



EXECUTIVE SUMMARY



OVERVIEW

Boulder County's Vision Zero goal identified in the 2020 Transportation Master Plan (TMP) is to eliminate all serious injury and fatal traffic crashes by 2035. This Vision Zero Action Plan identifies and prioritizes strategies and actions for the next ten years to work towards this goal.

The plan process included a comprehensive technical safety analysis to identify overall crash trends and high-crash locations of focus, called a High-Injury Network (HIN), as well as identifying top crash types and speed management-related strategies to address systemwide.

The county completed three rounds of community engagement to support and complement this effort:

- **Summer 2024:** community members' attitudes and concerns related to traffic safety in the study area.
- **Early 2025:** initial feedback on the safety treatments (countermeasures) being considered and input on factors to consider for HIN project scoring.
- **Spring 2025:** review of the draft plan.

The plan's study area covers unincorporated Boulder County, the participating mountain towns of Jamestown, Nederland, and Ward and includes both highways owned and maintained by the Colorado Department of Transportation (CDOT), as well as county-owned roads.

The plan includes a list of implementation strategies and actions. This is not a fiscally constrained plan; the county does not have all of the funding needed to implement this plan. Steps moving forward will include pursuing funding from a variety of sources and refining the prioritization of actions.



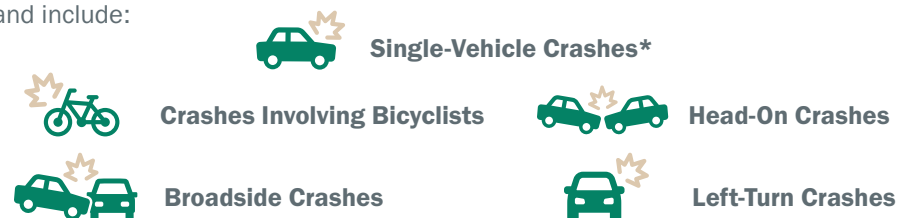
SAFETY ANALYSIS HIGHLIGHTS

Key findings based on ten years of crash data (2013-2022) include:

- **10,642** total crashes were reported, of which **496** were reported as serious injury and fatal ("severe") crashes.
- Severe crashes have fluctuated throughout the ten-year period with no sustained downward trend.
- **123** people were killed and **469** people were seriously injured.
- **174** crashes were reported involving bicyclists, **53** involving pedestrians, and **303** involving motorcyclists.
- **344** severe crashes were on CDOT highways; **152** severe crashes were on county roads.
- **149** severe crashes were at intersections; **347** severe crashes were on roadway segments.
- The highest concentrations of severe crashes were June through October. 32% of severe crashes occurred in dark conditions. 88% of severe crashes occurred in dry conditions.

The high-injury network (HIN) of high-crash locations includes **7% of the roadway miles** in the study area and **66% of the total severe crashes**. A Bike/Pedestrian HIN was also developed to ensure locations with high numbers of crashes with bike people biking and walking would be addressed.

The **top five crash types** systemwide account for **over 75% of all severe crashes** and include:

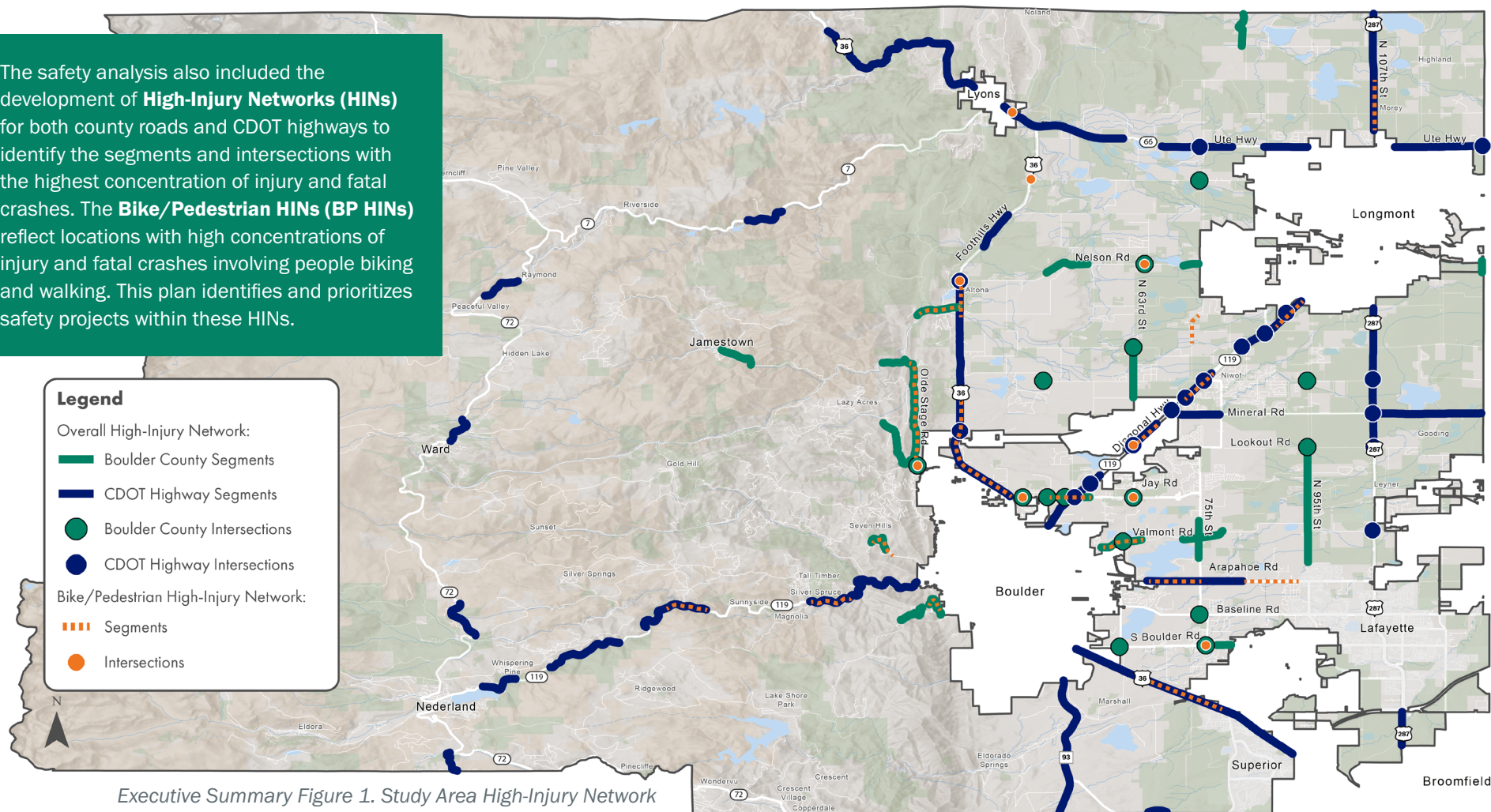


*Examples of single-vehicle crashes include departing the road, colliding with fixed objects, and overturning vehicles.



HIGH-INJURY NETWORK

The safety analysis also included the development of **High-Injury Networks (HINs)** for both county roads and CDOT highways to identify the segments and intersections with the highest concentration of injury and fatal crashes. The **Bike/Pedestrian HINs (BP HINs)** reflect locations with high concentrations of injury and fatal crashes involving people biking and walking. This plan identifies and prioritizes safety projects within these HINs.



Executive Summary Figure 1. Study Area High-Injury Network



ACTION PLAN AT-A-GLANCE

To work towards improving safety in all aspects of transportation, a targeted set of strategies and actions were developed. The Strategies and Actions focus on addressing the HINs, the most common severe crash types across the county, and improving safety for people walking and biking. The full Action Plan is presented in **Chapter 5: Action Plan** with the Strategies and Actions organized by categories aligned with the Safe System Approach. The tables below highlight Actions most relevant to specific themes, such as enforcement or speed management, and can be used to navigate to areas of interest. **Some Strategies and Actions address broader topics and may be included in more than one table. Note that this is not a comprehensive list;** for the full set of Strategies and Actions — along with next steps, lead and partner agencies, timeframe, and cost estimates — please refer to **Chapter 5: Action Plan**.

Engineering (Guidance / Analysis) Actions

Safer Roads 1-b. Analyze and develop recommendations for remaining HIN segments and intersections.

Safer Roads 3-a. Complete safety analysis, identify recommendations, and implement improvements at county locations that are on the Bike/Pedestrian HIN.

Safer Roads 4-a. Develop signal operation guidelines addressing left-turn operations, Leading Pedestrian/Bike Intervals, No Right Turn on Reds at signalized intersections.

Safer Roads 4-b. Develop pedestrian crossing treatment installation guidelines to guide where to install marked crossings and pedestrian signals.

Engineering (Guidance / Analysis) Actions

Safer Roads 4-c. Develop bicycle facility signing and striping guidelines that can be incorporated into the county's Multimodal Transportation Standards (MMTS).

Safer Roads 4-d. Review, update, if warranted, and implement the county's speed limit setting and signing practices.

Safer Roads 4-e. Incorporate speed management road design strategies into the county's update to the Multimodal Transportation Standards (MMTS).

Safer Roads 5-c. Evaluate intersection controls, identify recommendations, and implement improvements (including potential conversion to roundabouts).

Safer Roads 5-e. Identify intersections and pedestrian/bicycle crossings with no roadway lighting and install intersection lighting.

Safer Roads 5-g. Partner with municipalities and neighboring counties on cross-jurisdictional planning and design for multimodal access to trails/trailheads.

Safer Roads 5-h. Analyze, develop recommendations, and implement improvements that address the top crash types, using **Appendix F: Countermeasure Toolkit**.

Safer Speeds 1-b. Analyze, develop recommendations, and implement speed safety cameras on county roads.

Safer Speeds 2-a. Identify county roadways where implementing speed management strategies has the greatest impact to eliminating serious injury and fatal crashes.

Engineering (Guidance / Analysis) Actions Continued on Next Page





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ACTION PLAN AT-A-GLANCE

Engineering (Guidance / Analysis) Actions

Safer People 2-a. Evaluate and implement recommendations for county intersections, including but not limited to red-light cameras.

Safer People 2-b. Evaluate and implement recommendations for CDOT intersections, including but not limited to red-light cameras.

Safety Data & Reporting 1-b. Monitor and analyze ongoing crashes.

Safety Data & Reporting 2-d. Evaluate vehicle telematics data from other Boulder County departments related to safety (e.g., speeds, hard stops).

Other Actions 1-a. Analyze, develop recommendations, and implement improvements (as warranted/feasible) to the county's road sweeping practices.

Other Actions 1-b. Analyze, develop recommendations, and implement improvements (as warranted/feasible) to the county's snow removal practices.

Other Actions 2-a. Develop a Safe Routes to School Vision Zero Action Plan (SRTS VZAP).

Engineering (Implementation) Actions

Safer Roads 1-a. Implement improvements from HIN Fact Sheet Recommendations (see **Appendix D: High-Injury Network (HIN) Fact Sheets and Project Recommendations - Group 1**).

Safer Roads 1-c. Implement recommendations for remaining HIN segments and intersections.

Engineering (Implementation) Actions

Safer Roads 1-d. Implement already planned, ongoing, or upcoming county safety projects.

Safer Roads 3-a. Complete safety analysis, identify recommendations, and implement improvements at county locations that are on the Bike/Pedestrian HIN.

Safer Roads 4-d. Review, update, if warranted, and implement the county's speed limit setting and signing practices.

Safer Roads 5-a. Add reflective traffic signal backplates at signalized intersections.

Safer Roads 5-b. Add tubular reflectors to sign posts and stop signs.

Safer Roads 5-c. Evaluate intersection controls, identify recommendations, and implement improvements (including potential conversion to roundabouts).

Safer Roads 5-d. Implement the signal operation guidelines addressing left-turn operations, Leading Pedestrian/Bike Intervals, No Right Turn on Reds at signalized intersections.

Safer Roads 5-e. Identify intersections and pedestrian/bicycle crossings with no roadway lighting and install intersection lighting.

Safer Roads 5-f. Implement safety improvements for culverts that don't meet clear zone requirements.

Safer Roads 5-h. Analyze, develop recommendations, and implement improvements that address the top crash types, using **Appendix F: Countermeasure Toolkit**.

Engineering (Implementation) Actions Continued on Next Page





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Engineering (Implementation) Actions

Safer Speeds 1-a. Work with the BOCC and CDOT to implement speed safety cameras on CDOT roads.

Safer Speeds 1-b. Analyze, develop recommendations, and implement speed safety cameras on county roads.

Safer Speeds 2-b. Implement speed management strategies on county roadways identified in SS2-a.

Safer Speeds 2-d. Work with CDOT to implement speed management strategies on CDOT roadways identified in SS2-c.

Safer People 2-a. Evaluate and implement recommendations for county intersections, including but not limited to red-light cameras.

Safer People 2-b. Evaluate and implement recommendations for CDOT intersections, including but not limited to red-light cameras.

Other Actions 1-a. Analyze, develop recommendations, and implement improvements (as warranted/feasible) to the county's road sweeping practices.

Other Actions 1-b. Analyze, develop recommendations, and implement improvements (as warranted/feasible) to the county's snow removal practices.

Other Actions 2-b. Implement recommendations from the SRTS VZAP short- and mid-term recommendations.

Enforcement Actions

Safer Speeds 1-a. Work with the BOCC and CDOT to implement speed safety cameras on CDOT roads.

Safer Speeds 1-b. Analyze, develop recommendations, and implement speed safety cameras on county roads.

Safer People 2-a. Evaluate and implement recommendations for county intersections, including but not limited to red-light cameras.

Safer People 2-b. Evaluate and implement recommendations for CDOT intersections, including but not limited to red-light cameras.

Other Actions 4-b. Conduct additional collaboration with Colorado State Patrol (CSP) on enforcement, including driving under the influence and distracted driving.

Education / Communication Actions

Safer People 1-a. Expand and distribute roadway safety messaging and campaigns, building off messaging developed by partners such as CDOT, CSP, DRCOG, National Highway Traffic Safety Administration (NHTSA).

Safer People 1-b. Explore the creation of an ambassador program to promote roadway safety.

Safer People 1-d. Create consistent countywide Vision Zero branding and messaging.

Safer People 1-e. Implement additional training for Boulder County staff related to vehicle operations.

Education / Communications Actions Continued on Next Page





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ACTION PLAN AT-A-GLANCE

Education / Communication Actions

Safer People 1-f. Offer roadway safety training to the community through Mobility for All.

Safety Data & Reporting 1-a. Report on Vision Zero progress annually.

Safety Data & Reporting 1-c. Develop a public-facing Vision Zero Dashboard.

Other Actions 3-a. Develop a memorial sign program for victims of traffic crashes (at the request of the victim's family).

Other Actions 3-b. Participate in World Day of Remembrance for Road Traffic Victims.

Other Actions 5-b. Share clear messaging with the community about relevant transportation safety legislation, particularly new laws (e.g., Hands-Free Law, Bicycle Safety Stop, Automated Traffic Enforcement, etc.).

Evaluation Actions

Safety Data & Reporting 1-a. Report on Vision Zero progress annually.

Safety Data & Reporting 1-b. Monitor and analyze ongoing crashes.

Safety Data & Reporting 1-c. Develop a public-facing Vision Zero Dashboard.

Safety Data & Reporting 2-a. Implement a safety data tool to improve data quality and facilitate analysis of crash data.

Speed Management Actions

Safer Roads 4-d. Review, update, if warranted, and implement the county's speed limit setting and signing practices.

Safer Roads 4-e. Incorporate speed management road design strategies into the county's update to the Multimodal Transportation Standards (MMTS).

Safer Speeds 1-a. Work with the BOCC and CDOT to implement speed safety cameras on CDOT roads.

Safer Speeds 1-b. Analyze, develop recommendations, and implement speed safety cameras on county roads.

Safer Speeds 2-a. Identify county roadways where implementing speed management strategies has the greatest impact to eliminating serious injury and fatal crashes.

Safer Speeds 2-b. Implement speed management strategies on county roadways identified in SS2-a.

Safer Speeds 2-c. Identify CDOT highways with a high number of speed-related crashes, and work with CDOT to implement solutions.

Safer Speeds 2-d. Work with CDOT to implement speed management strategies on CDOT roadways identified in SS2-c.





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ACTION PLAN AT-A-GLANCE

Actions Underway as of VZAP Adoption (August 2025)

Safer Roads 1-d. Implement already planned, ongoing, or upcoming county safety projects.

Safer Roads 1-e. Proactively identify additional funding sources for implementation.

Safer Roads 2-c. Coordinate and collaborate with CDOT and DRCOG on relevant grant applications for CDOT HIN roadways.

Safer Roads 2-d. Continue working with CDOT, DRCOG, and municipalities on key regional safety corridors to develop and implement recommendations from current and future studies.

Safer Roads 4-a. Develop signal operation guidelines addressing left-turn operations, Leading Pedestrian/Bike Intervals, No Right Turn on Reds at signalized intersections.

Safer Speeds 1-a. Work with the BOCC and CDOT to implement speed safety cameras on CDOT roads.

Safer People 1-a. Expand and distribute roadway safety messaging and campaigns, building off messaging developed by partners such as CDOT, CSP, DRCOG, National Highway Traffic Safety Administration (NHTSA).

Safer People 1-c. Continue convening the Vision Zero Community Partnership (VZCP).

Safer People 1-d. Create consistent countywide Vision Zero branding and messaging.

Safety Data & Reporting 1-b. Monitor and analyze ongoing crashes.

Actions Underway as of VZAP Adoption (August 2025)

Safety Data & Reporting 2-a. Implement a safety data tool to improve data quality and facilitate analysis of crash data.

Other Actions 2-a. Develop a Safe Routes to School Vision Zero Action Plan (SRTS VZAP).

Other Actions 3-b. Participate in World Day of Remembrance for Road Traffic Victims.

Other Actions 4-a. Continue the interdisciplinary crash analysis team (CAT) with Boulder County, CDOT, and first responders that analyzes ongoing fatal and serious injury crashes.

Other Actions 5-a. Continue advocating/participating in the development of relevant transportation safety legislation.

Other Actions 5-b. Share clear messaging with the community about relevant transportation safety legislation, particularly new laws (e.g., Hands-Free Law, Bicycle Safety Stop, Automated Traffic Enforcement, etc.).





EXECUTIVE SUMMARY

NEXT STEPS

Next steps to implement this plan include:

Refining and prioritizing actions and incorporating into workplans

Continuing ongoing programs and projects that are already underway, starting on other key items identified through the refinement above

Pursuing additional funding

Monitoring and evaluating effectiveness

Reporting on progress

Refinement of actions will consider the costs and predicted effectiveness of actions, as well as staff and funding availability and ease of implementation (e.g., coordinating with other projects or programs).

Programs that are ongoing or already underway laid out by the BOCC include:

- ✓ Automated Speed Enforcement (Speed Safety Cameras) on CDOT highways (in accordance with BOCC Resolution 2024-060)
- ✓ Regional Corridor Planning and Construction (e.g., CO 119 Bikeway, US 287 Safety Project, US 36-N. Foothills Bikeway, CO 7 Corridor, Boulder-Erie Regional Trail (BERT))
- ✓ Other Transportation Sales Tax-Funded County Projects (e.g., 61st/Valmont, LoBo Trail connection to Jay Road, 120th Street reconstruction)
- ✓ Safe Routes to School Vision Zero Action Plan

Pursuing **additional funding** will also be needed. Some of the treatments recommended in **Appendix D: High-Injury Network (HIN) Fact Sheets and Project Recommendations - Group 1** — such as installing signs — are fairly low-cost and could likely be covered through existing funding through the Transportation Sales Tax line item for Vision Zero (which averages to approximately \$50,000 per year). The full set of treatments in the Fact Sheets, combined with others to be determined through the actions identified in the plan, could cost in the tens of millions and will require additional funding sources.

The county will also continue to pursue additional funding sources (see **Chapter 6: Next Steps** and **Appendix G: Funding Opportunities Summary**) to support implementation. Having this completed plan is an important first step in this process, particularly for grant requirements.

Monitoring and evaluating the effectiveness of the Boulder County VZAP is essential to ensuring progress toward a safer transportation system. The county will track the following metrics to evaluate progress towards eliminating traffic-related fatalities, serious injuries, and the top five crash types that result in serious injury and fatalities. These metrics focus on the people impacted, not just the number of crashes.

- Fatalities
- Serious injuries
- Bicyclist and pedestrian fatalities
- Fatalities and serious injuries in intersection-related crashes
- Fatalities and serious injuries in non-intersection-related crashes

In addition, the county will **track and report** on the total number of crashes, as well as progress on the implementation of the plan and the effectiveness of implemented Actions. This evaluation will support the county in continuing to make data-driven decisions and adjust strategies as needed to achieve Vision Zero goals.

