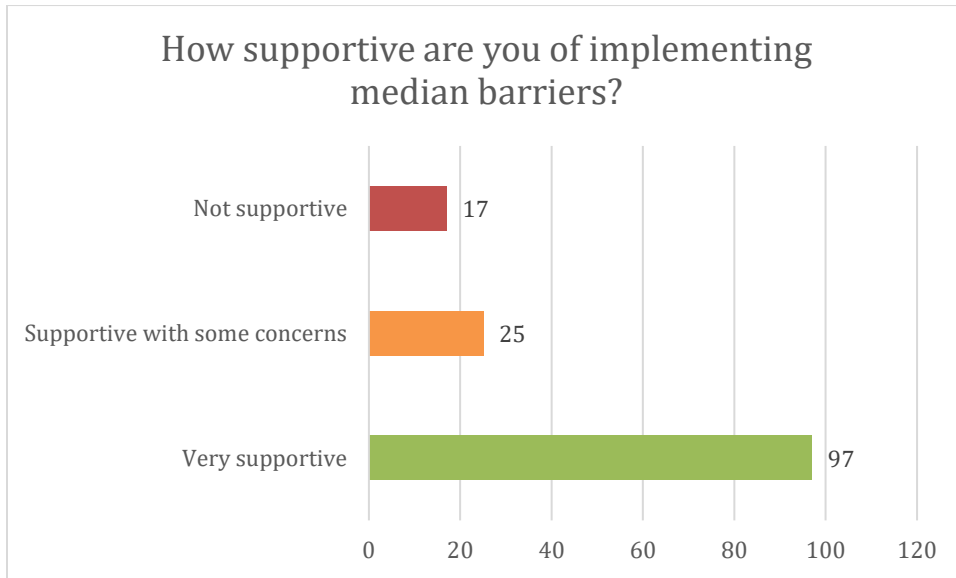
Of the 75 open-ended responses, many focused on concerns about the impacts to vehicle lanes with the implementation of bicycle safety measures. Many of these concerns were related to cutting down the size and amount of vehicle lanes and traffic flow issues that arise with smaller and fewer lanes. Responses also highlighted concerns about the visual clutter of on-street facilities (particularly those with flexible delineators) and how they impact both biker safety and vehicle safety. In general, responses were more supportive of separated, bicycle-only facilities rather than on-street facilities. Based on the concerns shared regarding the size and number of lanes available to cars as well as safety concerns with visual noise, implementation of this countermeasure should be paired with consideration for areas where bike safety measures do not impede the flow of traffic.

Protected Left-Turns



Of the 47 open-ended responses, many focused on concerns about traffic signals at intersections with protected left-turns, highlighting concerns about signal timing, flashing yellow lights, and drivers ignoring traffic signals. An additional subset of responses emphasized the implementation of protected left-turns only in areas of need. Additional concerns noted in the open-ended responses included concerns about bike and pedestrian safety, vehicle safety, traffic flow concerns, and the desire for increased police enforcement of traffic laws. Based on the concerns shared regarding the efficacy of traffic signals and impacts on drivers, bikers, and pedestrians by the community, implementation of this countermeasure should focus on maintaining existing traffic flow whenever possible while prioritizing collaboration with law enforcement to improve compliance with traffic signals.

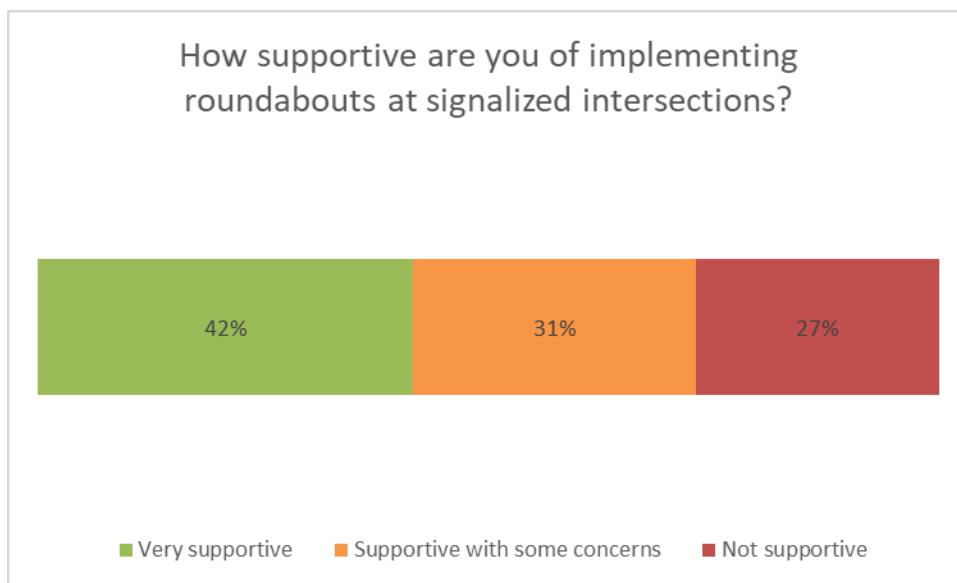
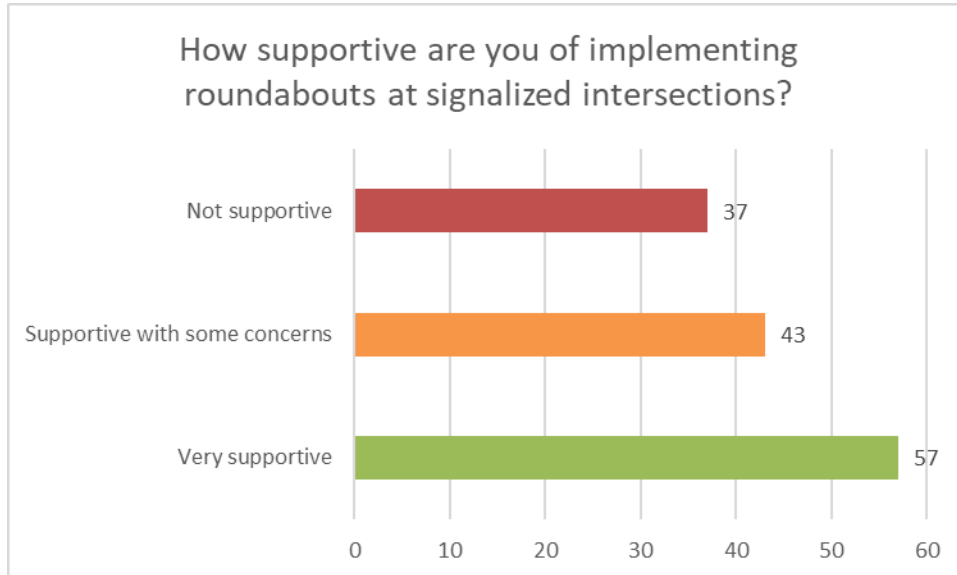
Median Barriers



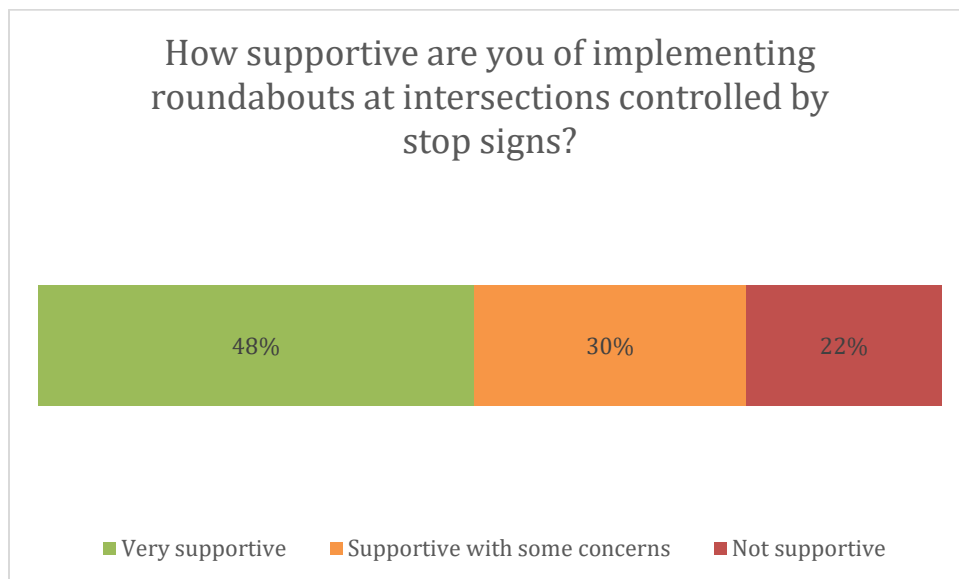
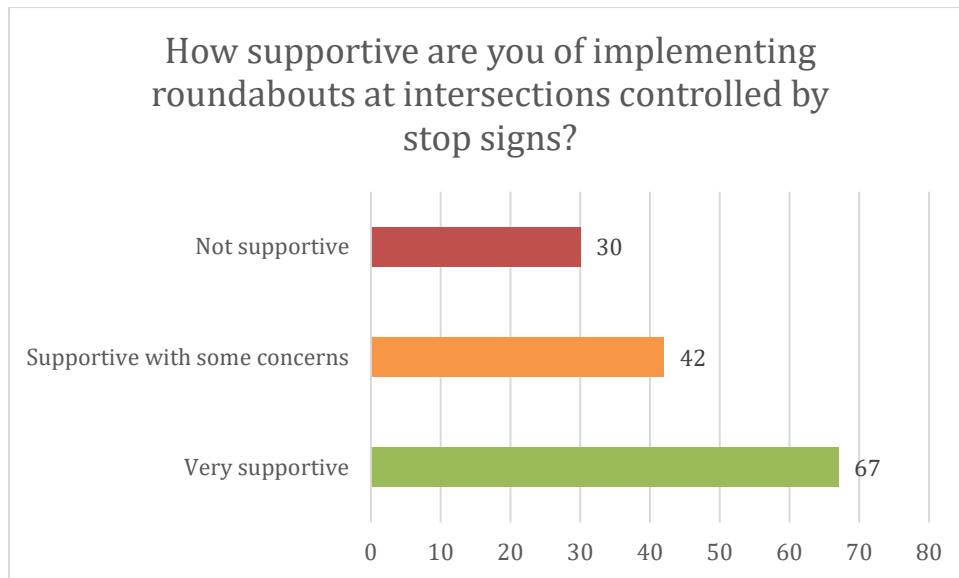
Of the 34 open-ended responses, many focused on concerns about the implementation of median barriers impacting the size of travel lanes. An additional subset of respondents were concerned with implementing median barriers in areas of need such as US 287, US 36, and Hwy 93. Based on the concerns shared regarding median barriers by the community, implementation of this countermeasure should focus on areas with high concentrations of prior accidents and where median barriers have the least impact on the size of travel lanes.

Roundabouts

Roundabouts at Signalized Intersections



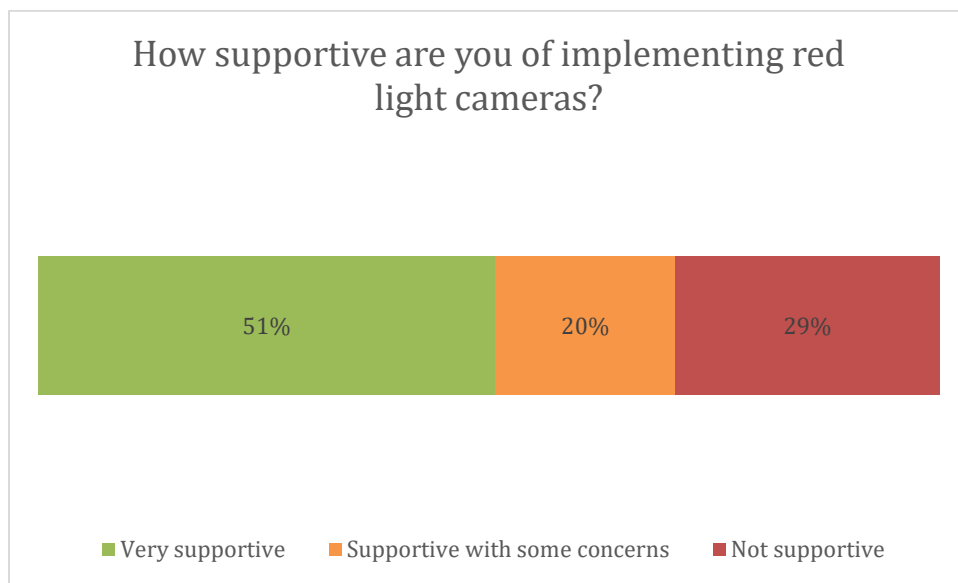
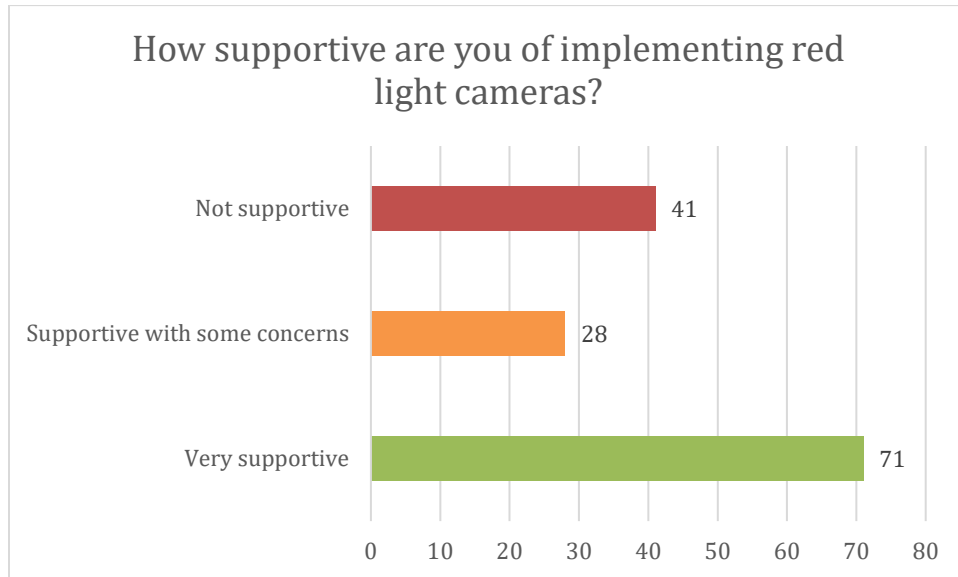
Roundabouts at Intersections Controlled by Stop Signs



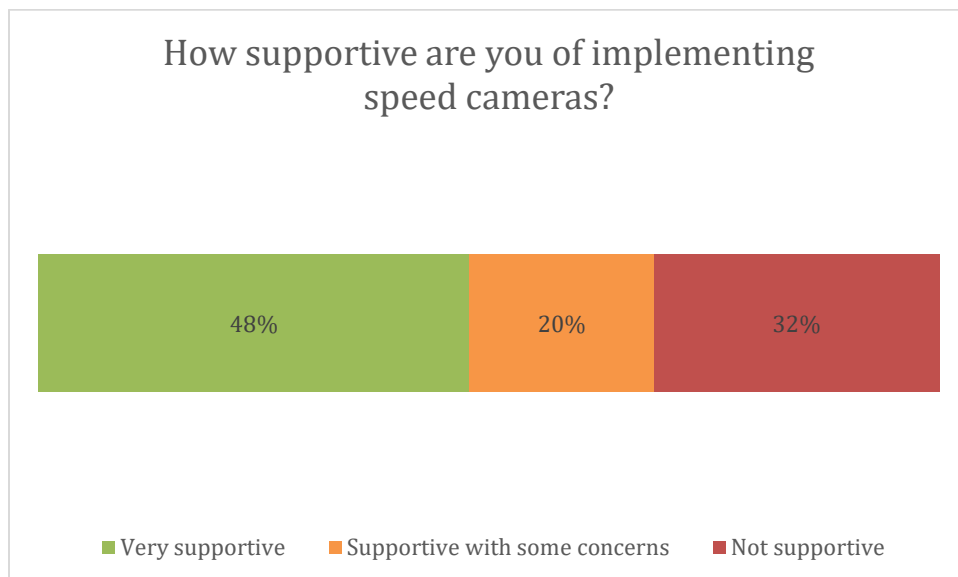
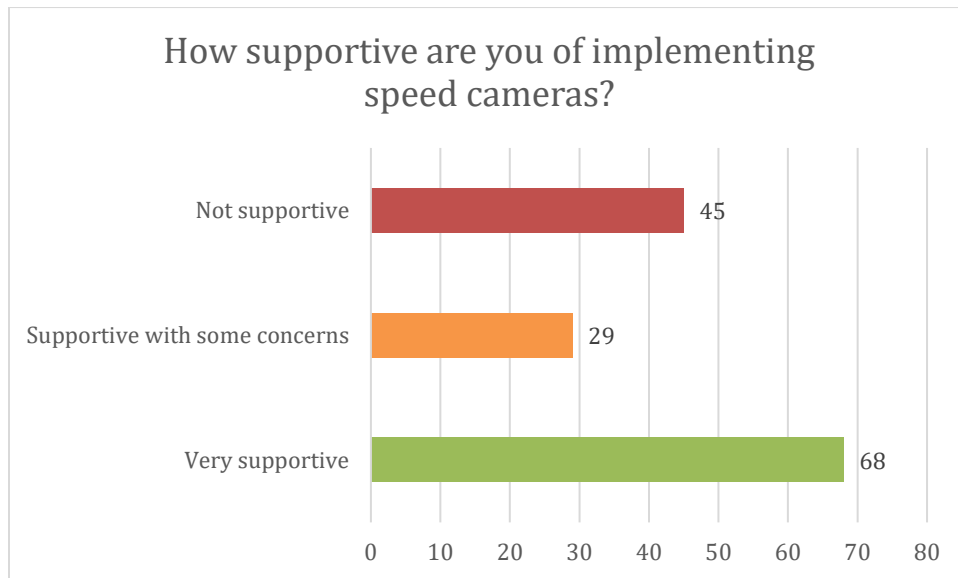
Of the 67 open-ended responses, the majority of responses focused on concerns about confusion about how these roundabouts work as well as calling for more public education on driving on roundabouts. Many of these concerns are related to drivers not understanding how to correctly navigate roundabouts, and traffic flow concerns. Additional concerns noted in the open-ended responses included how roundabouts may impact travel lane and intersection size. Based on concerns regarding roundabouts shared by the community, implementation of this countermeasure should be accompanied by educational outreach.

Red Light and Speed Cameras

Red Light Cameras



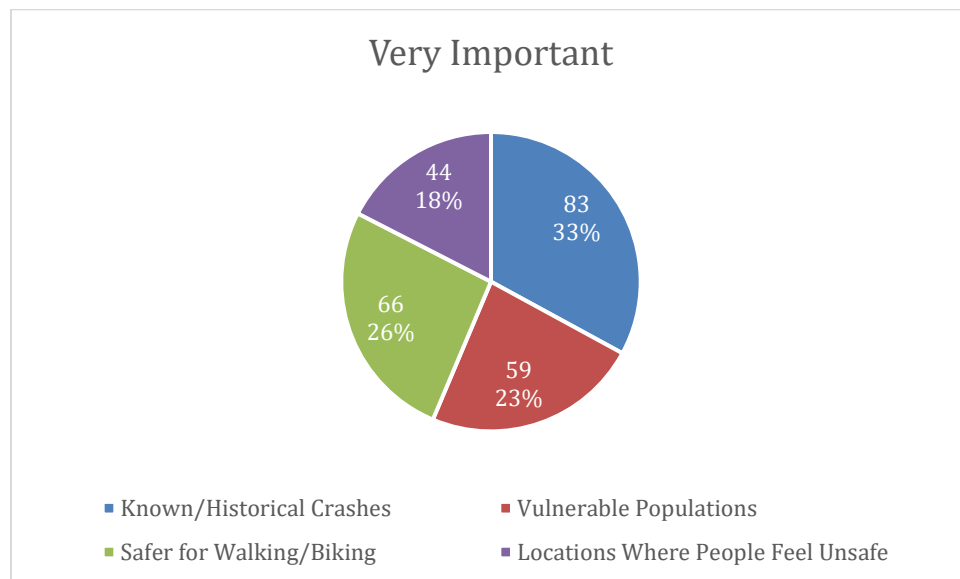
Speed Cameras



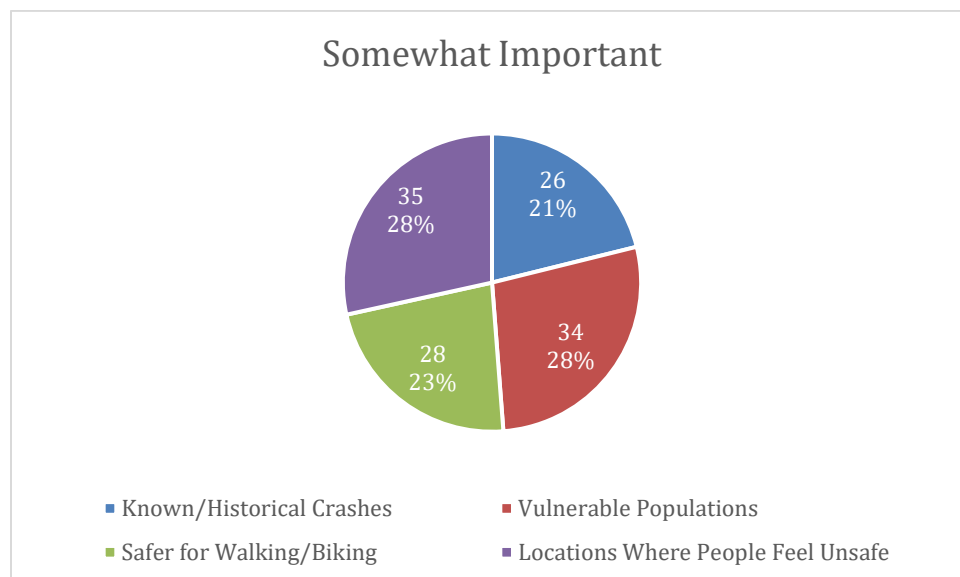
Of the 63 open-ended responses, many responses focused on concerns about technical errors associated with red light and speed cameras as well as calling for increased police enforcement as an alternative. Several responses also highlighted concerns about inequities and conflicts with for profit law enforcement, noting that higher income residents in the community have no problem paying tickets but lower income residents may be more financially impacted by traffic tickets. Based on concerns regarding the implementation of red light and speed cameras shared by the community, implementation of this countermeasure should focus on ensuring the enforcement of traffic laws is equitable and errors associated with technology are minimal.

Project Prioritization

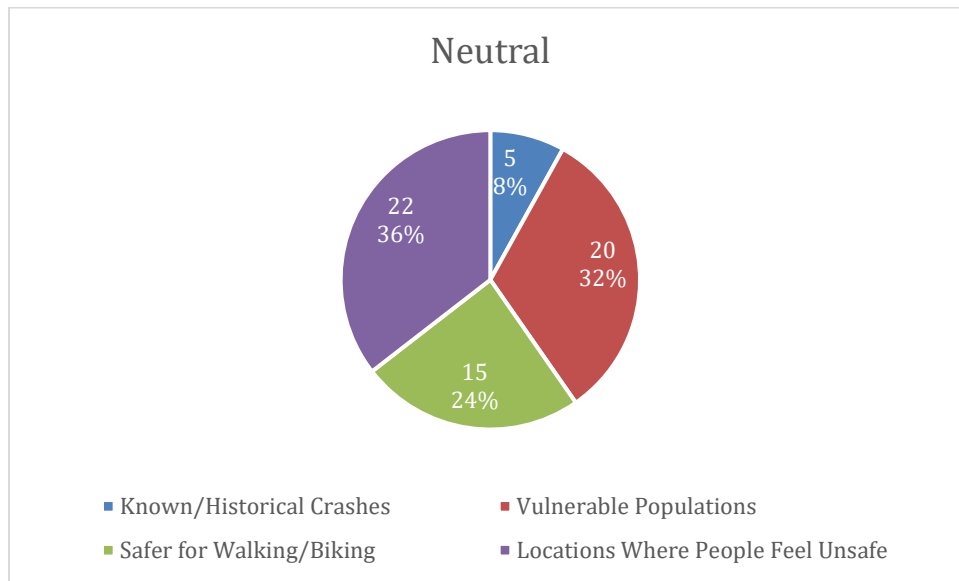
To inform prioritization of proposed projects, survey participants were asked to rank potential prioritization factors from highest to lowest priority.



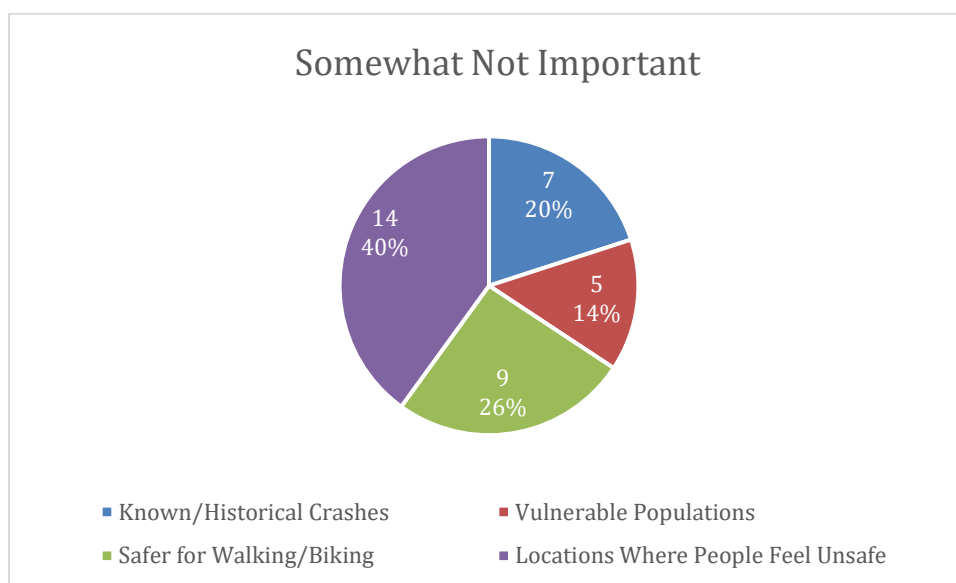
Most responses (33%) place areas of known/ historical crashes as a very important priority, while safer walking and biking infrastructure was another significant factor that participants placed as a very important priority (26%). The following lower priorities were vulnerable populations (23%) and locations that feel unsafe based on Summer 2024 community feedback (18%).



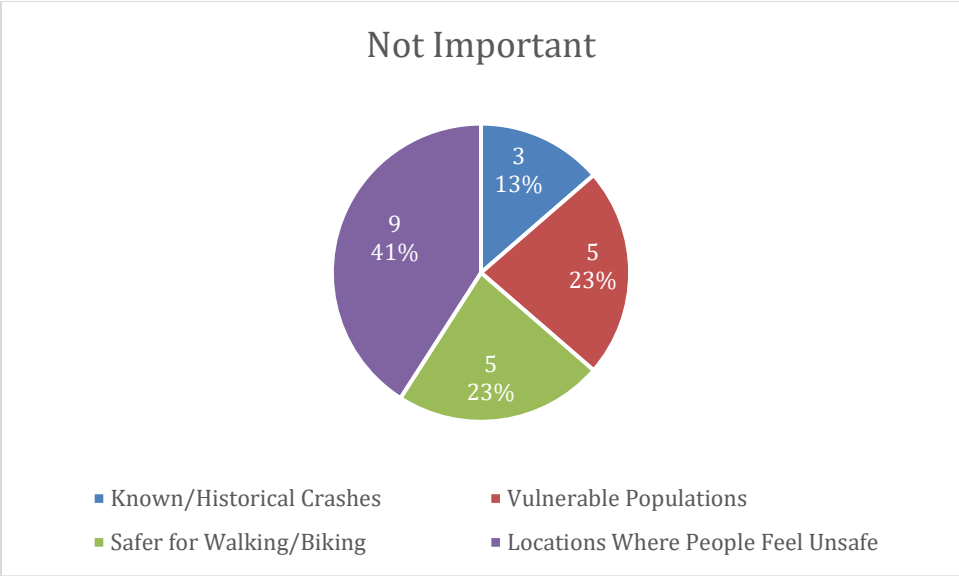
Responses indicated a somewhat important priority with nearly equal proportions: vulnerable populations (28%), locations that feel unsafe (28%), safer walking and biking infrastructure (23%), areas of known/ historical crashes (21%)



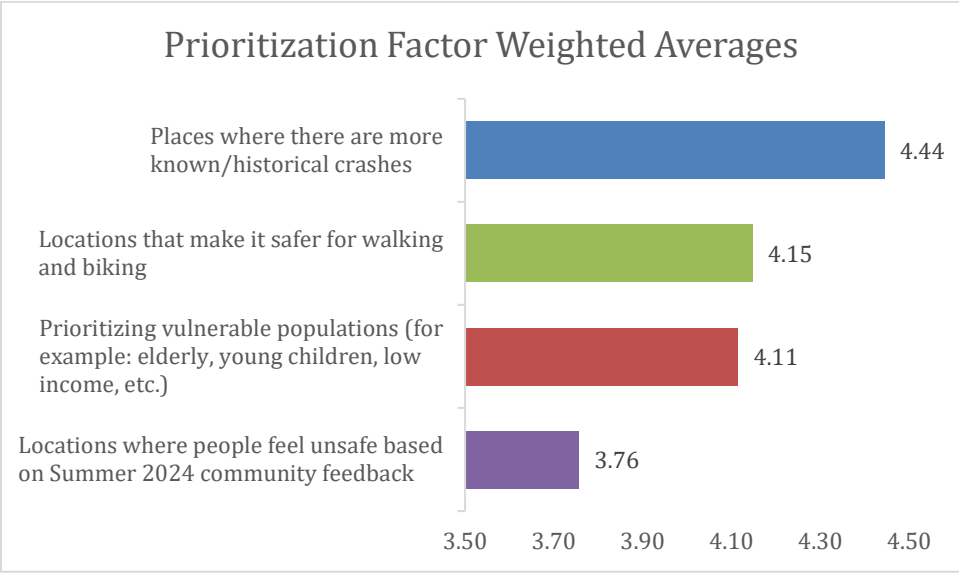
Most respondents (36%) identified locations that feel unsafe as a neutral priority. The remaining respondents identified vulnerable populations (32%), safer walking and biking infrastructure (24%), and sites of known/ historical crashes (8%) as other lower priorities.



When identifying somewhat not important priorities, most responses identified the locations that feel unsafe (40%) followed by making spaces safer for walking and biking (26%), known/ historical crashes (20%), and vulnerable populations (14%).



In person responses placed making locations that feel unsafe as their least important priority (41%) followed by making spaces safer for walking and biking (23%) and vulnerable populations (23%). Responses placed known/ historical crashes as their lowest priority (13%).



A weighted average was determined for each prioritization factor based on the number of responses in each level of importance, with “not important” associated with 1 and “very important” associated with 5. Known/historical crashes received the highest weighted average, followed by walking and biking and vulnerable populations in close proximity to each other. Locations where people feel unsafe based on community feedback received the lowest weighted average. These results informed the weighting of prioritization factors when assigning priority scores to each HIN segment and determining priority categories.

Open-Ended Responses

Finally, participants were invited to share any additional thoughts on safety countermeasures or prioritization. Many emphasized concerns about high vehicle speeds and reckless driving, particularly in residential areas and along rural roads. Several comments highlighted the need for better pedestrian and bicycle infrastructure, as well as improved traffic flow and lane design. Some respondents expressed skepticism about the effectiveness of traffic calming measures, while others voiced support for increased law enforcement and proactive maintenance. A few noted frustration with past planning efforts, stating that community input often feels overlooked. Several comments were related specifically to locations or practices within the City of Boulder, rather than Unincorporated Boulder County. Overall, the comments reflected a desire for balanced, data-driven safety solutions that also consider local context and lived experience.

Next Steps

Phase 2 outreach for the Boulder County Vision Zero Action Plan project solicited feedback from project stakeholders as well as over 200 in-person and virtual comments and survey responses from people who live, work, and travel through Boulder County. This feedback is invaluable for understanding support and prioritization of projects to ensure that solutions eliminate fatal and serious crashes in Boulder County. The project team will use the Phase 2 outreach results to refine strategies and actions developed within the Vision Zero Action Plan, which will be available for public review in spring 2025.

Appendices

Appendix A: Steering Committee Meeting Materials



Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Steering Committee Meeting # 2

October 30, 2024



Introductions

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



Goals of Meeting

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



Project Background



Vision Zero & Safe System Approach

Goal: Eliminate all traffic fatalities and serious injury crashes



Source: Vision Zero Network

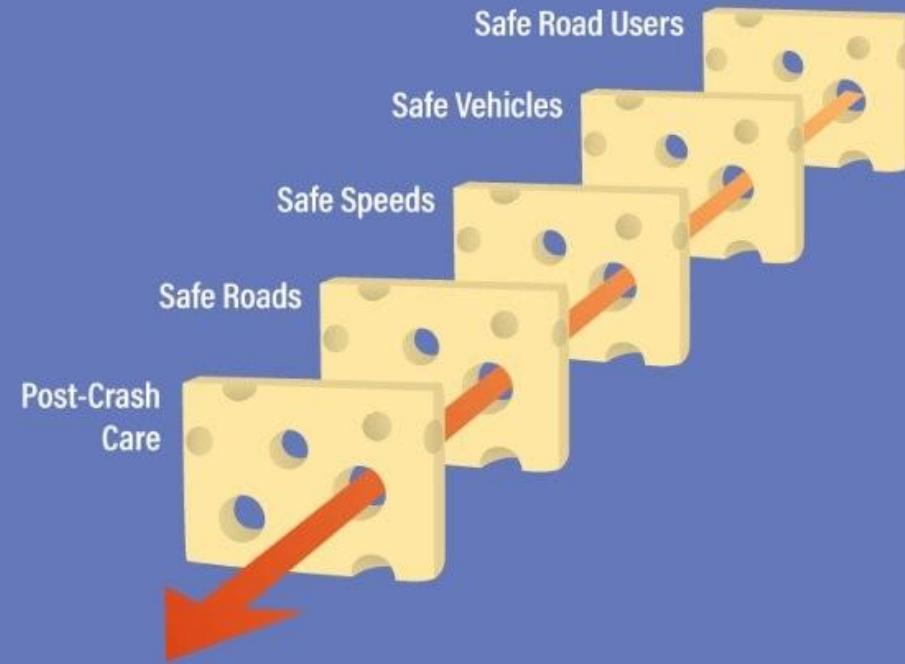


Vision Zero & Safe System Approach

The "Swiss Cheese Model" of redundancy creates layers of protection.



Death and serious injuries only happen when all layers fail.



The Safe System Approach

Action Plan Development

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



Schedule

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

Project Stages:



Data Analysis



Project Development & Prioritization



Fact Sheets & Performance Measures



Draft Action Plans



Final Action Plans



Adoption

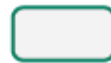
Community & Stakeholder Engagement:



Phase 1

Phase 2

Engagement Events:



Community Events & Digital Outreach



Key Steering Committee Meetings (Anticipated)



Touchpoints with Elected Officials

We are here



What We Covered at the June Meeting

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

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Where We've Been: Phase 1 Community Outreach

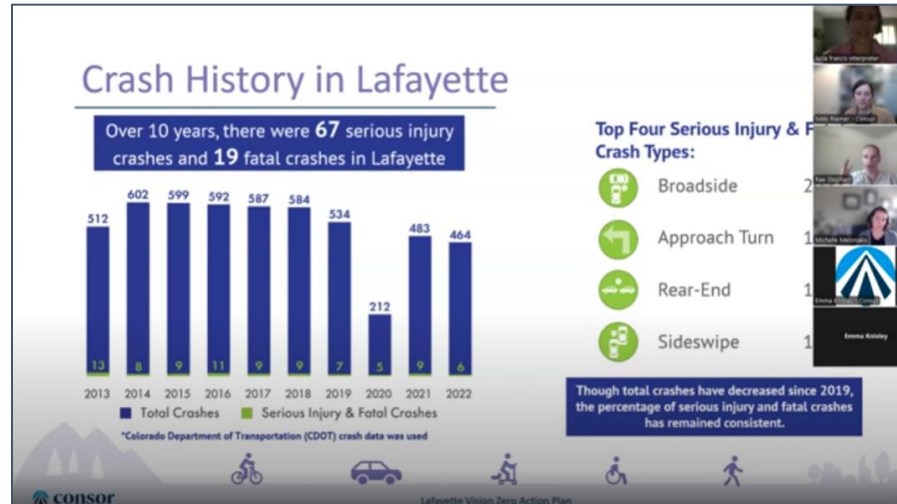
How We Collected Input for Each Partner

July and August 2024

In-person Pop-up Events



Virtual Public Meetings



Online Input Map & Survey

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)

Summary of What We Heard

Online Survey Responses

Boulder County

196 survey responses
309 map pins

Lafayette

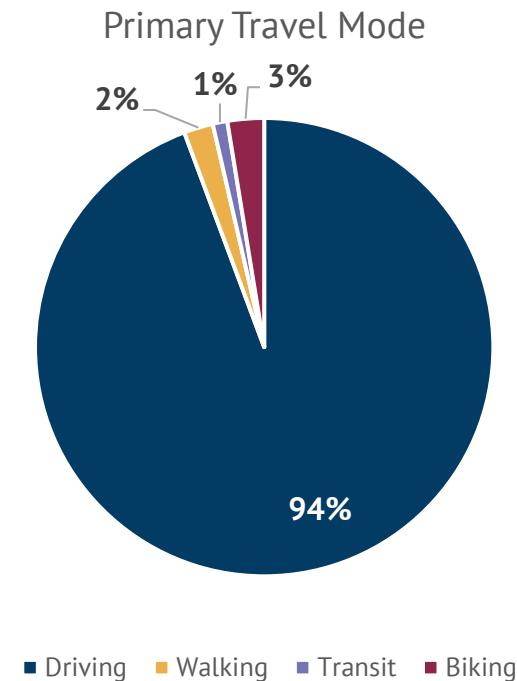
378 survey responses
463 map pins

Superior

78 survey responses
83 map pins

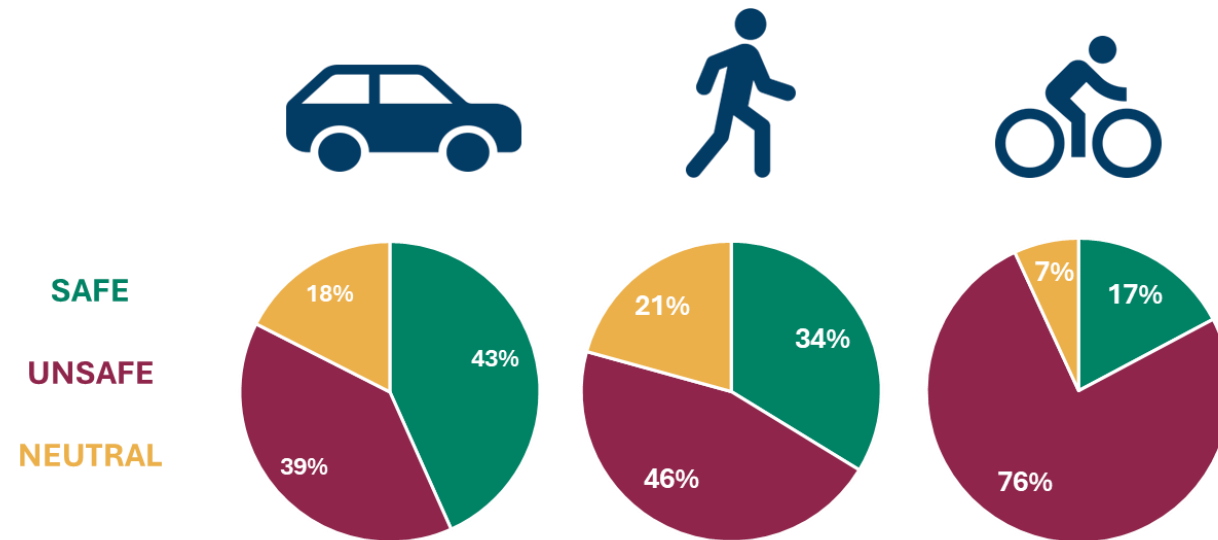
What We Heard: Boulder County & Mountain Towns

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



What We Heard: Boulder County

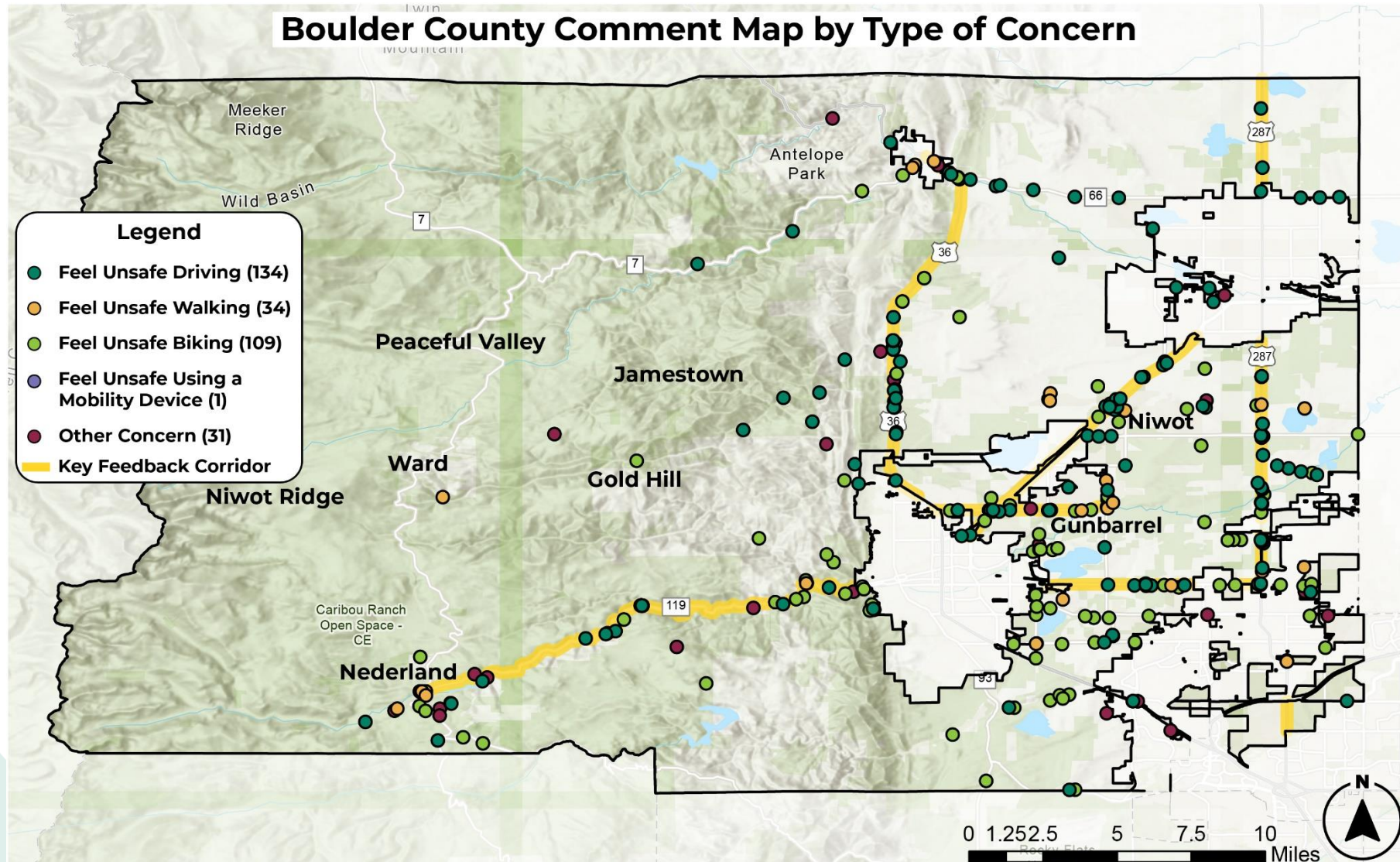
How safe do you feel traveling in Boulder County?



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

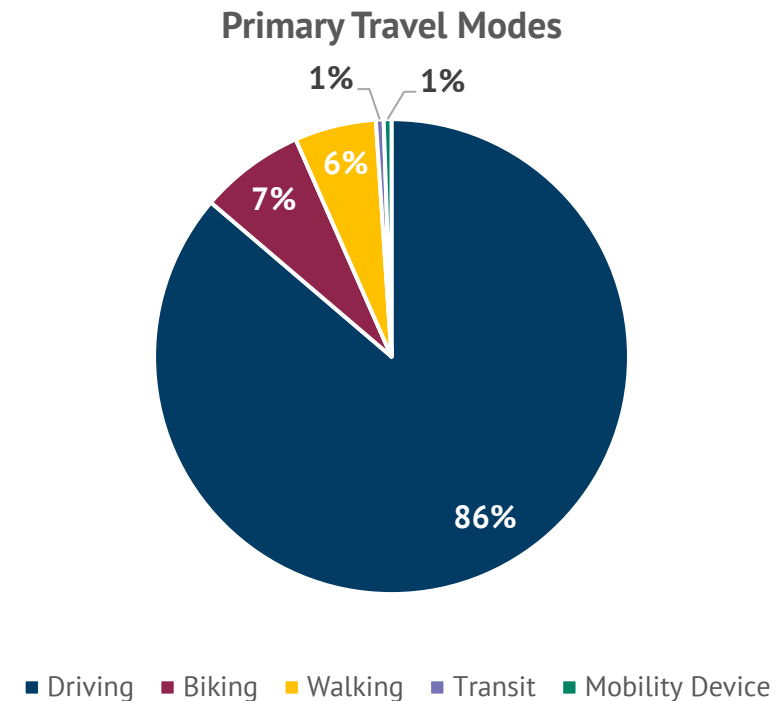
**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

What We Heard: Boulder County (309 pins)



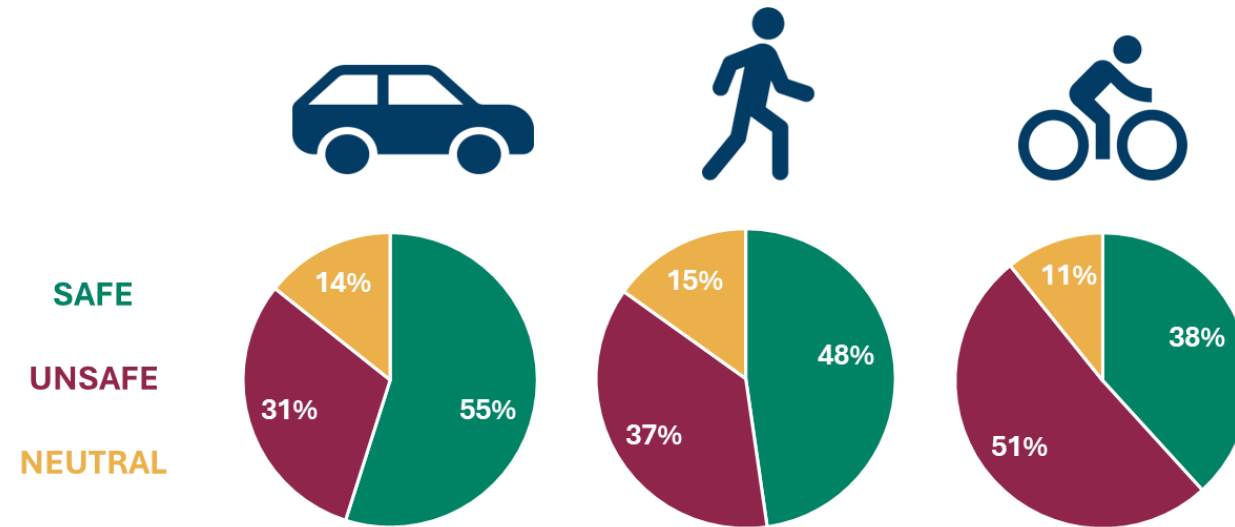
What We Heard: Lafayette

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



What We Heard: Lafayette

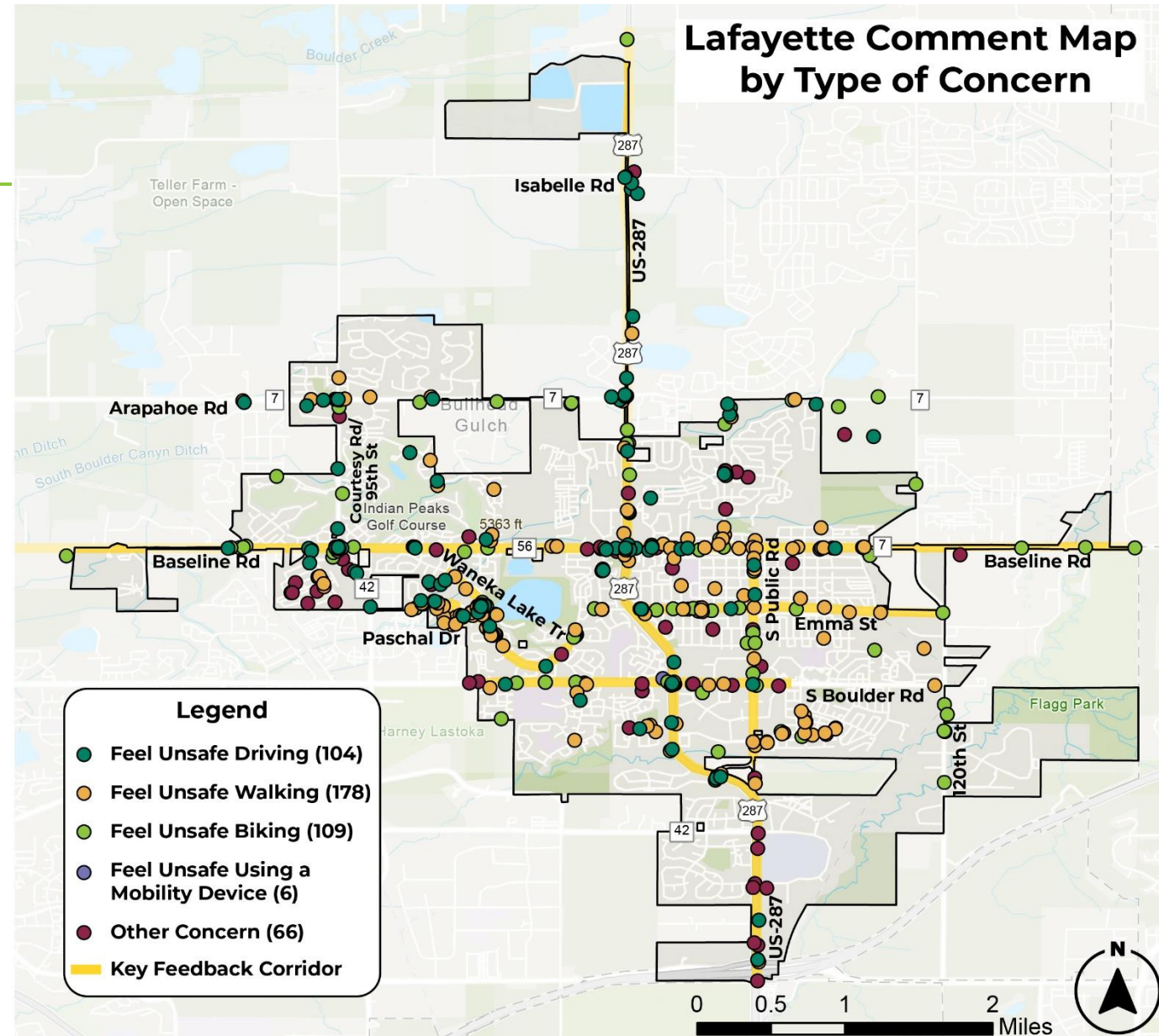
How safe do you feel traveling in Lafayette?



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

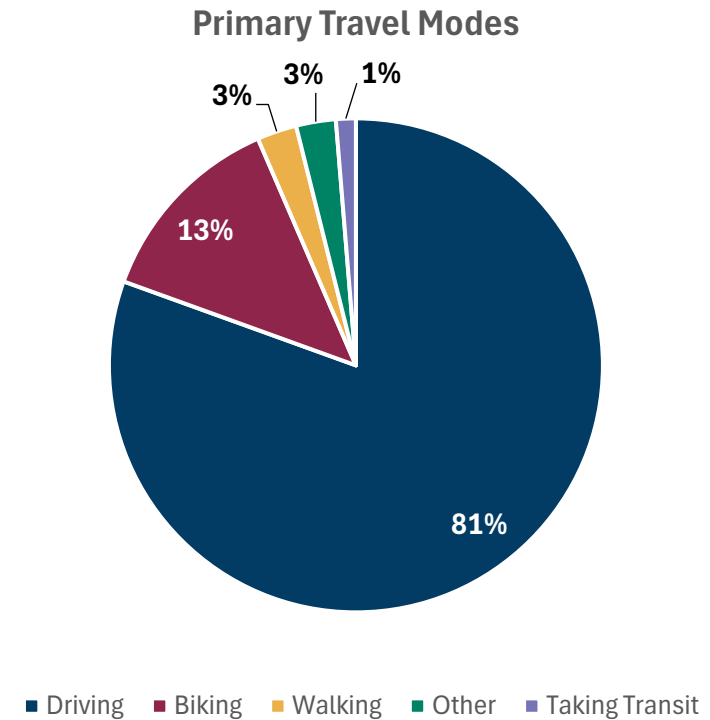
**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

What We Heard: Lafayette (463 pins)



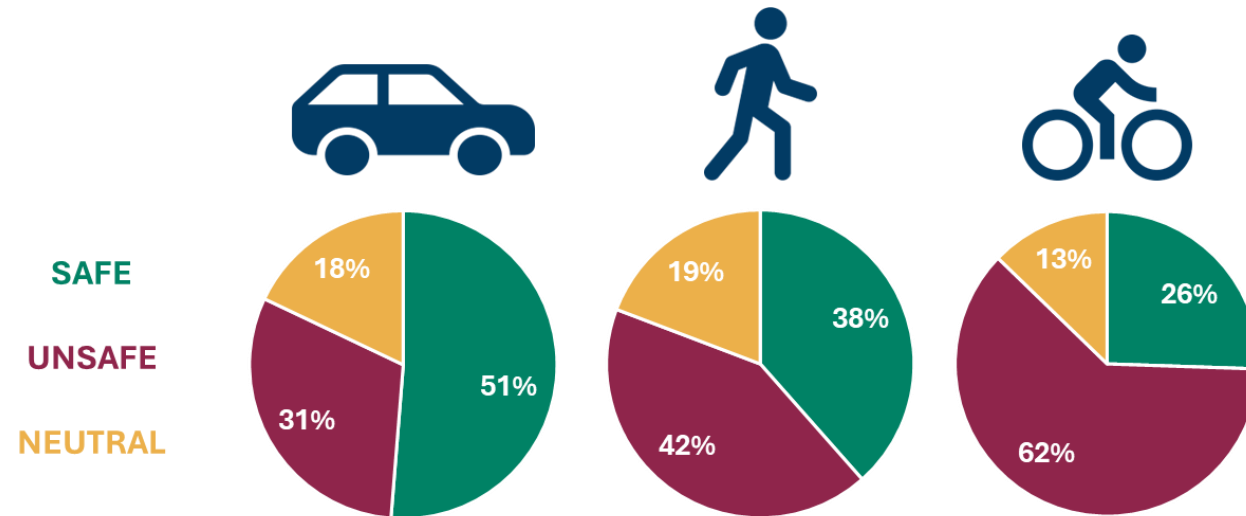
What We Heard: Superior

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



What We Heard: Superior

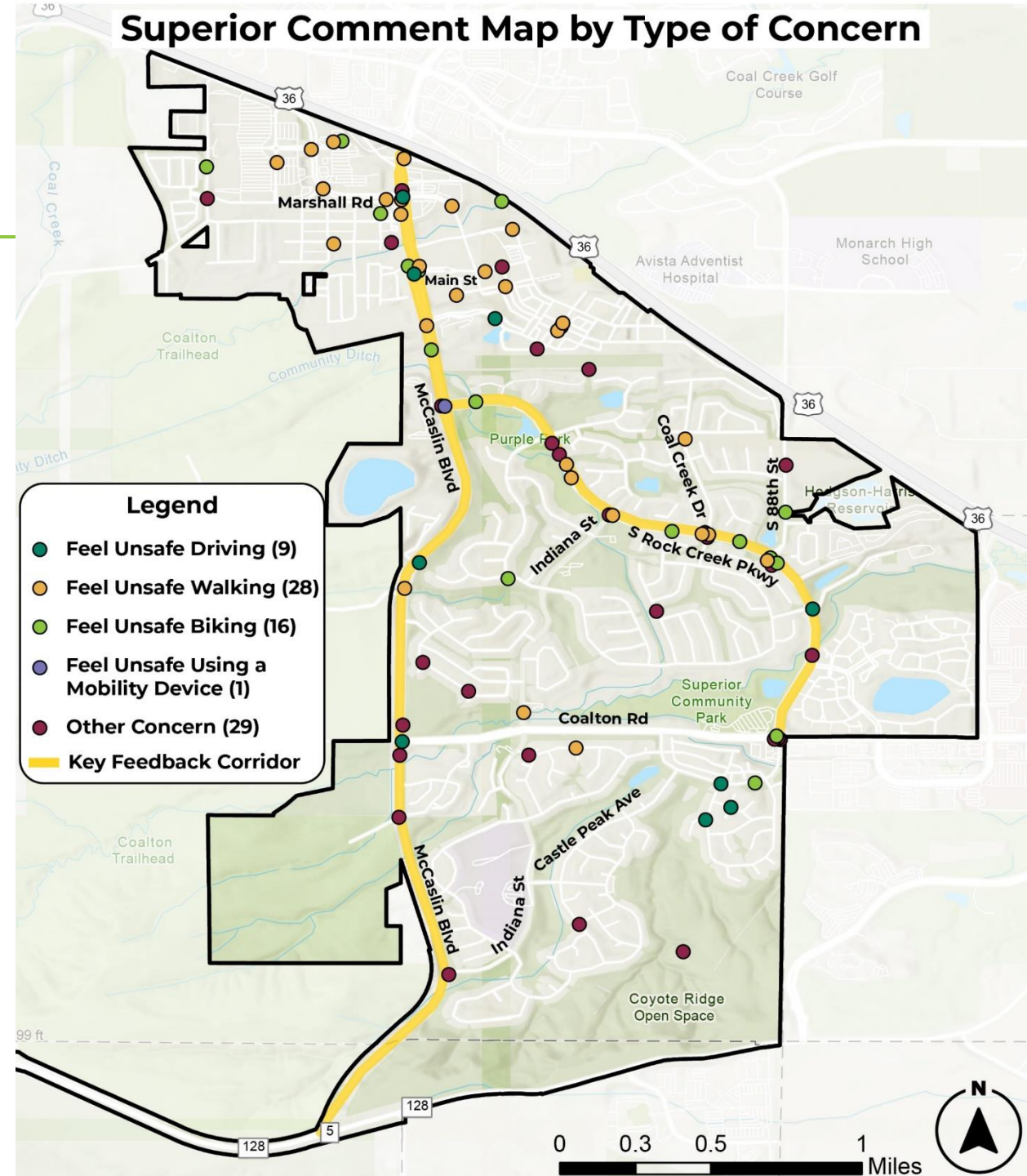
How safe do you feel traveling in Superior?



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

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

What We Heard: Superior (83 pins)



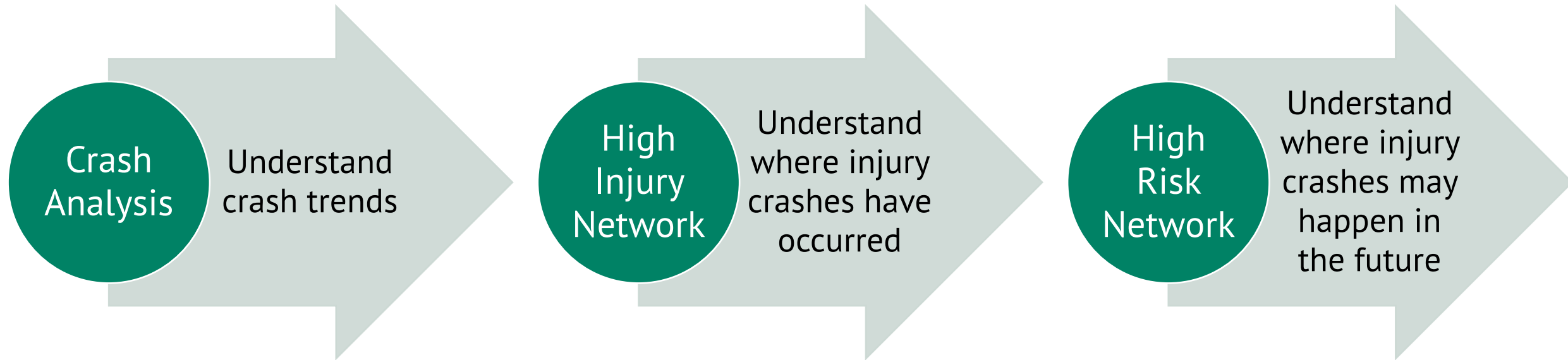
Questions?

Where We've Been: Safety Analysis



Safety Analysis Process

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



Overlay Phase 1 Community Input



HIN & HRN: What's the Difference?

High Injury Network

Addressing Crashes Today

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

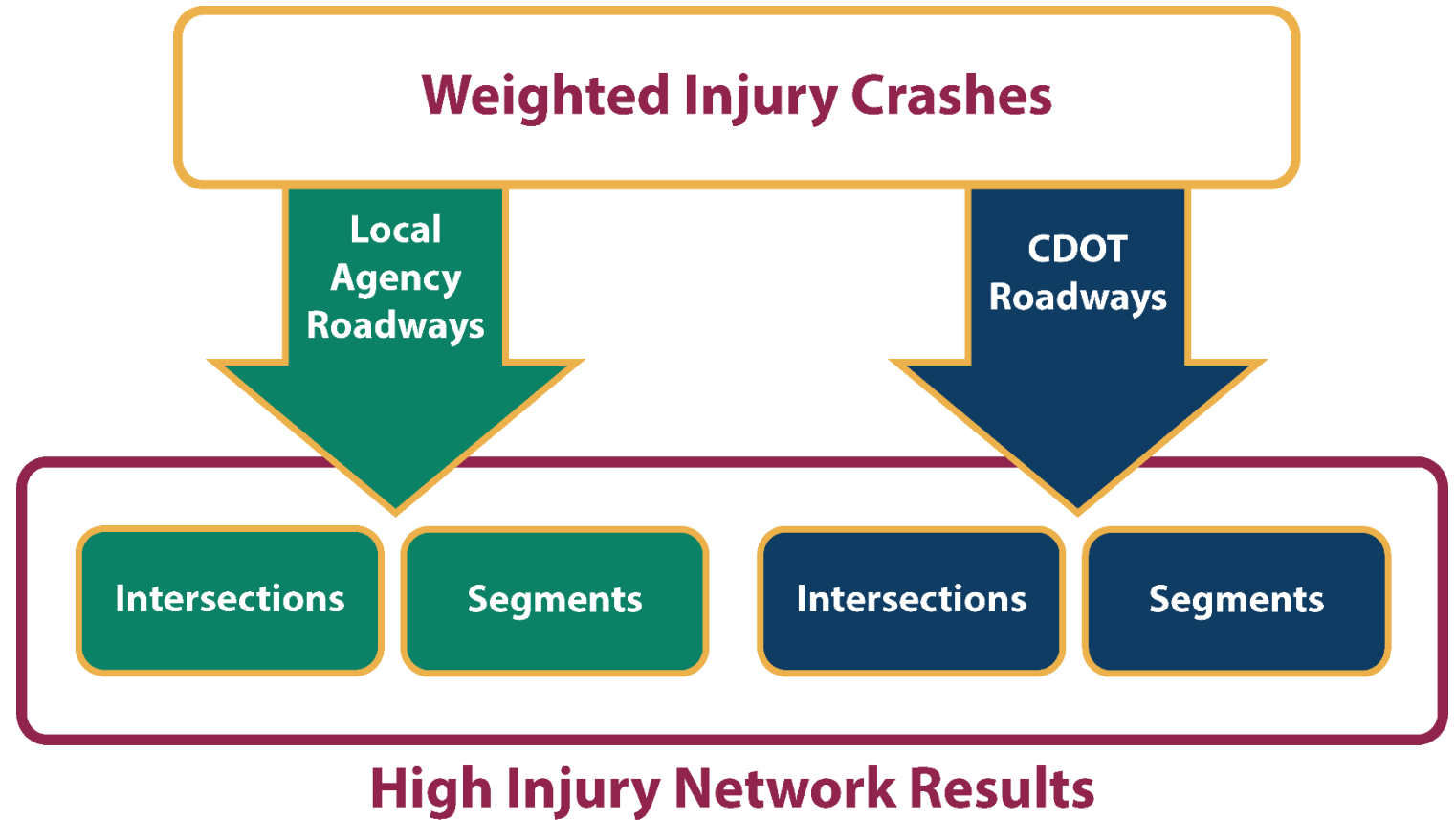
High Risk Network

Preventing Crashes Tomorrow

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

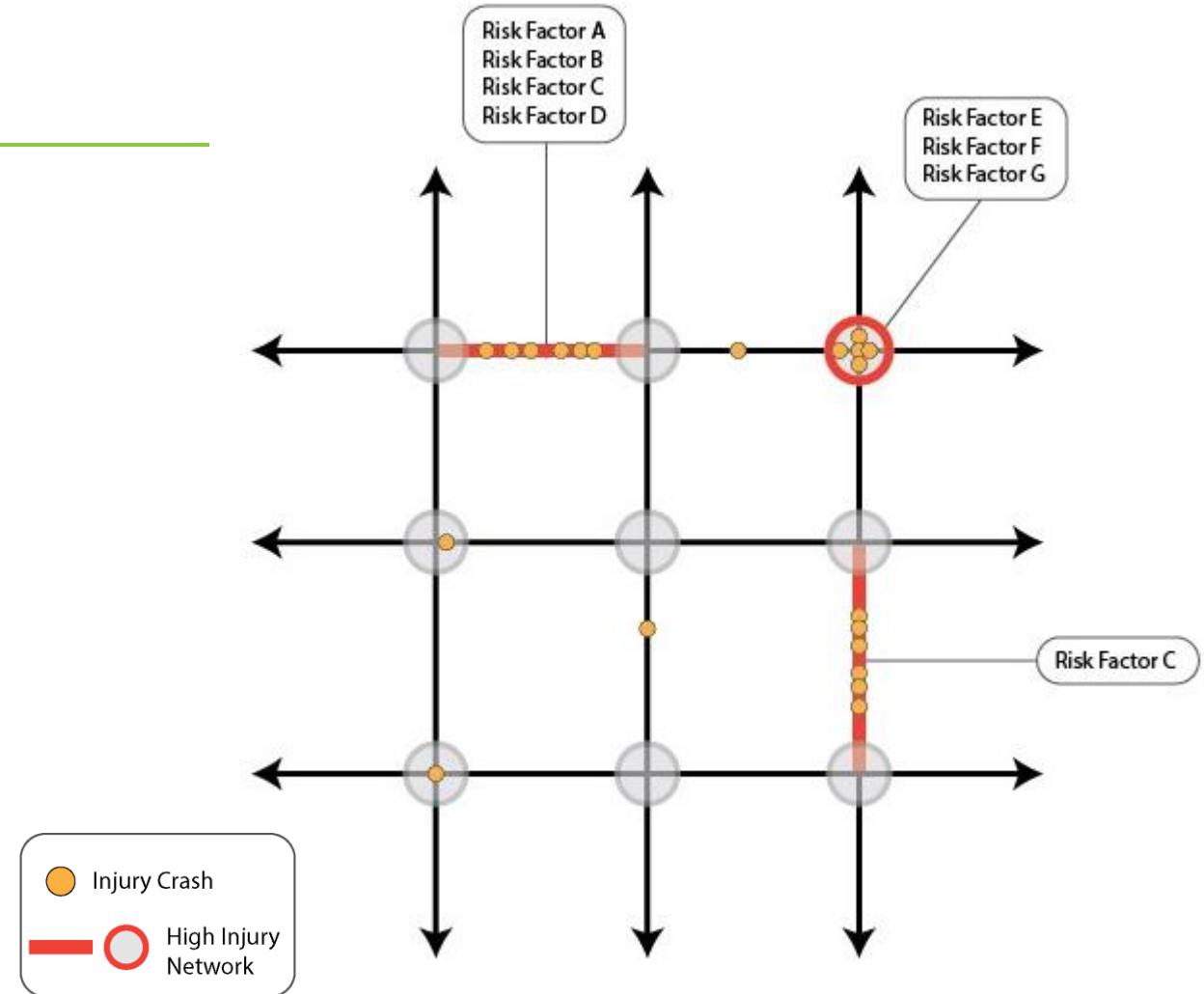
HIN Process

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



HRN Process

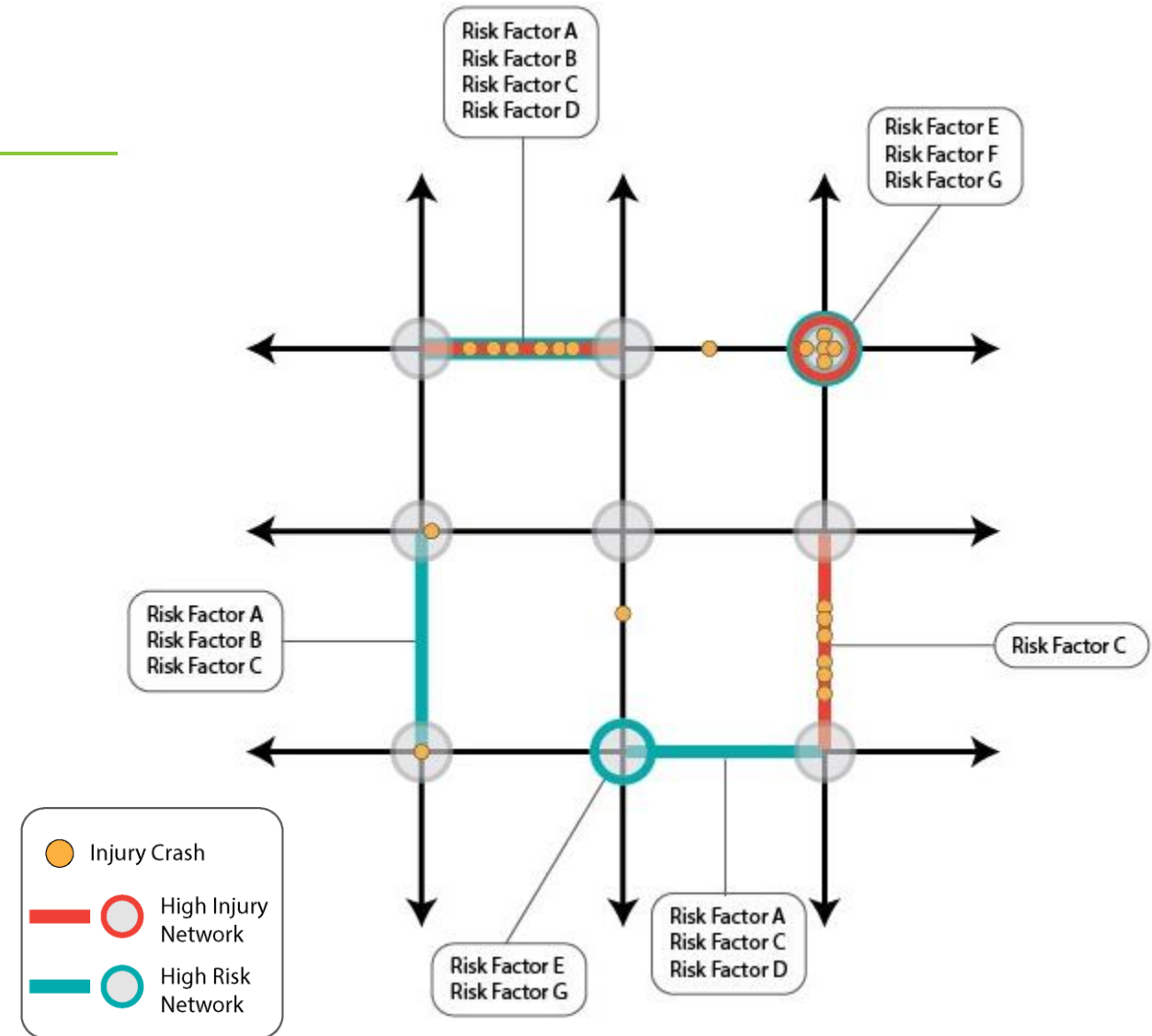
- Identified common roadway characteristics of the serious injury, fatal, and vulnerable user crashes to select risk factors



HRN Process

Example Risk Factors:

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



HRN Example



95th Street & Lookout Road
(HIN Intersection)



95th Street & Mineral Road
(Potential HRN Example)

Questions?

Boulder County: Safety Analysis



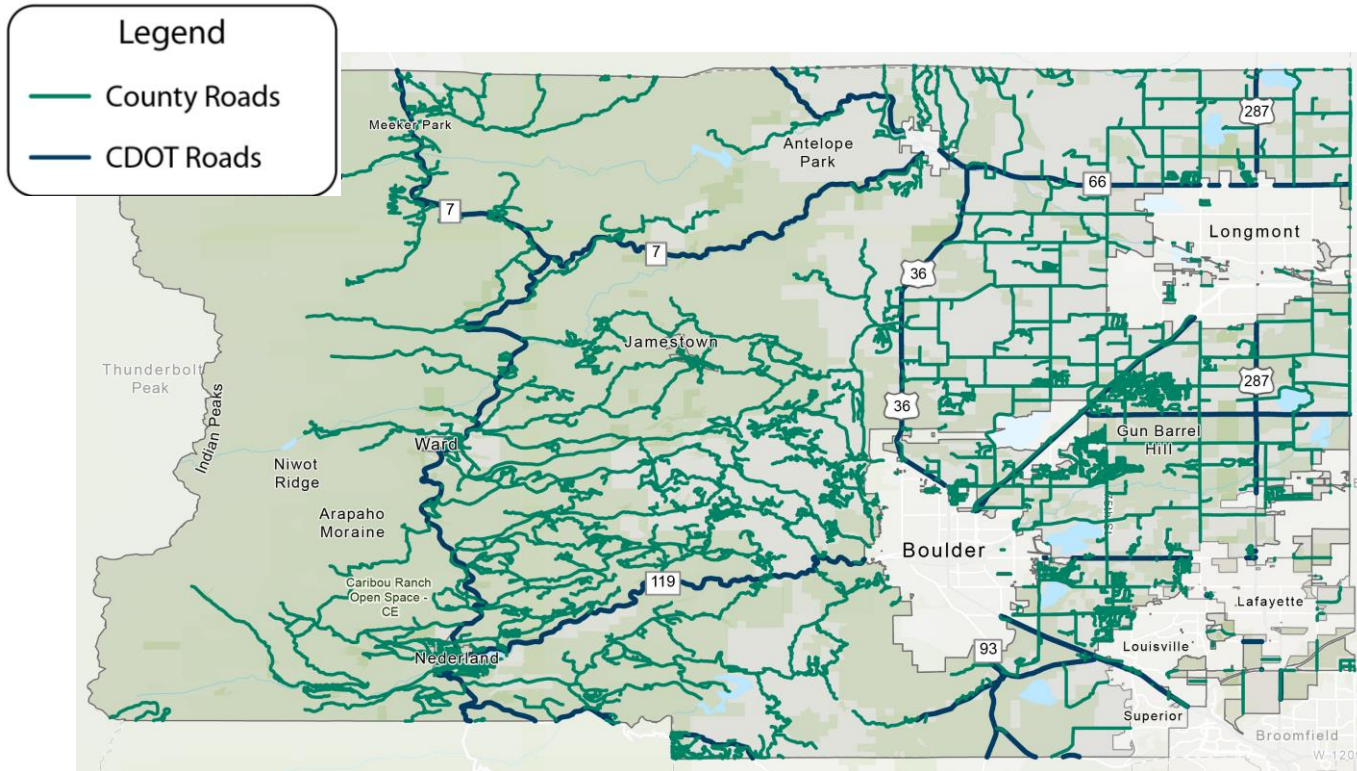
Over 10 years, **135** people died in traffic crashes in the Project Area

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

Source: Colorado Department of Transportation (CDOT) crash data



Boulder County Safety Analysis



County Roads

86% of roadway centerline miles

30% of serious injury and fatal crashes

CDOT Roads

14% of roadway centerline miles

70% of serious injury and fatal crashes



Boulder County Safety Analysis

Boulder County Roads

All Crashes



Serious Injury & Fatal Crashes



CDOT Roads

All Crashes



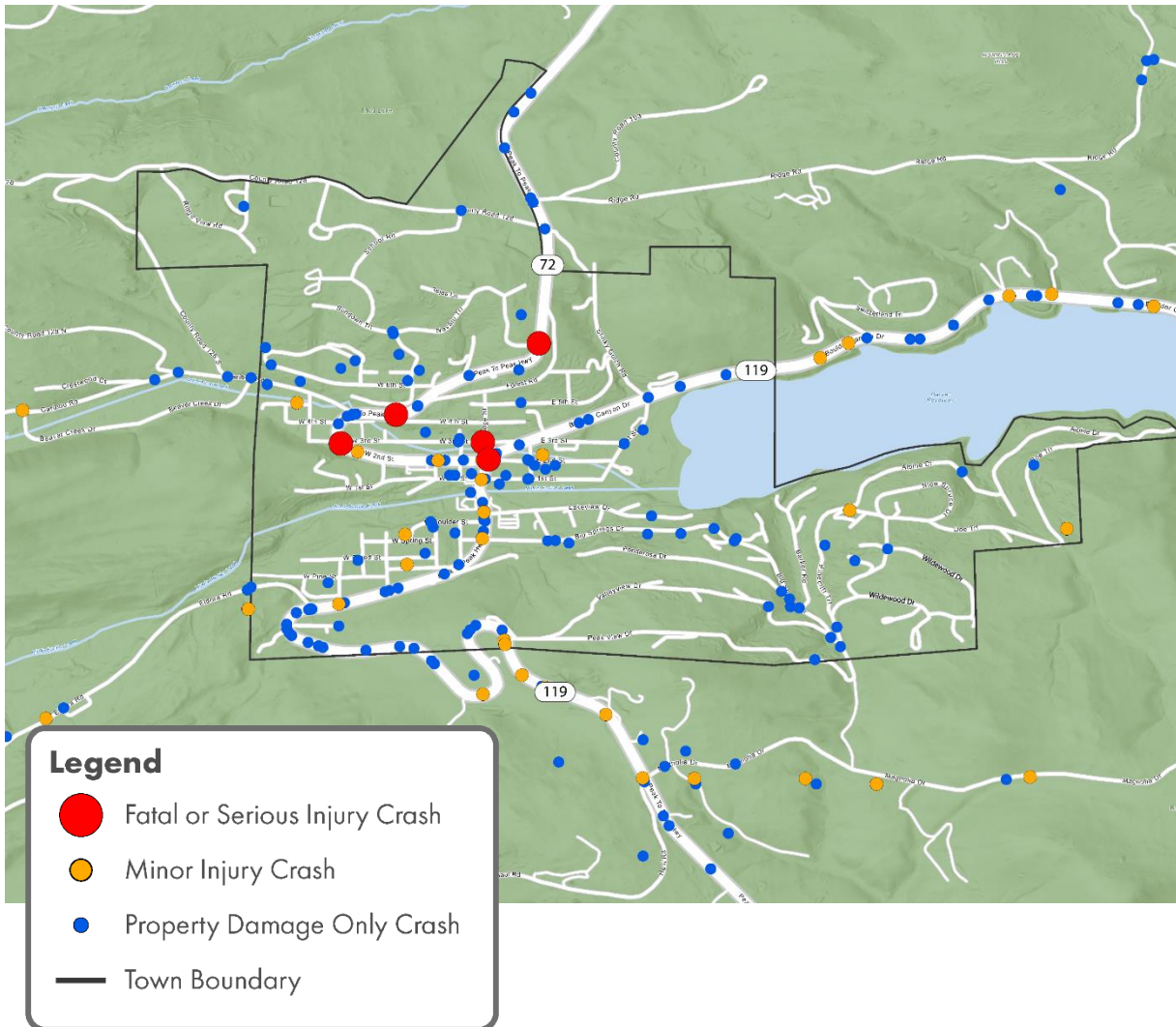
Serious Injury & Fatal Crashes



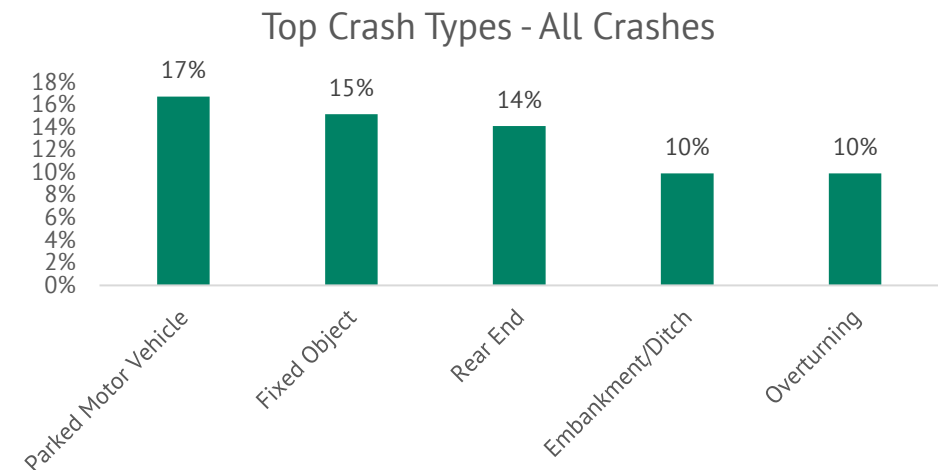
Bicycle crashes are over-represented.

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

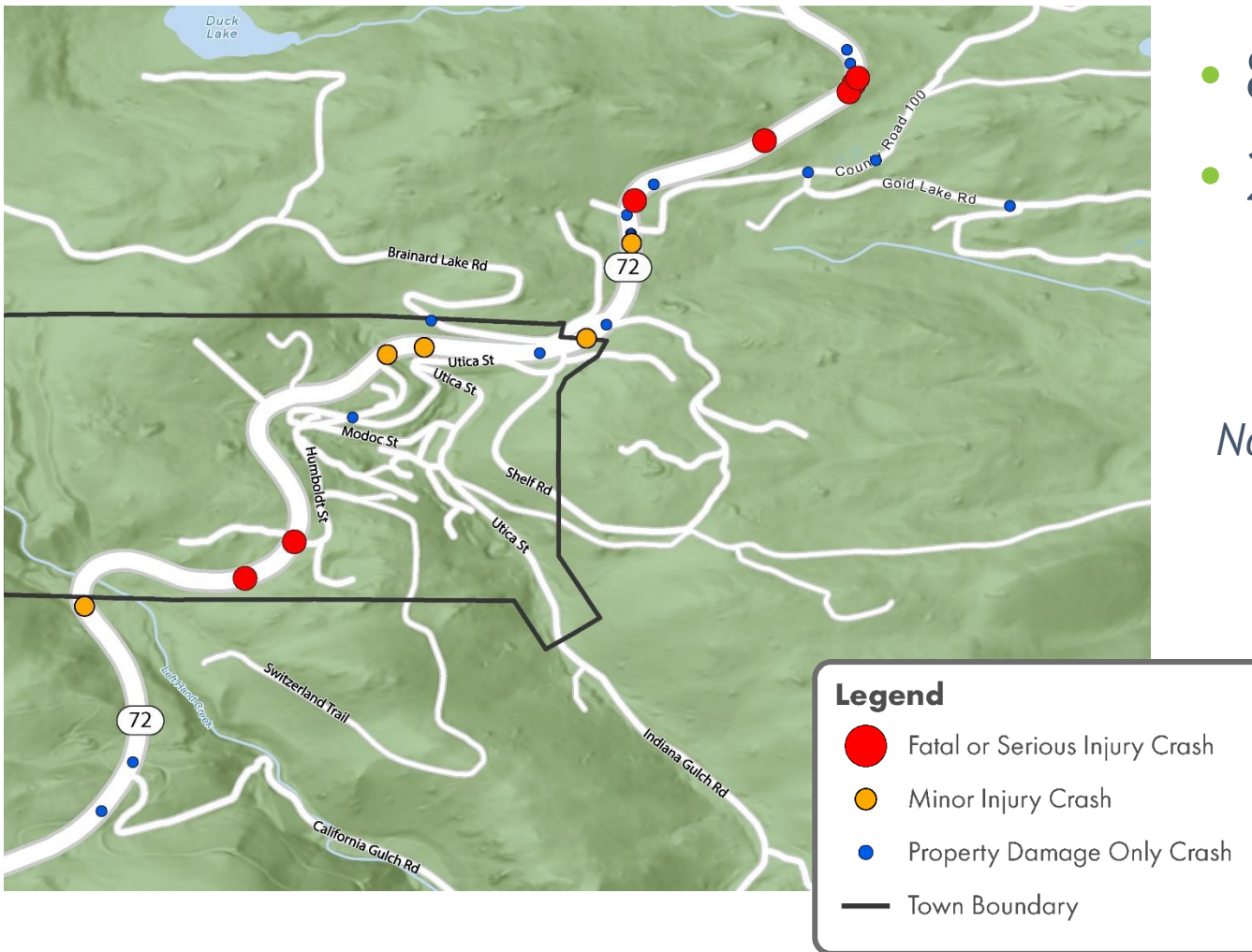
Mountain Town Zoom-in - Nederland



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



Mountain Town Zoom-in - Ward

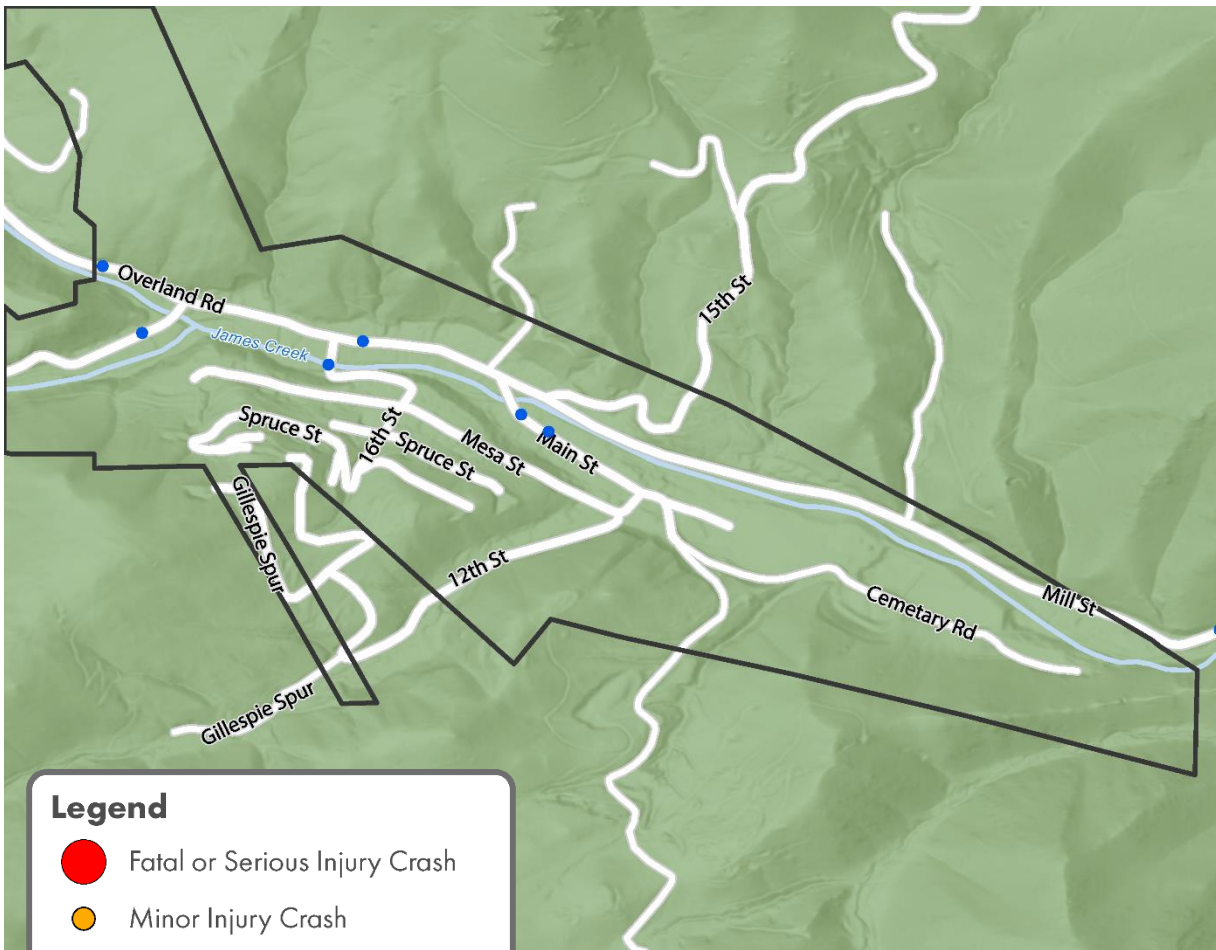


- 8 crashes
- 2 serious injury crashes:
 - Guard Rail
 - Overturning

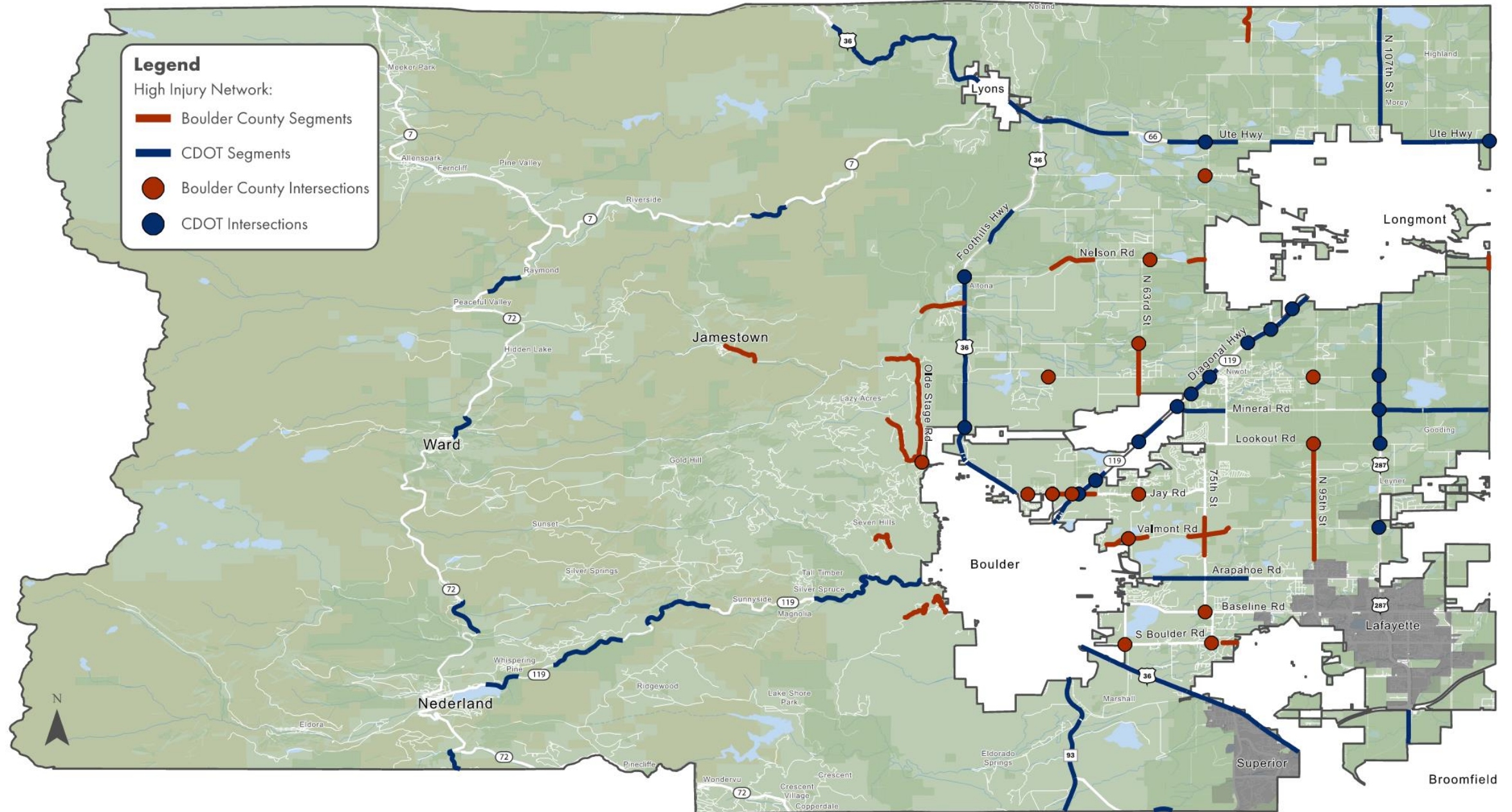
Note: Summary includes only crashes within Ward

Mountain Town Zoom-in - Jamestown

- 10 crashes
- No serious injuries or fatalities

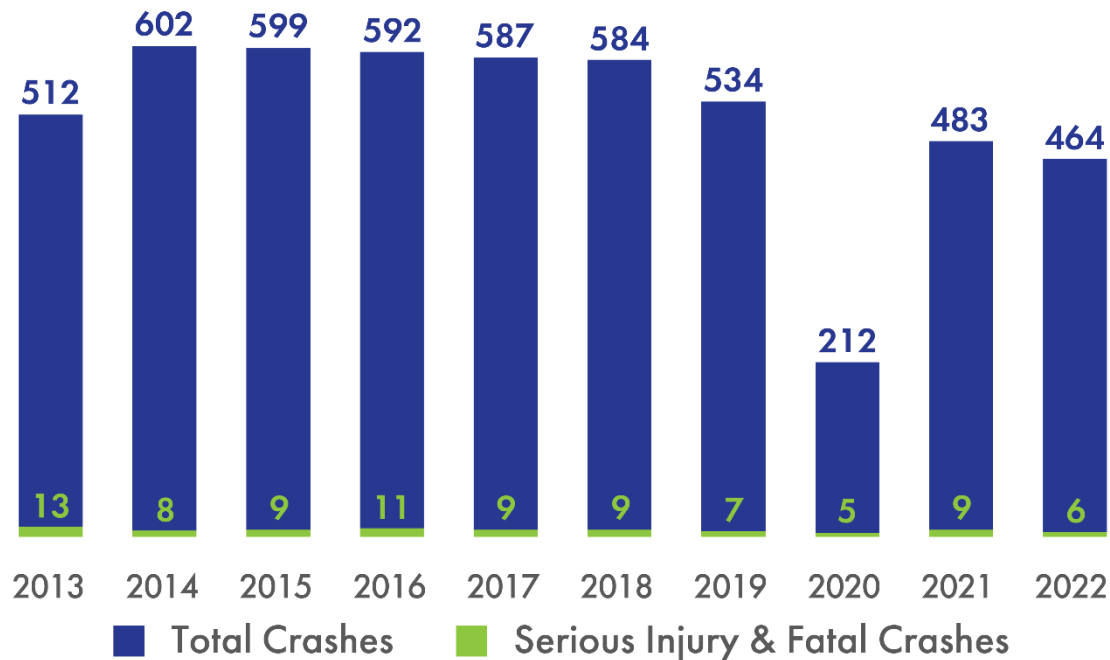


Boulder County: High Injury Network



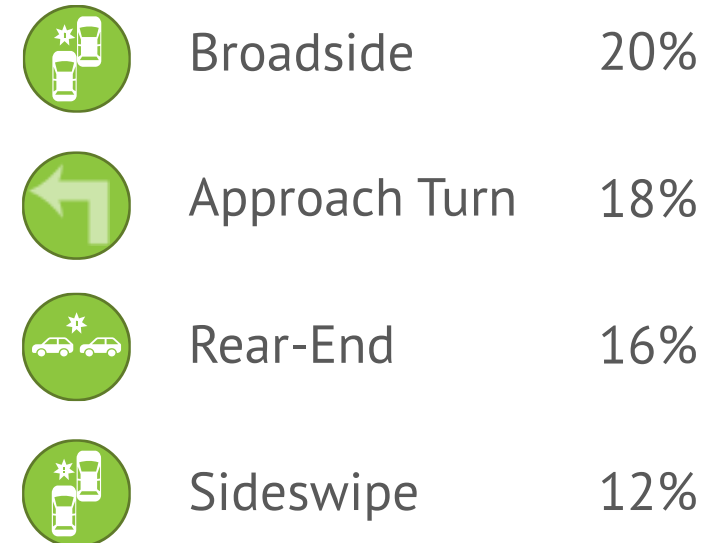
Lafayette: Safety Analysis

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



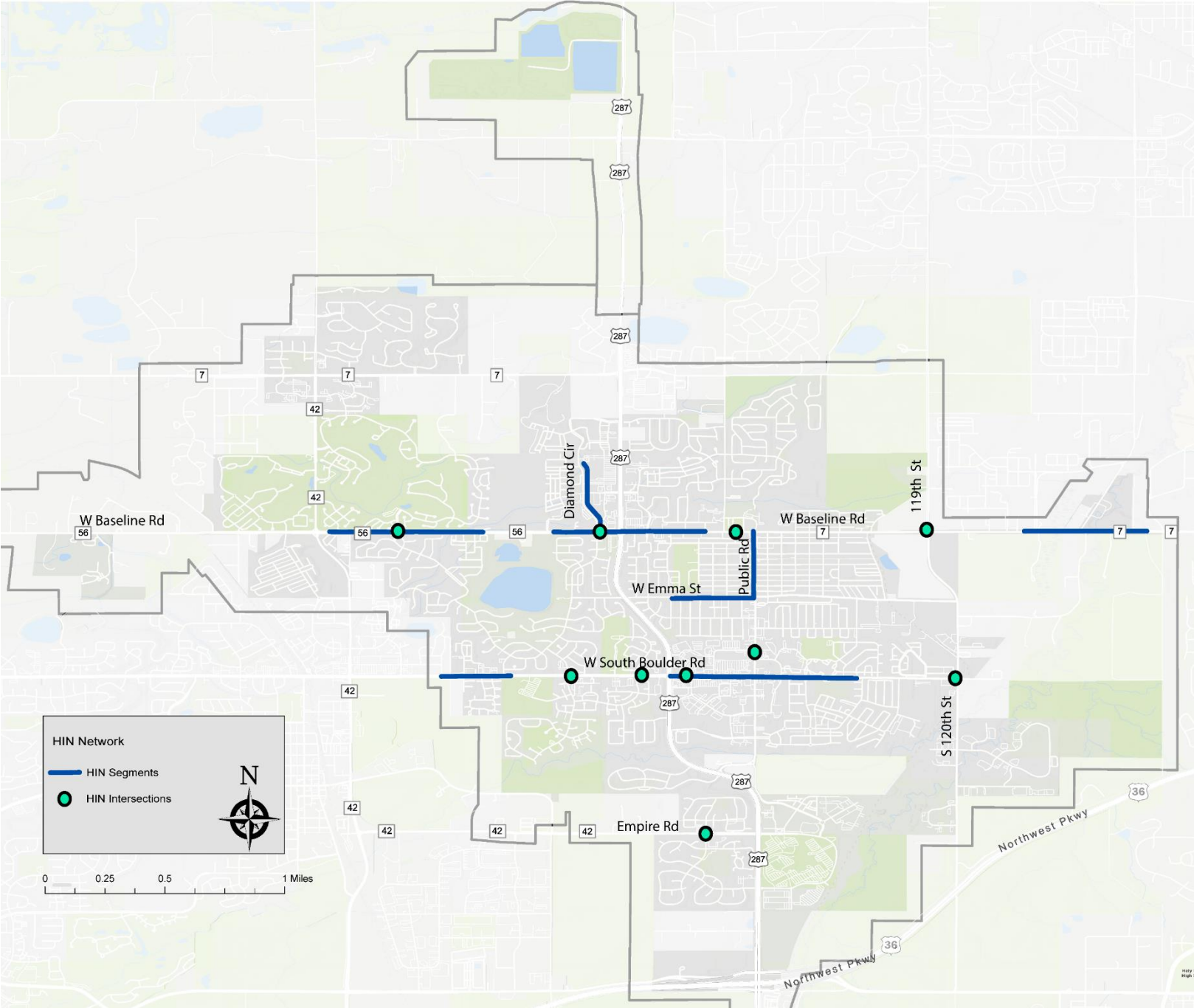
Source: Colorado Department of Transportation (CDOT) crash data

Top Four Serious Injury & Fatal Crash Types:



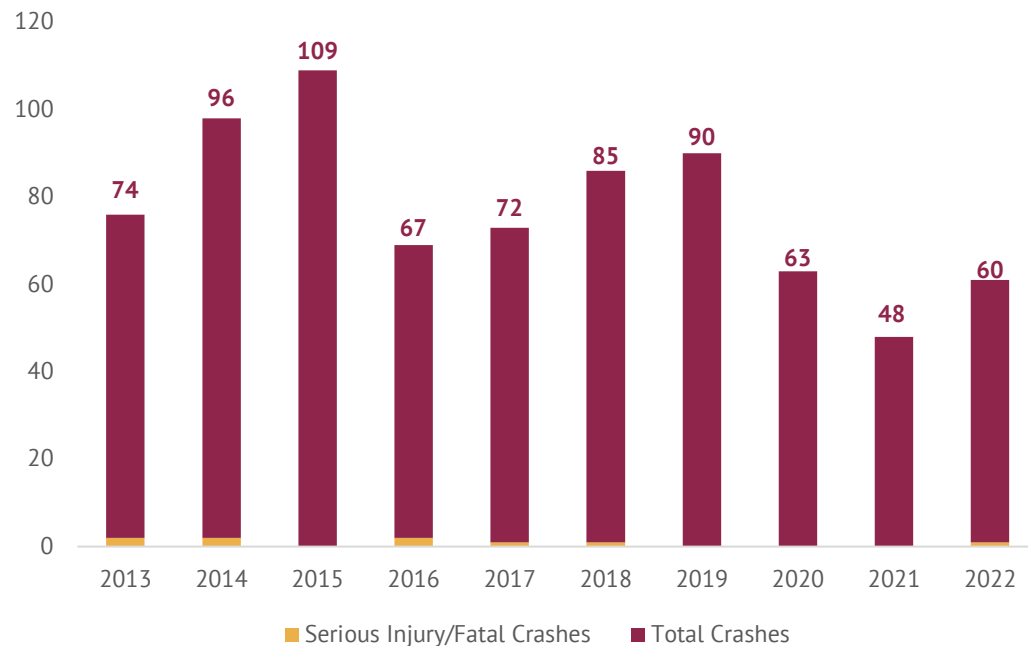
Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has remained consistent.

Lafayette: High Injury Network

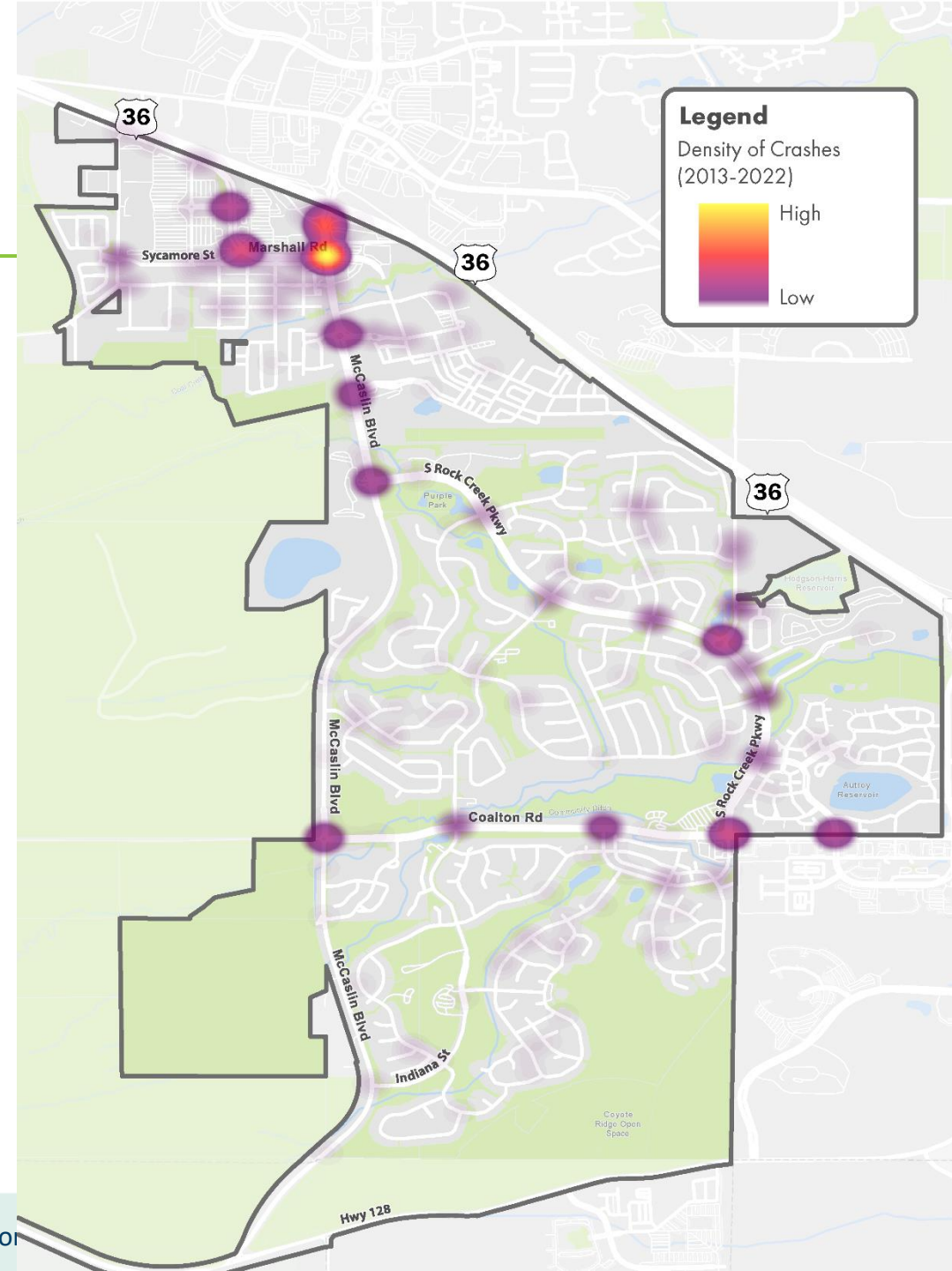


Superior: Safety Analysis

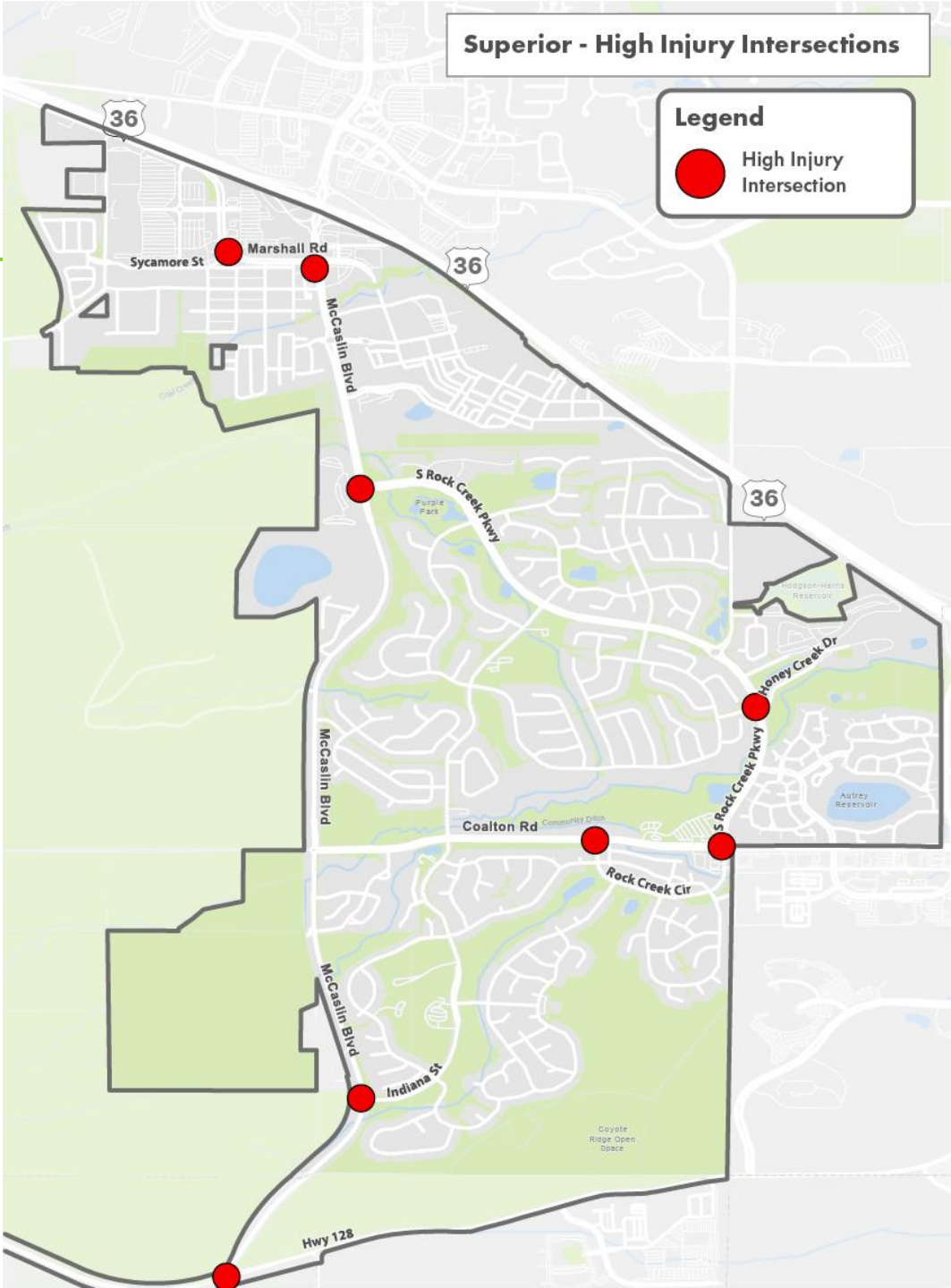
Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior



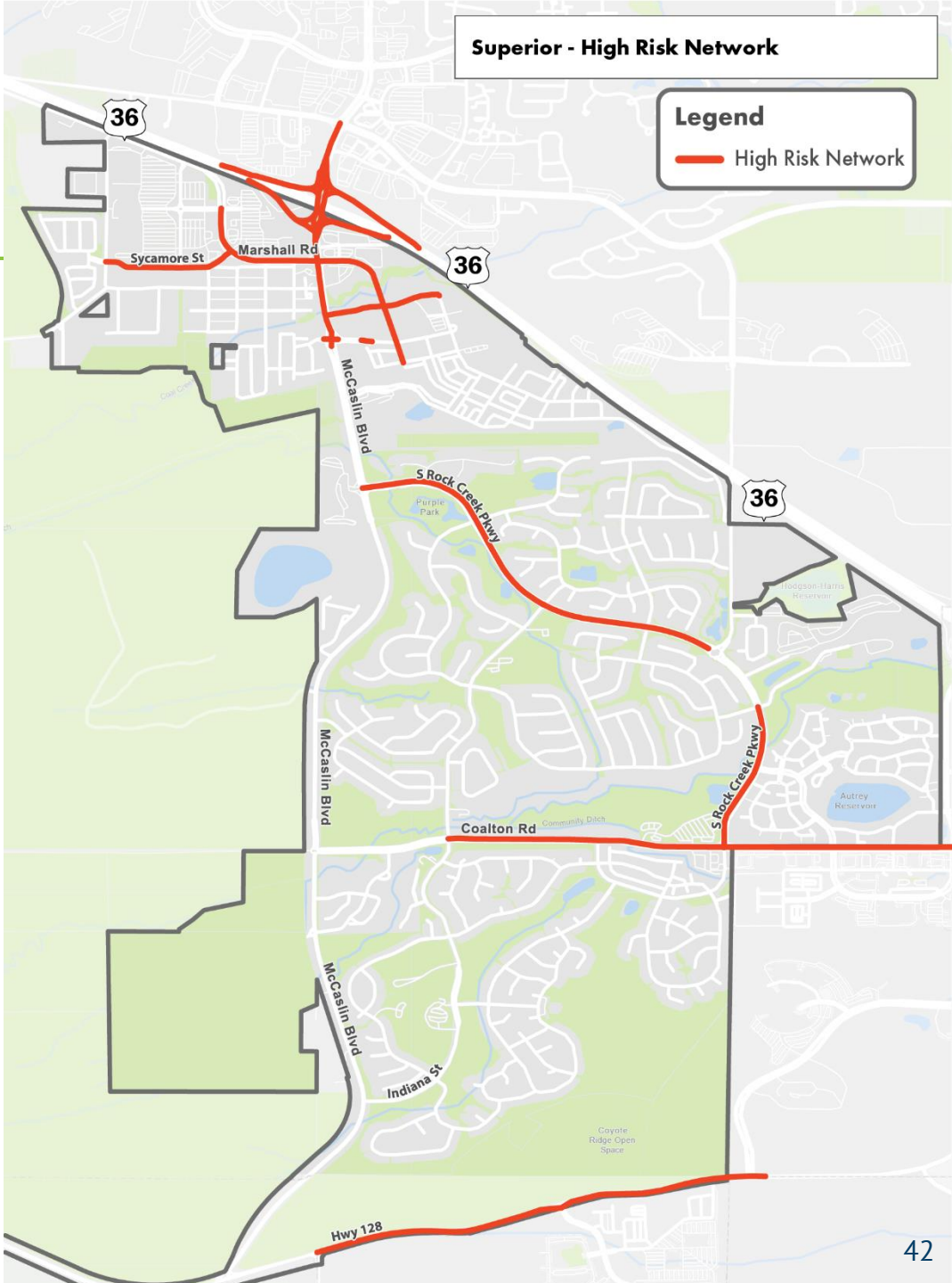
Source: Colorado Department of Transportation (CDOT) crash data



Superior: High Injury Network



Superior: High Risk Network



Discussion

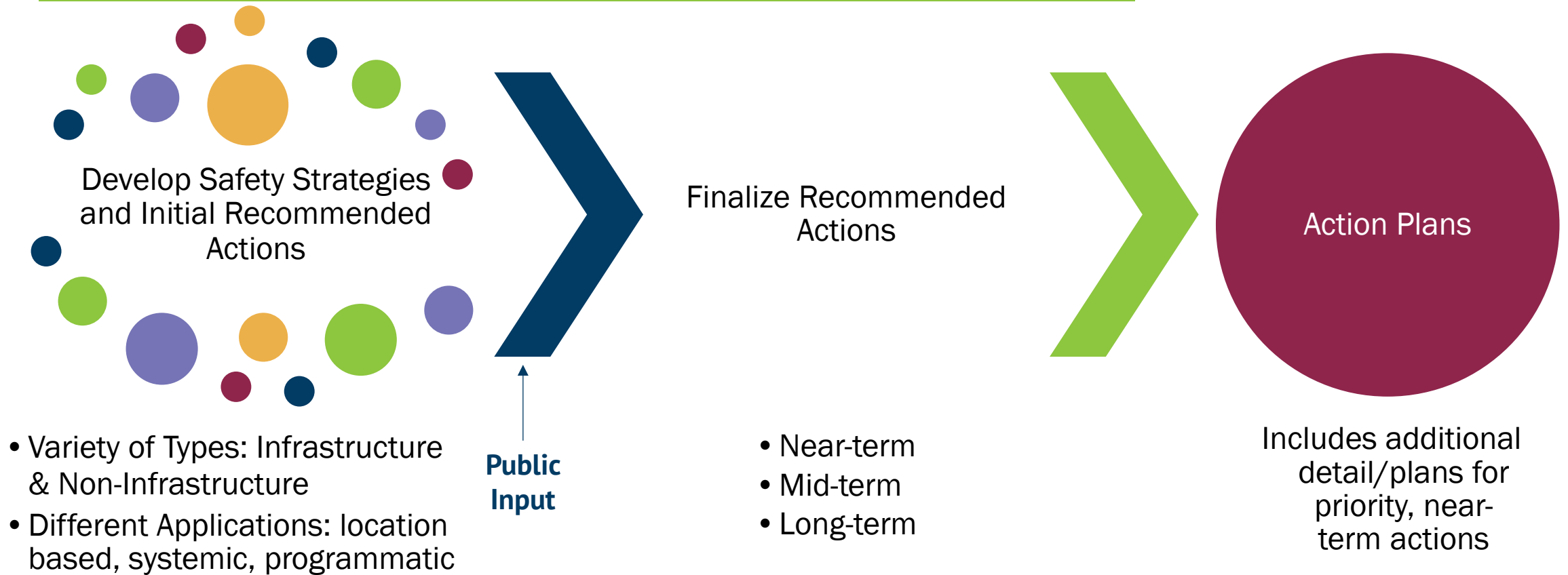
- Do the results of the crash analysis, HIN, or HRN resonate with you? Are there any that are surprising?



Where We're Going: Working Towards the Action Plans



Action Plan Development



Next Steps



How You Can Help

Actions

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

Calendar

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



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

October 30, 2024 | 10 am – 11:30 am

LOCATION: Virtual (Zoom)

Project Management Team (PMT) Members:

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

Steering Committee Members:

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

Areas with participant discussion are marked in orange text

MEETING NOTES

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

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

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

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

4. **Where We've Been: Phase 1 Community Outreach**

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

- h. What We Heard: Superior
 - 1. 78 survey responses
 - 2. 83 map pins
 - 3. 29% of survey respondents live in Superior while most respondents (67%) live elsewhere in Boulder County or in Lafayette
 - 4. 81% of respondents drive as their primary travel mode, with 13% biking, 3% walking, 3% other (electric scooter, motorcycle), and 1% taking transit
- i. What We Heard: Superior
 - 1. 7% of respondents or someone they know were involved in a crash in Superior over the last 5 years
 - 2. Very few respondents indicated that they use transit or a mobility device as their primary mode
 - 3. Driving: 51% feel safe, 31% feel unsafe, 18% feel neutral
 - 4. Walking: 38% feel safe, 42% feel unsafe, 19% feel neutral
 - 5. Biking: 26% feel safe, 62% feel unsafe, 13% feel neutral
 - 6. Heard most feedback on McCaslin Blvd and S Rock Creek Pkwy
- 5. **Where We've Been: Safety Analysis**
 - a. Safety Analysis Process
 - 1. Detailed analysis for Unincorporated Boulder County & the Mountain Towns, Lafayette, and Superior
 - 2. Analyzed 10 years of CDOT crash data (January 2013 to December 2022)
 - 3. For each study area, developing:
 - a. Crash Analysis (understand crash trends)
 - b. High Injury Network (understand where injury crashes have occurred)
 - c. High Risk Network (understand where injury crashes may happen in the future)
 - 4. Overlaying Phase 1 Community Input with this analysis to make sure we're not missing anything and to give us more context on the human behavior and human comfort
 - b. HIN & HRN: What's the Difference?
 - 1. High Injury Network: Addressing Crashes Today
 - a. Identifies locations where the top injury crashes are occurring based on historical crash data
 - 2. High Risk Network: Preventing Crashes Tomorrow
 - a. Identifies locations where there is high risk for potential crashes based on roadway characteristics
 - c. HIN Process
 - 1. Serious and fatal injury crashes weighted higher than minor injury crashes
 - a. Minor injury = 1 point; serious injury=2 points; fatal=4 points
 - 2. Local Agency roadways were analyzed separately from CDOT roadways to account for the higher number of crashes and different crash trends on DOT roadways
 - a. Thinking towards implementation and responsible parties

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

6. Q&A

- a. Matt Muir: How is this weighted against the Boulder County Transportation Master Plan? The TMP seems to predict these same conditions.
 - 1. Nikki: Bike crashes are the top serious injury and fatal crash type on County roadways. We are developing a Bike/Ped HIN, as well as including roadways with subpar bicycle facilities as a risk on the HRN.
 - 2. We will also make sure recommendations and priorities align with the TMP.
- b. Stephanie Walton: How are we factoring in future development? In the list of risk factors, are we considering facilities that accommodate older adults?
 - 1. Nikki: We are looking at destination types (libraries, senior centers, transit facilities, etc) and determining if there are trends within the crash data in proximity to these destinations to be potential risk factors. We are also considering planned or recently completed improvements when considering locations for recommended improvements.
- c. Frank Phillips: Once we have all the recommendations assembled, do we see this moving forward into a funding phase?
 - 1. Nikki: Our goal is to deliver a plan to each agency that is focused on implementation, so prioritizing actions and determining high level planning cost as well as implementation responsibility and potential funding sources.

7. Safety Findings

- a. Boulder County: Safety Analysis
 - 1. The total number of crashes has decreased in recent years (following the pandemic in 2020), but the number of serious injury and fatal crashes has remained consistent, so the percentage of these crashes has increased.
 - 2. Over 10 years, 135 people died in traffic crashes in the project area.
 - 3. County roadways make up 86% of roadway centerline miles, but only 30% of serious injury and fatal crashes. CDOT roadways make up only 14% of roadway centerline miles, but 70% of serious injury and fatal crashes.

- a. Given this distribution, the project team analyzed CDOT and county roadways separately.
4. On Boulder County roads, the top crash types were fixed object, rear-end, and overturning. However, the top serious injury and fatal crash types were bicycle, fixed object, and overturning. The disproportionate amount of serious injury and fatal bicycle crashes compared to all crashes emphasizes the vulnerability of this road user.
5. On CDOT roads, the top crash types were rear-end, fixed object, and sideswipe. The top serious injury and fatal crash types were overturning, head-on, and broadside. Rear-end crashes are common, but they are less likely to result in serious injury and fatality.
- b. Mountain Town Zoom-in – Nederland
 1. 191 crashes occurred within the Nederland boundary, including 5 serious injury and fatal crashes consisting of:
 - a. 1 broadside crash
 - b. 1 pedestrian crash
 - c. 2 head-on crashes (1 fatal involving motorcycle)
 - d. 1 fixed object crash
 2. The top crash types in Nederland were Parked motor Vehicle, Fixed Object, Rear End, Embankment/Ditch, and Overturning.
- c. Mountain Town Zoom-in – Ward
 1. 8 crashes occurred within the Ward boundary, including 2 serious injury crashes consisting of
 - a. 1 guard rail crash
 - b. 1 overturning crash
- d. Mountain Town Zoom-in – Jamestown
 1. 10 crashes occurred within the Jamestown boundary, with no serious injuries or fatalities.
- e. Boulder County: High Injury Network (HIN)
 1. The HIN consists of segments and intersections broken down into county and CDOT-owned roadways with the highest concentrations of injury crashes
 2. Splitting out county-owned roadways allows us to identify segments with a high concentration of injury crashes compared to other county roadways, without being skewed by the proportionally higher CDOT roadways
- f. Lafayette: Safety Analysis
 1. Similarly to Boulder County, total crashes have declined in the past few years, but the number of serious injury and fatal crashes has remained consistent.
 2. Over 10 years, there were 67 serious injury crashes and 19 fatal crashes in Lafayette.
 3. The top serious injury and fatal crash types in Lafayette were broadside, approach turn, rear-end, and sideswipe.

- g. Lafayette: High Injury Network (HIN)
 - 1. The HIN consists of the segments and intersections with the highest concentrations of injury crashes. Some state highways (US 287, Arapahoe w/o US 287, 95th St s/o Arapahoe Road) were removed from the analysis due to having recently completed planning studies, with a desire to have a complete sense of where the most impact can be had on areas that haven't been studied yet
- h. Superior: Safety Analysis
 - 1. Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior (which occurred on Hwy 128).
 - 2. The majority of crashes occurred at intersections, with a hotspot of crashes at McCaslin and Marshall.
 - 3. Due to this concentration of crashes at intersections and the lack of concentrated injury crashes on segments, the High Injury Network consists only of intersections.
 - 4. The High Risk Network was developed using known risk factors such as speed limit and number of lanes. High risk segments appear around the US 36 interchange, as well as along Rock Creek Pkwy, Coalton, and Hwy 128.
- 8. **Discussion: Do the results of the crash analysis, HIN, or HRN resonate with you? Are there any that are surprising?**
 - a. Stephanie Walton: Is there any way to break out how roadways or transportation infrastructure is being used for recreation versus commuting/non-recreation?
 - 1. Nikki: One thing might be able to do is look at where bicycle/pedestrian crashes are occurring, such as trail crossings, to try and determine trip purpose.
 - 2. Alexandra: What is the purpose of breaking down the data that way?
 - a. Stephanie: assumptions and priority of investment might be different
 - 3. Katrina Harms: Agree with Stephanie about difference between work and recreation, especially for communities like Nederland and Ward that experience high volumes of tourists in the summertime.
 - 4. Michelle: Lafayette has had some conversations about using Strava data to determine locations of recreation rides, but there is concern that it may not be equitable. Also, can consider looking at exposure during peak commuting times.
 - 5. Krista: Wary of the danger of diving into recreation vs commuters, given that this is data we don't have and may not need. Is this data relevant for other things, such as when people are traveling? We could get this data from counts. Caution against going down that rabbit hole unless we have a better clearer reason for it. Would also like to hear more about the bike crashes as we dive into it and have maps for that specifically.
 - a. Nikki: As part of our crash analysis we are looking at a variety of factors, which includes time of day and day of week, so can potentially break

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

- b. Nikki: We are working on developing a bike/ped specific HIN for Boulder County, as well as diving into the locations with bike/ped crashes in Lafayette and Superior.
- b. Rachel: There are places on Strava that are hot and are used a lot, which introduces potential for collisions. There are also areas that show up as gaps where there is no one riding, which can be used of evidence of where areas do not feel safe. Is the project team looking at that?
 - 1. Nikki: We haven't specifically driven into the Strava data, but if we do go down that path it would be a combination of looking at hotspots and gaps to understand the whole picture.
 - 2. Liv: Community input was specifically about where people don't feel safe, so we do have input from the community about where people don't feel safe biking and why, which we can use to fill in the gaps of the crash data.
- c. Krista: Wanted to mention project by Portland State University, which fused Strava data with the bicycle counts provided by Boulder County, so we have an estimate across the County to try to overcome some of the bias inherent with the Strava data. It is the researchers' best estimate of where bicyclists are traveling across the County.
 - 1. https://nitc.trec.pdx.edu/research/project/1269/Exploring_Data_Fusion_Techniques_to_Estimate_Network-Wide_Bicycle_Volumes
 - 2. <https://jbroachpdx-map-share.nextgis.com/resource/21/display?panel=none>

9. Where We're Going: Working Towards the Action Plans

- a. Action Plan Development
 - 1. Develop Safety Strategies and Initial Recommended Actions
 - a. Variety of Types: Infrastructure & Non-Infrastructure
 - b. Different Applications: Location based, systemic, programmatic
 - 2. Public Input
 - 3. Finalize Recommended Actions
 - a. Near Term
 - b. Mid Term
 - c. Long Term
 - 4. Action Plans
 - a. Includes additional detail/plans for priority, near-term actions

10. Next Steps

- a. Actions
 - 1. Upcoming Phase 2 Outreach
 - a. Goal: Present initial recommended actions to community
 - 2. Promote public engagement events, website, and survey
 - 3. Attend/participate
 - 4. Do you know of upcoming events that can help promote this outreach?

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

Boulder County Vision Zero Action Plan

Steering Committee December 2024 Update



Project Overview: Create Vision Zero Action Plans for Boulder County, Lafayette, and Superior to address roadway safety, with a Vision Zero goal of eliminating all traffic fatalities and serious injuries by 2035.

Study Area^{*}:






The Boulder County plan includes county roads and Colorado Department of Transportation (CDOT) highways in unincorporated Boulder County and in the mountain towns of Jamestown, Nederland, and Ward.

Community Input Summary:

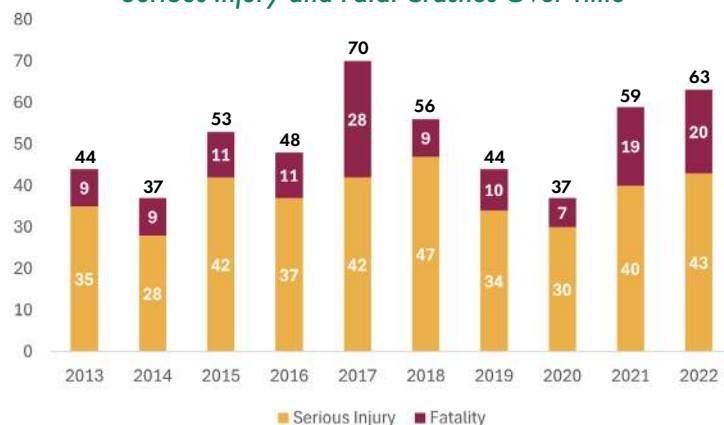
Top concerns that emerged from a community survey (Summer 2024):

- Lack of infrastructure for cyclists and pedestrians
- Speeding and reckless driving
- Dangerous intersections

Safety Analysis Findings:

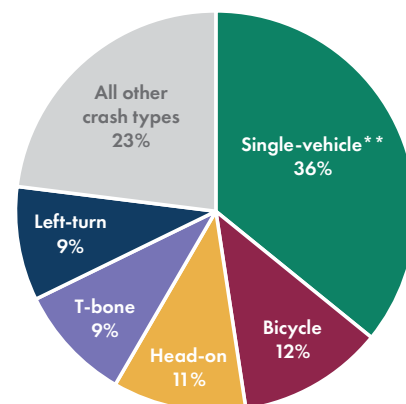
- Over the ten-year analysis period (2013 – 2022), 125 people died in traffic crashes, and the **number of serious injury and fatal crashes has fluctuated and has been increasing since 2020.**
- **Top crash types** include:
 -  Single-vehicle crashes^{**}
 -  Crashes involving bicyclists
 -  Head-on crashes
 -  T-bone crashes
 -  Left-turn crashes
- **Speeding makes all of the above crash types more likely and more severe.**
- A **high-injury network (HIN)** based on historical crash data has been identified that includes **7% of the centerline miles** but accounts for **66% of the serious injury and fatal crashes**. Safety improvements will be focused on the HIN (see next page for map).

Serious Injury and Fatal Crashes Over Time



Top Serious Injury and Fatal Crash Types

The top five serious injury and fatal crash types account for 77% of the serious injury and fatal crashes.



^{*}Lafayette and Superior Vision Zero Action Plan updates are covered in separate documents.

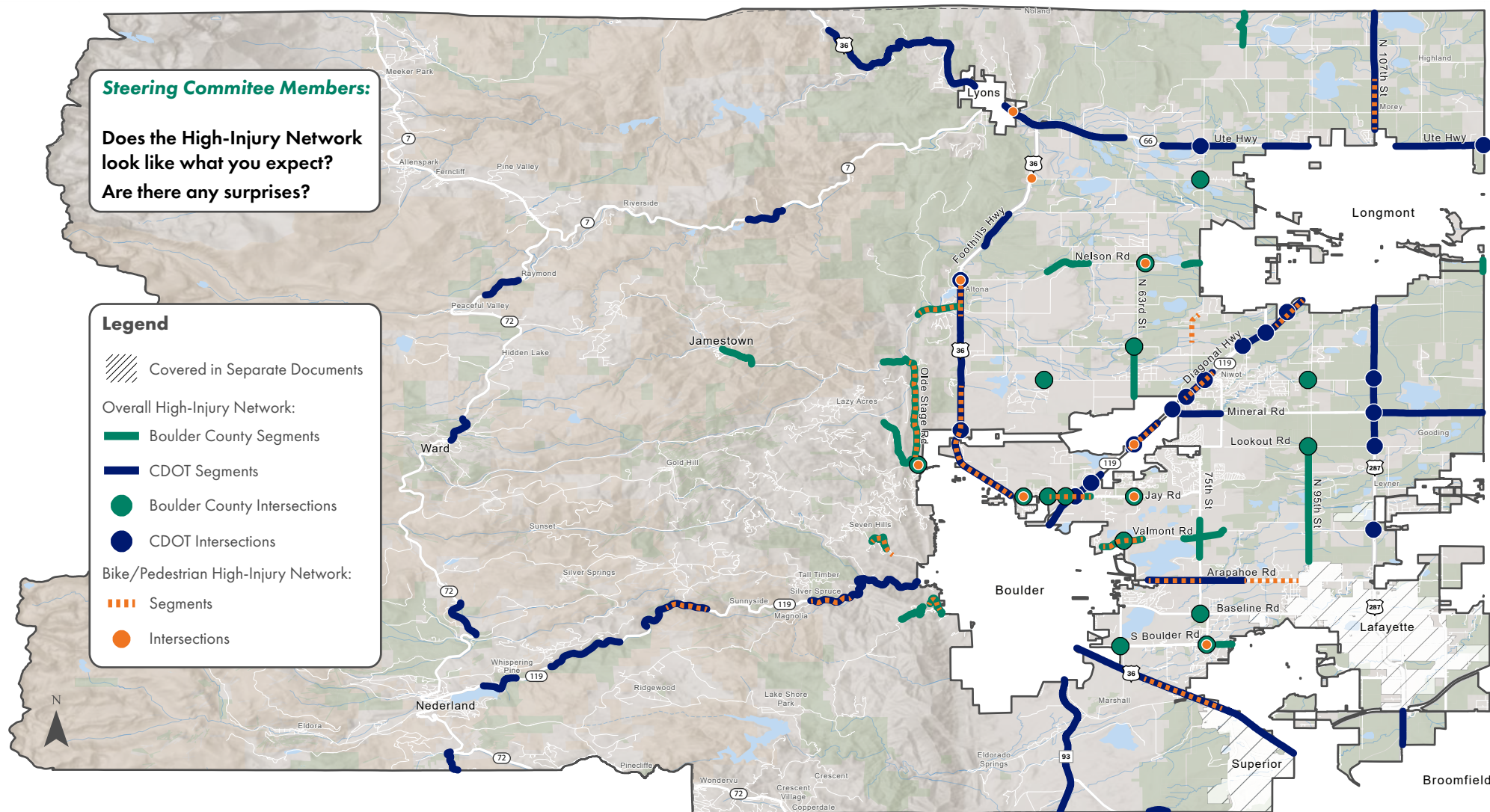
^{**}Examples of single-vehicle crashes include departing the road, colliding with fixed objects, collisions with animals, and overturning vehicles.

Boulder County Vision Zero Action Plan

Steering Committee December 2024 Update



Draft High-Injury Network for Steering Committee Review - December 2024



Boulder County Vision Zero Action Plan

Steering Committee December 2024 Update

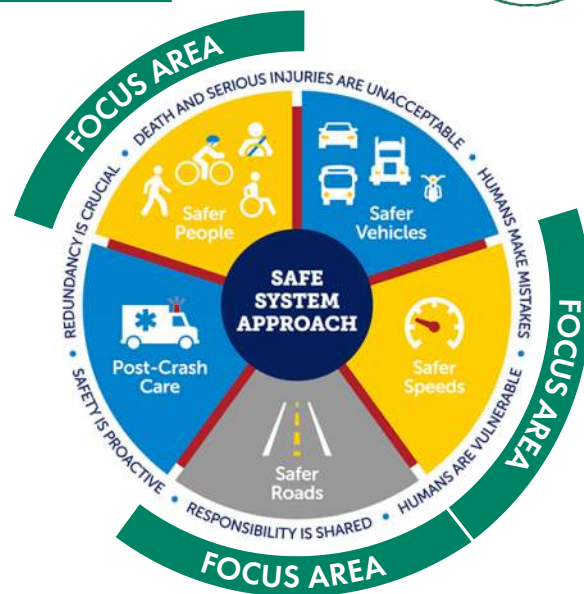


Recommended Actions:

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

- Safer Roads
- Safer Speeds
- Safer People

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



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

Focus Area	Action	Type
Safe Roads	Add rumble strips to 'Example Corridor' from 'Street A' to 'Street B'	Engineering
	Update 'Example Intersection' to protected left-turn phasing during the AM and PM peak periods	Engineering
Safe Speeds	Pilot automated enforcement, such as red-light cameras and speed cameras	Enforcement
Safe People	Implement targeted education campaigns that align with "back-to-school" to raise awareness of increased school-aged children traveling on the roadways	Education
	Implement targeted education campaigns about driving under the influence	Education
All	Create a public-facing annual report that tracks the Boulder County Vision Zero Action Plan progress	Evaluation

Next Steps:

- Q4 2024-Q1 2025: **Participate in and help promote the next round of community outreach.** Stay tuned for more details!
- Q1 2025: Steering Committee meeting to discuss draft recommended actions; Draft Action Plan available for review
- Q2 2025: Final Action Plan

Appendix B: Pop-up Materials


Boulder County Vision Zero Action Plan



Vision Zero Action Plans (VZAPs) identify specific, prioritized strategies to comprehensively improve transportation safety for all roadway users with the goal of eliminating serious and fatal traffic crashes. **The vision is zero traffic deaths.**

Boulder County, along with the City of Lafayette, and the Town of Superior are all working on VZAPs funded through a single federal grant. The project started in spring 2024 and is expected to wrap up in summer 2025. The first step was to analyze historic and potential crash activity on roadways and to gather community input about perceptions of roadway safety.

We've drafted solutions for improving traffic safety through Boulder County's Vision Zero Action Plan, and we need your feedback! Help us prioritize solutions to make our streets safer for everyone!



**Your Feedback
=
Safer Streets**

**Visit the project
website to learn more
and take our survey
by March 2, 2025!**



boco.org/VisionZeroActionPlan

Condado de Boulder Plan de Acción de *Vision Zero*



Los Planes de Acción Visión Cero (VZAP, por sus siglas en inglés) identifican estrategias específicas y priorizadas para mejorar de manera integral la seguridad del transporte para todos los usuarios de las carreteras, con el objetivo de eliminar los accidentes de tráfico graves y fatales. La visión o meta es reducir a cero las muertes por accidentes de tráfico.

El condado de Boulder, junto con la ciudad de Lafayette y la ciudad de Superior están trabajando en VZAP, financiados a través de una sola subvención federal. El proyecto comenzó en la primavera de 2024 y se espera que concluya en el verano de 2025. El primer paso fue analizar la actividad histórica y potencial de accidentes en las carreteras, y recopilar las opiniones de la comunidad sobre las percepciones de seguridad vial.

Hemos elaborado soluciones para mejorar la seguridad vial a través del Plan de Acción *Vision Zero* del Condado de Boulder, ¡y necesitamos su opinión! Ayúdenos a priorizar soluciones para hacer que nuestras calles sean más seguras para todos.



Visite el sitio web del proyecto para obtener más información y completar nuestra encuesta antes del **Marzo 2, 2025!**



boco.org/VisionZeroActionPlan

Boulder County Vision Zero Action Plan



Vision Zero Action Plans (VZAPs) identify specific, prioritized strategies to comprehensively improve transportation safety for all roadway users with the goal of eliminating serious and fatal traffic crashes. **The vision is zero traffic deaths.**

Boulder County, along with the City of Lafayette, and the Town of Superior are all working on VZAPs funded through a single federal grant. The project started in spring 2024 and is expected to wrap up in summer 2025. The first step was to analyze historic and potential crash activity on roadways and to gather community input about perceptions of roadway safety.

Learn More About the Plan:



boco.org/VisionZeroActionPlan






Traffic Safety Analysis

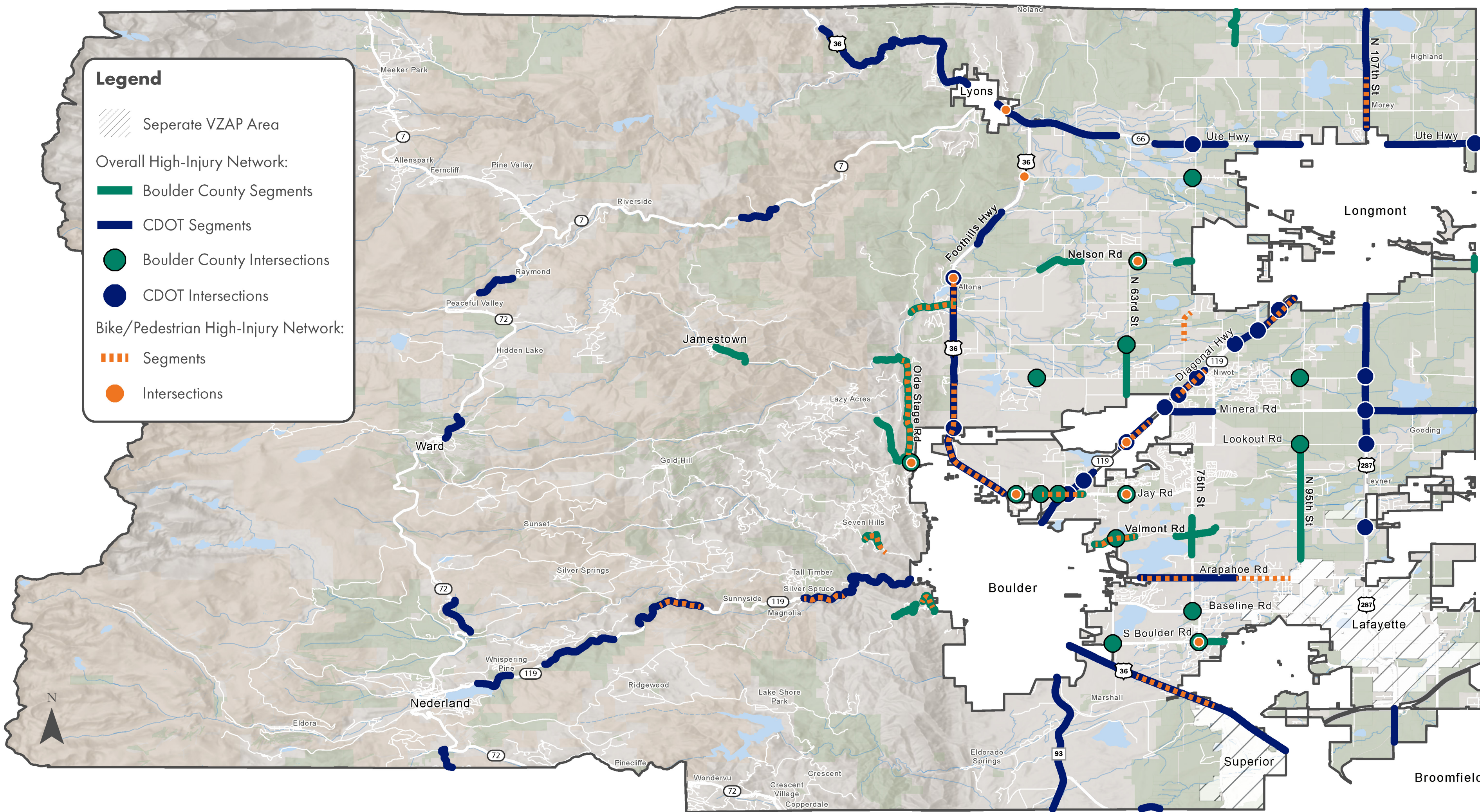
Crash Trends in Boulder County:

77% of all injury crashes in Boulder County include the following crash types:

-  **Single-Vehicle:** This crash type includes only one vehicle and can involve vehicles departing from the road, colliding with a fixed object or animal, and overturning vehicles.
-  **Bicycle Involved:** This crash type involves a motor vehicle and at least one person who is biking.

-  **Head-on:** This crash type occurs when two vehicles traveling in opposite directions hit each other with the front ends of each vehicle.
-  **T-Bone:** Also known as a broadside crash or an angle collision, this crash type occurs when the front end of one car crashes into the side of another car.
-  **Left-Turn:** This crash type occurs when someone turns left in front of oncoming traffic without yielding the right-of-way.

High Injury Network: A high-injury network (HIN) identifies locations where the highest number of injury crashes are occurring based on historical crash data. The project improvements in the plan will largely focus on the HIN.



Condado de Boulder

Plan de Acción de *Vision Zero*



Los Planes de Acción *Vision Zero* (VZAP, por sus siglas en inglés) identifican estrategias específicas y priorizadas para mejorar de manera integral la seguridad del transporte para todos los usuarios de las carreteras, con el objetivo de eliminar los accidentes de tráfico graves y fatales. **La visión o meta es reducir a cero las muertes por accidentes de tráfico.**

El condado de Boulder, junto con la ciudad de Lafayette y la ciudad de Superior están trabajando en VZAP, financiados a través de una sola subvención federal. El proyecto comenzó en la primavera de 2024 y se espera que concluya en el verano de 2025. El primer paso fue analizar la actividad histórica y potencial de accidentes en las carreteras, y recopilar las opiniones de la comunidad sobre las percepciones de seguridad vial.

Learn More About the Plan:

boco.org/VisionZeroActionPlan



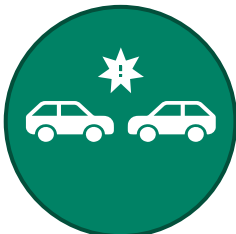
Análisis de Seguridad Vial

Tendencias de accidentes

Cinco tipos de accidentes representan el **77%** de todos los accidentes con lesiones graves y aquellos que resultan en muertes en el condado de Boulder:

Accidente de un solo vehículo: Este tipo de accidente incluye solo un vehículo y puede implicar la salida del vehículo de la carretera, la colisión con un objeto fijo o un animal, y que el vehículo se vuelque.

Accidente con ciclistas: Este tipo de accidente involucra un vehículo motorizado y al menos una persona que va en bicicleta.



Choque frontal: Este tipo de accidente ocurre cuando dos vehículos que viajan en direcciones opuestas chocan entre sí con los extremos delanteros de cada vehículo.

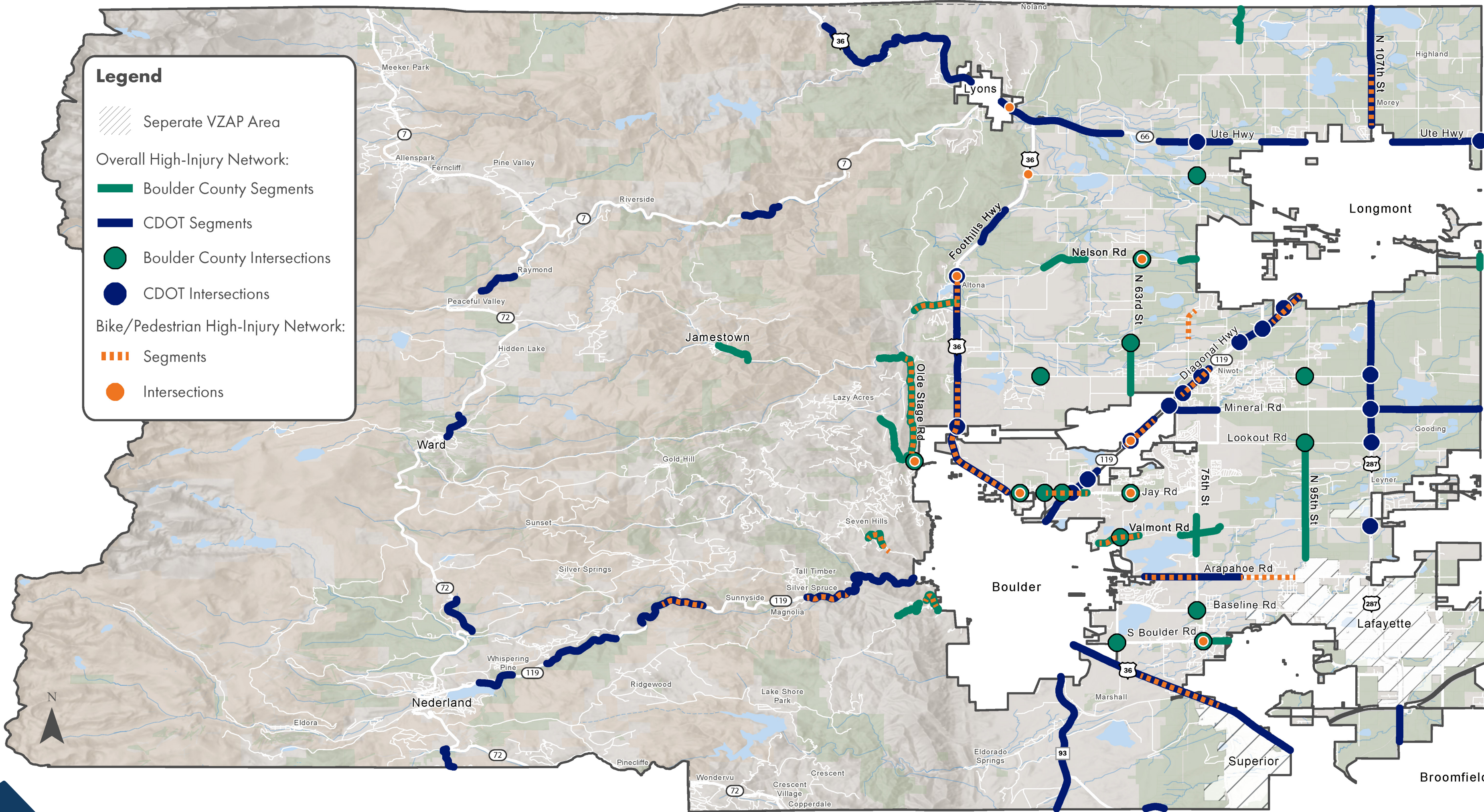


Choque en forma de T: También conocido como choque lateral o colisión en ángulo, este tipo de choque ocurre cuando la parte delantera de un automóvil choca contra el costado de otro automóvil.



Choque por giro a la izquierda: Este tipo de accidente ocurre cuando alguien gira a la izquierda frente al tráfico que se aproxima sin ceder el derecho de paso.

Una red de carreteras con una alta incidencia de accidentes con lesiones Una red de carreteras con una alta incidencia de accidentes con lesiones (High-Injury Network, HIN) identifica las ubicaciones donde ocurren la mayor cantidad de accidentes con lesiones, basándose en datos históricos de accidentes. Las mejoras del proyecto en el plan se centrarán principalmente en la HIN.



Boulder County Safety Countermeasures: We Want Your Input!



- Input Key:**
- Very Supportive
 - Supportive with some concerns
 - Not Supportive

The proposed safety solutions directly address the top five crash types, reducing the frequency and/or severity of traffic crashes. Please review these preliminary safety solutions and indicate your level of support. Based on technical analysis and public input others will also be identified in the plan.

Rumble Strips on the Shoulder/Centerline



Shoulder:

Centerline:

Alert drivers when they are departing a travel lane. Rumble strips can be placed at the shoulder/ edgeline to minimize run-off-the-road crashes or in the centerline to reduce crossover/ head-on crashes. If implemented, to minimize noise impacts, rumble strips would not be installed within 300 feet of residences or businesses.

Crash Type(s) Addressed:

Single-Vehicle crashes
Head-On crashes

Crash Reduction Potential: 25%

Bicycle Safety Improvements



On-Street Bicycle Facilities:

Separate Bicycle Facilities:

Bicycle improvements could include, but are not limited to, formalizing bicycle facilities and providing physical separation between bicycles and vehicles, widening shoulders to accommodate more space for bicycles, and signing and striping treatments to enhance the visibility of bicycles crossing an intersection.

Crash Type(s) Addressed:

Crashes involving bicyclists

Crash Reduction Potential:

Varies depending on treatment/facility

Protected Left-turns



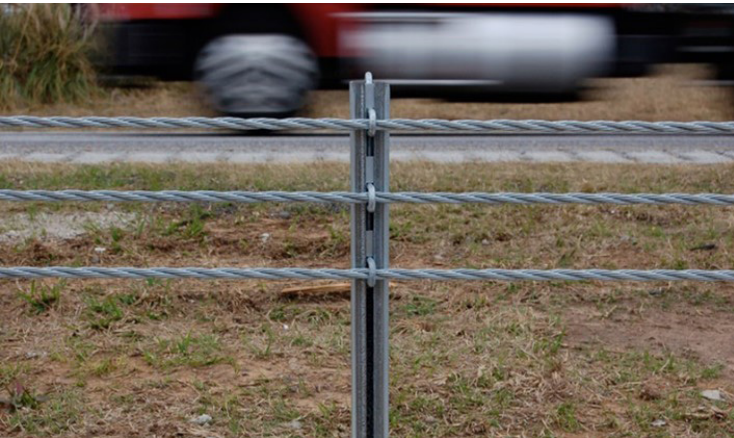
“Protected-only” phasing provides a separate phase for left-turning traffic and allowing left-turns to be made only on a green left arrow signal indication. Separate left-turn motor vehicle movements prevent turning vehicles from overlapping with the pedestrian walk phase or conflicting with oncoming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

Crash Type(s) Addressed:

Pedestrian and bicycle crashes
Left-turn crashes

Crash Reduction Potential: 99%

Median Barriers



Provides a physical barrier to restrict vehicles from traveling outside of the travel lane for crash types such as head-on crashes with vehicles in the opposing direction and off-road crashes. Median barriers sometimes restrict turning access in some locations.

Crash Type(s) Addressed:

Head-on crashes
Sideswipe (opposite direction) crashes

Crash Reduction Potential: 97%
(on rural 4-lane roads)

Roundabouts



At Signalized Intersections:

At Stop-Controlled Intersections:

A roundabout is a circular intersection designed to improve traffic flow and safety by reducing conflict points, lowering vehicle speeds, and minimizing the severity of crashes. Roundabouts decrease the likelihood of high-speed collisions and improve overall roadway efficiency.

Crash Type(s) Addressed:

Head-on crashes | T-bone crashes
Left-turn crashes

Crash Reduction Potential:

78% (conversion from a signalized intersection)
82% (conversion from an intersection with 2 stop signs)

Red Light Cameras & Speed Cameras



Red Light Cameras:

Speed Cameras:

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

Crash Type(s) Addressed:

T-bone crashes (at traffic signal)
Speed-related crashes
Rear End crashes

Crash Reduction Potential:

Red light camera – 25%
Speed camera – 54%

Soluciones de seguridad del condado de Boulder: ¡Queremos su opinión!



- Clave de opinión:**
- Muy a favor
 - A favor, con algunas inquietudes
 - No estoy a favor

Las soluciones de seguridad propuestas abordan directamente los cinco tipos principales de accidentes, reduciendo la frecuencia y/o la gravedad de los accidentes de tráfico. Por favor, revise las soluciones de seguridad e indique su nivel de apoyo. Con base en el análisis técnico y el aporte del público, también se identificarán otras en el plan.

Bandas sonoras o franjas de vibración en el arcén (zona lateral de la carretera), línea de borde o línea central



En los arcenes y en las líneas de borde:

En la línea central:

Alertan a los conductores cuando se están saliendo de un carril de circulación. Las bandas sonoras o franjas de vibración se pueden colocar en el arcén o en la línea de borde para minimizar los accidentes ocasionados por salirse de la carretera, o en la línea central para reducir los choques cruzados o frontales. Si se implementan, para minimizar los impactos del ruido, las bandas sonoras no se instalarían a menos de 300 pies de residencias o negocios.

Tipo de accidente que aborda:
Accidentes de un solo vehículo
Choques frontales

Potencial de reducción de accidentes:
25%

Mejoras en la seguridad para las bicicletas



Instalaciones para bicicletas en la calle:

Instalaciones para bicicletas separadas:

Las mejoras para las bicicletas podrían incluir, entre otras, la formalización de las instalaciones para bicicletas y la provisión de separación física entre bicicletas y vehículos, el ensanchamiento de los arcenes para ofrecer más espacio a las bicicletas, y los tratamientos de señalización y rayado para mejorar la visibilidad de las bicicletas que cruzan una intersección.

Tipo de accidente que aborda:
Accidentes que involucran a ciclistas

Potencial de reducción de accidentes:
Varía según el tratamiento o la instalación

Giros a la izquierda protegidos



La fase de los semáforos de 'solo protección' proporciona una fase separada para el tráfico que gira a la izquierda, permitiendo que los giros a la izquierda se realicen únicamente con una indicación de la señal de flecha verde. Los movimientos separados de vehículos motorizados que giran a la izquierda evitan que los vehículos que giran se superpongan con la fase de cruce peatonal, o entren en conflicto con los vehículos que vienen en sentido contrario.

Tipo de accidente que aborda:
Accidentes de peatones y bicicletas
Accidentes de giro a la izquierda

Potencial de reducción de accidentes:
99%

Barreras centrales



Proporcionan una barrera física para restringir que los vehículos transiten fuera del carril de circulación en casos de accidentes como choques frontales con vehículos en sentido contrario y colisiones fuera de la carretera. Las barreras centrales a veces restringen el acceso a los giros en algunos lugares.

Tipo de accidente que aborda:
Choques frontales
Choques laterales (en los que los vehículos involucrados viajan en direcciones opuestas)

Potencial de reducción de accidentes:
97% (en autopistas rurales de 4 carriles)

Rotondas



En las intersecciones señalizadas:

En las intersecciones controladas por señales de alto:

Una rotonda es una intersección circular diseñada para mejorar el flujo del tráfico y la seguridad al reducir los puntos de conflicto, disminuir la velocidad de los vehículos y minimizar la gravedad de los accidentes. Al eliminar los giros a la izquierda y las paradas controladas por señales, las rotondas disminuyen la probabilidad de colisiones a alta velocidad y mejoran la eficiencia general de la carretera.

Tipo de accidente que aborda:
Choques frontales | Choques en forma de T
Accidentes de giro a la izquierda

Potencial de reducción de accidentes:
78% (conversión a partir de una intersección señalizada)
82% (conversión a partir de una intersección con 2 señales de alto)

Cámaras de semáforo en rojo y radares de velocidad



Cámaras de luz roja:

Radares de velocidad:

Las cámaras de semáforo en rojo y los radares de velocidad son un sistema automatizado que fotografía a los conductores y vehículos que se saltan los semáforos en rojo y que viajan más rápido que el límite de velocidad legal en la carretera. Los conductores reciben una multa por la infracción, lo que los hace responsables de su comportamiento peligroso.

Tipo de accidente que aborda:
Choques en forma de T (en un semáforo)
Choques relacionados con la velocidad
Choques por detrás

Potencial de reducción de accidentes:
Cámara de luz roja: 25%
Radar de velocidad: 54%

Boulder County Vision Zero Action Plan



Boulder County will consider several factors when deciding how to prioritize implementation of recommended projects on the High Injury Network in the Action Plan.

How important is each of these factors to you when it comes to prioritizing safety projects? Please drop in your tokens.

(more tokens = higher priority)



**El condado de Boulder considerará
varios factores al decidir cómo
priorizar la implementación de
los proyectos recomendados en el
Plan de Acción.**

**¿Cuál de los siguientes factores
cree que debería tener más peso?
Por favor, ingrese sus fichas.**

(más fichas = mayor prioridad)

VULNERABLE POPULATIONS

**(for example: elderly, young
children, low income)**

**MORE KNOWN / HISTORICAL
CRASHES**

SAFER FOR WALKING / BIKING

WHERE PEOPLE FEEL UNSAFE

**(based on Summer 2024
community feedback)**

LAS POBLACIONES VULNERABLES

(por ejemplo: personas ancianas, niños pequeños, de bajos ingresos, etc.)

**LUGARES DONDE HAY MÁS
ACCIDENTES CONOCIDOS O
HISTÓRICOS**

**LUGARES QUE HACEN QUE
SEA MÁS SEGURO CAMINAR Y
ANDAR EN BICICLETA**

**DONDE LAS PERSONAS SE
SIENTEN INSEGURAS**

**(según los comentarios de la
comunidad en el verano de 2024)**

Appendix C: Survey Questions



Overview

Vision Zero Action Plans (VZAPs) identify specific, prioritized strategies to comprehensively improve transportation safety for all roadway users with the goal of eliminating serious and fatal traffic crashes. The vision is zero traffic deaths.

Boulder County, along with the City of Lafayette, and the Town of Superior are all working on VZAPs funded through a single federal grant. The project started in spring 2024 and is expected to wrap up in summer 2025. The first step was to analyze historic and potential crash activity on roadways and to gather community input about perceptions of roadway safety.

This survey presents a summary of the safety analysis for unincorporated Boulder County and the mountain towns of Jamestown, Nederland, and Ward, and asks for your input on proposed solutions to address the top crash types, as well as on factors to use in the process to prioritize projects.

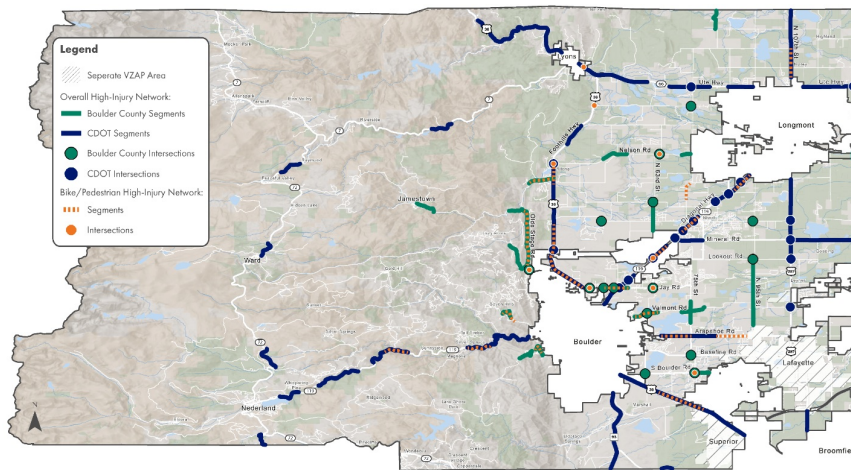
Your feedback is extremely important and will influence the recommendations that will be included in the final safety action plan.

High-Injury Network

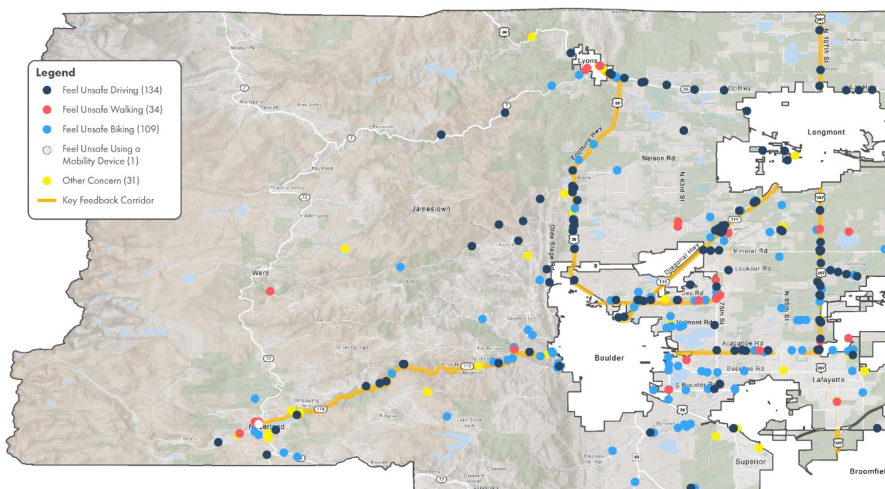
A high-injury network (HIN) identifies locations where the highest number of injury crashes are occurring based on historical crash data. The project improvements in the plan will largely focus on the HIN.

The maps below show the HIN for Boulder County along with the locations where community members indicated having safety-related concerns. Community input displayed on the map below was collected over the summer of 2024 through an online survey and interactive map, virtual public meeting, and through tabling at the Nederland Farmers Market. Sixty-two percent of the public input aligned with the HIN.

Boulder County High Injury Network (HIN)



Boulder County Community Input (Summer 2024)



Crash Trends

Five crash types account for 77% of all serious injury and fatal crashes in Boulder County: single-vehicle crashes, crashes involving bicyclists, head-on crashes, T-bone crashes, or left-turn crashes. Each type is described in more detail below.



Single-Vehicle Crash: This crash type includes only one vehicle and can involve vehicles departing from the road, colliding with a fixed object or animal, and overturning vehicles.



Bicycle Involved: This crash type involves a motor vehicle and at least one person who is biking.



Head-on Crash: This crash type occurs when two vehicles traveling in opposite directions hit each other with the front ends of each vehicle.



T-Bone Crash: Also known as a broadside crash or an angle collision, this crash type occurs when the front end of one car crashes into the side of another car.



Left-Turn Crash: This crash type occurs when someone turns left in front of oncoming traffic without yielding the right-of-way.

Safety Solutions

The proposed safety solutions directly address the top five crash types, reducing the frequency and/or severity of traffic crashes. The crash reduction potential of each solution is the expected reduction in crashes if that treatment is implemented, based on the Federal Highway Administration's (FHWA) [Crash Modification Factors Clearinghouse](#).

Below is a preliminary list of safety solutions, and based on technical analysis and public input others will also be identified in the plan. Please review the safety solutions and indicate your level of support.

Rumble Strips on the Shoulder/ Edgeline or Centerline

Alert drivers when they are departing a travel lane. Rumble strips can be placed at the shoulder/ edgeline to minimize run-off-the-road crashes or in the centerline to reduce crossover/head-on crashes. If implemented, to minimize noise impacts, rumble strips would not be installed within 300 feet of residences or businesses.

Crash Types it Addresses:

- Single-vehicle crashes
- Head-on crashes

Crash Reduction Potential

- 25%



* 1. How supportive are you of implementing **shoulder/ edgeline** rumble strips?

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

* 2. How supportive are you of implementing **centerline** rumble strips?

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

3. Do you have any other comments or feedback on rumble strips? If you have concerns or are not supportive of rumble strips, please share why.

Safety Solutions (continued)

Bicycle Safety Improvements

Bicycle improvements could include, but are not limited to, formalizing bicycle facilities and providing physical separation between bicycles and vehicles, widening shoulders to accommodate more space for bicycles, and signing and striping treatments to enhance the visibility of bicycles crossing an intersection.

Crash Type it Addresses:

- Crashes involving bicyclists

Crash Reduction Potential:

- Varies depending on treatment/facility



* 4. How supportive are you of implementing **On-Street Bicycle Facilities** such as shoulders and/or bike lanes?

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

* 5. How supportive are you of implementing **Separate Bicycle Facilities** such as multi-use paths and/or commuter bikeways?

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

6. Do you have any other comments or feedback on bicycle safety improvements? If you have concerns or are not supportive of bicycle safety improvements, please share why.

Safety Solutions (continued)

Protected Left-Turns

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

Crash Type it Addresses:

- Pedestrian and bicycle crashes
- Left-turn crashes

Crash Reduction Potential:

- 99%



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

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

8. Do you have any other comments or feedback on protected left-turns? If you have concerns or are not supportive of protected left-turns, please share why.

Safety Solutions (continued)

Median Barriers

Provides a physical barrier to restrict vehicles from traveling outside of the travel lane for crash types such as head-on crashes with vehicles in the opposing direction and off-road crashes. Median barriers sometimes restrict turning access in some locations.

Crash Type it Addresses:

- Head-on crashes
- Sideswipe (opposite direction) crashes

Crash Reduction Potential:

- 97% (on rural 4-lane roads)



* 9. How supportive are you of implementing median barriers?

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

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



Safety Solutions (continued)

Roundabouts

A roundabout is a circular intersection designed to improve traffic flow and safety by reducing conflict points, lowering vehicle speeds, and minimizing the severity of crashes. By eliminating left-turns and signal-controlled stops, roundabouts decrease the likelihood of high-speed collisions and improve overall roadway efficiency.

Crash Types it Addresses:

- Head-on crashes
- T-bone crashes
- Left-turn crashes

Crash Reduction Potential:

- 78% (conversion from a signalized intersection)
- 82% (conversion from an intersection with 2 stop signs)



* 11. How supportive are you of implementing roundabouts at **signalized intersections**?

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

* 12. How supportive are you of implementing roundabouts at **intersections controlled by stop signs**?

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

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



Safety Solutions (continued)

Red Light Cameras and Speed Cameras

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

Crash Types it Addresses:

- T-bone crashes (at traffic signal)
- Speed-related crashes
- Rear end

Crash Reduction Potential:

- 25% (red light camera)
- 54% (speed camera)



* 14. How supportive are you of implementing **red light cameras**?

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

* 15. How supportive are you of implementing **speed cameras**?

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

16. Do you have any other comments or feedback on red light cameras or speed cameras? If you have concerns or are not supportive of red light or speed cameras, please share why.



Project Prioritization

Boulder County will consider several factors when deciding how to prioritize implementation of recommended projects in the Action Plan.

* 17. How important is each of these factors to you when it comes prioritizing safety projects?

	Not important	Somewhat not important	Neutral	Somewhat important	Very important
Places where there are more known/historical crashes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Prioritizing vulnerable populations (for example: elderly, young children, low income, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Locations that make it safer for walking and biking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Locations where people feel unsafe based on Summer 2024 community feedback	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Safety Solutions Wrap-Up

18. Do you have any other comments or feedback on safety solutions or prioritization?



Demographic Questions (optional)

19. Please identify your gender:

- ☐ Male
- ☐ Female
- ☐ Nonbinary
- ☐ Transgender
- ☐ Prefer not to answer

20. Please select one (or more) of the following to describe your race/ethnicity. Please select all that apply.

- ☐ African American or Black
- ☐ American Indian or Alaskan Native
- ☐ Asian American
- ☐ Cuban
- ☐ Puerto Rican
- ☐ White
- ☐ Native Hawaiian or Pacific Islander
- ☐ Latino/Latina/Latinx, Mexican, Mexican American, Chicana
- ☐ Other, please specify: