APPENDIX E

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. Three phases of community outreach were planned in the form of public meetings, online surveys, and pop-up events:

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback.
- Phase 2 informed the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations.
- Phase 3 solicited public comments on the full draft Vision Zero Action Plan.

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 on Boulder County's News Archive.

Social Media

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

Newsletter

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

Partners in Promotion

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

Stakeholder Engagement

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

Steering Committee Meeting #1

On June 26, 2024, the project team hosted a virtual meeting with members of the Steering Committee including representatives from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. The team shared information about the project scope, background, and schedule, then facilitated an interactive activity including a discussion around "What would a successful Vision Zero Action Plan look like to you?" and "What are your ideas for roadway safety in Boulder County?". Input from the Steering Committee will be used in development of the Vision Zero Action Plans and will help shape the vision and goals that will be outlined in the Plans. The Steering Committee Meeting presentation and meeting notes are displayed in Appendix B.

Targeted Community Engagement

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

Boulder County Targeted Events

Pop-Up Event – Nederland Farmers Market

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

Figure 1. Nederland Farmers Market Pop-up Event

Pop-Up Event – Ride for Magnus

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

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

Public Meeting

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

Lafayette Targeted Events

Pop-Up Event—Art Night Out

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

walking, biking, driving, or using a mobility device, or where they have other transportation-related concerns in Lafayette. Comments that were collected on the map were digitized onto the online Social Pinpoint map.

Figure 2. Lafayette Art Night Out Pop-up Event

Public Meeting

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

Superior Targeted Events

Pop-Up Event – 4th of July Celebration

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

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

Public Meeting

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

Online Survey & Map

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

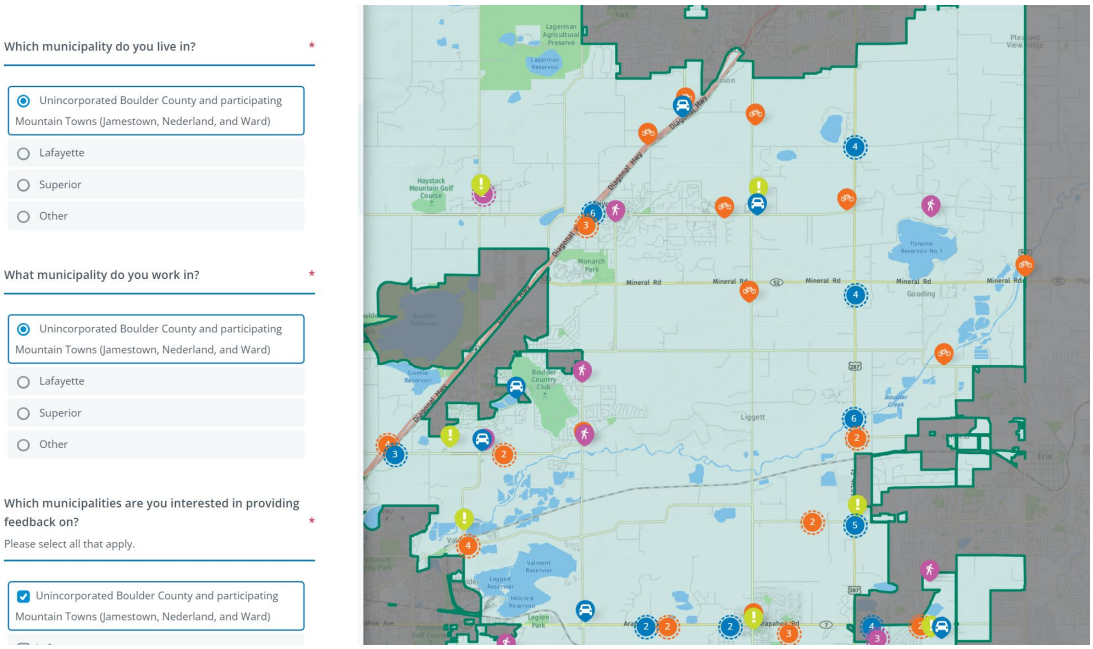

Figure 4. Example of the Survey and Map Hosted on Social Pinpoint

Survey Results

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

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

Unincorporated Boulder County and Participating Mountain Towns

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

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

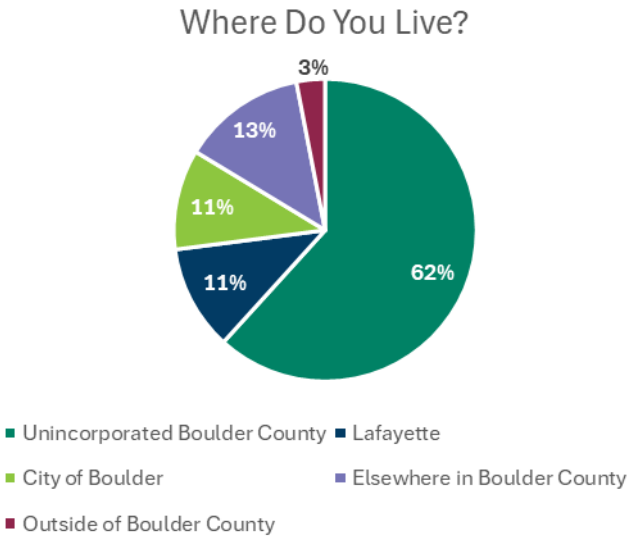

Figure 5. "Where Do You Live?" Results from Boulder County Survey

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

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

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

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

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

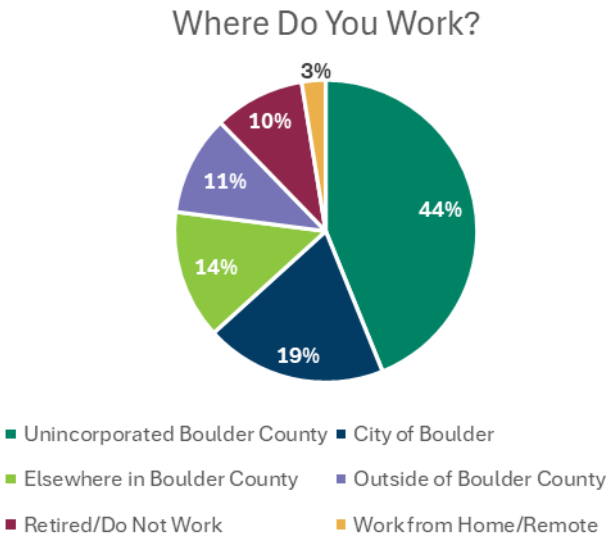

Figure 6. "Where Do You Work?" Results from Boulder County Survey

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

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

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

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

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

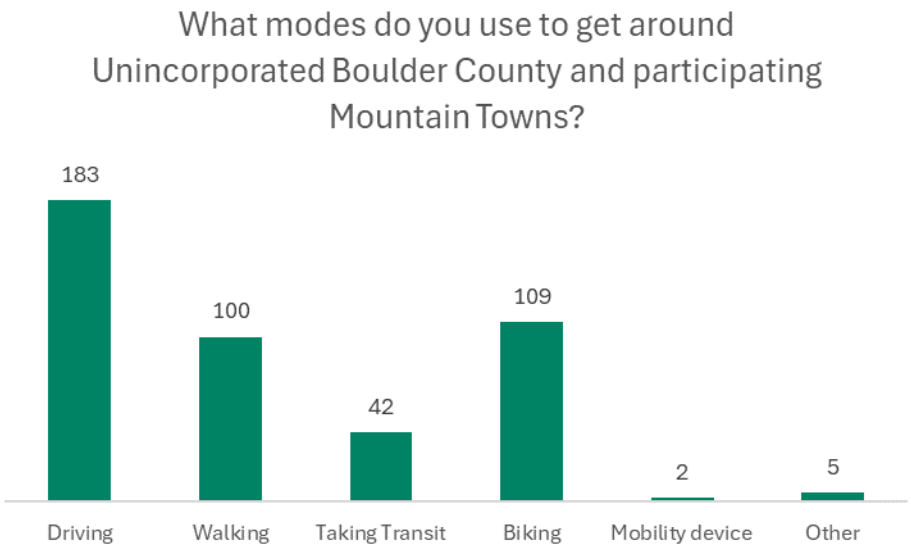

Figure 7. Travel Modes Used to Get Around Boulder County

Respondents were asked to rate their comfort level using each travel mode in Boulder County. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with "I Don't Use This Mode". For reporting purposes, the project team grouped together the two unsafe response options as "Unsafe" and the two safe response options as "Safe." Figure 8 illustrates the respondents' comfort levels across each mode, 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%).

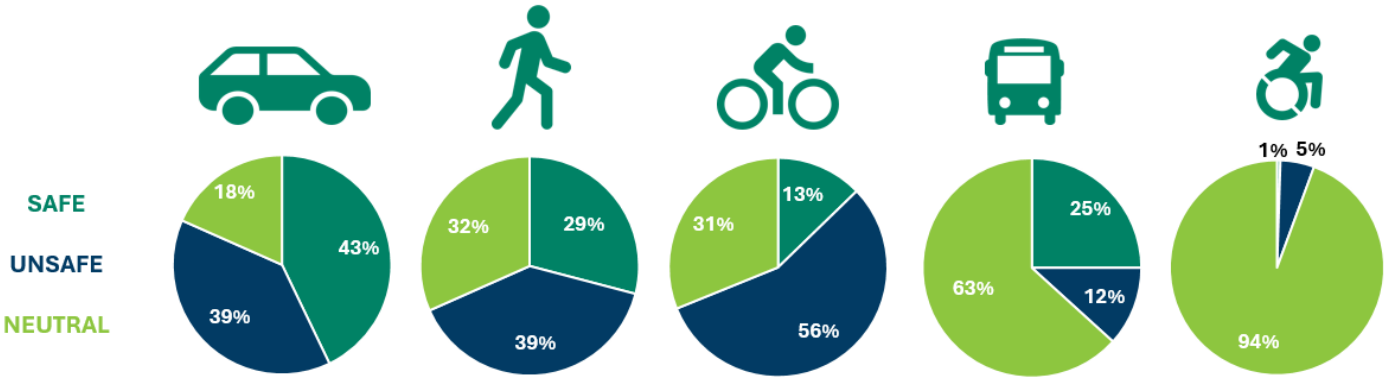

Figure 8. "How safe do you feel traveling in Unincorporated Boulder County and participating mountain towns using the following modes to get around?" Results from Boulder County Survey

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

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

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

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

A few locations were cited numerous times for safety concerns:

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

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

Lack of Infrastructure for Cyclists and Pedestrians:

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

Speeding and Reckless Driving:

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

Dangerous Intersections:

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

E-Bike and Motorcycle Regulation:

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

Traffic Law Enforcement:

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

Specific Roadway Hazards:

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

Vision Zero and Safety Measures:

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

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

Lafayette

There were 378 survey responses for Lafayette.

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

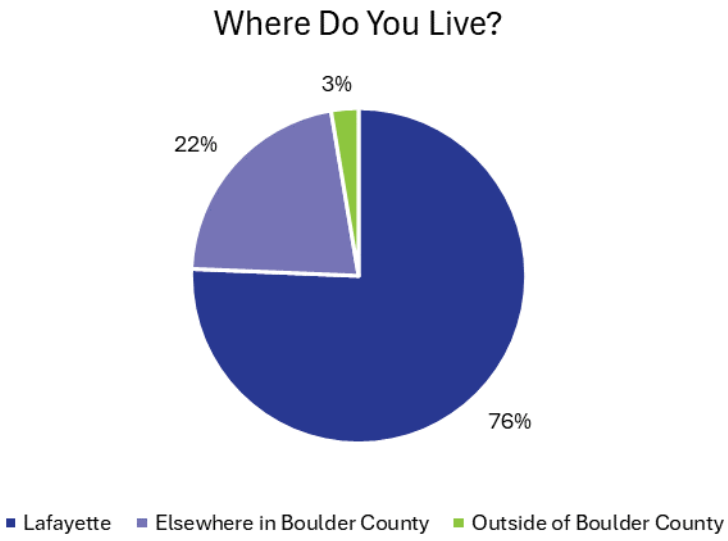

Figure 9. "Where Do You Live?" Results from Lafayette Survey

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

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

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

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

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

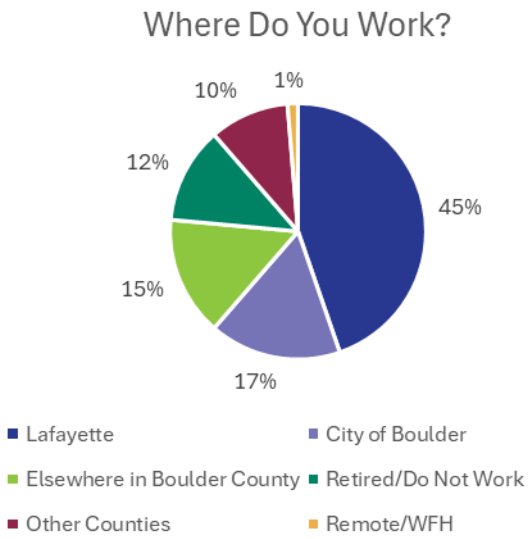

Figure 10. "Where Do You Work?" Results from Lafayette Survey

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

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

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

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

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

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

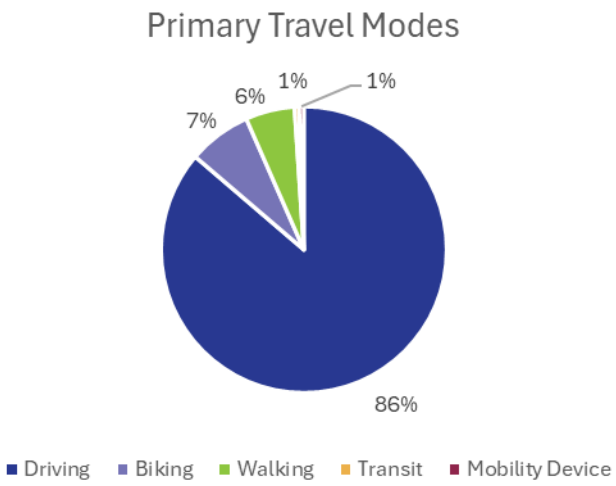

Figure 11. "Primary Travel Modes" Results from Lafayette Survey

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

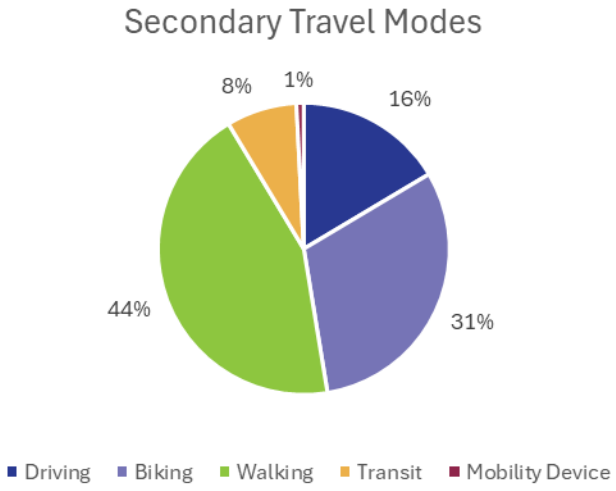

Figure 12. "Secondary Travel Modes" Results from Lafayette Survey

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

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

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

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

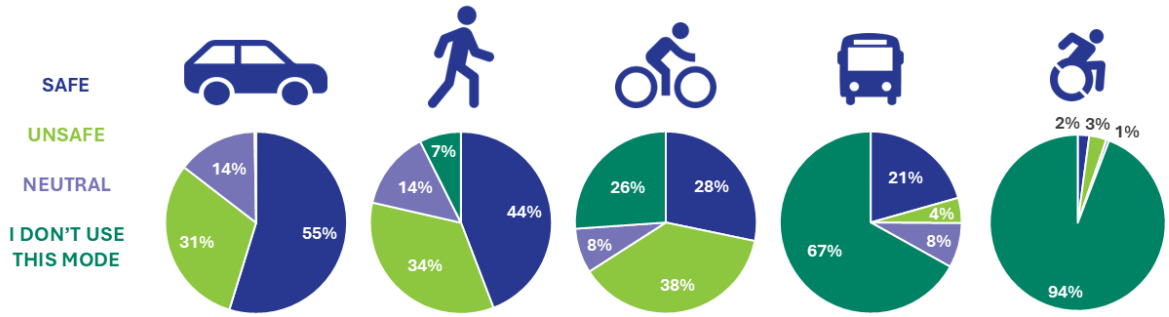

Figure 13. "How safe do you feel traveling in Lafayette using the following modes to get around?" Results from Lafayette Survey

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

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

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

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

A few locations were cited numerous times for safety concerns:

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

The main themes discussed in the survey responses are:

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

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

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

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

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

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

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

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

Superior

There were 78 survey responses for Superior.

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

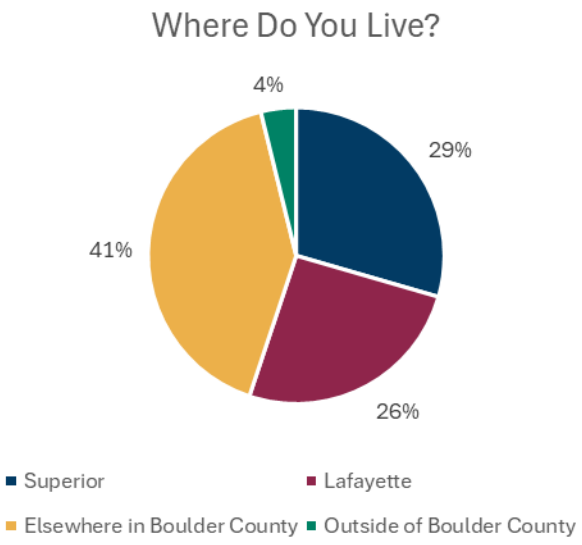

Figure 14. "Where Do You Live?" Results for Superior Survey

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

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

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

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

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

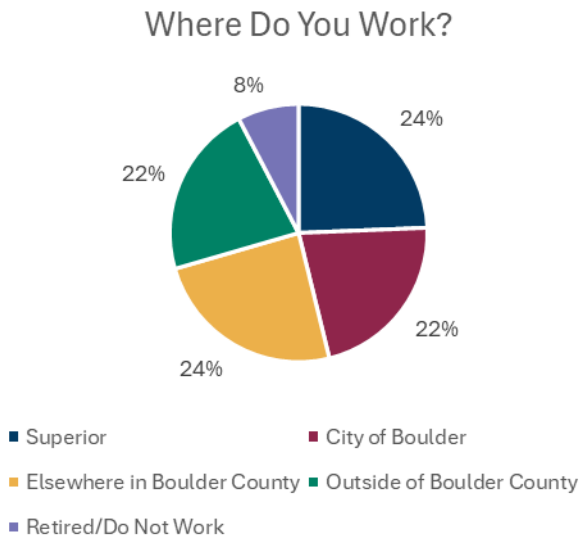

Figure 15. "Where Do You Work?" Results for Superior Survey

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

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

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

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

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

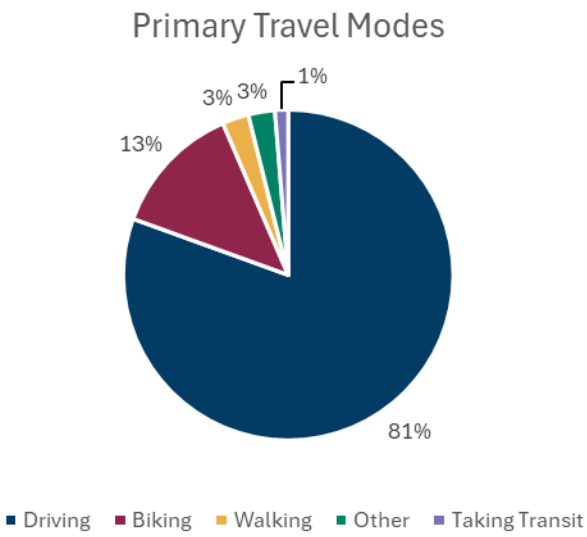

Figure 16. "Primary Travel Modes" Results from Superior Survey

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

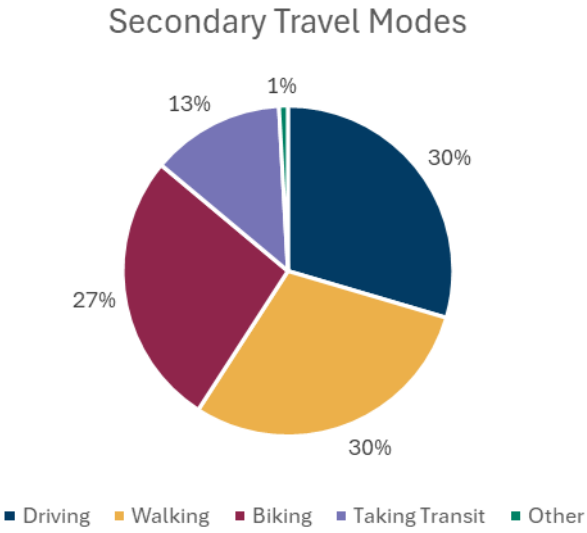

Figure 17. "Secondary Travel Modes" Results from Superior Survey

Respondents were asked to rate their comfort level using each of these travel modes in Superior. They were prompted using a five-point scale of Very Unsafe, Somewhat Unsafe, Neutral, Somewhat Safe, Very Safe, with a sixth option to respond with "I Don't Use This Mode". For reporting purposes, the project team grouped together the two unsafe response options as "Unsafe" and the two safe response options as "Safe." Figure 18 illustrates the respondents' comfort levels across each mode. The responses reveal that all respondents drive; 67% walk; 60% bike; 32% use transit; and 5% use a mobility device as either a primary or secondary travel mode. (Note the discrepancy in responses about using a mobility device mentioned above.) Of the travel modes, respondents feel safest driving (51%) and feel the least safe biking (38%).

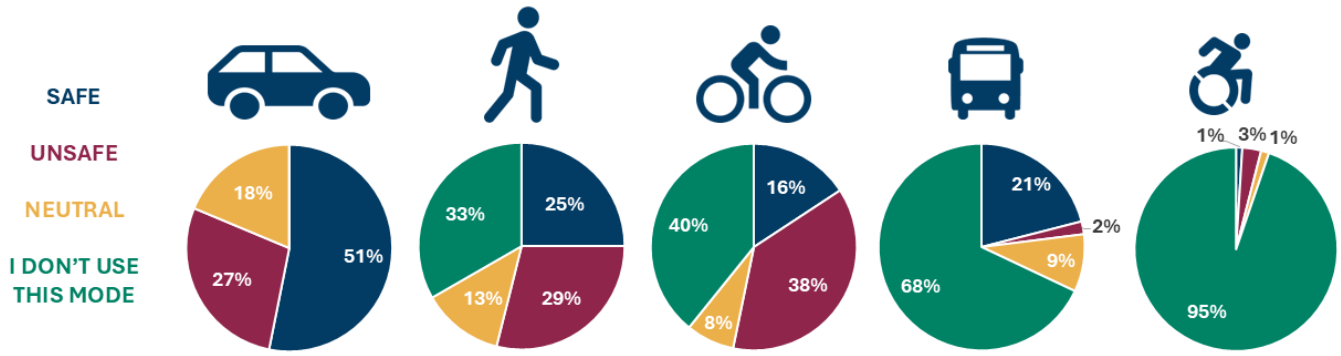

Figure 18. "How safe do you feel traveling in Superior using the following modes to get around?" Results from Lafayette Survey

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

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

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

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

A few locations were cited numerous times for safety concerns:

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

The main themes discussed in the survey responses are:

Infrastructure Issues:

- Many respondents express frustration over the lack of dedicated spaces for walking and biking on major county roads. They believe this makes non-vehicle travel dangerous and untenable.
- Concerns are raised about how bike paths are disconnected from major shopping areas, forcing cyclists to cross roads or parking lots that feel unsafe.
- There are multiple suggestions for reducing vehicle lanes and improving infrastructure for pedestrians and cyclists, including the construction of pedestrian bridges and bike lanes that connect key areas safely.

Traffic and Speeding:

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

Pedestrian and Cyclist Safety:

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

Road Design and Connectivity:

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

General Safety:

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

Map

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

Unincorporated Boulder County and Participating Mountain Towns

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

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

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

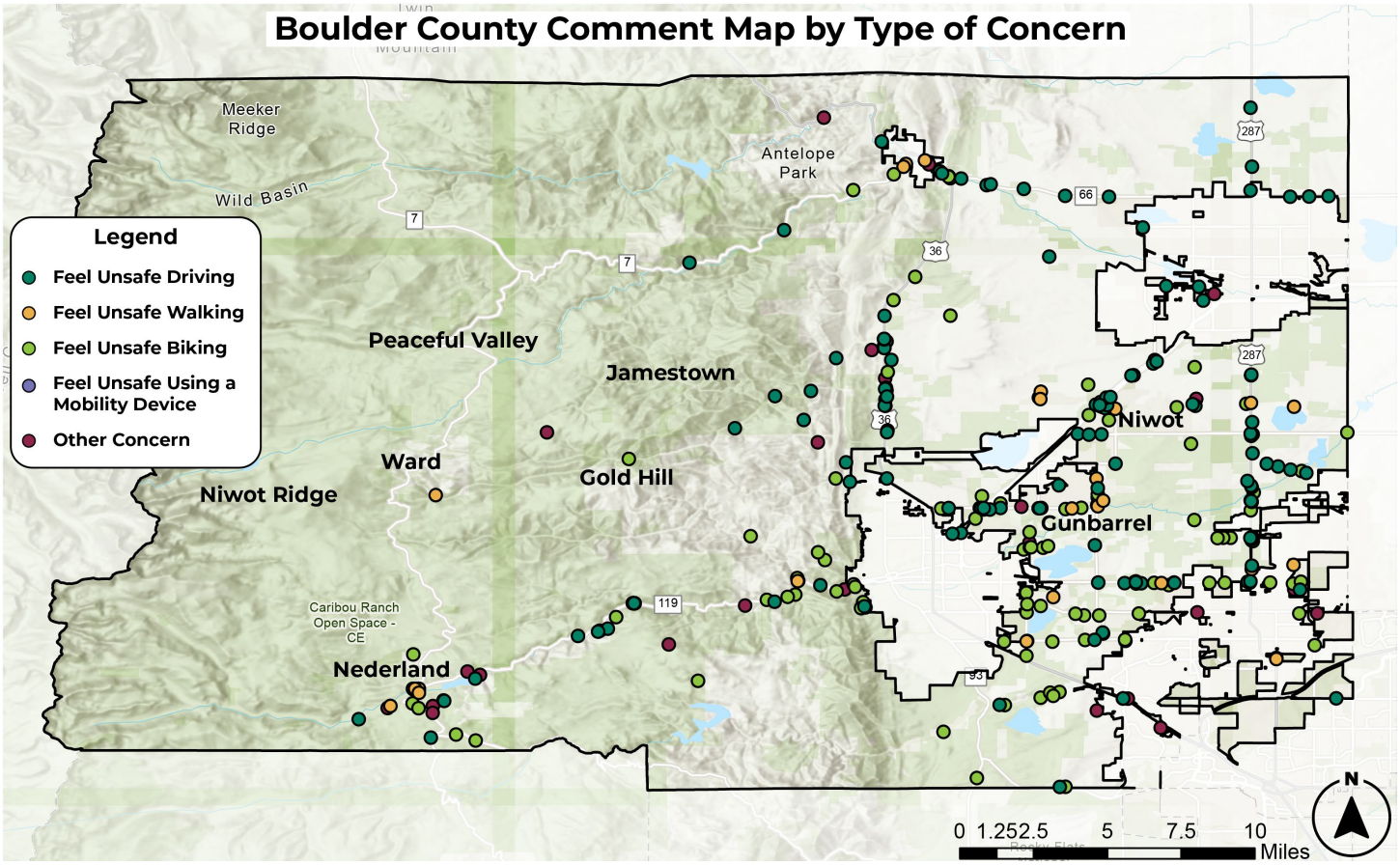

Figure 19. Boulder County Comment Map by Type of Concern

Corridors with a high number of comments include:

- CO-119 (west of Boulder)
  - High vehicle speeds
  - The combination of road geometry and tourist/natural attractions causes unsafe conditions for pedestrians, bicyclists, and drivers
  - In some areas, it is challenging for drivers and bicyclists to share the road due to road width
- CO-119 (east of Boulder)
  - High speeds and traffic volumes
  - Some intersection-specific concerns (CO-119 and Airport Road, CO-119 and Jay Road)
- US-36
  - Turn lanes and acceleration lanes are being used as passing lanes along the corridor (especially by Middlefork)
  - US-36 and Neva Road – unsafe intersection for turning movements
- US-287
  - Many unsafe intersections that along US-287
  - High vehicle speeds, many crashes witnessed along the corridor

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

Areas with a high number of comments include:

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

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

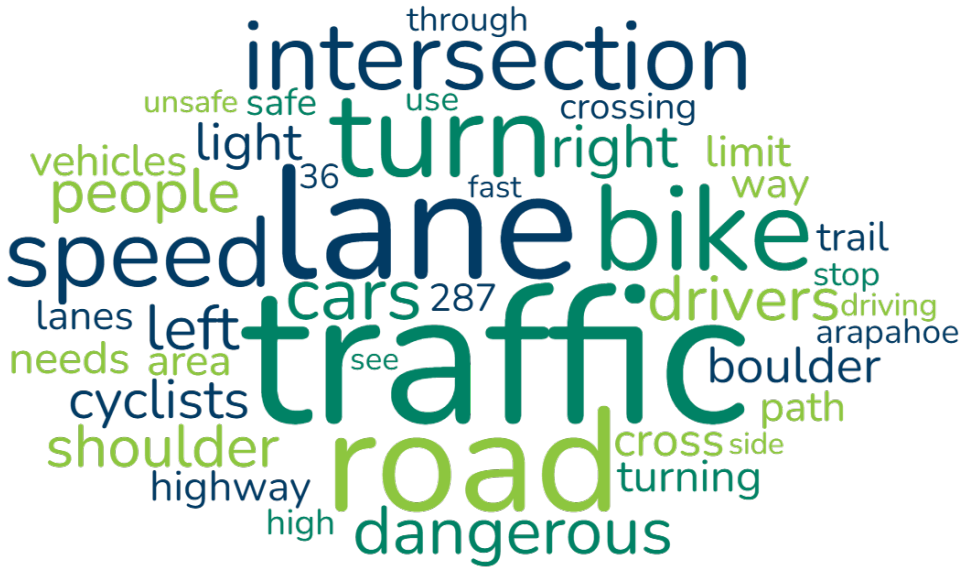

Figure 20. Word Cloud Generated from Boulder County Map Comments

Lafayette

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

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

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

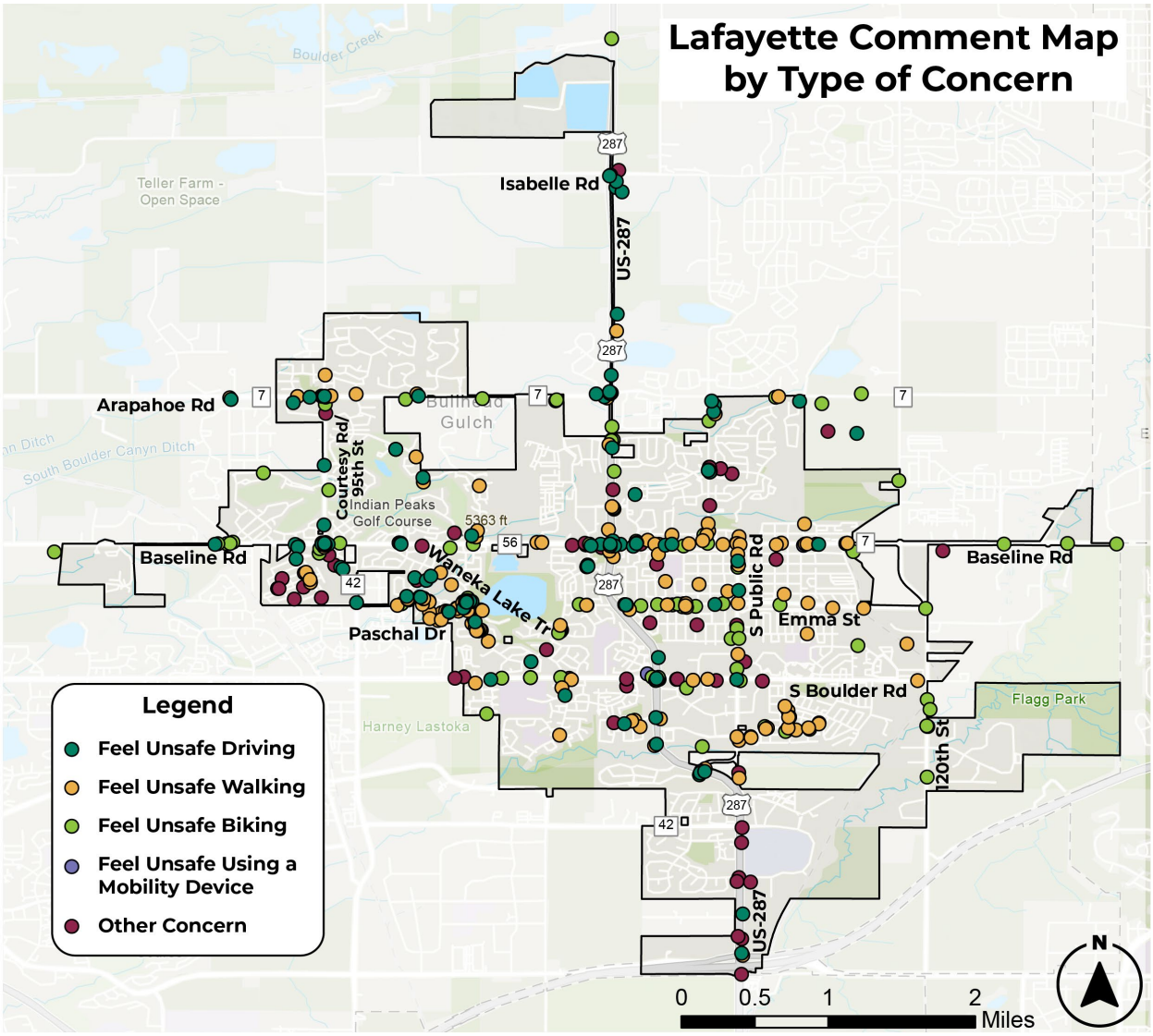

Figure 21. Lafayette Comment Map by Type of Concern

Corridors with a high number of comments include:

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

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

Intersections with a high number of comments include:

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

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

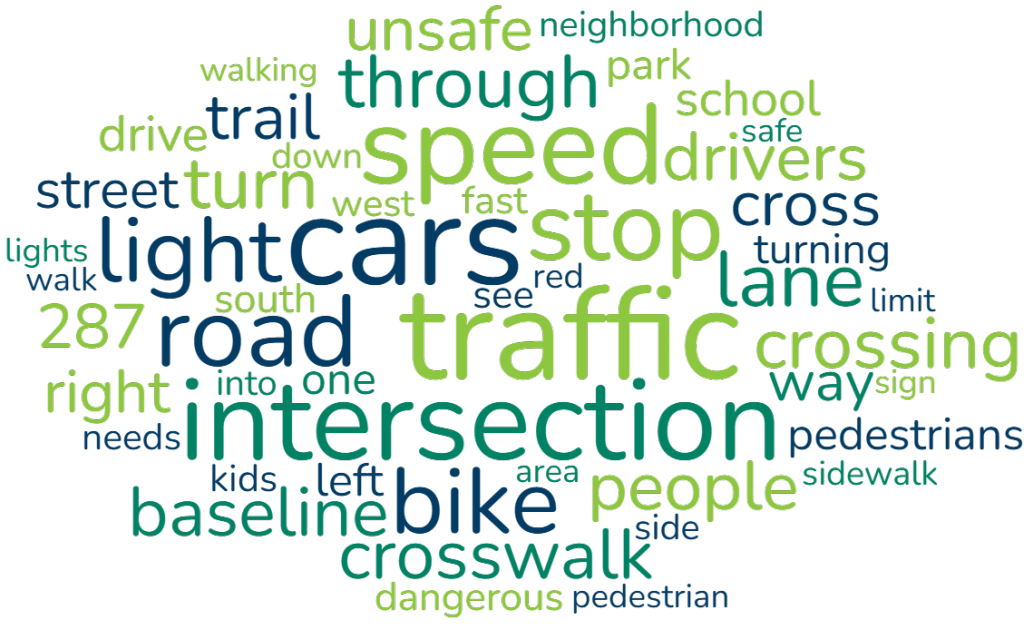

Figure 22. Word Cloud Generated from Lafayette Map Comments

Superior

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

- 9 Unsafe Driving
- 28 Unsafe Walking
- 16 Unsafe Biking
- 1 Unsafe Using Mobility Device
- 29 Other Concern

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

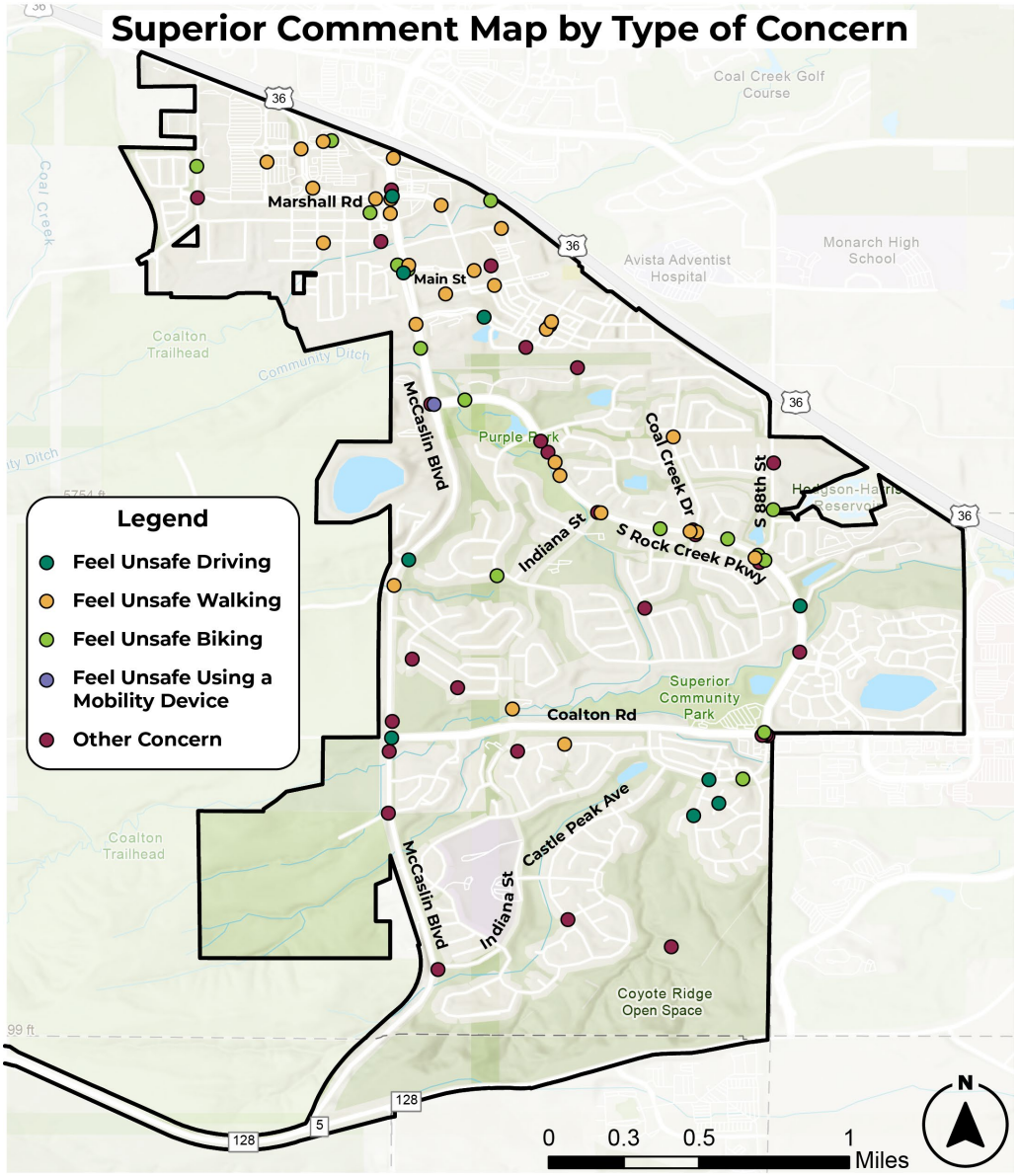

Figure 23. Superior Comment Map by Type of Concern

Corridors with a high number of comments include:

- McCaslin Boulevard
- Rock Creek Parkway

Intersections with a high number of comments include:

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

    - Unsignalized intersection makes it challenging for pedestrians (some school-aged) to cross and cars to make safe turns
- Rock Creek Parkway & S 88th Street:
    - Poor driver behavior at roundabout
    - Desire for safer pedestrian and bicycle infrastructure at roundabout (due to poor driver behavior)
- Rock Creek Parkway & Coalton Road
    - Disappearing bike lane means bicyclists need to merge into traffic at the intersection
    - High speeds, but slow-turning vehicles turning right onto Coalton Rd from Rock Creek Pkwy

Figure 24 is a word cloud generated from the top 100 words mentioned in the Superior area map comments. The larger the word, the more frequently it appeared in the comments.

Figure 24. Word Cloud Generated from Superior 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

Boulder County

City of Lafayette

Town of Superior℠
Gateway to Boulder Valley®

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

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

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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 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 reduc 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 meetinç
- 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. Visi 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 detaile 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 develope 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 b 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 abou 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 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:

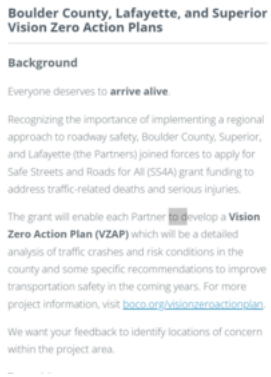
- Superior - Thursday, August 1
- Unincorporated Boulder County and mountain towns - Thursday, August 8
- Lafayette - Tuesday, August 20

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 f 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 t 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

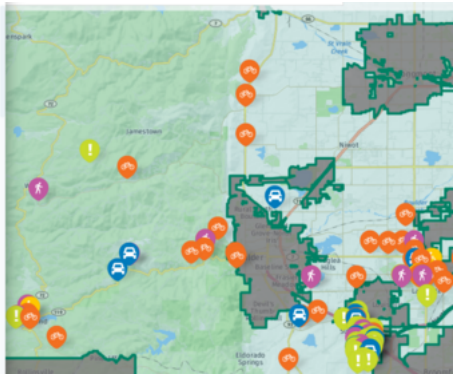
Background

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 boco.org/visionzeroactionplan.

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 ema 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

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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

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

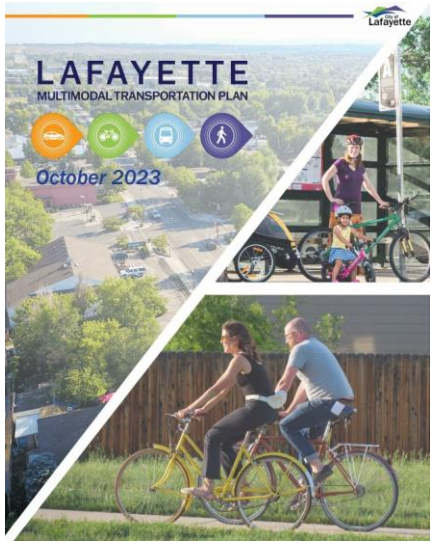
Source: Vision Zero Network

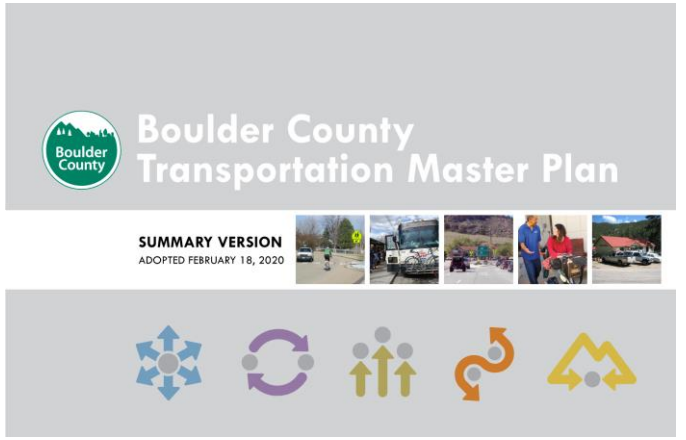
Project Overview

- 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.





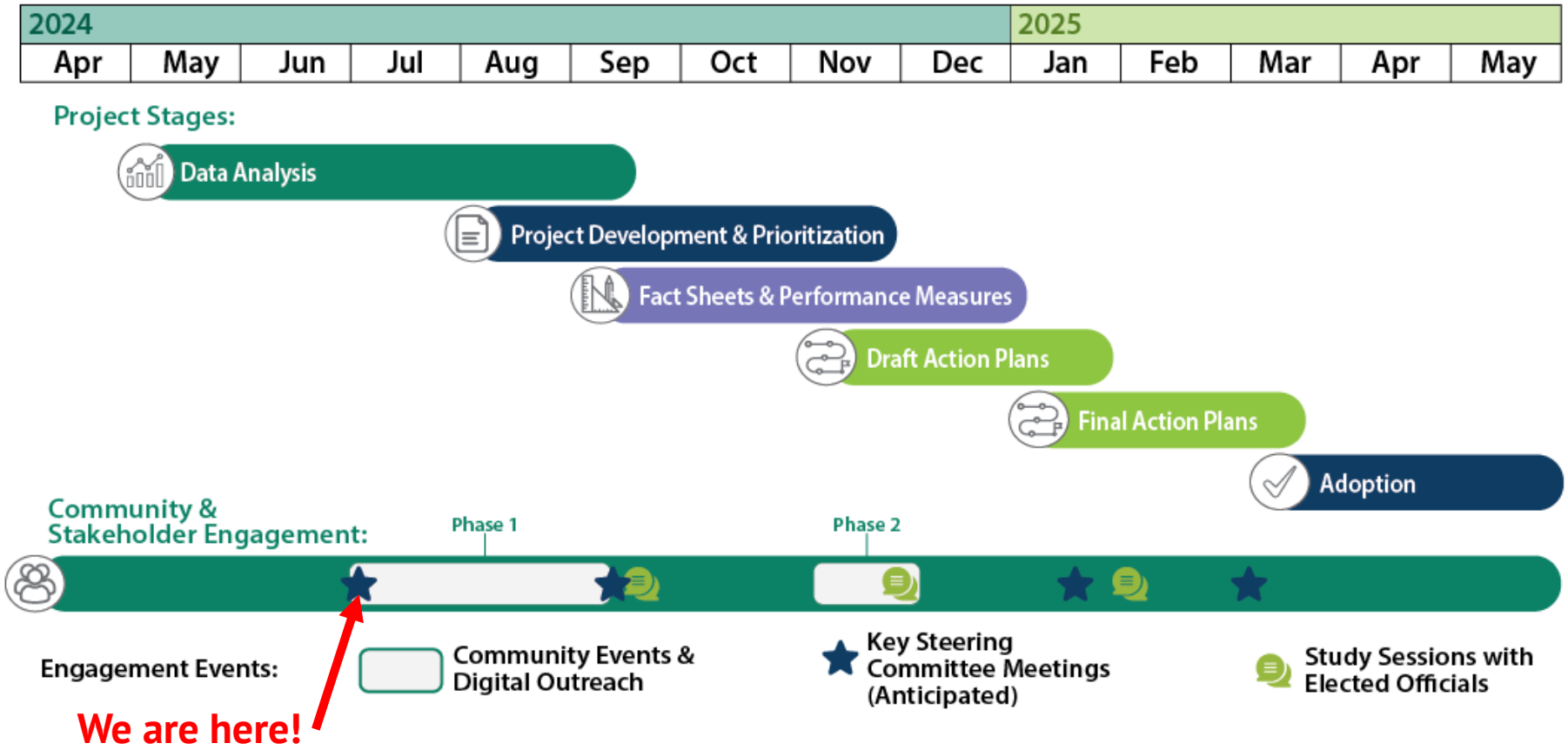
Project Process

Project Process

Project Process

Project Process

Schedule


2024
2025
Apr
May
Jun
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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)
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*

**Tentative Dates*

- Smaller group meetings or work sessions based on geography or topic area

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, RSP$_1$
Consor 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, *Boulder/Nederland area resident*
Alex Hyde-Wright, Boulder County		Craig Towler, Center for People with Disabilities, *Boulder resident*
Mark Shisler, Boulder County		Denice Walker, Mobility for All Ambassador *Lafayette resident*
Alex Bullen, Superior		George Eveleth, Boulder County, Engineer *Denver resident*
Michelle Melonakis, Lafayette		John Flora, JM Flora Law Group *Superior resident*
Nikki Riemer, Consor		Joshua Davis, Town of Nederland Streets Manager, *Nederland resident*
Krystian Boreyko, Consor		Katrina Harms, Peak to Peak Housing & Human Services Alliance, Peak to Peak Scenic Byway Board member, *Nederland resident*
Jenny Godwin, Consor		Krista Nordback, Community Cycles *Boulder resident*
Alexandra Phillips, Boulder County *South Boulder resident*		Landon Hillard, Boulder County, *Boulder resident*
Alvan Bidal Sanchez, DRCOG		Matthew Muir, Coalition 4 Cyclists
Bill Crist, Boulder County Sheriff's Office		Rachel Arndt, Boulder County Public Health *Nederland resident*
Bryce Reeves, CDOT Bike/Ped Coordinator & ADA Coordinator, *Windsor resident*		Rachel Plessing, *Superior resident*
Cammie Edson, City of Longmont Vision Zero *Longmont resident*		Stephanie Walton, former Lafayette Councilperson; Lafayette Senior Advisory Committee *Lafayette resident*

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.

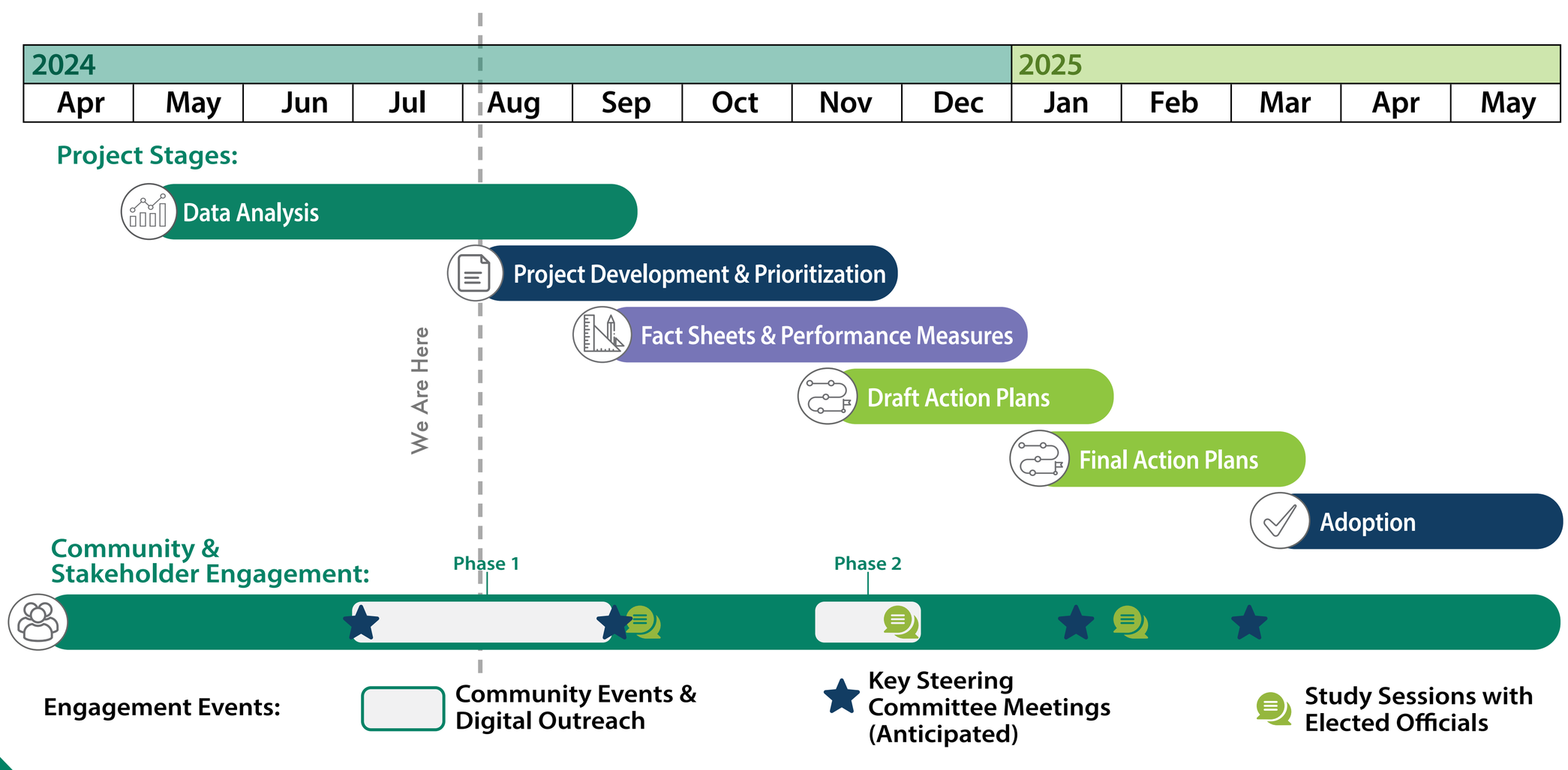
What is Vision Zero?

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:



Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

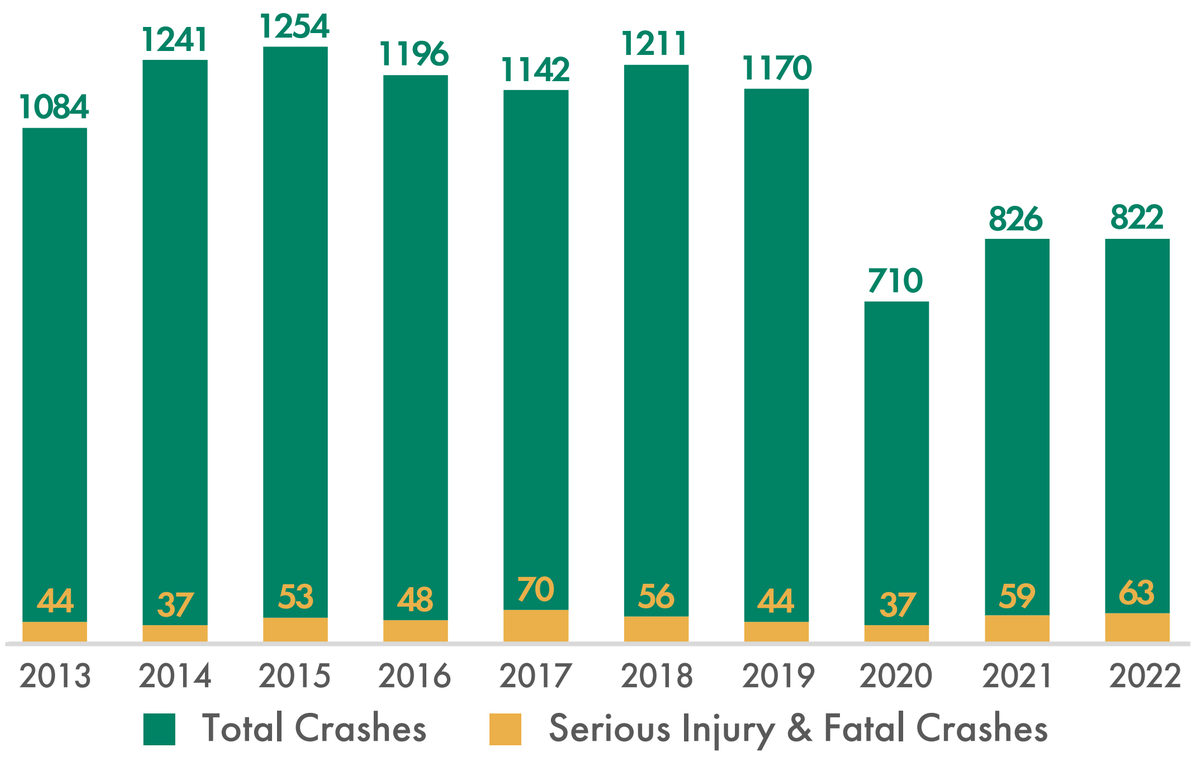
Unincorporated Boulder County Traffic Safety Analysis

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

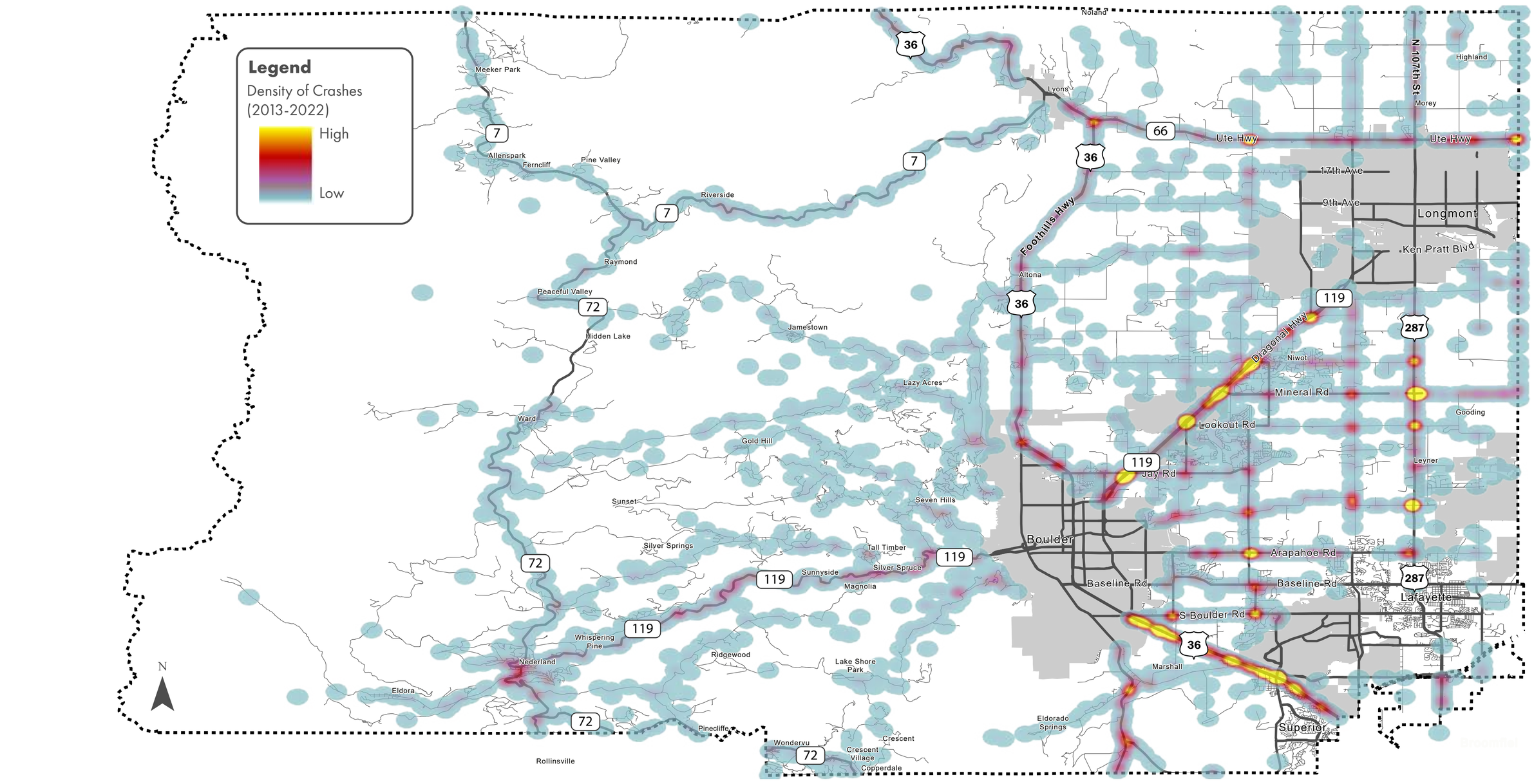
Crashes Over Time:



Top Five Serious Injury & Fatal Crash Types:

Fixed Object	16%
Overturning / Rollover	15%
Bicycle	11%
Broadside	11%
Head-On	11%

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

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

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.

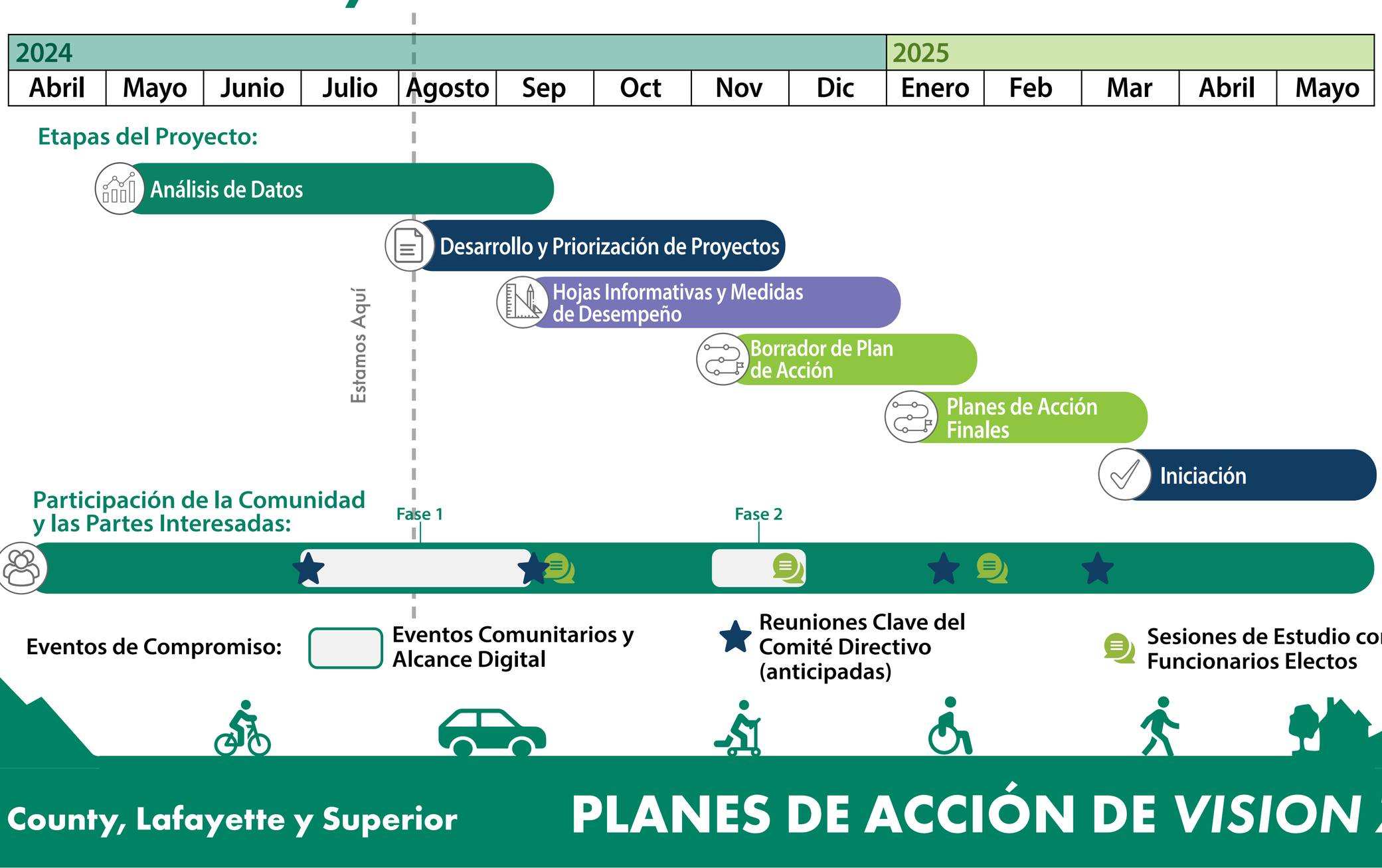
¿Qué es *Vision Zero*?

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:



Boulder County, Lafayette y Superior

PLANES DE ACCIÓN DE *VISION ZERO*

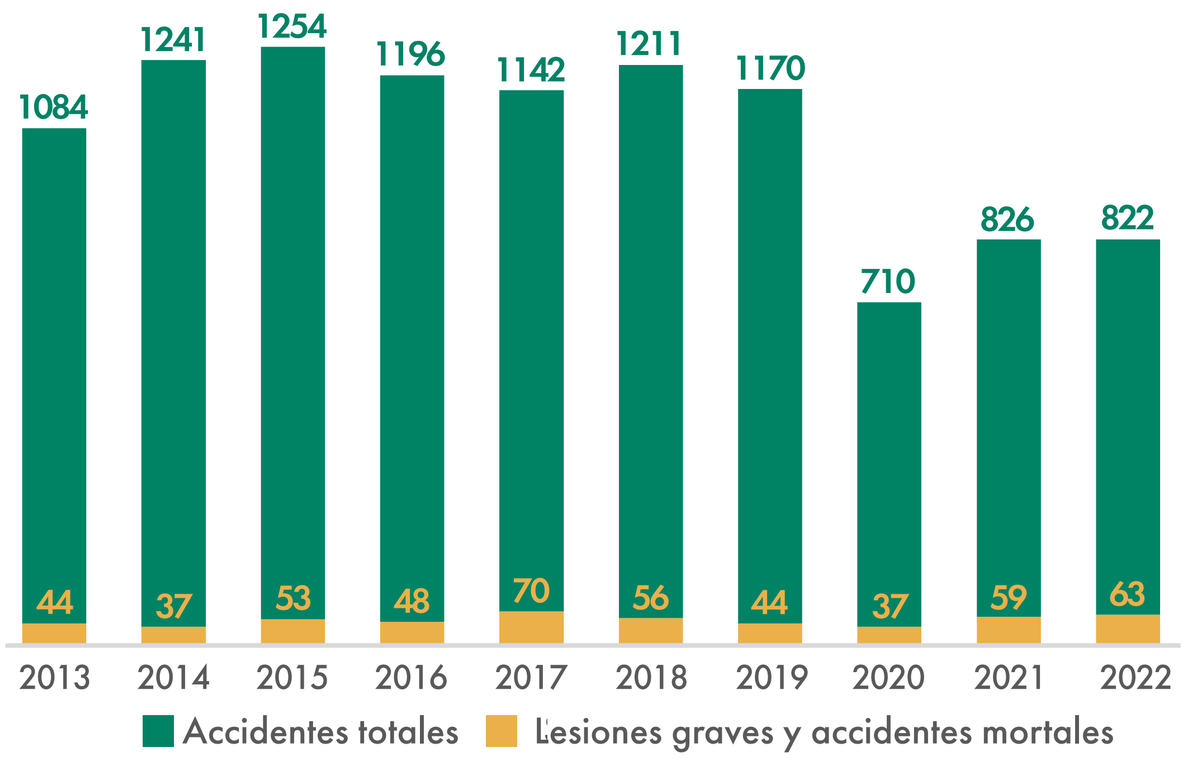
Condado de Boulder No Incorporado
Análisis de Seguridad Vial

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

¿Por qué es importante *Vision Zero*?

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

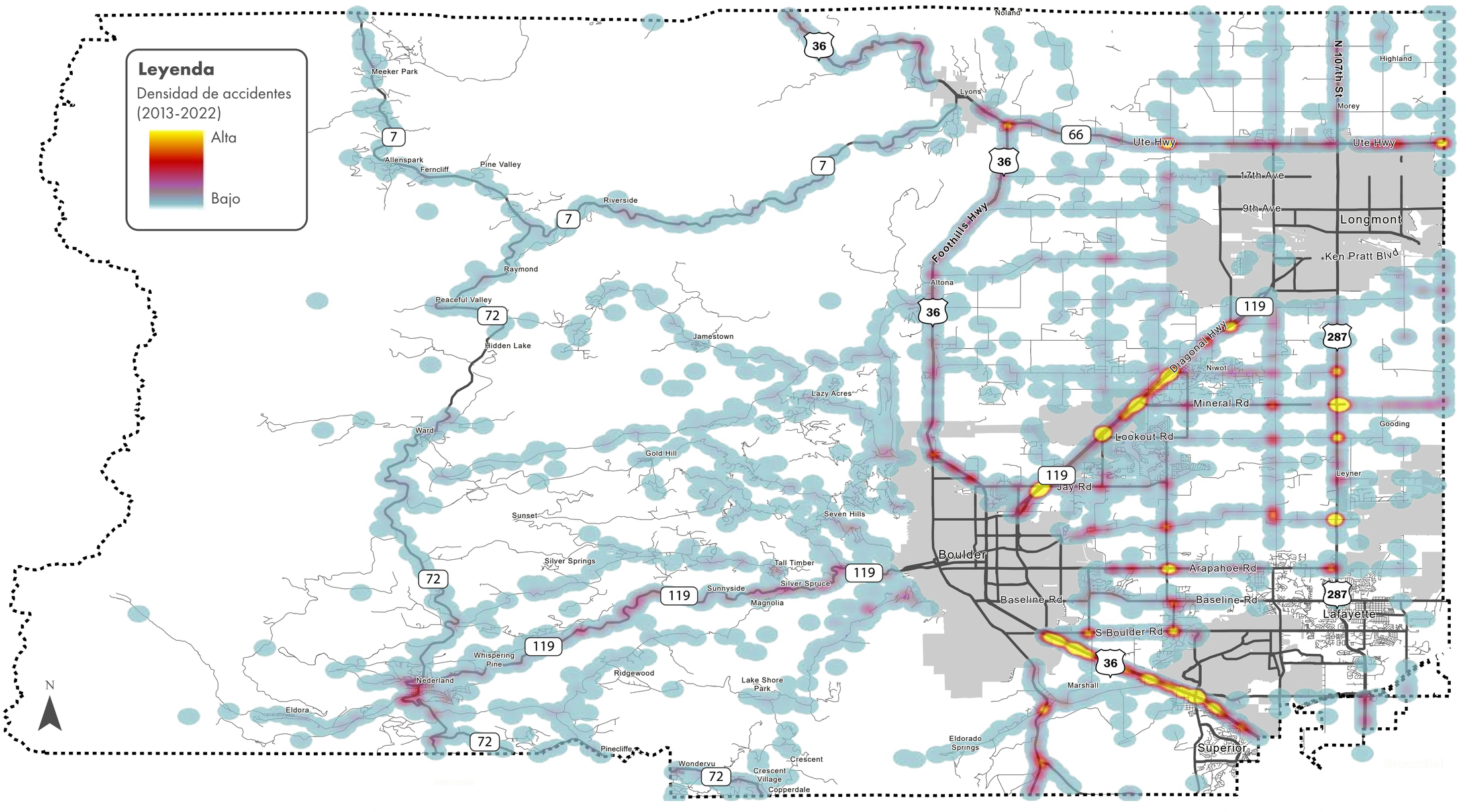
Accidentes por Año:



Los cinco tipos principales de lesiones graves y accidentes mortales:

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

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



¡Queremos su Opinión!

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

Comparta su experiencia de viajar en Condado de Boulder al:

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

boco.org/VisionZeroActionPlan

Boulder County, Lafayette y Superior

PLANES DE ACCIÓN DE *VISION ZERO*

Lafayette
Vision Zero Action Plan

Help Us Work Towards Zero Traffic Deaths

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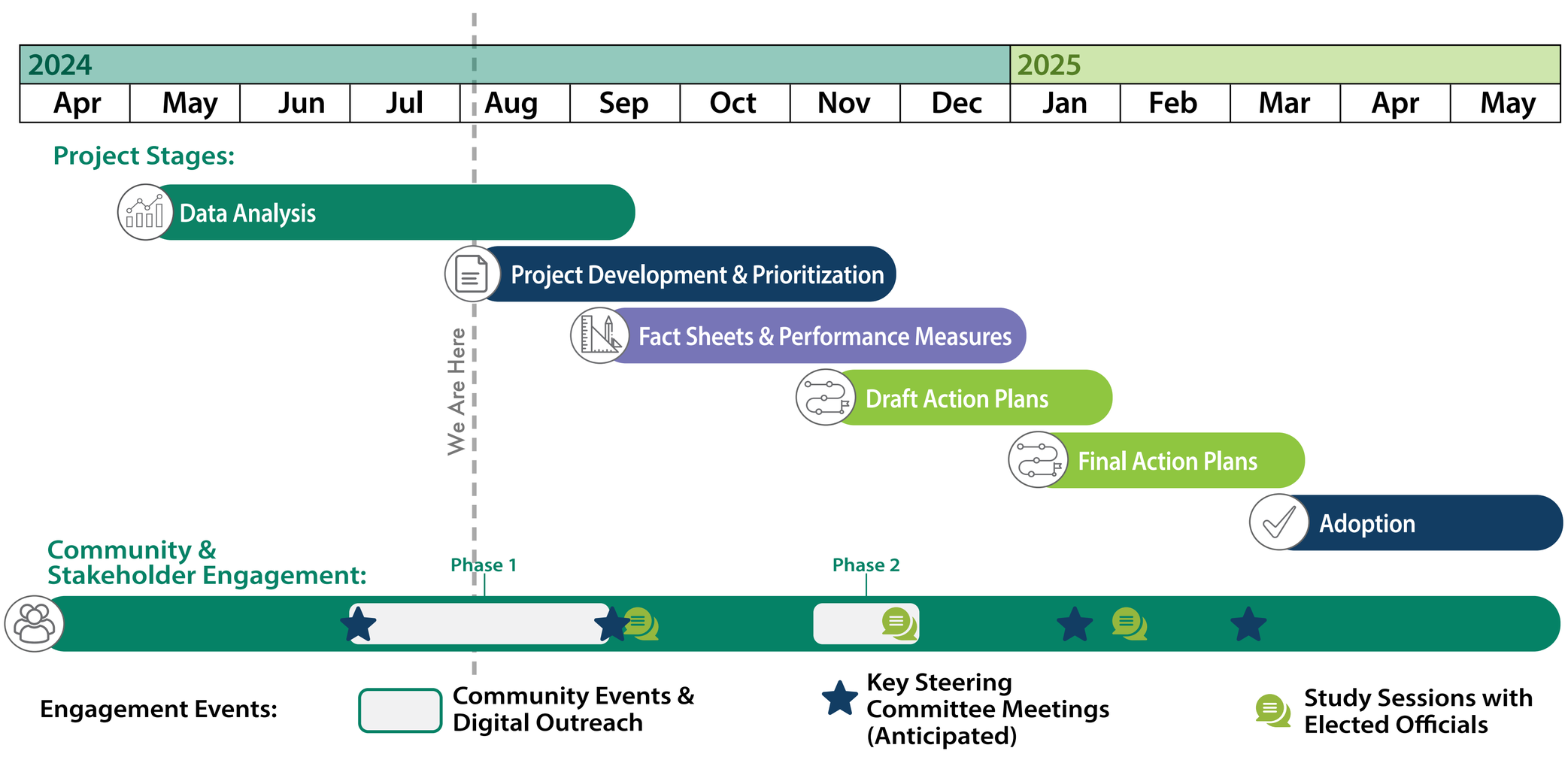
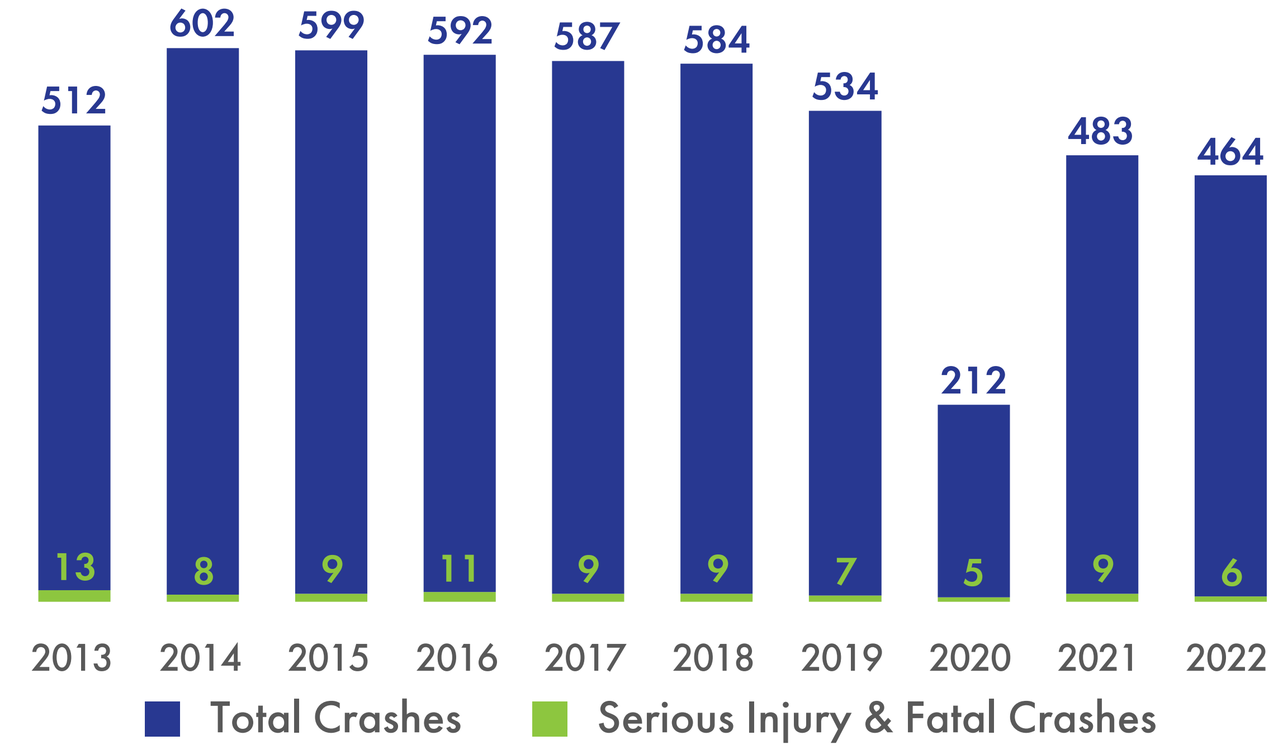


Lafayette Traffic Safety Analysis

Why is Vision Zero Important?

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

Crashes Over Time*:



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

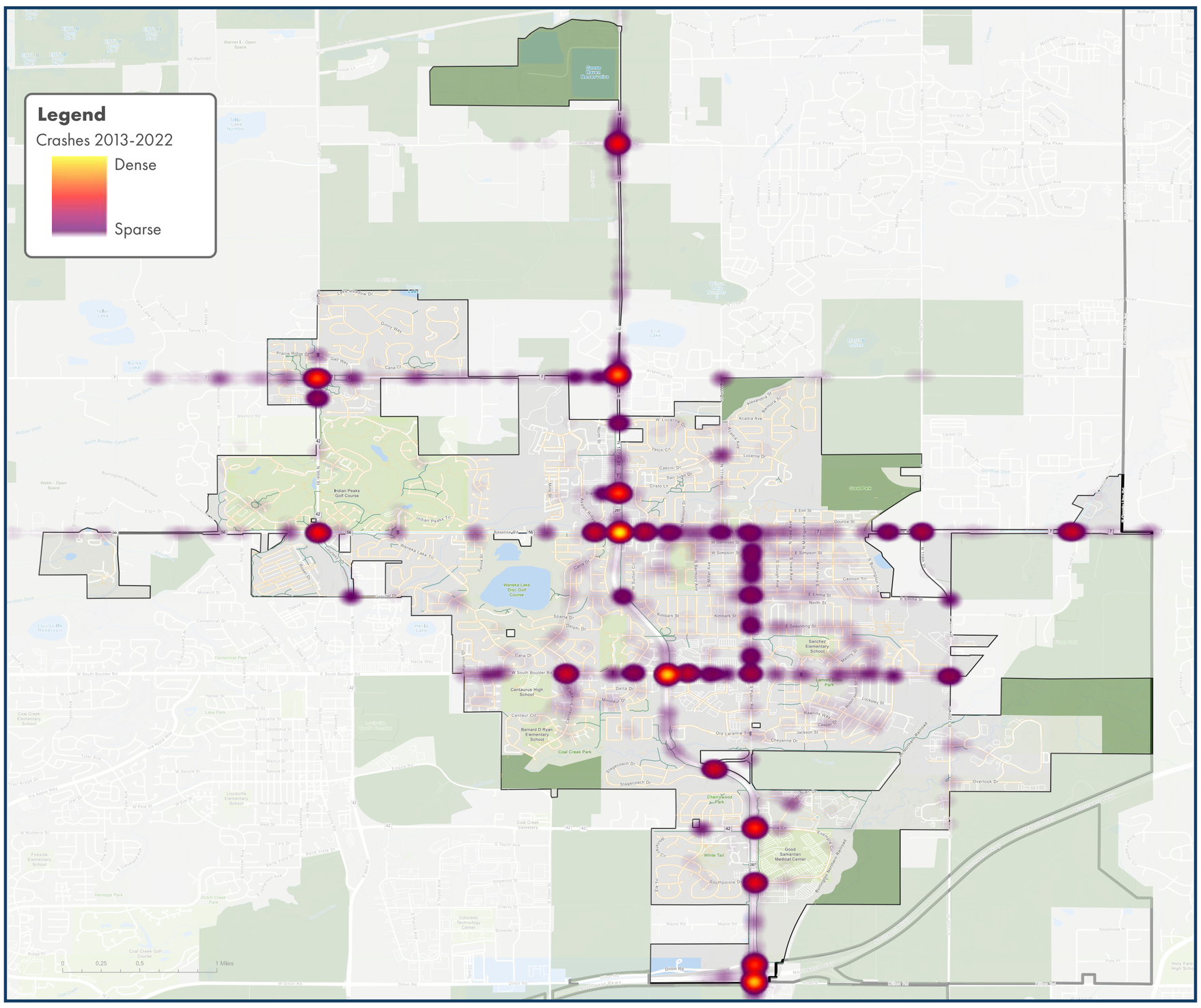
Top Four Serious Injury & Fatal Crash Types:

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

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

We Want Your Input!

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



Share your experience traveling in Lafayette by:

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

boco.org/VisionZeroActionPlan

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Lafayette
Plan de Acción de *Vision Zero*

Ayúdenos a lograr cero muertes por accidentes de tránsito

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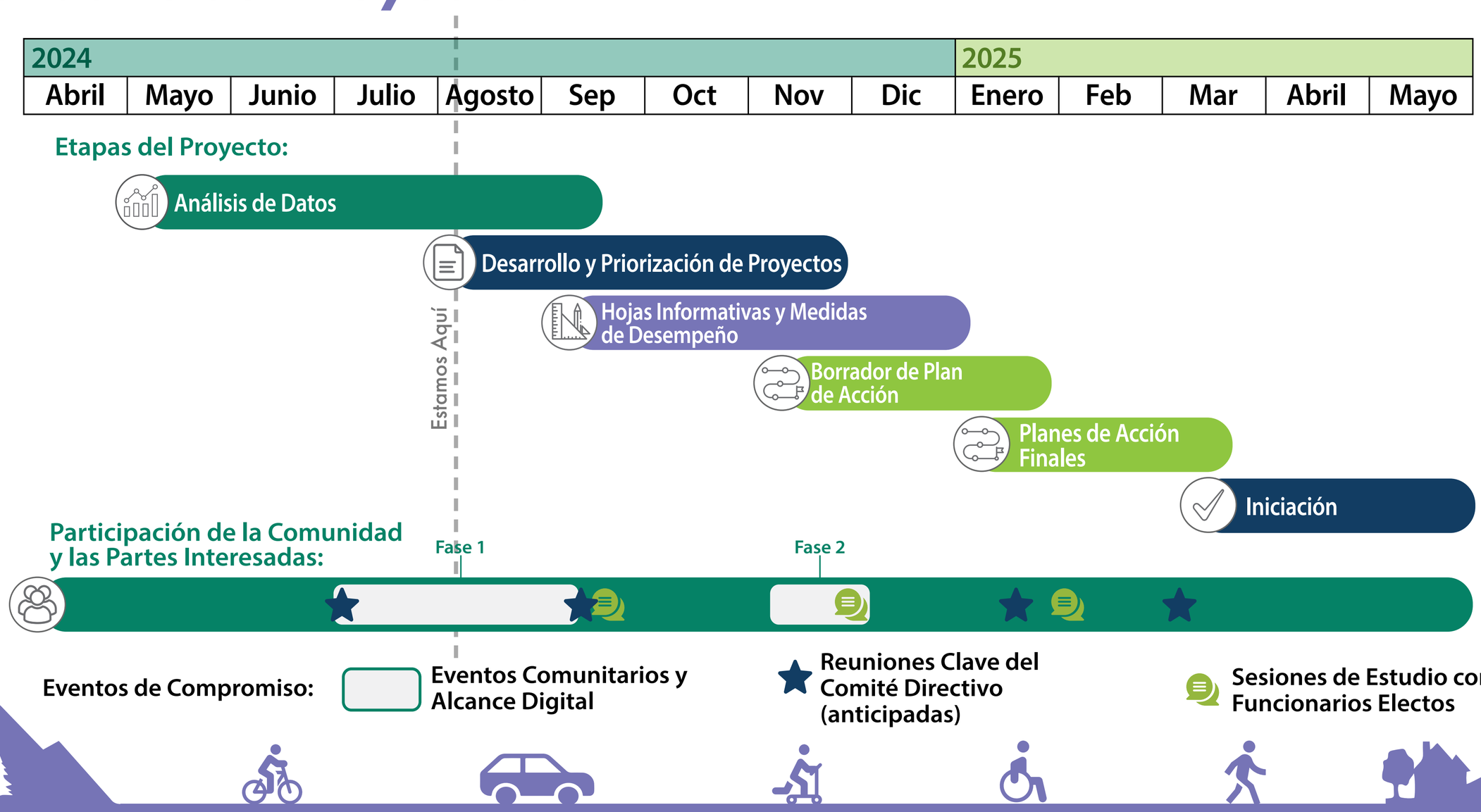
Obtenga más Información sobre el Plan:

boco.org/VisionZeroActionPlan

Calendario del Proyecto:



Boulder County, Lafayette y Superior

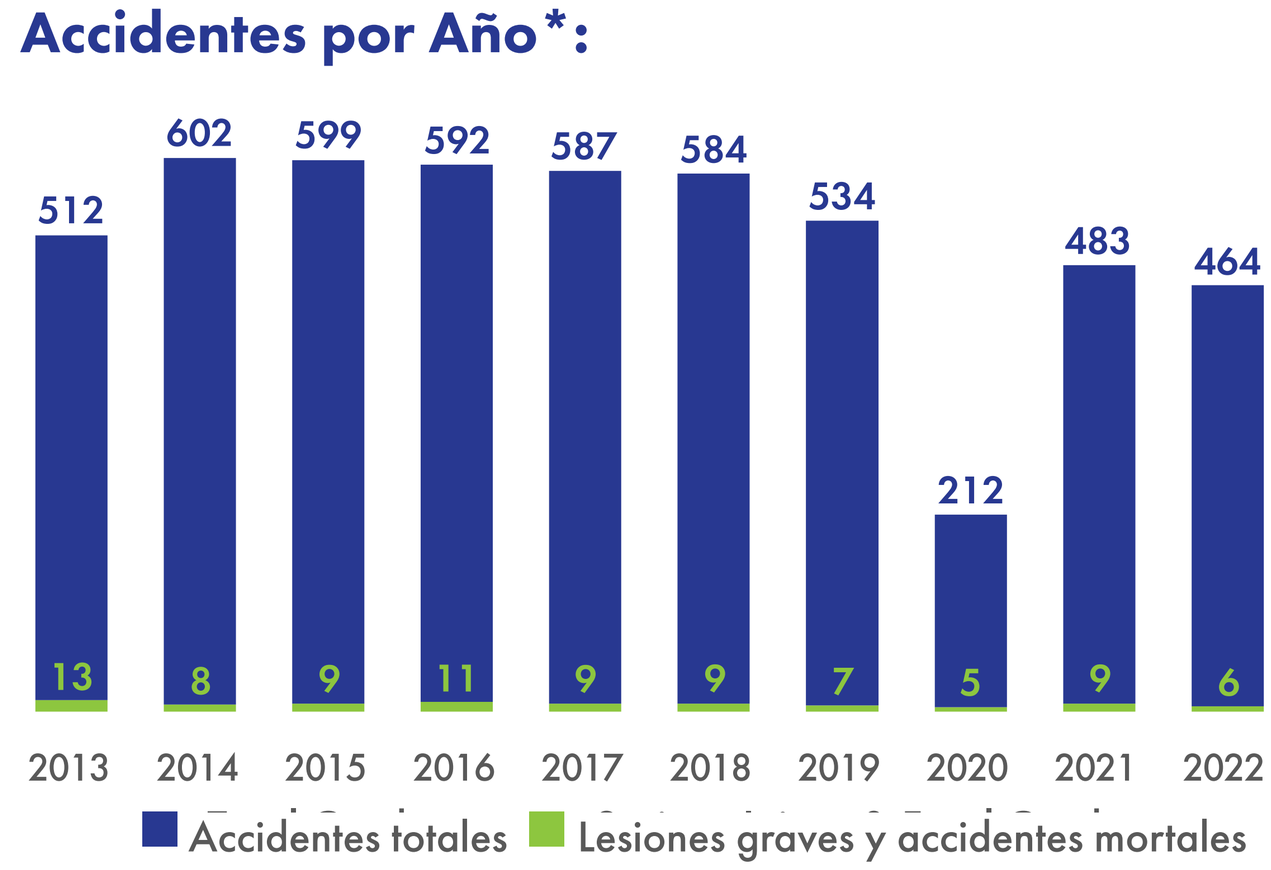
PLANES DE ACCIÓN DE *VISION ZERO*

Lafayette
Análisis de Seguridad Vial

¿Por qué es importante *Vision Zero*?

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

Accidentes por Año*:



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

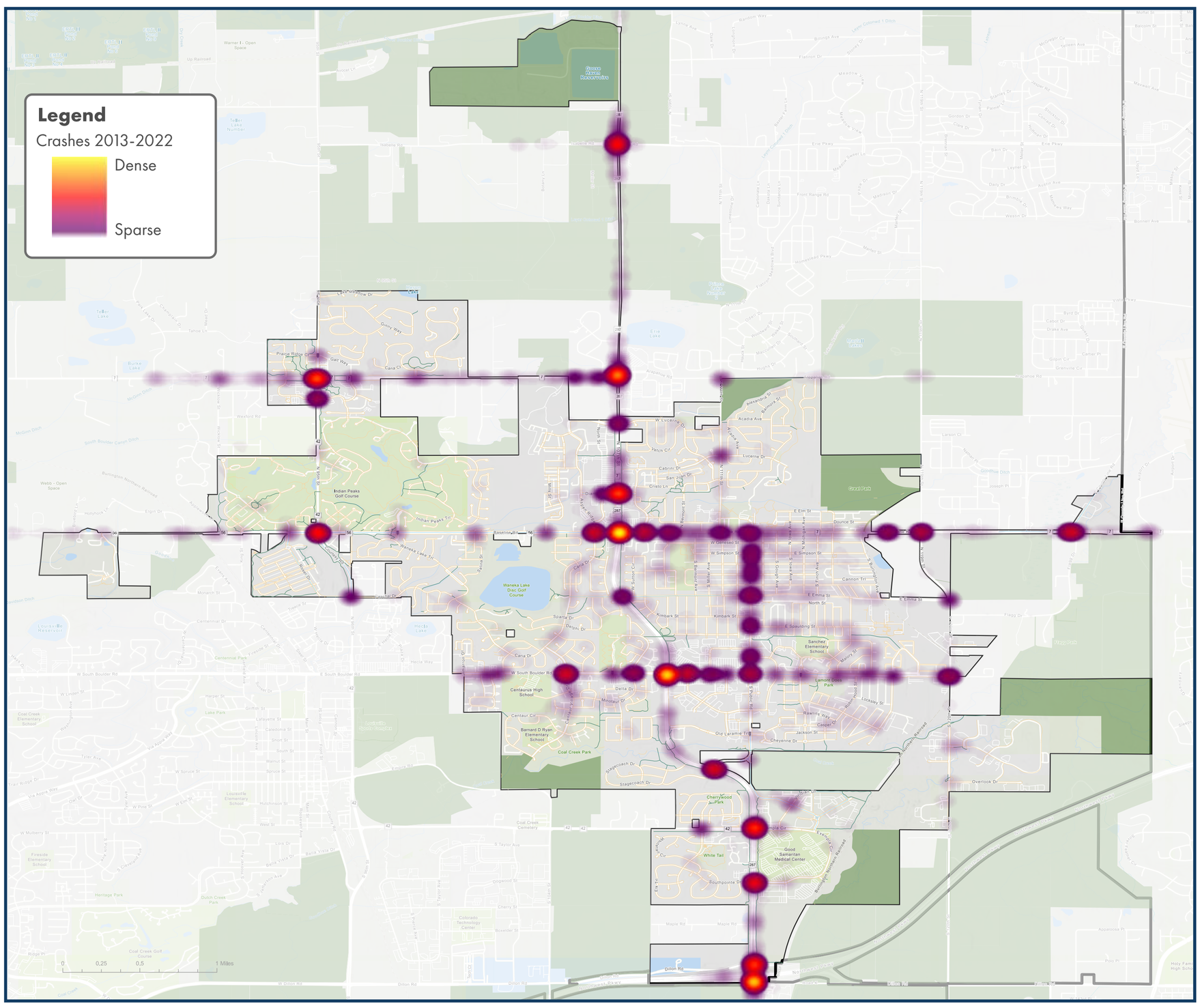
Los cuatro tipos principales de lesiones graves y accidentes mortales:

De Costado	20%
De Giro	18%
Choque por Atrás	16%
De Refilón	12%

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

¡Queremos su Opinión!

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



Comparta su experiencia de viajar en Lafayette 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 y Superior

PLANES DE ACCIÓN DE *VISION ZERO*

Legend/*Leyenda*

- Sidewalk
  Vereda
- Bike Lane
  Carril de Bicicletas
- Paved Multi-Use Path
  Camino Pavimentado de Varios Usos
- Soft-Surface Multi-Use Path
  Camino de Superficie Blanda de Varios Usos
- Traffic Signal
  Semaféro
- Town of Superior Limits
  Límites del Pueblo Superior

I Feel Unsafe. . .

Me siento inseguro/a. . .

- Walking
  Caminando
- Biking
  Andar en bicicleta
- Driving
  Conducir
- Using a Mobility Device
  Usar un dispositivo de movilidad
- Other Concern
  Otras inquietudes

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

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

Town of Superior Vision Zero Action Plan

Everyone deserves to arrive alive.

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

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.

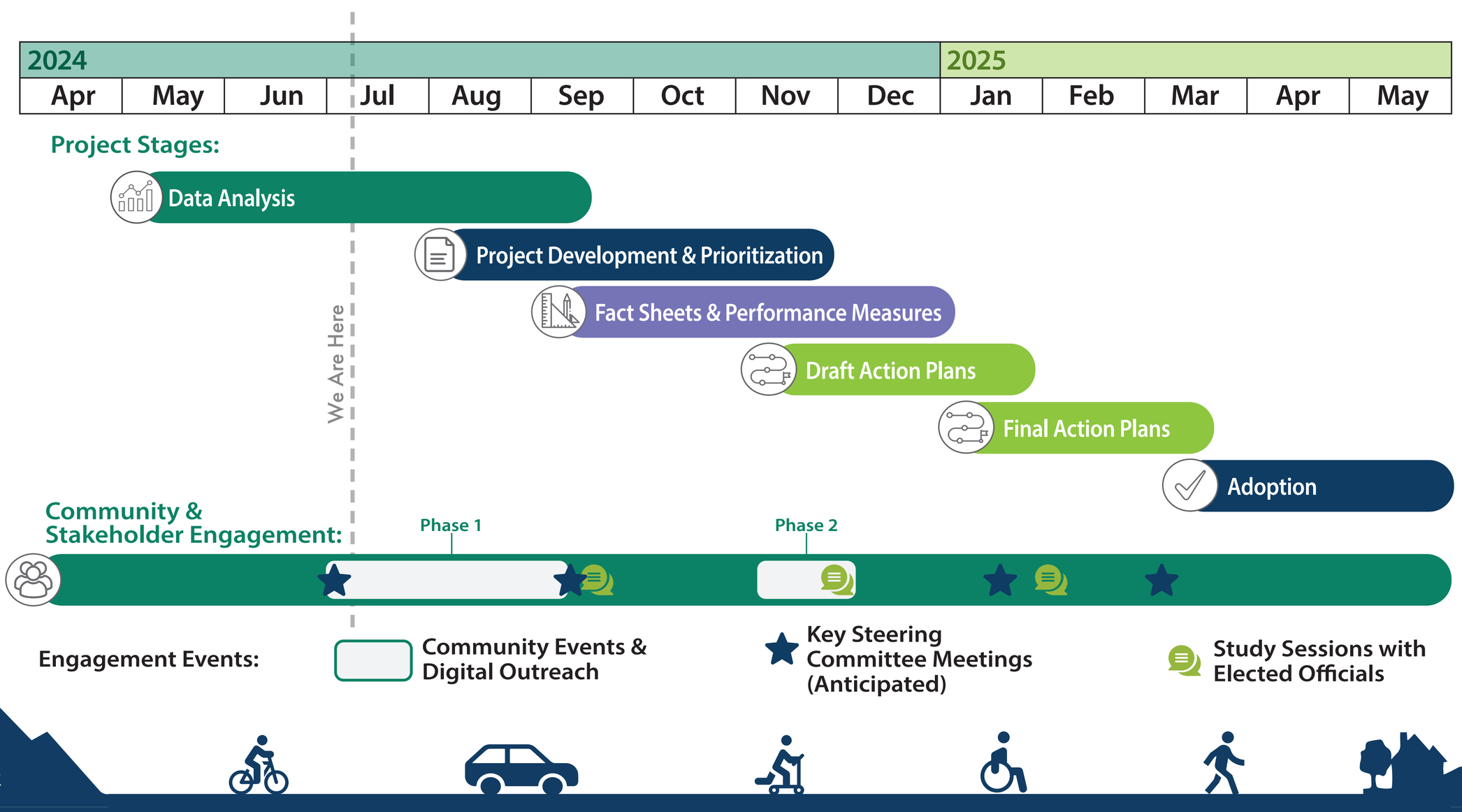
What is Vision Zero?

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:

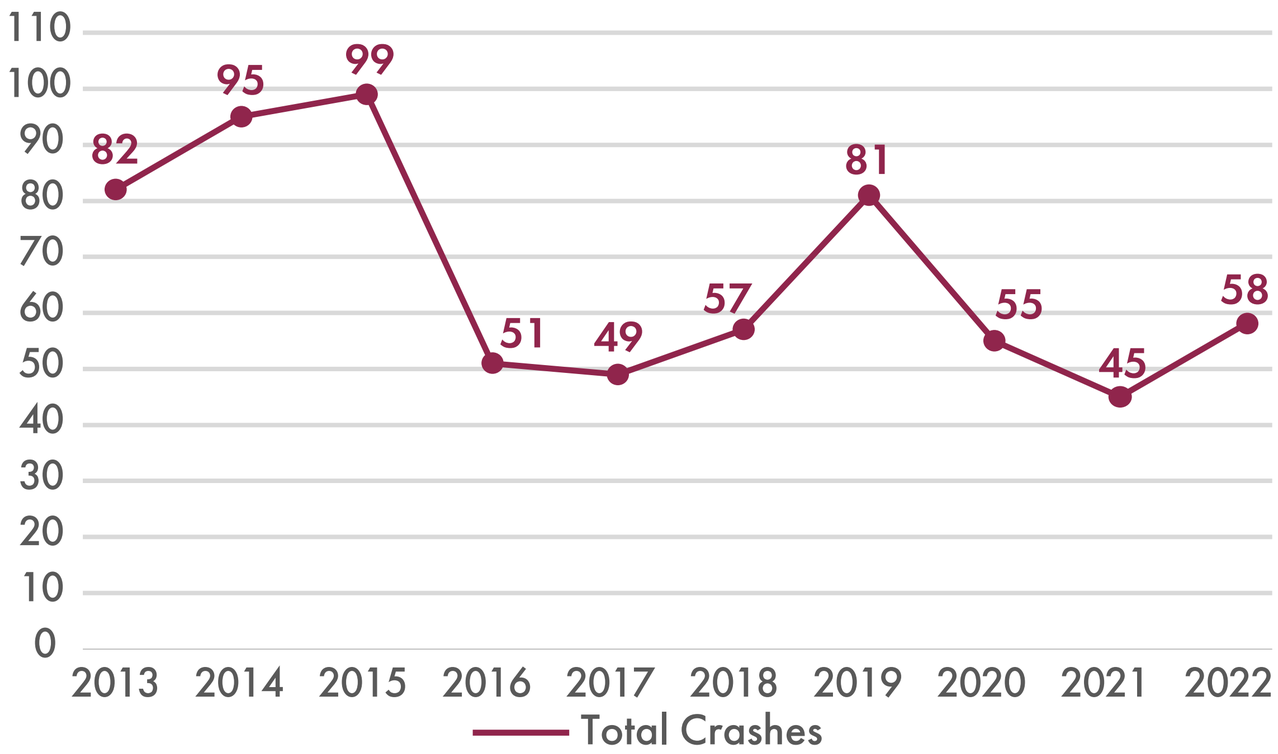


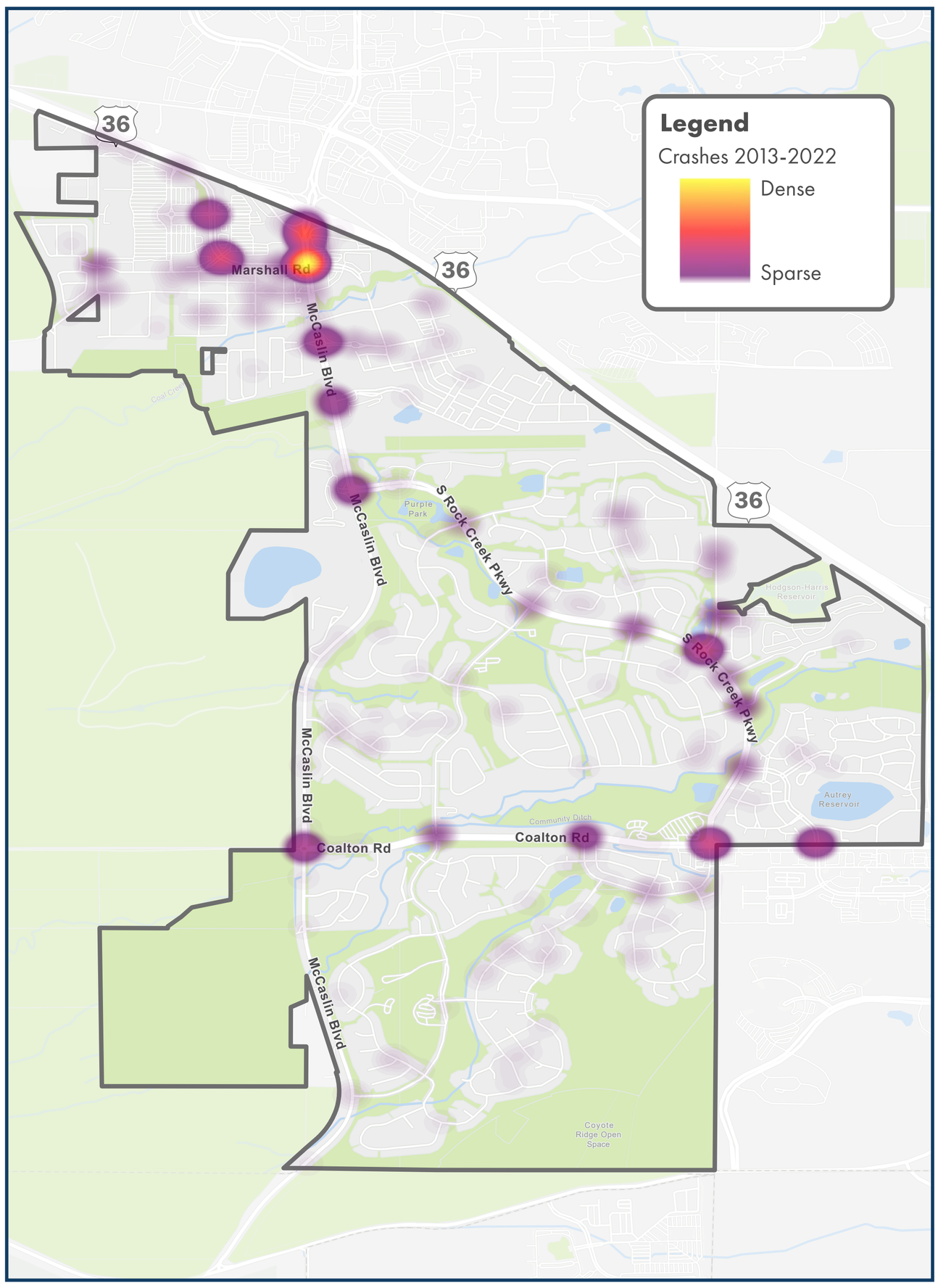
Town of Superior Traffic Safety Analysis

The Need for Vision Zero:

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

Crashes Over Time:





Top Five Crash Types:

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

65% of crashes are occuring at intersections

We Want Your Input!

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

Share your experience traveling in Superior by:

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

Pueblo de Superior
Plan de Acción de *Vision Zero*

Todos merecen llegar vivos.

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

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 monitorearemos el progreso/éxito.

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

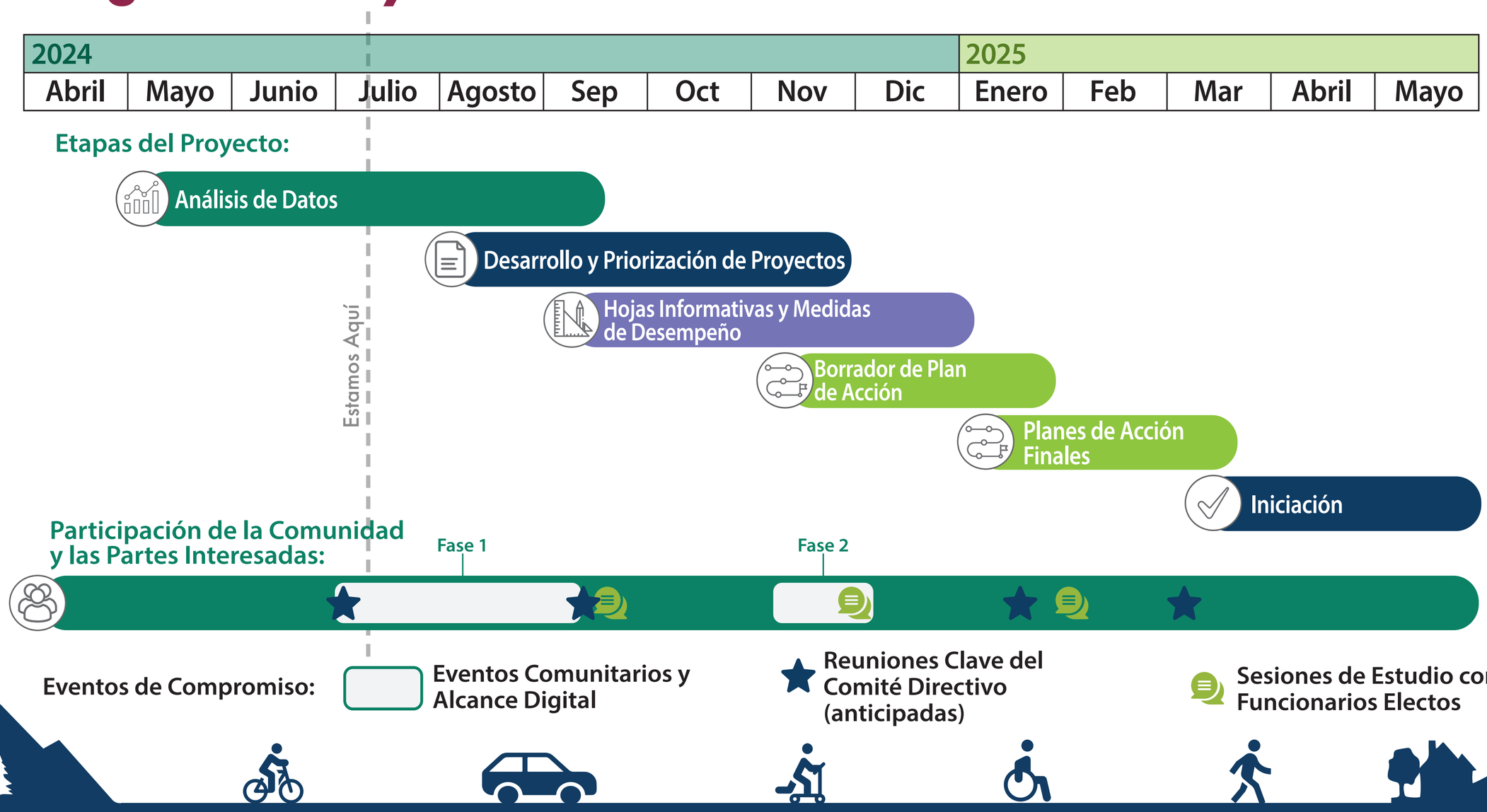
¿Qué es *Vision Zero*?

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

Cronología del Proyecto:



Boulder County, Lafayette y Superior

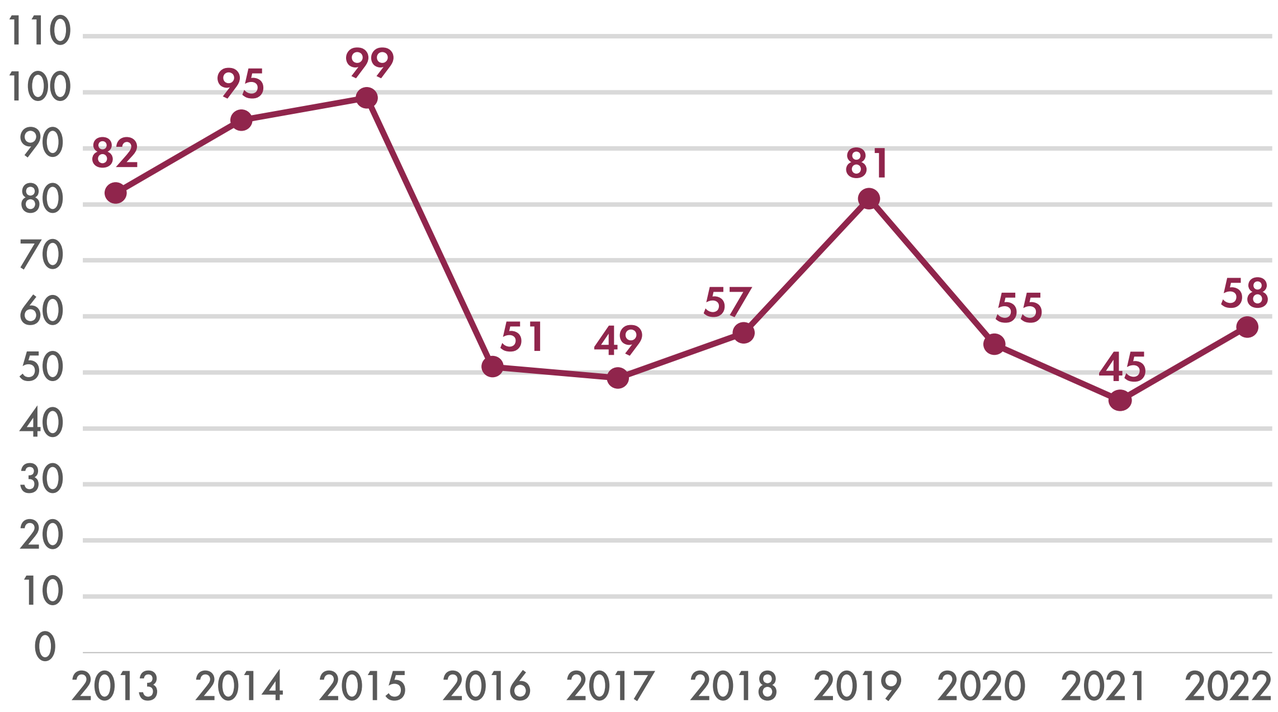
PLANES DE ACCIÓN DE *VISION ZERO*

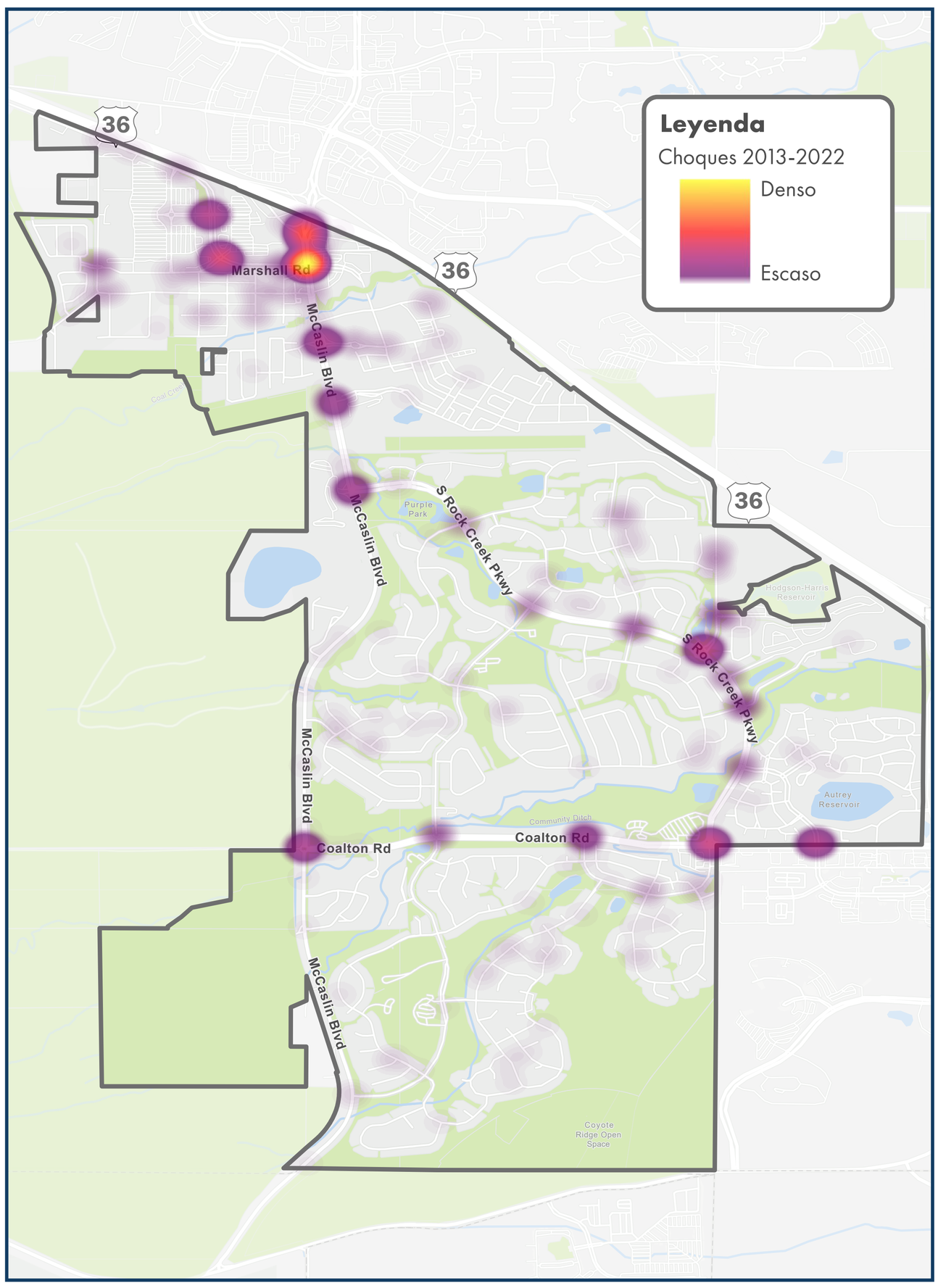
Pueblo de Superior
Análisis de Seguridad Vial

La Necesidad de *Vision Zero*:

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

Choques con el Tiempo:





Cinco Tipos Principales de Accidentes:

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

El 65% de los accidentes ocurren en las intersecciones

¡Queremos su Opinión!

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

Comparta su experiencia de viajar en Superior al:

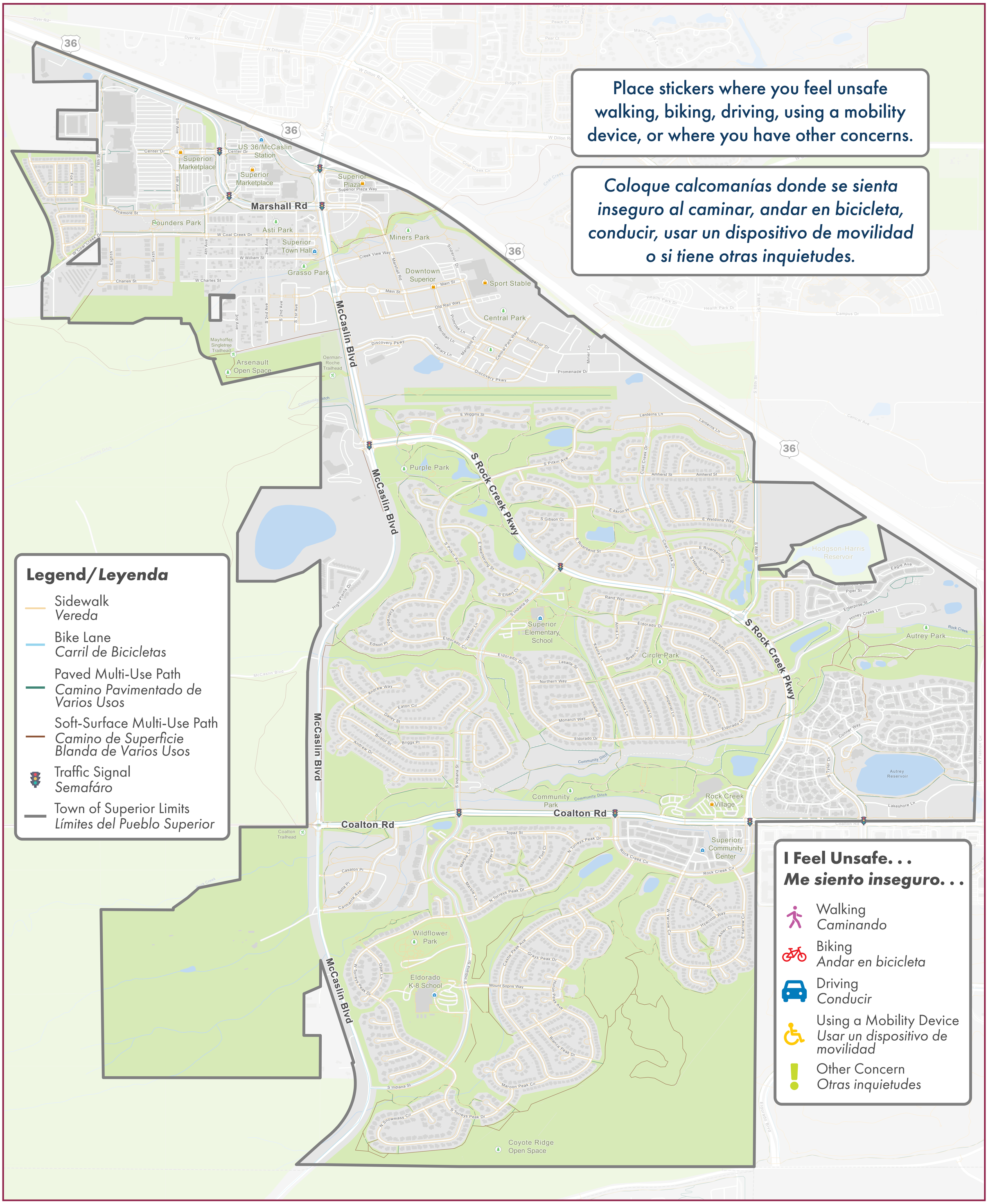
- **Colocar calcomanías en nuestro mapa o alfileres en nuestro mapa interacti vo en línea**
- **Responder nuestra encuesta en línea antes del 31 de agosto**

Provide Your Input! / *¡De su Opinión!*

Town of Superior
Gateway To Boulder Valley®

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

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



Legend/*Leyenda*

- Sidewalk / *Vereda*
- Bike Lane / *Carril de Bicicletas*
- Paved Multi-Use Path / *Camino Pavimentado de Varios Usos*
- Soft-Surface Multi-Use Path / *Camino de Superficie Blanda de Varios Usos*
- Traffic Signal / *Semafáro*
- Town of Superior Limits / *Límites del Pueblo Superior*

I Feel Unsafe. . .
Me siento inseguro. . .

- Walking / *Caminando*
- Biking / *Andar en bicicleta*
- Driving / *Conducir*
- Using a Mobility Device / *Usar un dispositivo de movilidad*
- Other Concern / *Otras inquietudes*

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.

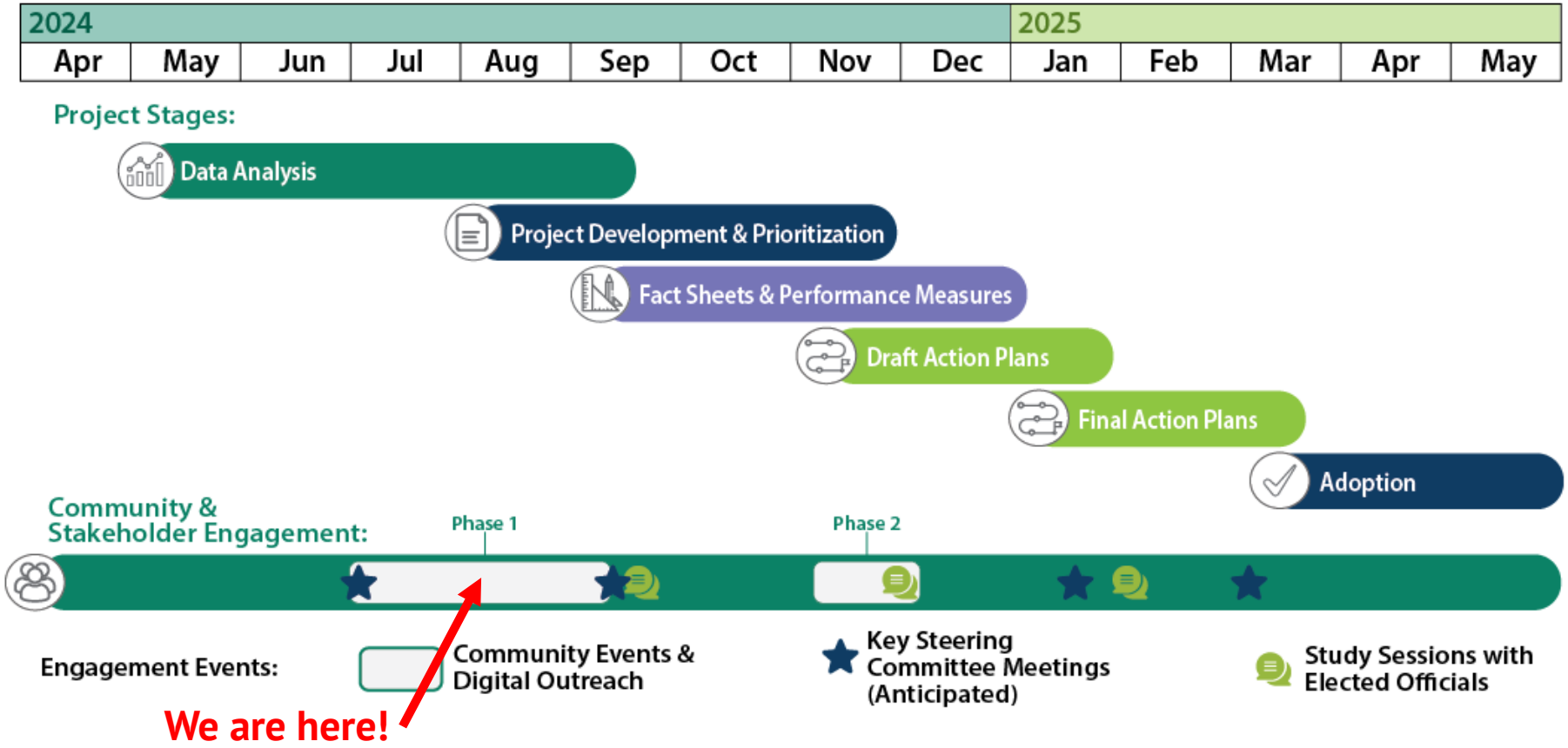
Safe System Approach

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

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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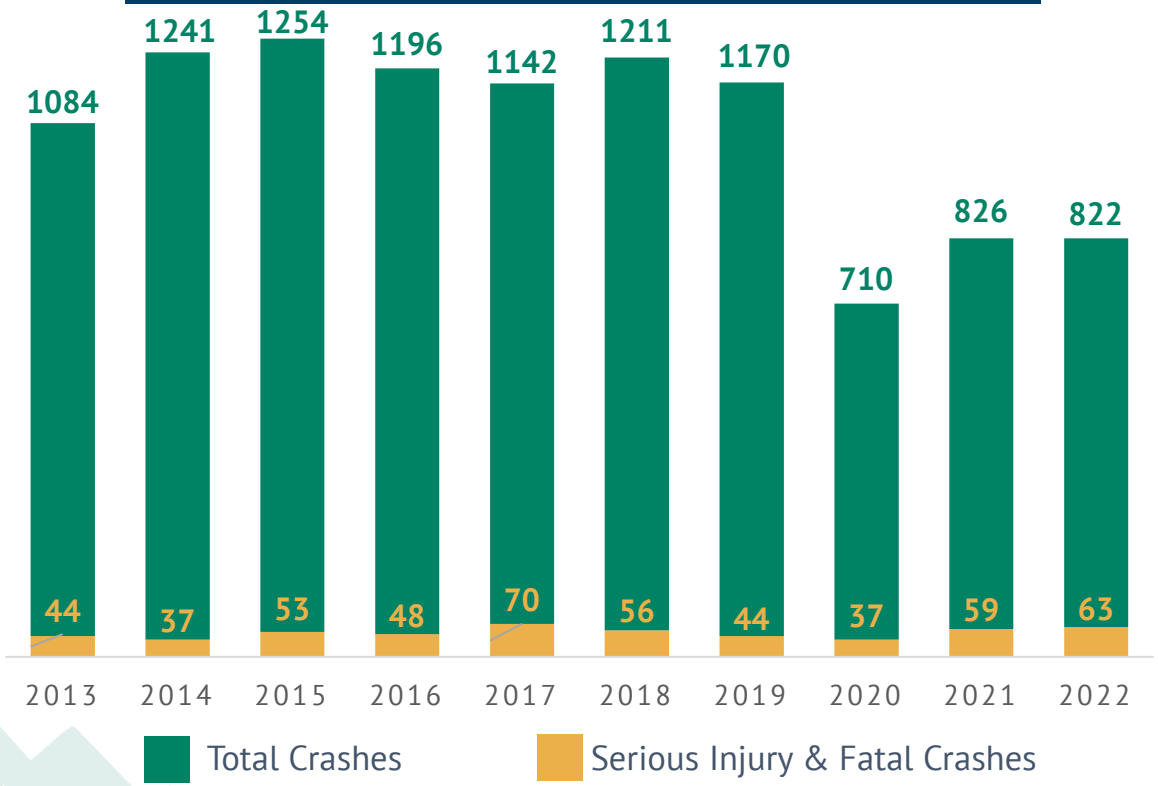
Project Stages:
Data Analysis
Project Development & Prioritization
Fact Sheets & Performance Measures
Draft Action Plans
Final Action Plans
Adoption
Community & Stakeholder Engagement:
Phase 1
Phase 2
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Study Sessions with Elected Officials
We are here!

Crash History in Unincorporated Boulder County & Mountain Towns

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



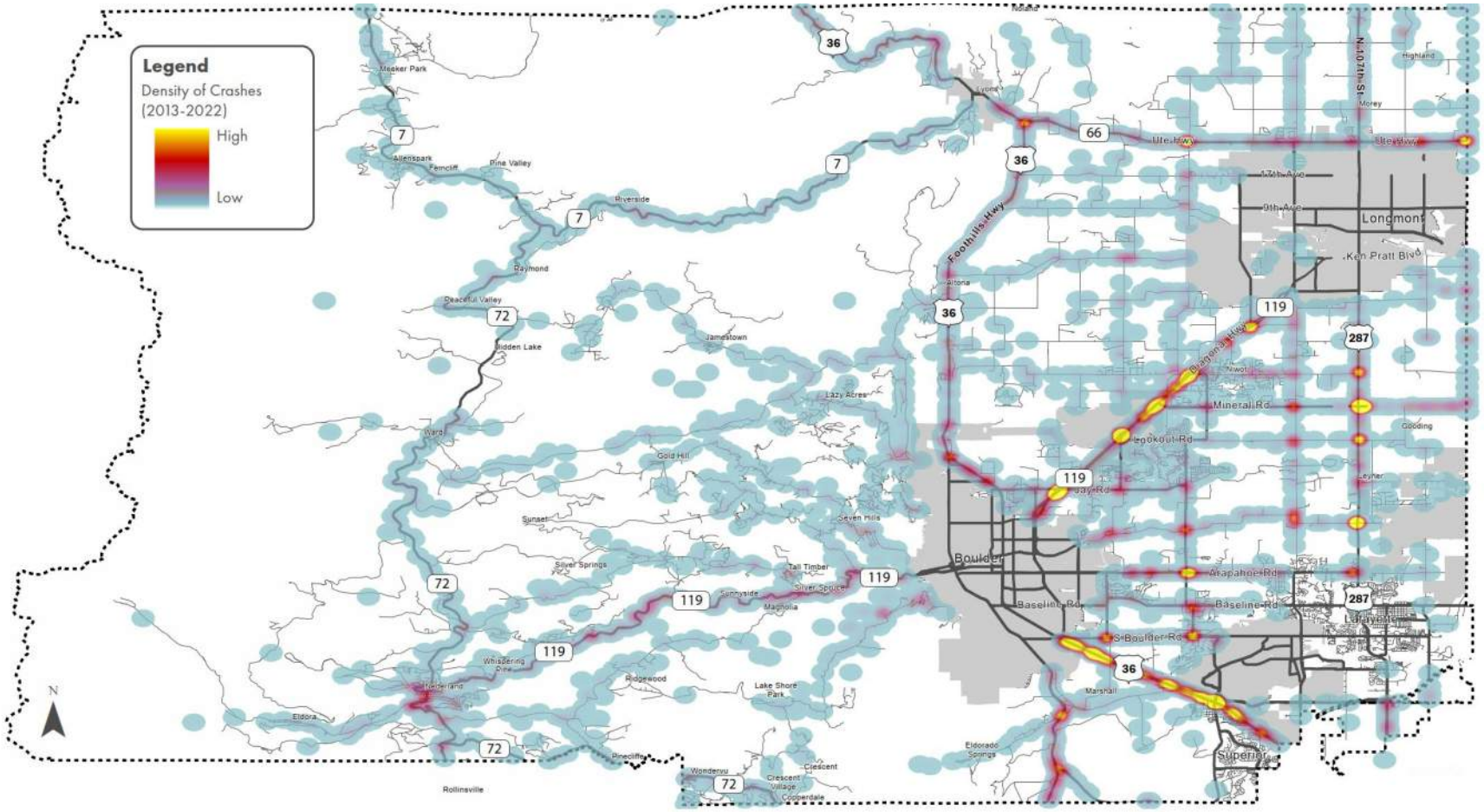
Top Five Serious Injury & Fatal Crash Types:

Fixed Object	16%
Overturning / Rollover	15%
Bicycle	11%
Broadside	11%
Head-On	11%

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



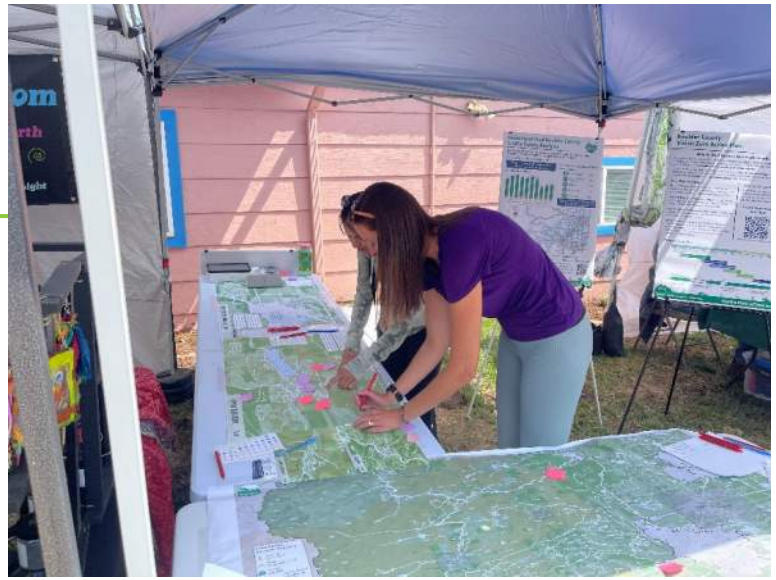
Survey Open Through August 31

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

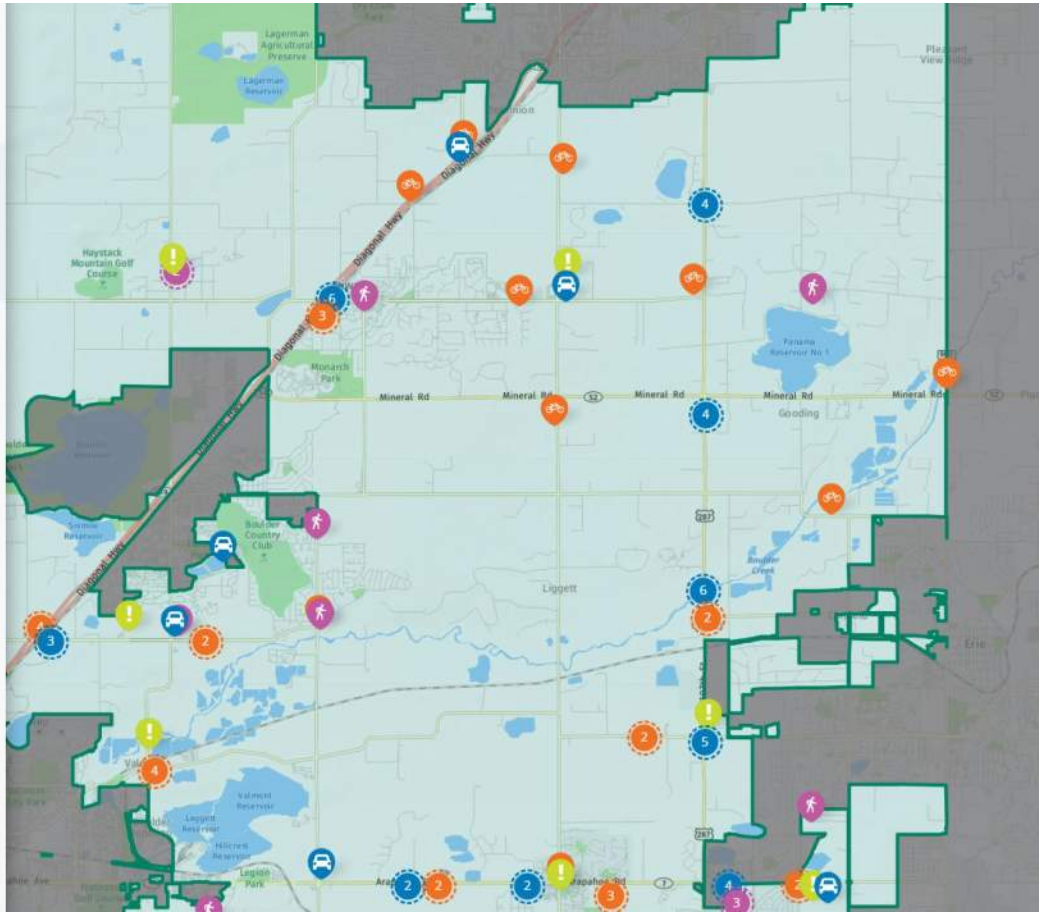
What municipality do you work in? *

- (●) Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ( ) Lafayette
- ( ) Superior
- ( ) Other

Which municipalities are you interested in providing feedback on? *

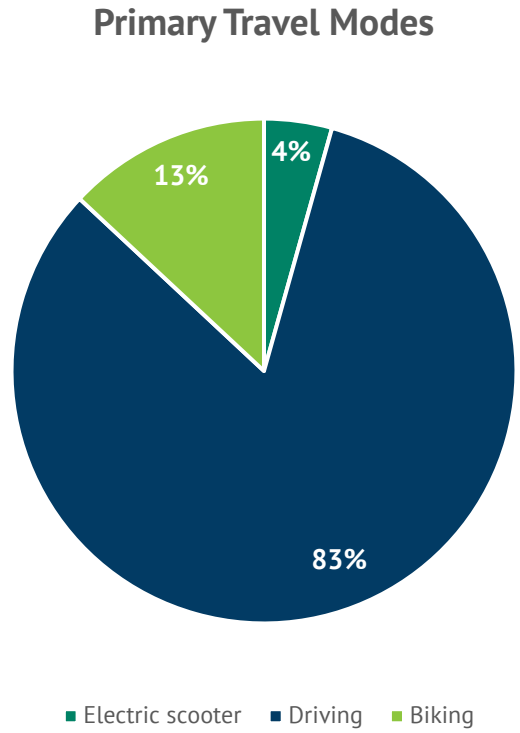
Please select all that apply.

- [x] 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



What We've Heard So Far

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

Safe: 50%
Unsafe: 29%

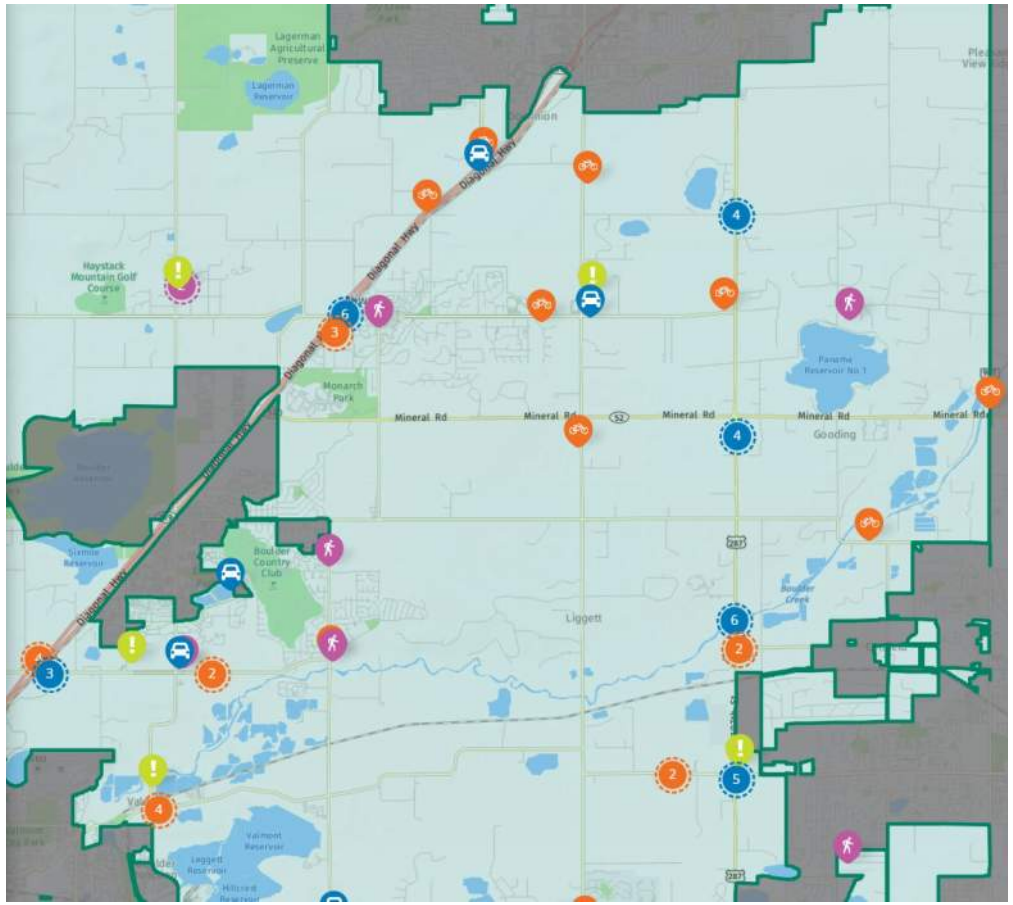
Safe: 29%
Unsafe: 21%

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, RSP$_1$
Consor Engineers
Consultant Project Manager
Nikki.riemer@consoreng.com

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

City of Lafayette

VISION ZERO ACTION PLAN

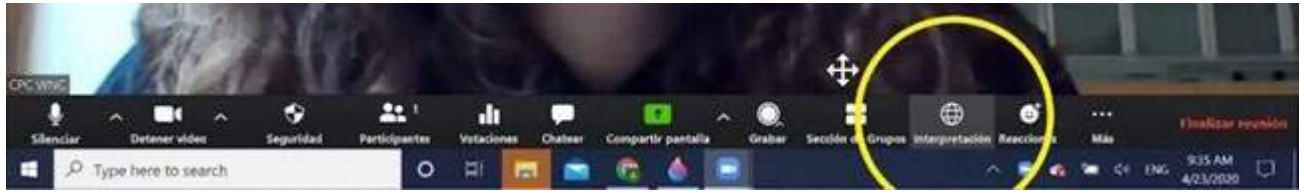
Lafayette Public Meeting #1

August 20, 2024

Interpretation

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

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



Project Team Introductions

Goals of Meeting

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

What is Vision Zero?

Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation.

Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.

Safe System Approach

TRADITIONAL APPROACH		VISION ZERO
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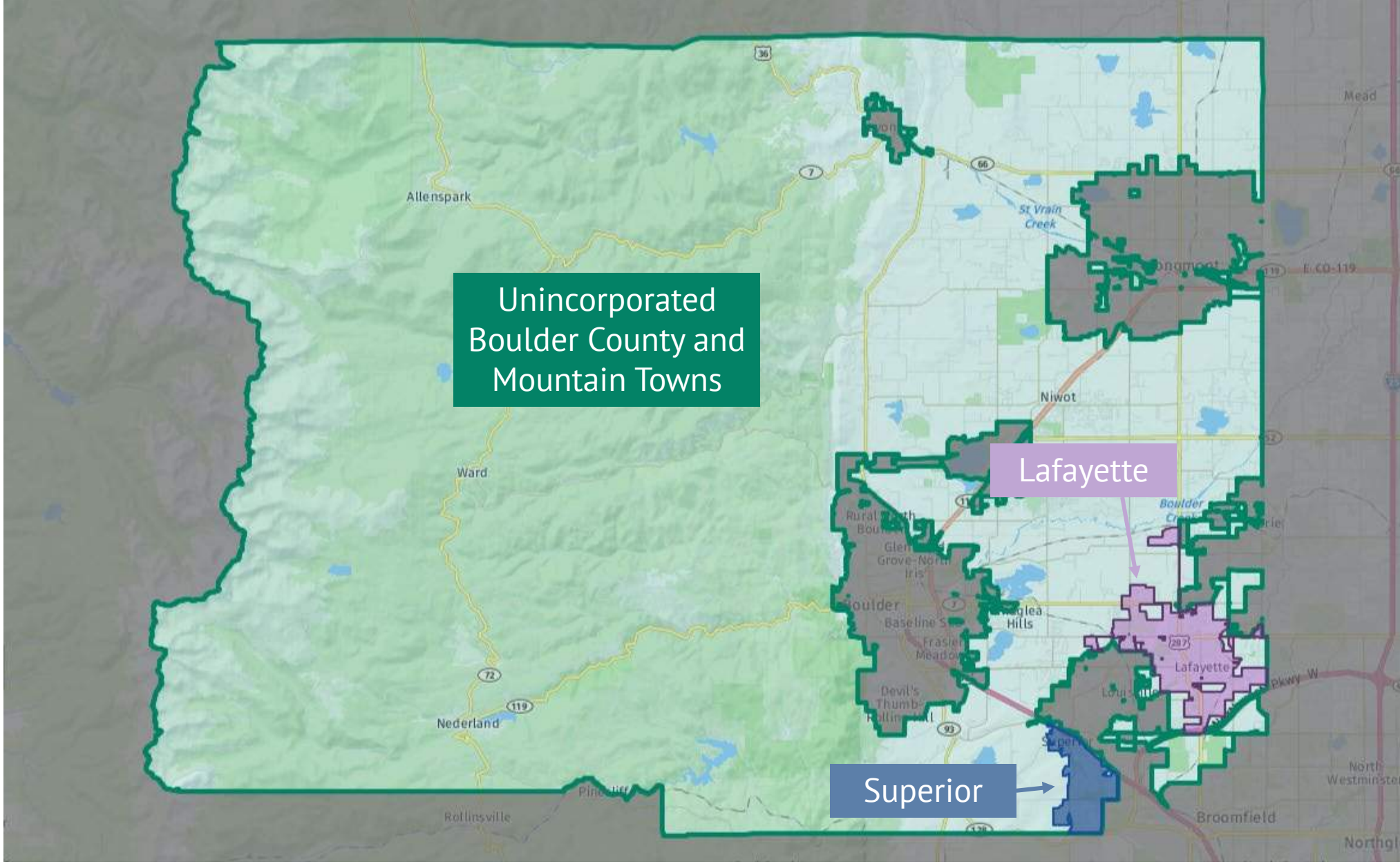
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

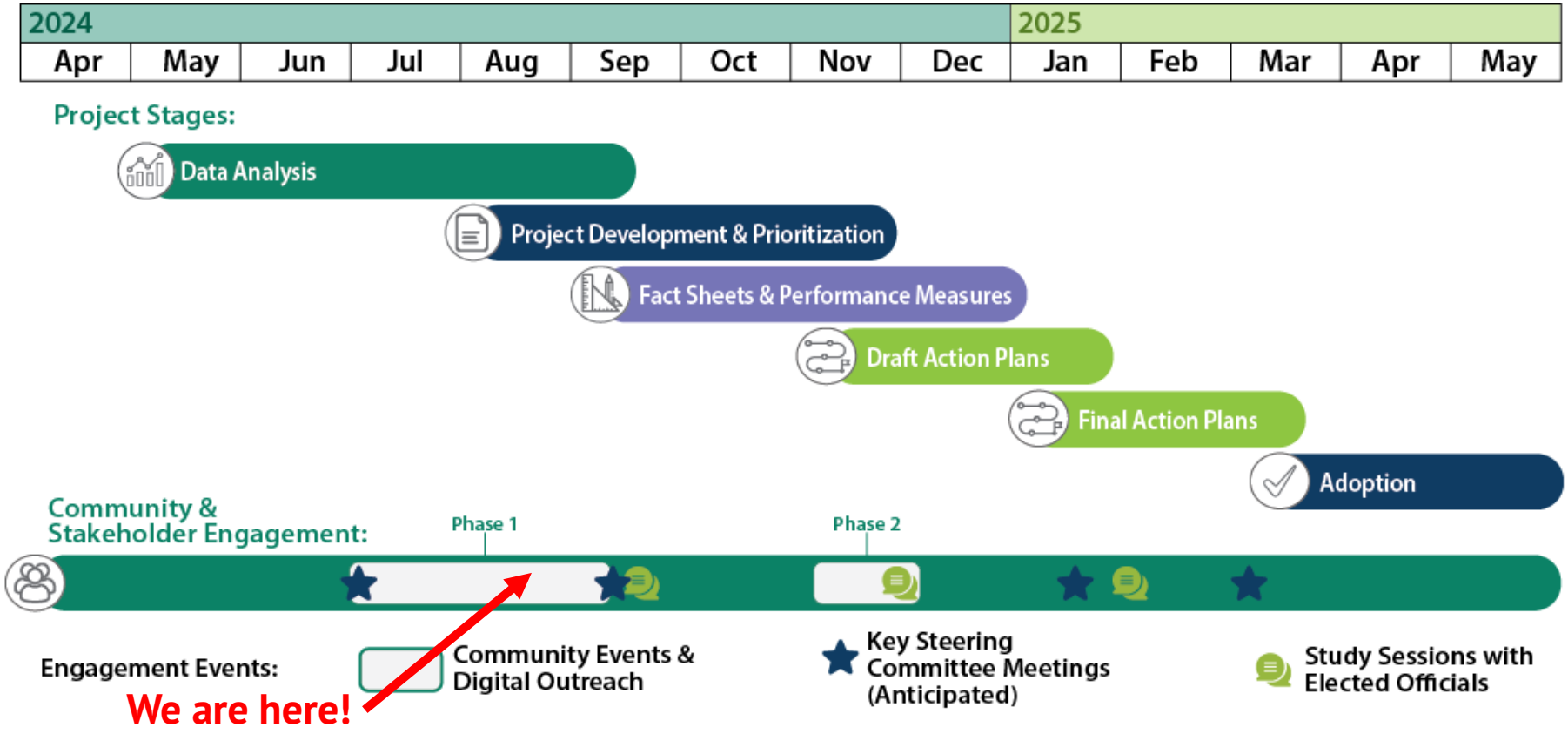
Lafayette VZAP Project Overview

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

Project Area



Schedule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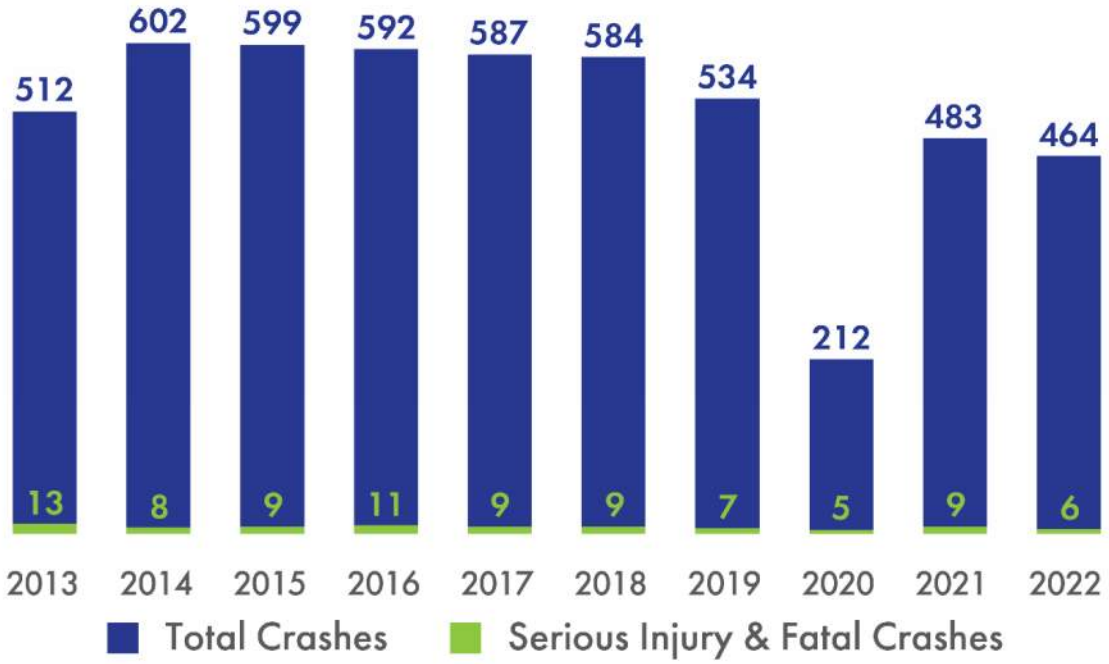
Phase 1
Phase 2
Engagement Events:
Community Events & Digital Outreach
Key Steering Committee Meetings (Anticipated)
Study Sessions with Elected Officials
We are here!

Crash History in Lafayette

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



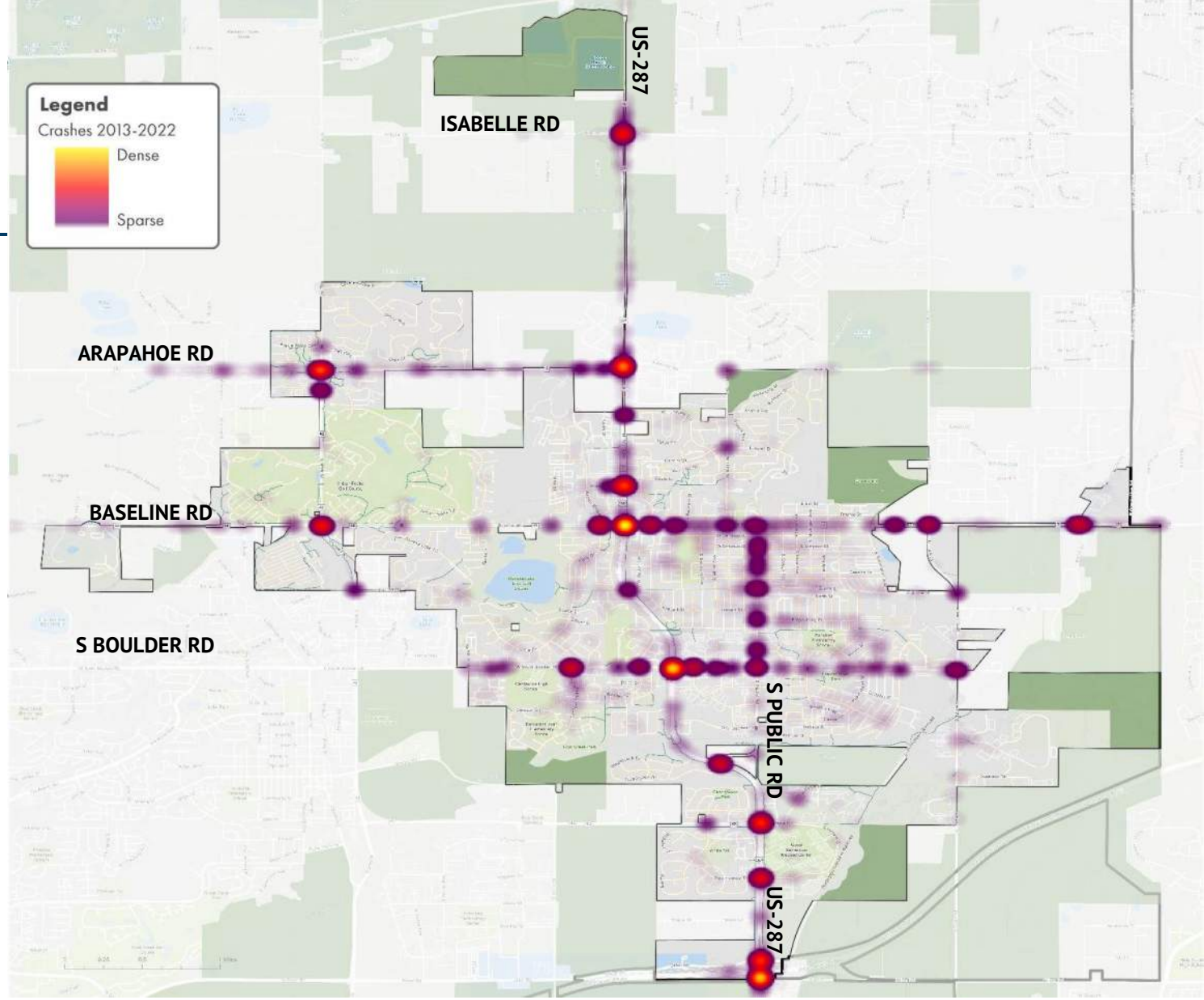
*Colorado Department of Transportation (CDOT) crash data was used

Top Four Serious Injury & Fatal Crash Types:

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

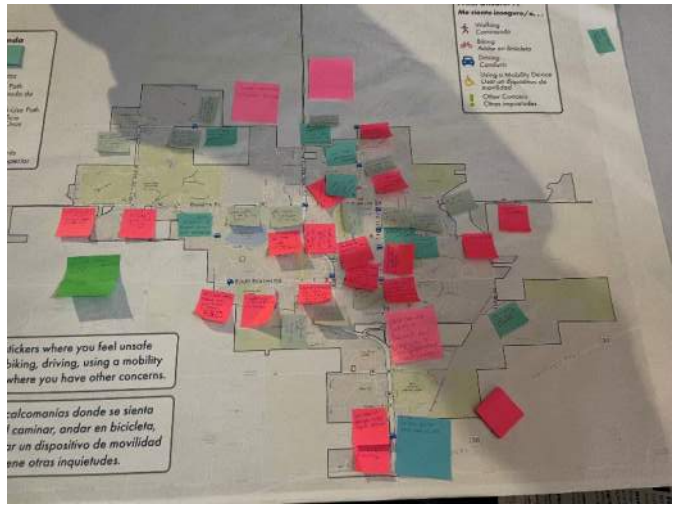
Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has remained consistent.

Crash History in Lafayette



How We're Collecting Input

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



Survey Open Through August 31

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

What We've Heard So Far

Online Survey and Map

Which municipality do you live in? *

- ○ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ◉ Lafayette
- ○ Superior
- ○ Other

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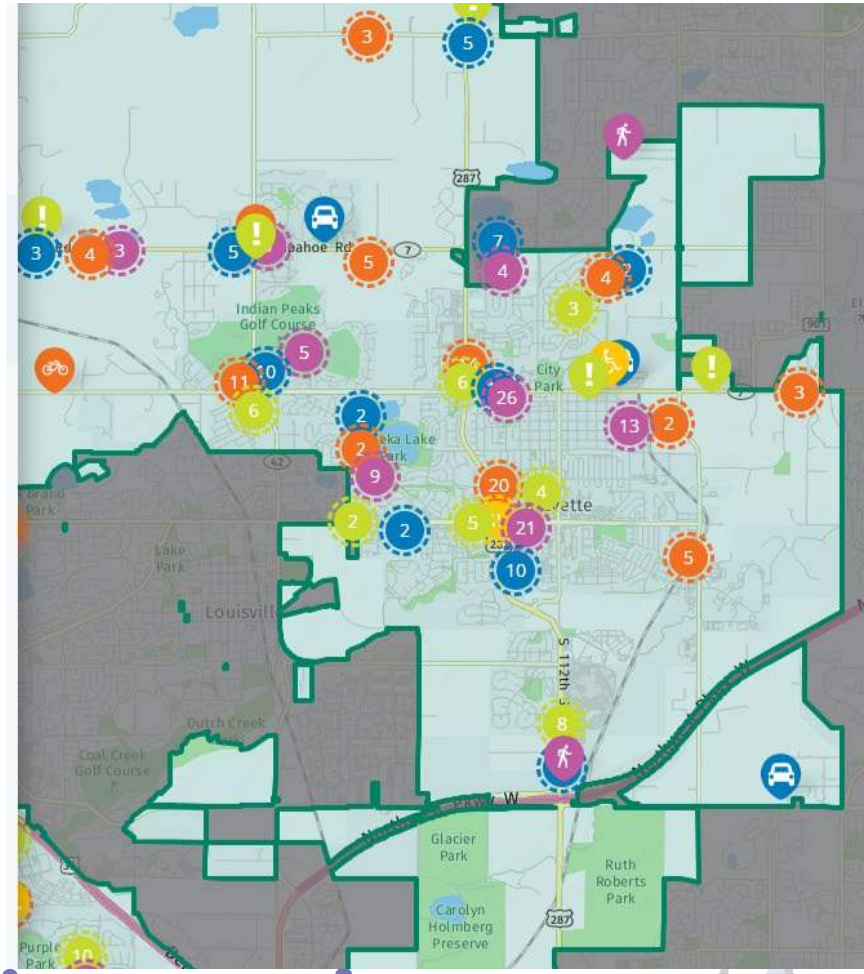
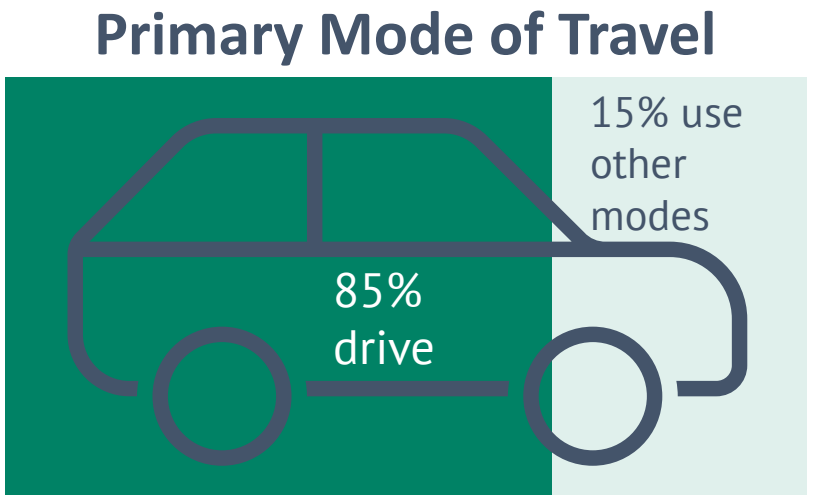


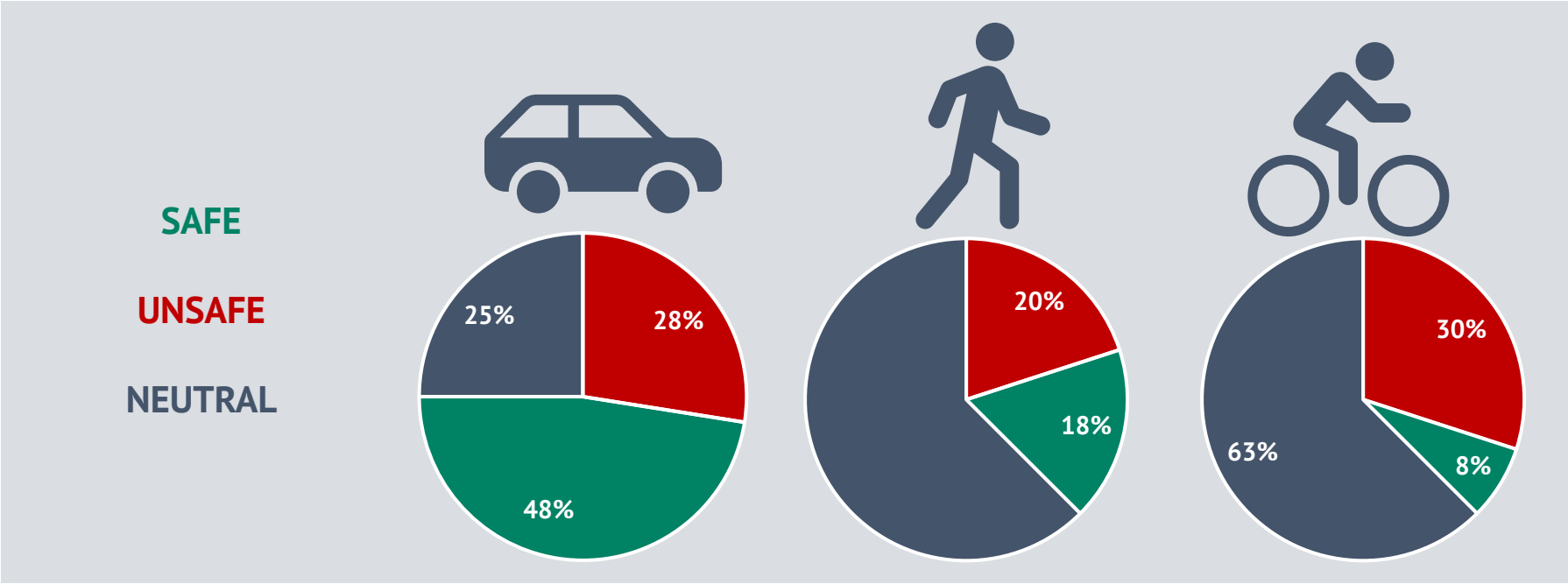
What We've Heard So Far

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



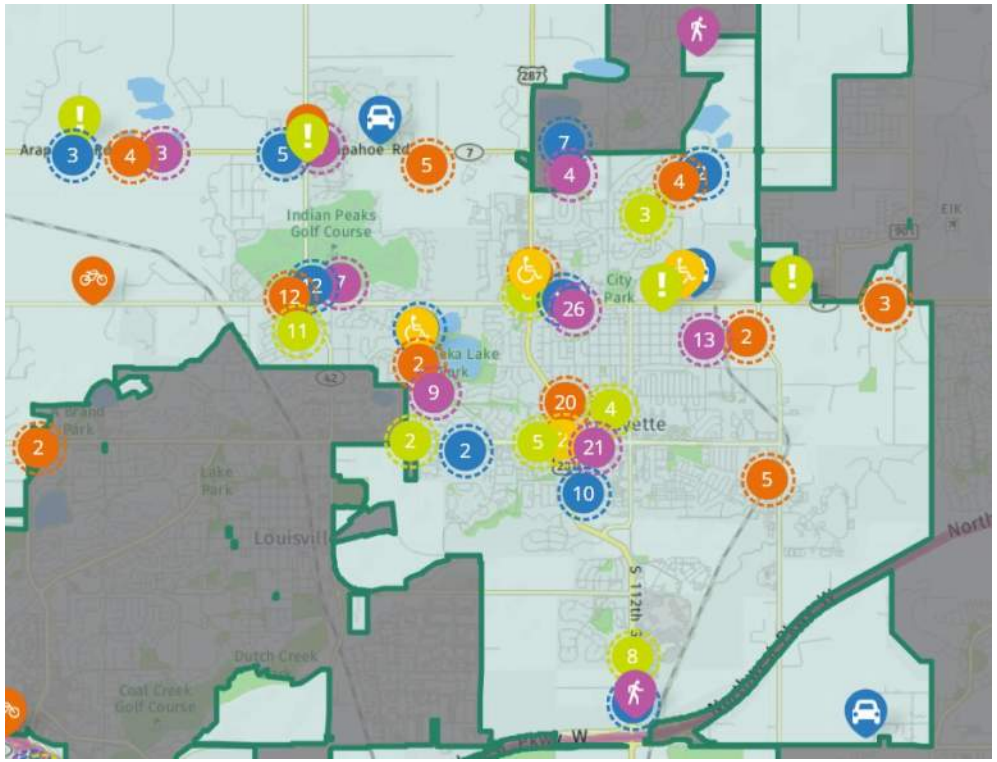
What We've Heard So Far

How safe do you feel traveling in Lafayette?



What We've Heard So Far: Themes

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



Discussion

Discussion

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

Questions or Comments

Next Steps

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

How You Can Help!

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

boco.org/visionzeroactionplan

Calendar

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

Thank you!

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Project Website & Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

SUPERIOR VISION ZERO ACTION PLAN

Public Meeting #1

August 1, 2024

Project Team Introductions

Goals of Meeting

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

What is Vision Zero?

Vision Zero is a transportation strategy to **eliminate all traffic fatalities and serious injuries** for people using all modes of transportation.

Vision Zero recognizes that **humans make mistakes** and therefore the transportation system should be designed to minimize the consequences of human error.

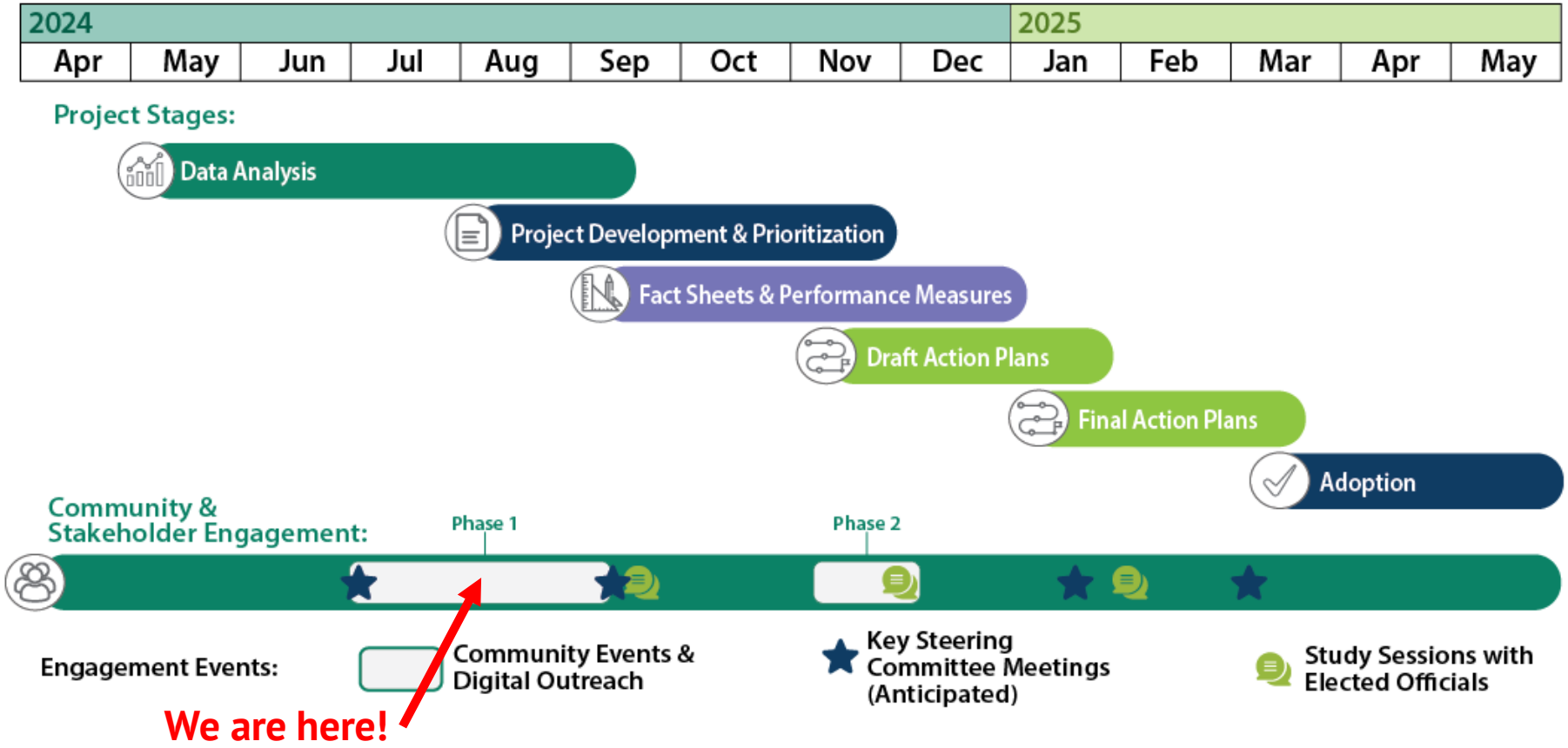
Safe System Approach

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

Superior VZAP Project Overview

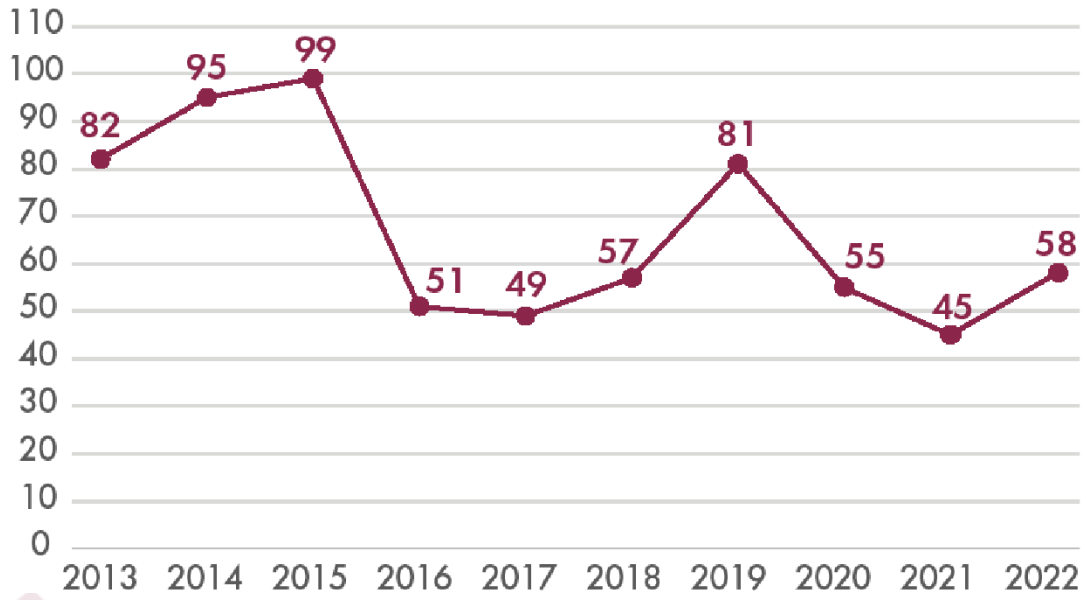
- Boulder County, Lafayette, and Superior (the Partners) joined forces to apply for 2023 **Safe Streets and Roads for All (SS4A)** grant funding.
- Awarded a Planning Demonstration Grant for the development of an Action Plan.
- Create list of specific actions, noting responsibility and potential funding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

Schedule


2024
2025
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Project Stages:
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)
Study Sessions with Elected Officials
We are here!

Crash History in Superior

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

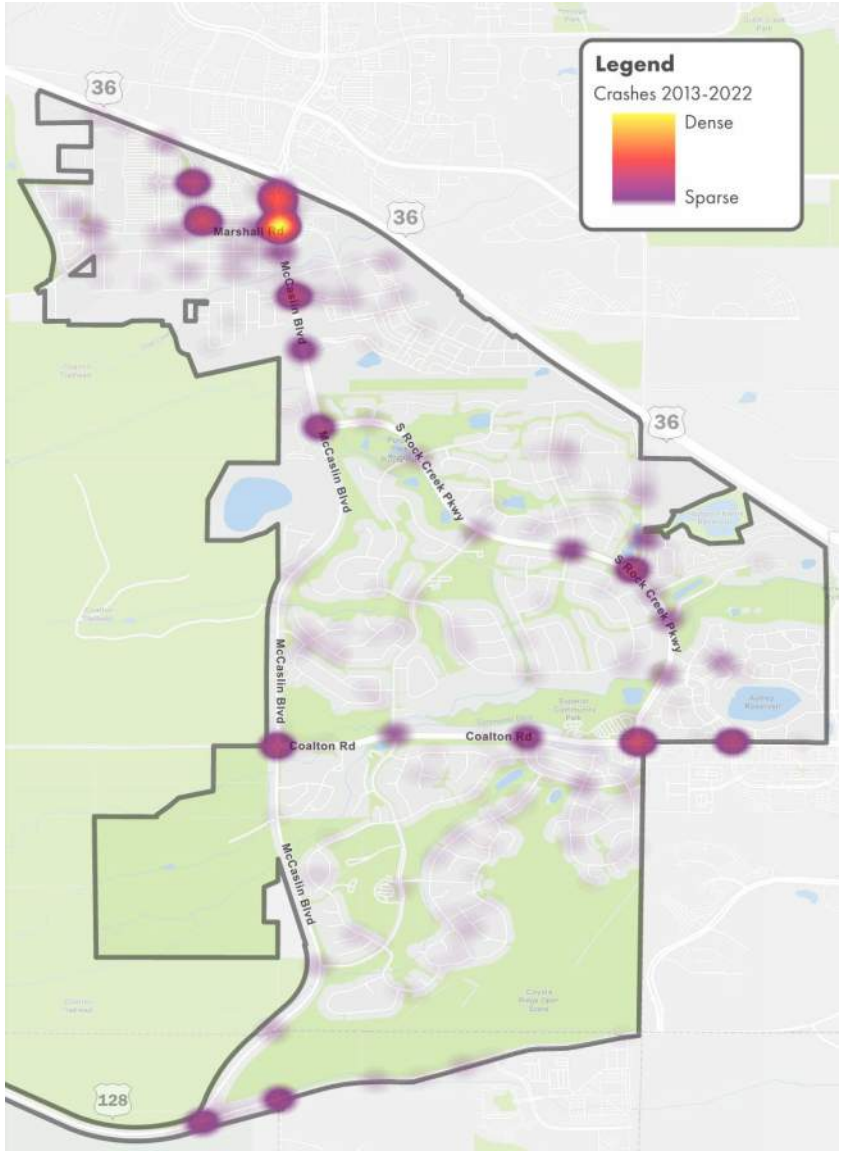


Rear End	30%
Fixed Object	15%
Broadside	15%
Sideswipe	10%
Approach Turn	10%

Crash History in Superior

65% of crashes in Superior are occurring at **intersections**

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



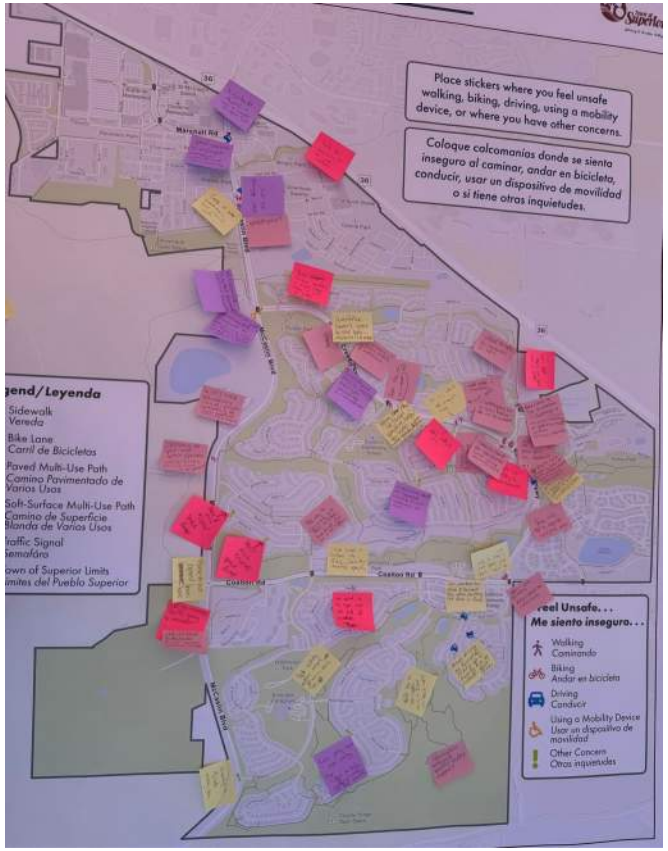
Survey Open Through August 31

Project Website & Survey/Web Map

boco.org/visionzeroactionplan

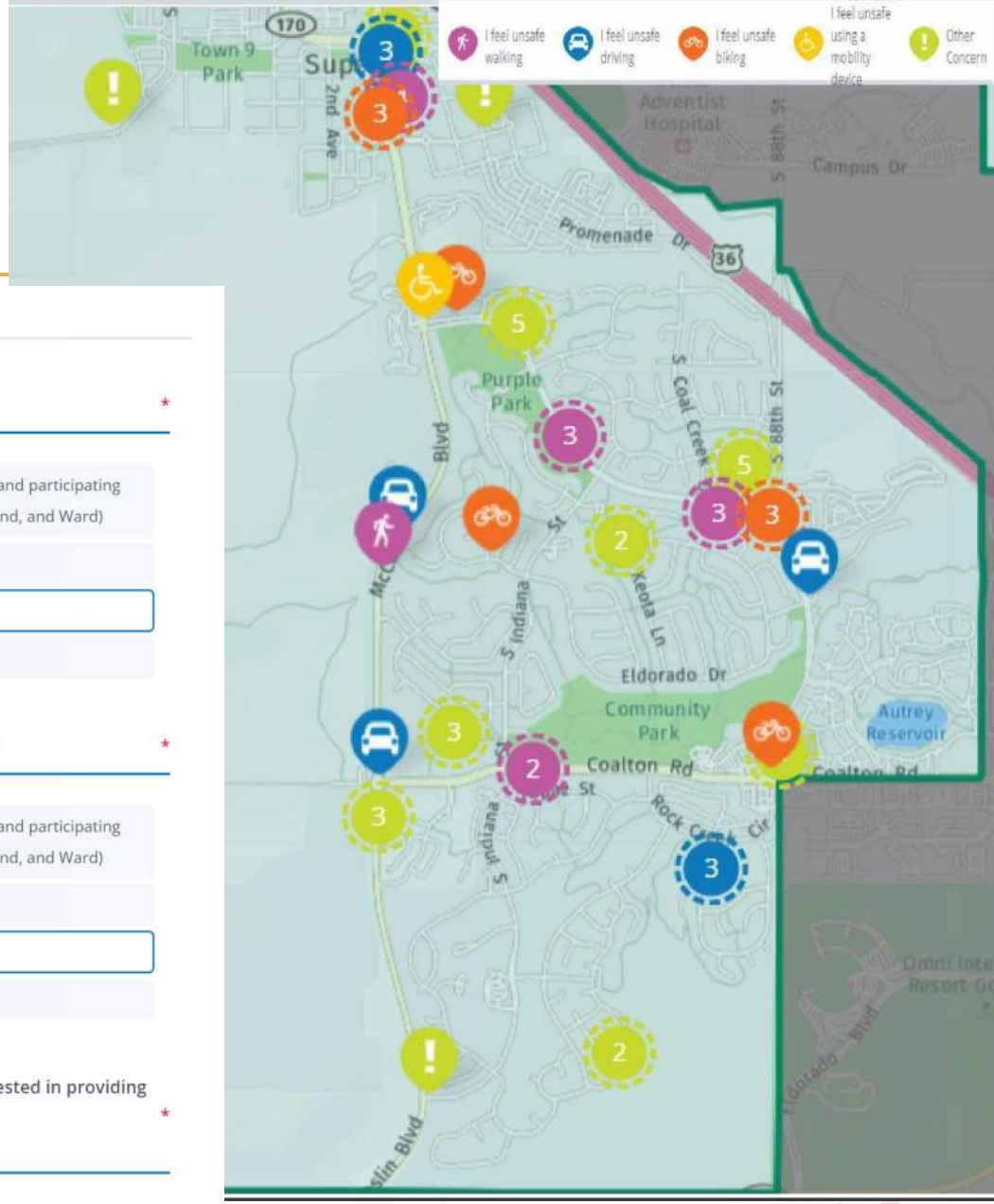
How We're Collecting Input

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



How We're Collecting Input

Online Map & Survey



Survey:

Which municipality do you live in? *

- ○ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ○ Lafayette
- ◉ Superior
- ○ Other

What municipality do you work in? *

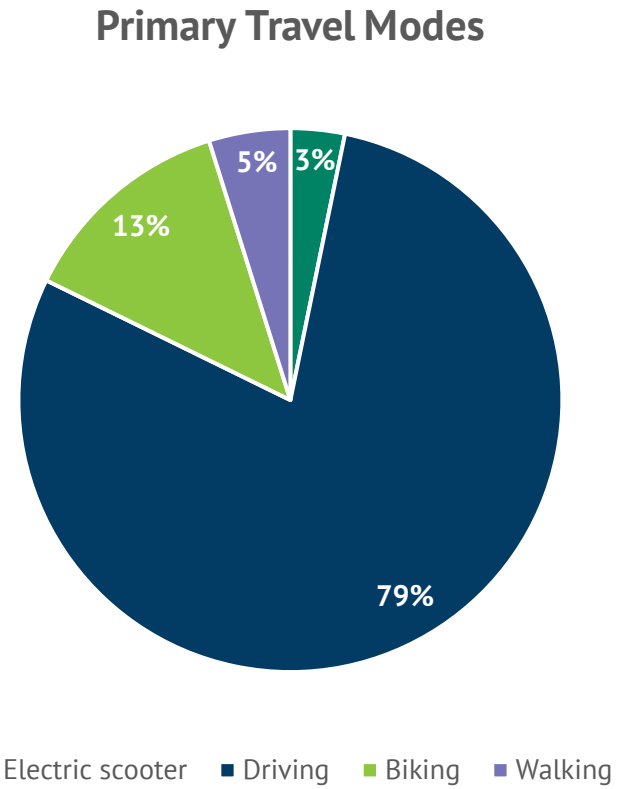
- ○ Unincorporated Boulder County and participating Mountain Towns (Jamestown, Nederland, and Ward)
- ○ Lafayette
- ◉ Superior
- ○ Other

Which municipalities are you interested in providing feedback on? *

Please select all that apply.

What We've Heard So Far

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



What We've Heard So Far

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

Safe: 33%
Unsafe: 48%

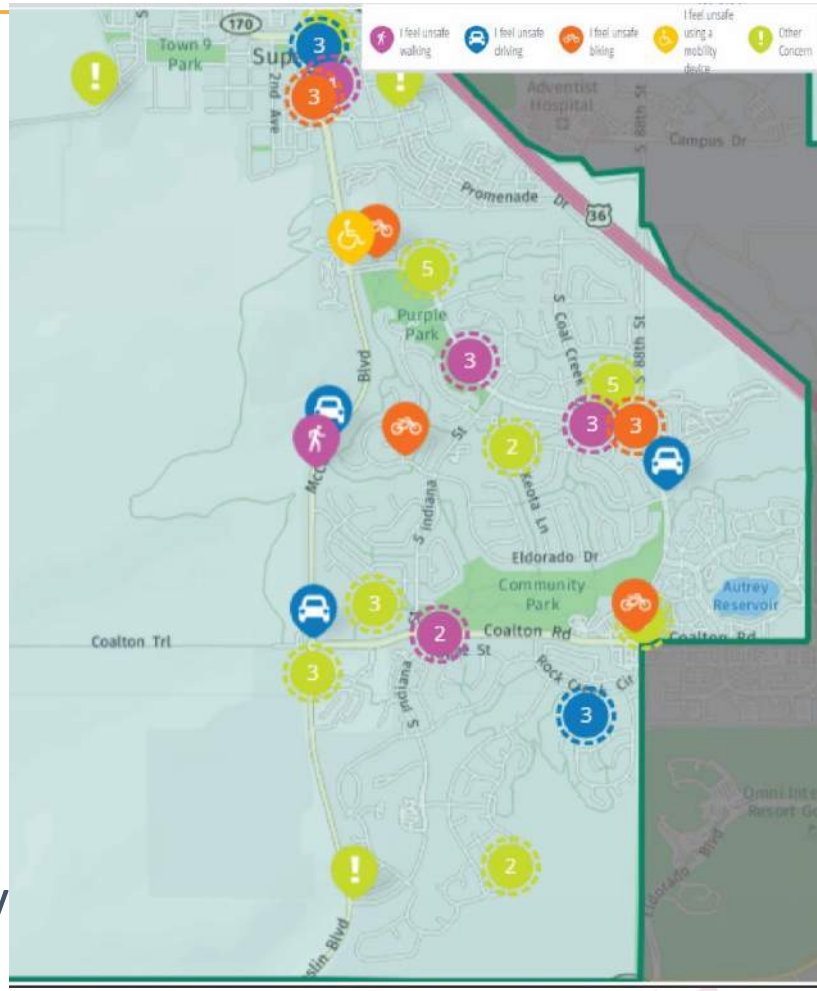
Safe: 33%
Unsafe: 30%

Safe: 42%
Unsafe: 16%

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

What We've Heard So Far: Locations of Concern

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



Discussion

Discussion

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

Please feel free to unmute or share ideas in the chat

Questions or Comments

Next Steps

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

How You Can Help!

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

boco.org/visionzeroactionplan

Calendar

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

Thank you!

Project Contacts

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Project Website & Survey/Web Map

boco.org/visionzeroactionplan

Survey Open Through August 31!

Superior Vision Zero Action Plan
Phase 2 Engagement Summary

March 2025

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Community Engagement 4

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- Appendix C: Survey Questions 78

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 Superior Vision Zero Action Plan is being developed using community engagement to supplement the data-driven safety analysis completed for the project. Three phases of community outreach were planned in the form of public meetings, online surveys, and pop-up events:

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback.
- Phase 2 informed the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations.
- Phase 3 solicited public comments on the full draft Vision Zero Action Plan.

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 the Superior Winter Festival. The community feedback collected in Phase 2 will be used to prioritize Vision Zero projects and specific actions Superior 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 Superior 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/

Handouts

The project team created small handouts in both English and Spanish to promote public involvement in Phase 2 of outreach for the Vision Zero Action Plan. The handout encouraged community members to take the transportation survey and provided both a QR code and an abbreviated weblink to access the project website. The business cards were distributed at the project pop-up event to encourage community members to provide more detailed feedback.

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 Superior 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 project blurb 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 within the Superior Sentinel in February 2025.

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, High-Injury Networks, and High-Risk 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 and High-Risk Networks, and an overview of the recommendation development process including example recommended actions. The Steering Committee Update specific to Superior can be found in Appendix A.

Community Engagement

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

Pop-Up Event – Superior Winter Festival

The Superior pop-up event occurred on December 14th, 2024 from 1PM-5PM at the Superior Winter Festival. At the event, the project team set up boards with project background information, a summary of crash analysis statistics in Superior, and the High-Injury Network (HIN) and High-Risk Network (HRN). 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 Superior. Figure 1 displays photos from the pop-up event. Overall, participants were supportive of the six countermeasures, with the exception of red light cameras and speed cameras, which sparked some concerns about privacy. There were also some concerns about the comfort of raised crossings when riding a bicycle. 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. Superior Winter Festival 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 Superior-specific video detailed insights from the safety analysis process, including the High-Injury Network and High-Risk Network, as well as describing some of the proposed safety solutions and how they address the most common crash types in Superior. 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.

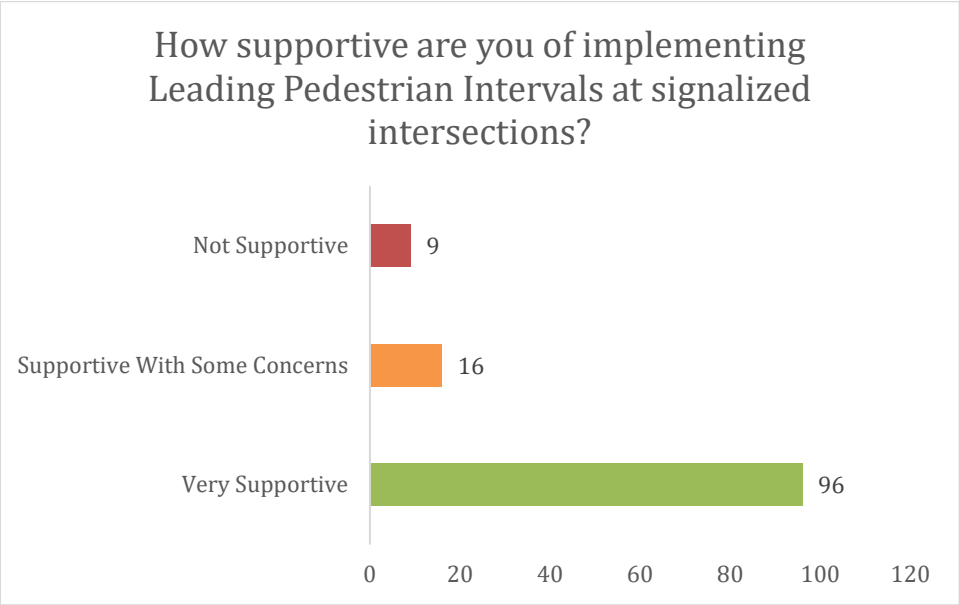
Online Survey

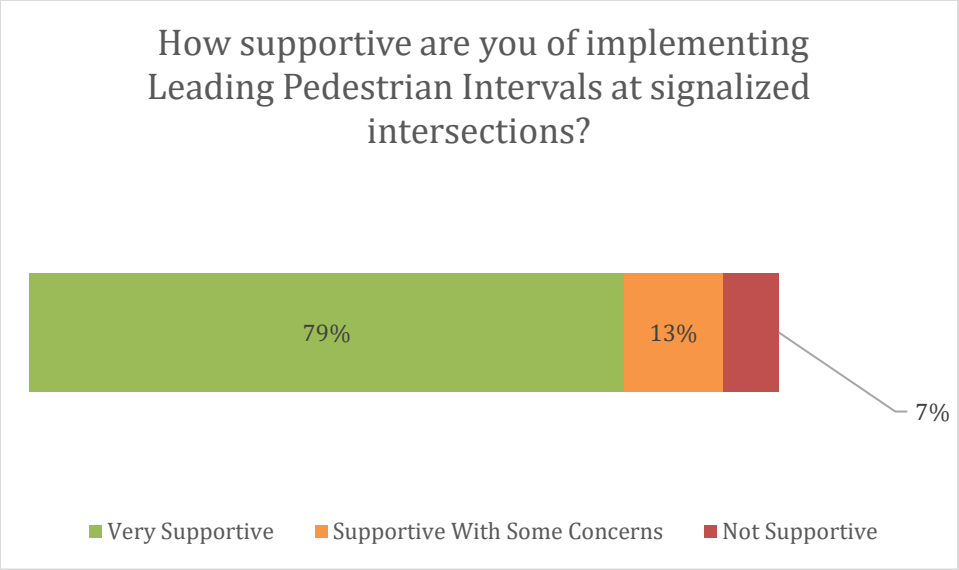
An online survey was shared with the public on SurveyMonkey and was open from December 14, 2024 through February 17, 2025. The survey presented high-level results from the safety analysis and proposed safety solutions related to the top crash types in Superior. The survey also gathered feedback about 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 89 online survey results, which were supplemented by the results of the activities at the Superior Winter Festival pop-up to inform the following results.

Proposed Safety Solutions

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

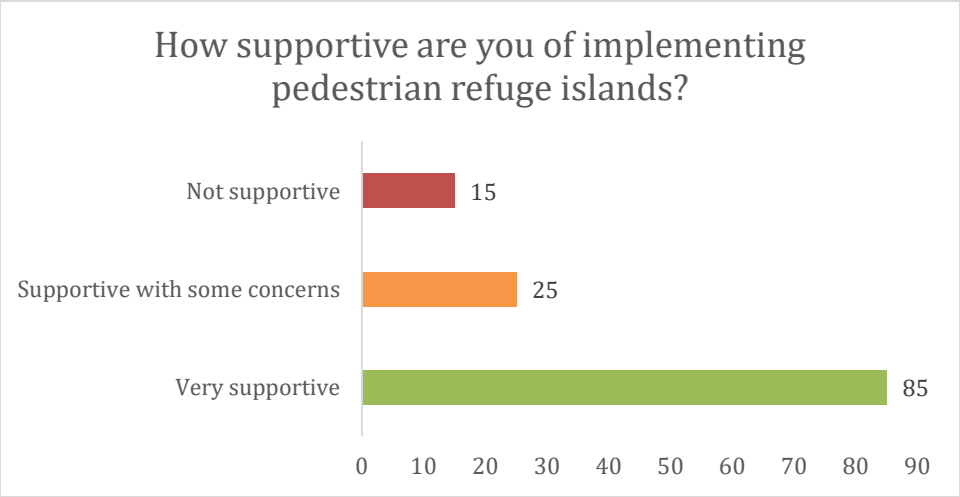
Leading Pedestrian Interval

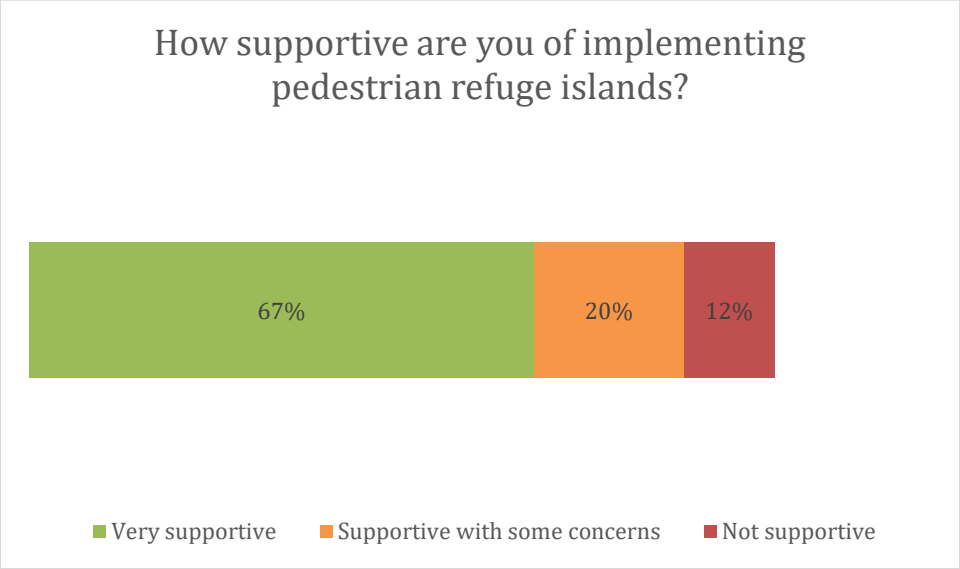




Of the 22 open-ended responses, many (45%) focused on concerns about effectiveness of Leading Pedestrian Intervals. Many of these concerns were related to not understanding how leading pedestrian intervals work, and concerns regarding their efficacy at protecting pedestrians from people running red lights or turning right on red. Responses also highlighted only installing leading pedestrian intervals at high-volume signalized intersections, such as McCaslin Rd & Marshall Rd intersection, and signalized intersections along Rock Creek Parkway. Based on the concerns shared regarding the effectiveness of leading pedestrian intervals, implementation of this countermeasure should be paired with enforcement of red-light running and focused on intersections with high volumes of both vehicles and pedestrians.

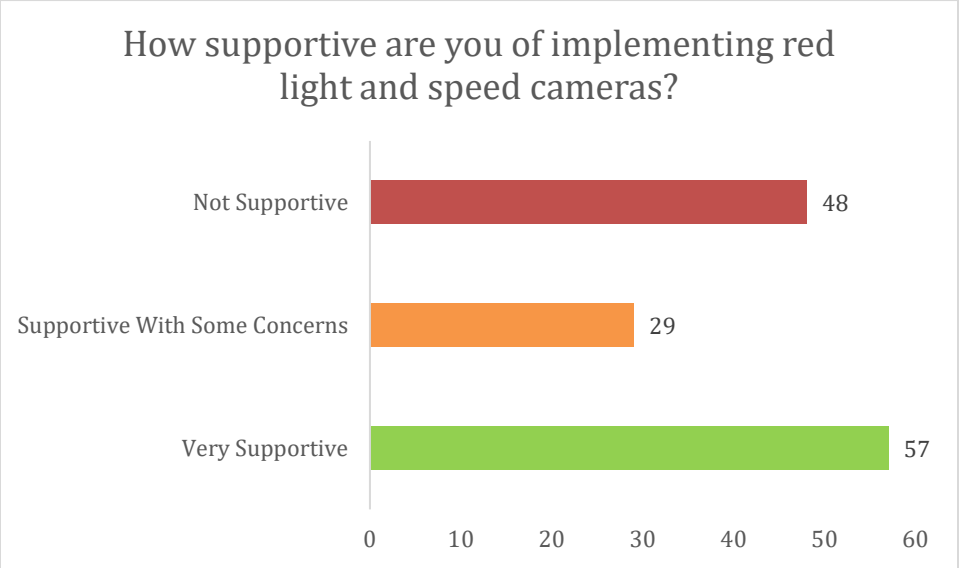
Pedestrian Refuge Islands

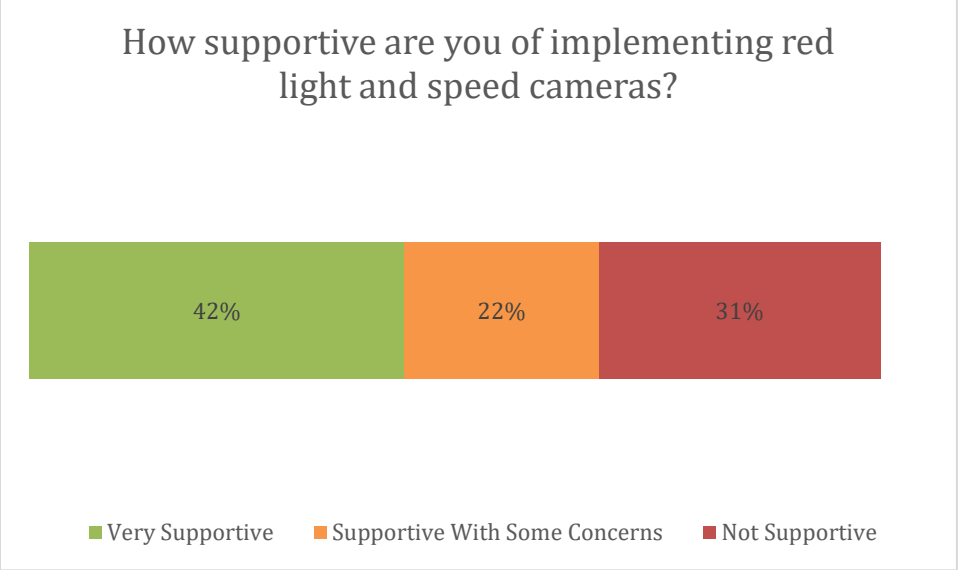




Of the 26 open-ended responses, common themes included concerns about the high cost of installation (19%), vehicles hitting the islands (19%), a desire to implement refuge islands only in areas of need (19%), and how islands may negatively impact pedestrian and cyclist safety (19%). Based on the concerns shared regarding effectiveness of pedestrian islands, implementation of this countermeasure should focus on strategic placement to minimize costs and the occurrence of vehicle collisions with the islands, as well as community education on how pedestrian refuge islands work and how to use them.

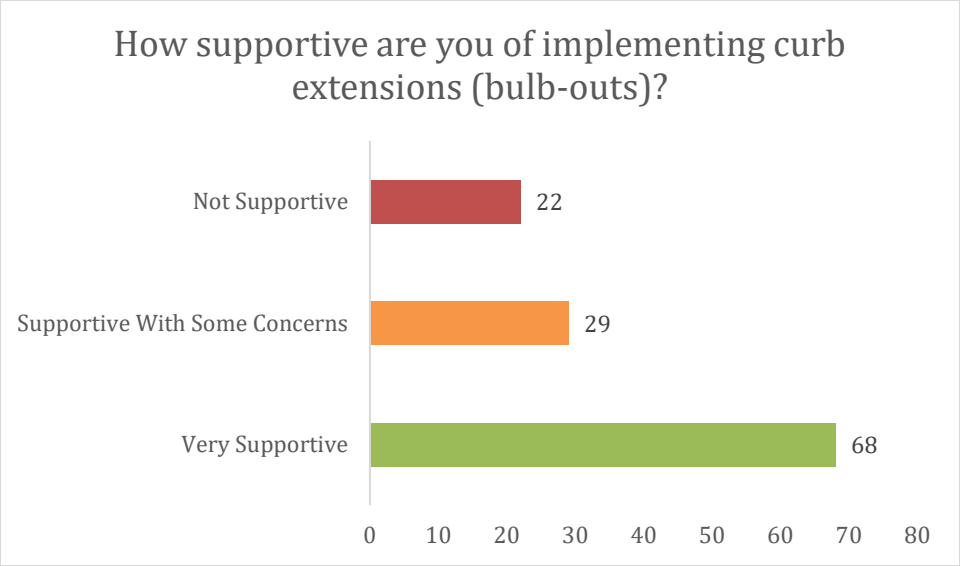
Red Light and Speed Cameras

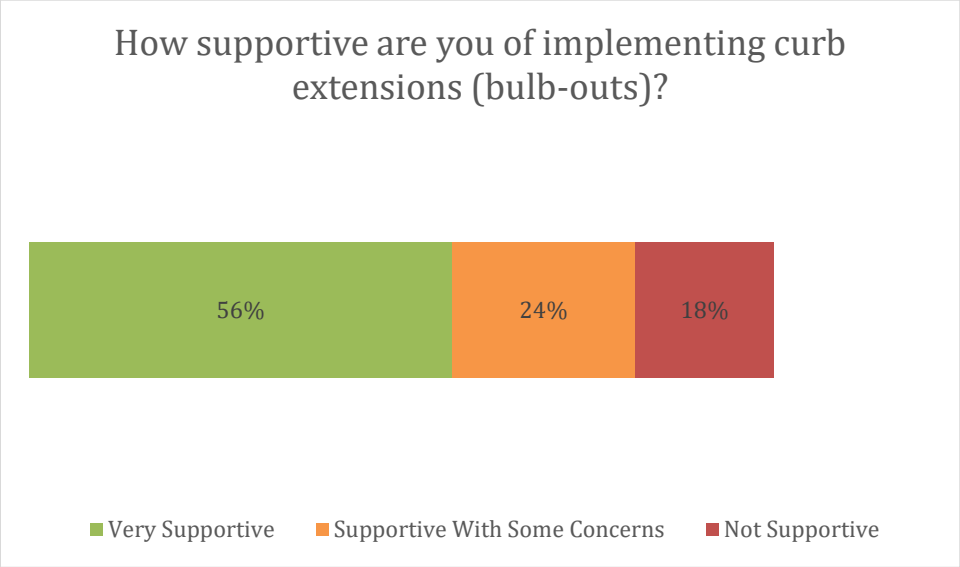




Of the 30 open-ended responses, many (30%) focused on concerns about the effectiveness of employing red light cameras. Many of these concerns related to anxious drivers resulting in more crashes, additional administrative work, and machine error. Additional concerns noted in the open-ended responses included privacy (13%) and a desire to only implement red light cameras in areas of need (7%). Based on the concerns shared regarding effectiveness of automated red light and speed cameras by the community, implementation of this countermeasure will need to focus on areas with high concentrations of speeding or red-light running, and additional engagement efforts should focus on education addressing privacy and functionality concerns.

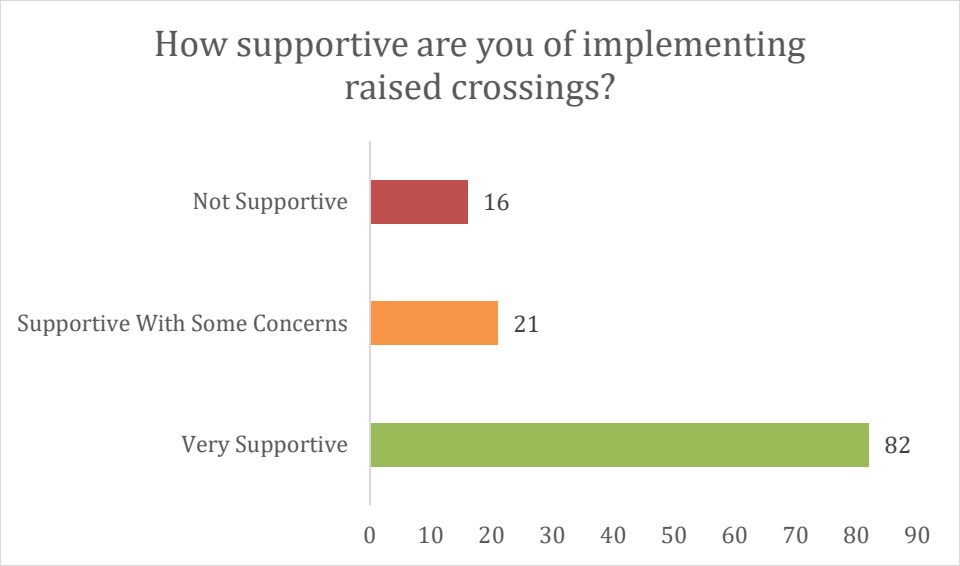
Curb Extensions (Bulb-Outs)

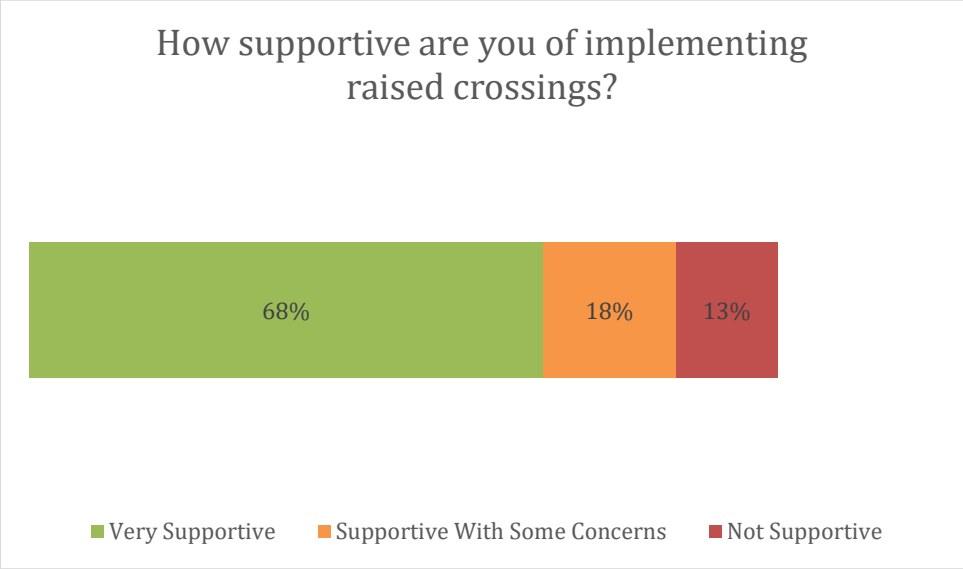




Of the 28 open-ended responses, a quarter (25%) focused on concerns about the cost of implementing curb extensions. An additional quarter (25%) of responses were related to concerns about lane changes. Many of these cited narrowed lanes, decreased number of lanes, and obstacles to driving as major concerns. Additional concerns noted in the open-ended responses included negative impacts on pedestrian and cyclist safety (14%), increased crashes (11%), traffic concerns (11%), and the desire for implementation of these measures only in areas of need (7%). Based on the concerns shared regarding costs and impacts to drivers by the community, implementation of this countermeasure should focus on maintaining existing lane configurations whenever possible while prioritizing cost effective measures that ensure safety for the community.

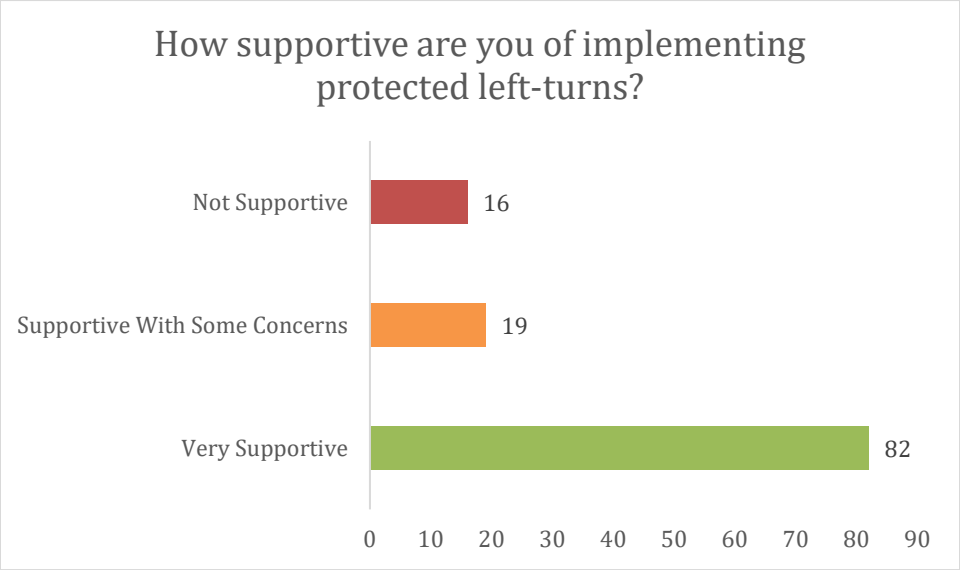
Raised Crossings

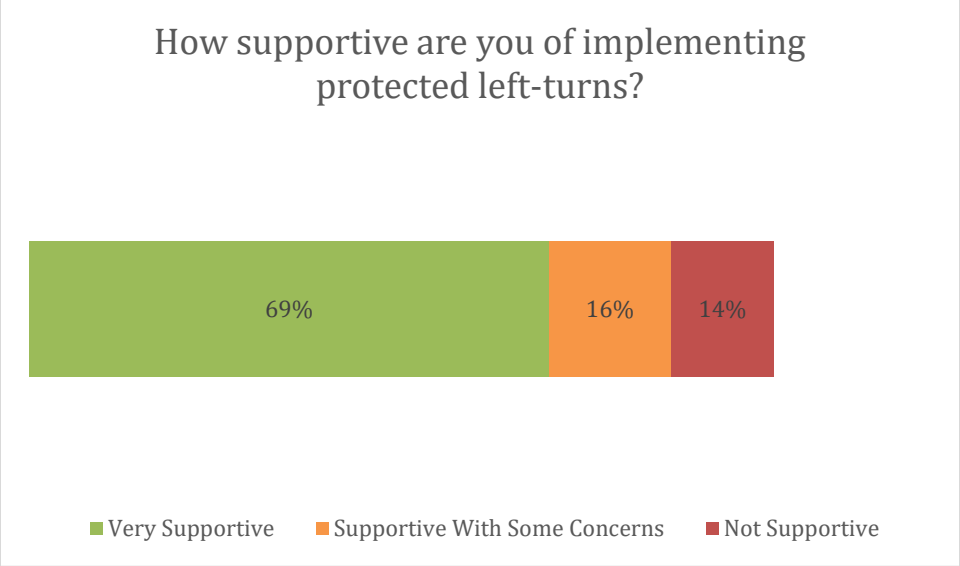




Of the 20 open-ended responses, the majority (30%) focused on concerns about implementing raised crossings only in areas of need, particularly school zones and neighborhoods. Additional concerns included visibility issues and the potential for damage to vehicles (20%). Based on the concerns shared regarding raised crossings by the community, implementation of this countermeasure should focus on areas with high concentrations of pedestrians such as school zones and neighborhoods, and prioritize visibility to reduce damage to vehicles and keep pedestrians safe.

Protected Left Turns

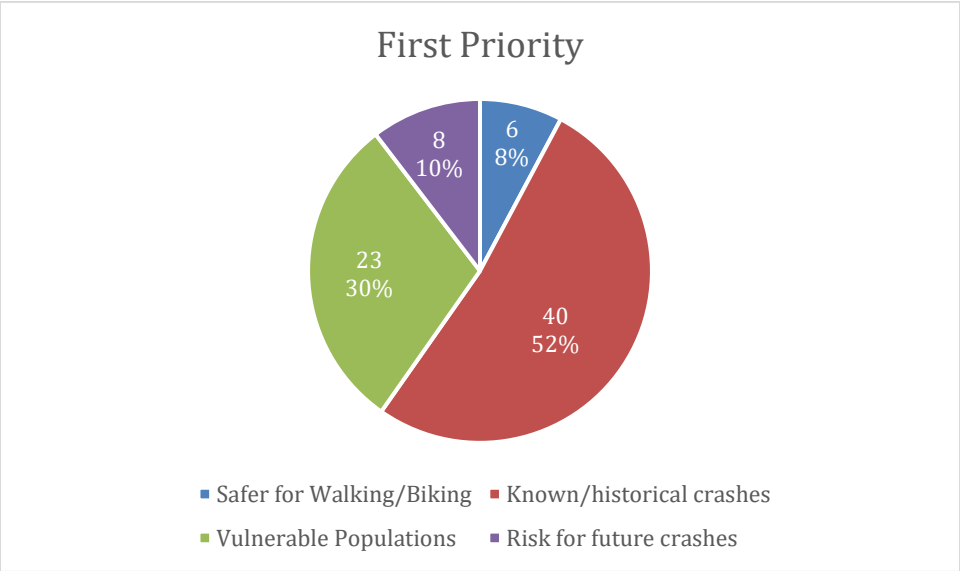




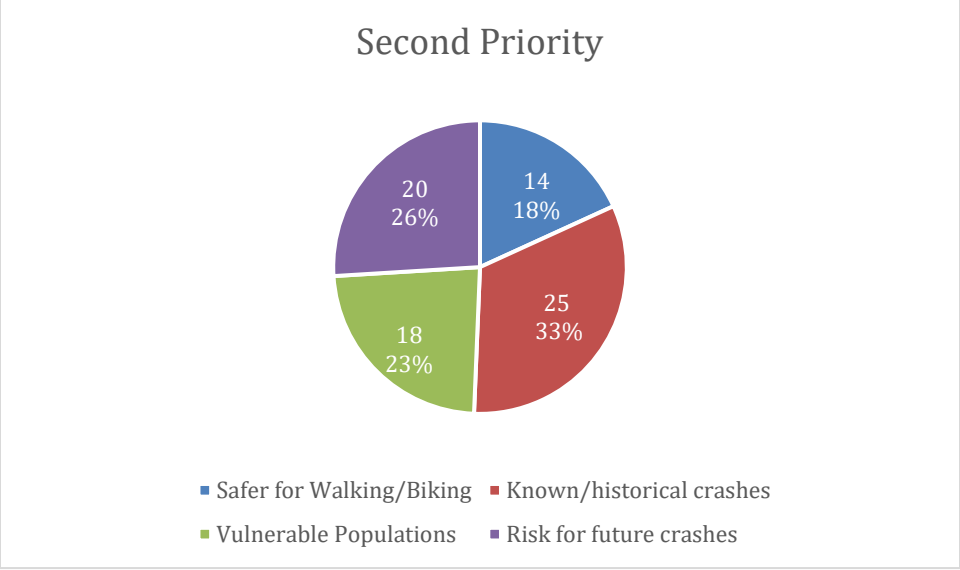
Of the 20 open-ended responses, the majority (25%) of responses focused on concerns about only implementing protected left-hand turns in areas of need. Many of these concerns are related to peak traffic hours, high-risk intersections, and areas of high pedestrian activity. Additional concerns noted in the open-ended responses included how protected left-turns may impact traffic patterns and flow (15%). Based on concerns regarding the implementation of protected left-turns shared by the community, implementation of this countermeasure should focus on areas with high concentrations of vehicular and pedestrian traffic especially during peak rush hours, while ensuring disturbances to traffic patterns are minimized.

Project Prioritization

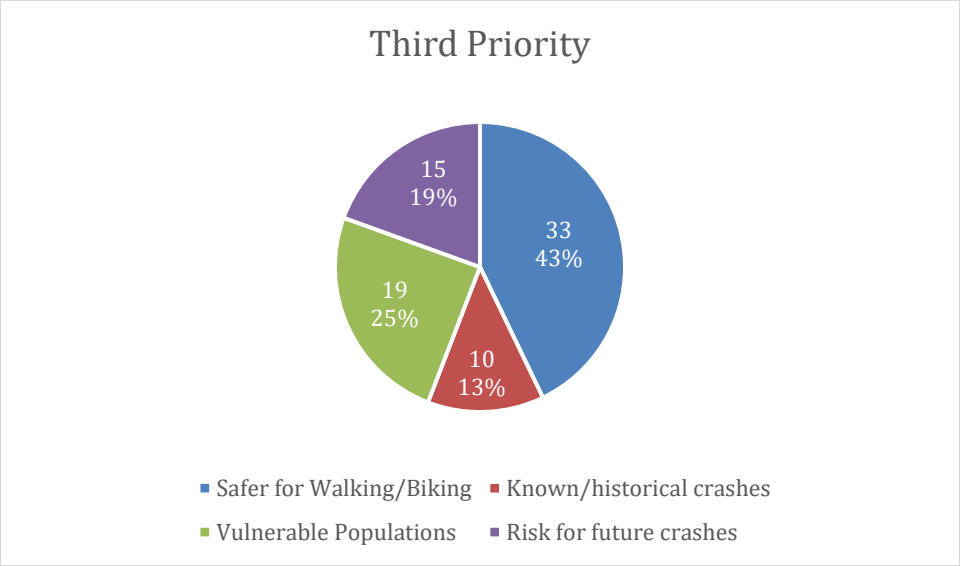
To inform prioritization of proposed projects, survey participants were asked to rank potential prioritization factors from highest to lowest priority.



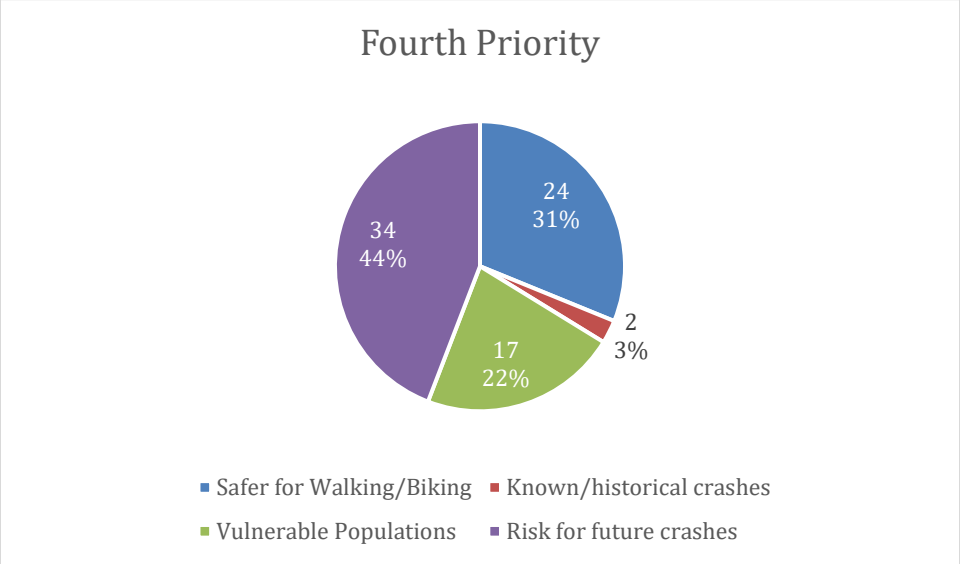
Most responses (52%) place areas of known/ historical crashes as their highest priority, while vulnerable populations were another significant factor that participants placed as their highest priority (30%). The following lower priorities were risk for future crashes (10% and safer walking and biking infrastructure (8%).



Responses indicated second priority with nearly equal proportions: known/historic crashes (33%), risk of future crashes (26%), vulnerable populations (23%), and safer walking and biking (18%)

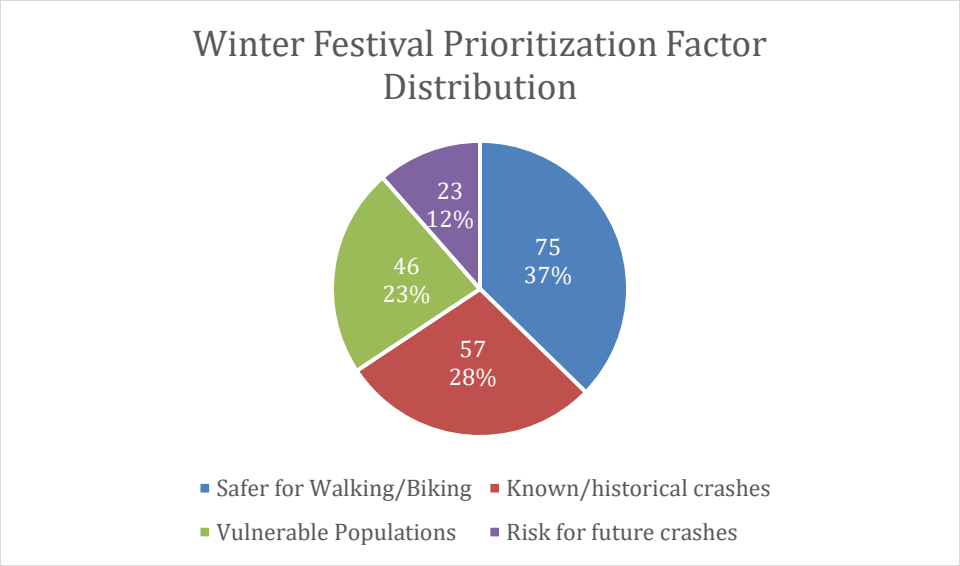


Most respondents (43%) identified making spaces safer for walking and biking was their third priority. The remaining respondents identified vulnerable populations (25%), the risk of future crashes (19%), and sites of known/ historical crashes (13%) as other lower priorities.



When identifying their lowest priority, most responses identified the risk of future crashes (44%) followed by making spaces safer for walking and biking (31%), vulnerable populations (22%), and known/ historical crashes (3%).

At the in-person Superior Winter Festival pop-up, participants were asked a similar question as the survey respondents. Participants were given 7 tokens and asked to distribute them among the four potential prioritization factors based on where they would like to see projects focused.



In person responses placed making spaces safer for walking and biking as their highest priority (37%) followed by known/ historical crash sites (28%) and vulnerable populations (23%). Responses placed the risk of future crashes as their lowest priority (12%).

Open-Ended Responses

Finally, participants were invited to share any additional thoughts on safety countermeasures or prioritization. In general, responses centered around a desire to ensure that countermeasures are not implemented needlessly and that cost is taken into account when considering the type and location of safety improvements.

Next Steps

Phase 2 outreach for the Superior 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 Superior. This feedback is invaluable for understanding support and prioritization of projects to ensure that solutions eliminate fatal and serious crashes in Superior. The project team will use the Phase 2 outreach results to refine strategies and actions developed within the Vision Zero Action Plan, which will be available for public review in spring 2025.

Appendices

Appendix A: Steering Committee Meeting Materials

Boulder County, Lafayette, and Superior

VISION ZERO ACTION PLANS

Steering Committee Meeting # 2

October 30, 2024

Introductions

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

Goals of Meeting

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

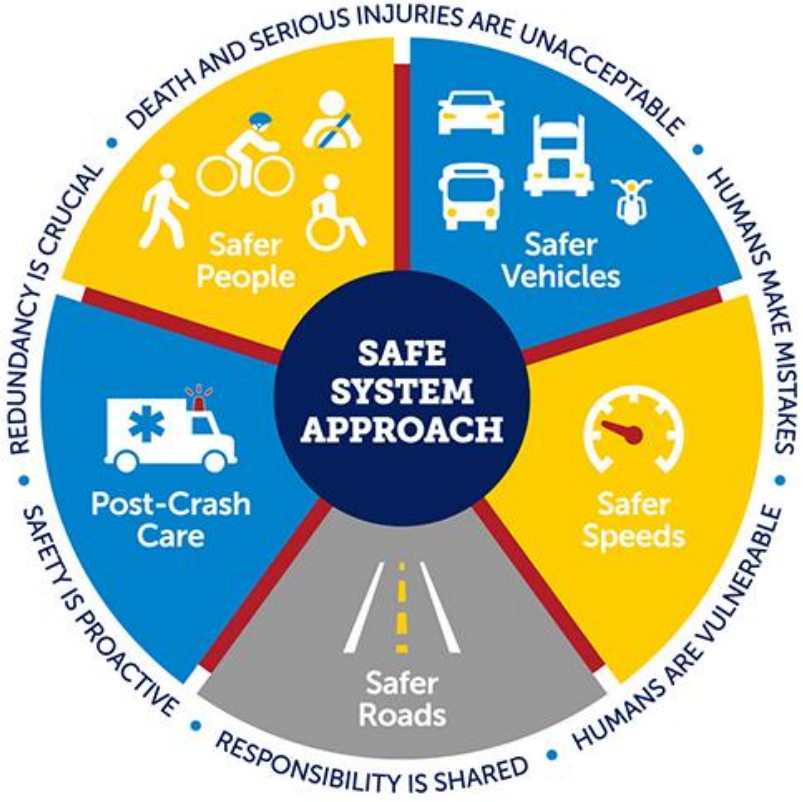
Project Background

Vision Zero & Safe System Approach

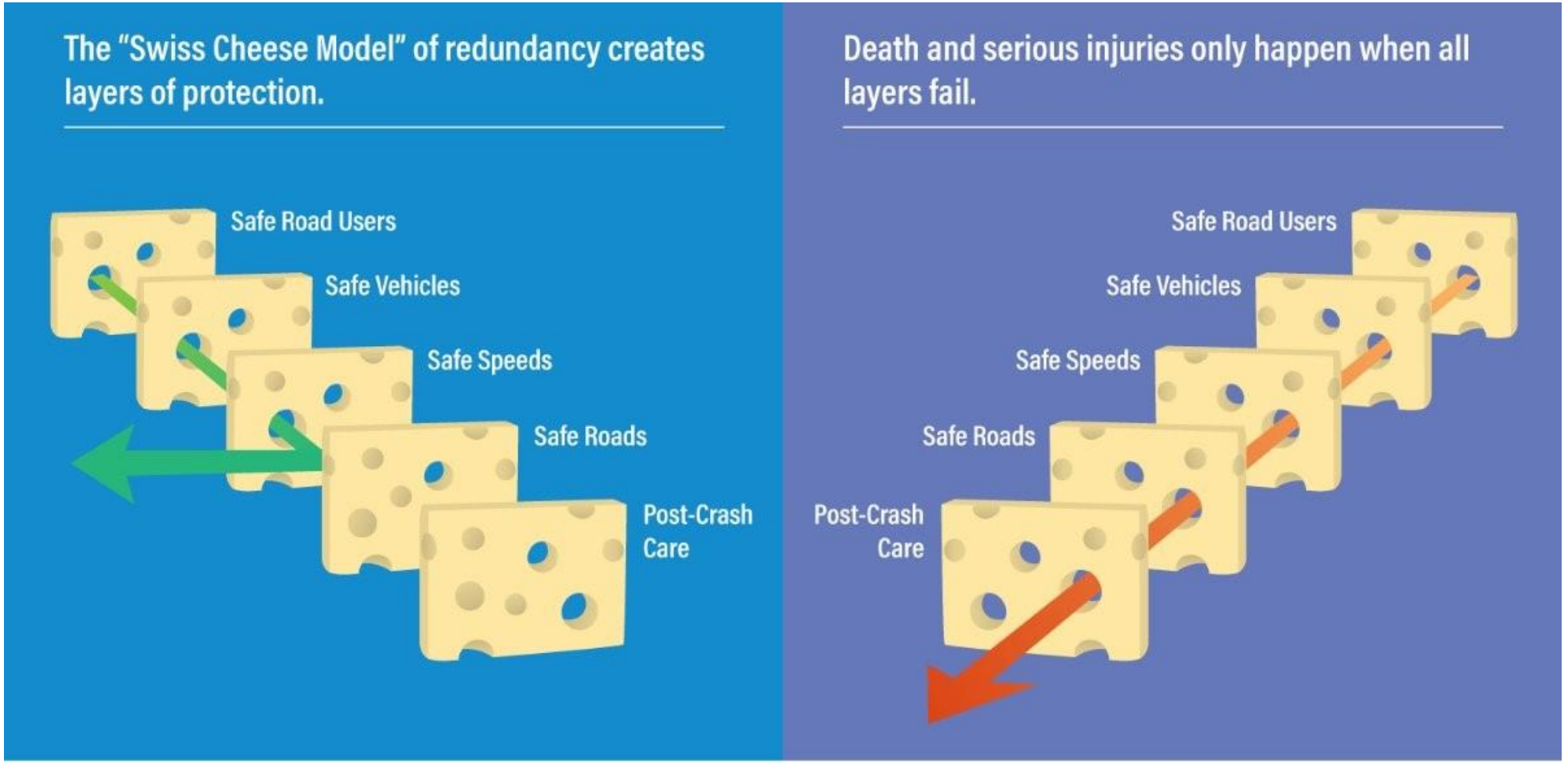
Goal: Eliminate all traffic fatalities and serious injury crashes

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

Source: Vision Zero Network



Vision Zero & Safe System Approach



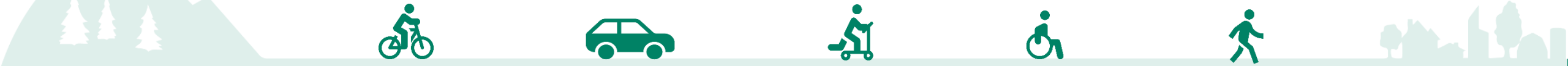
The Safe System Approach

CAMBRIDGE SYSTEMATICS

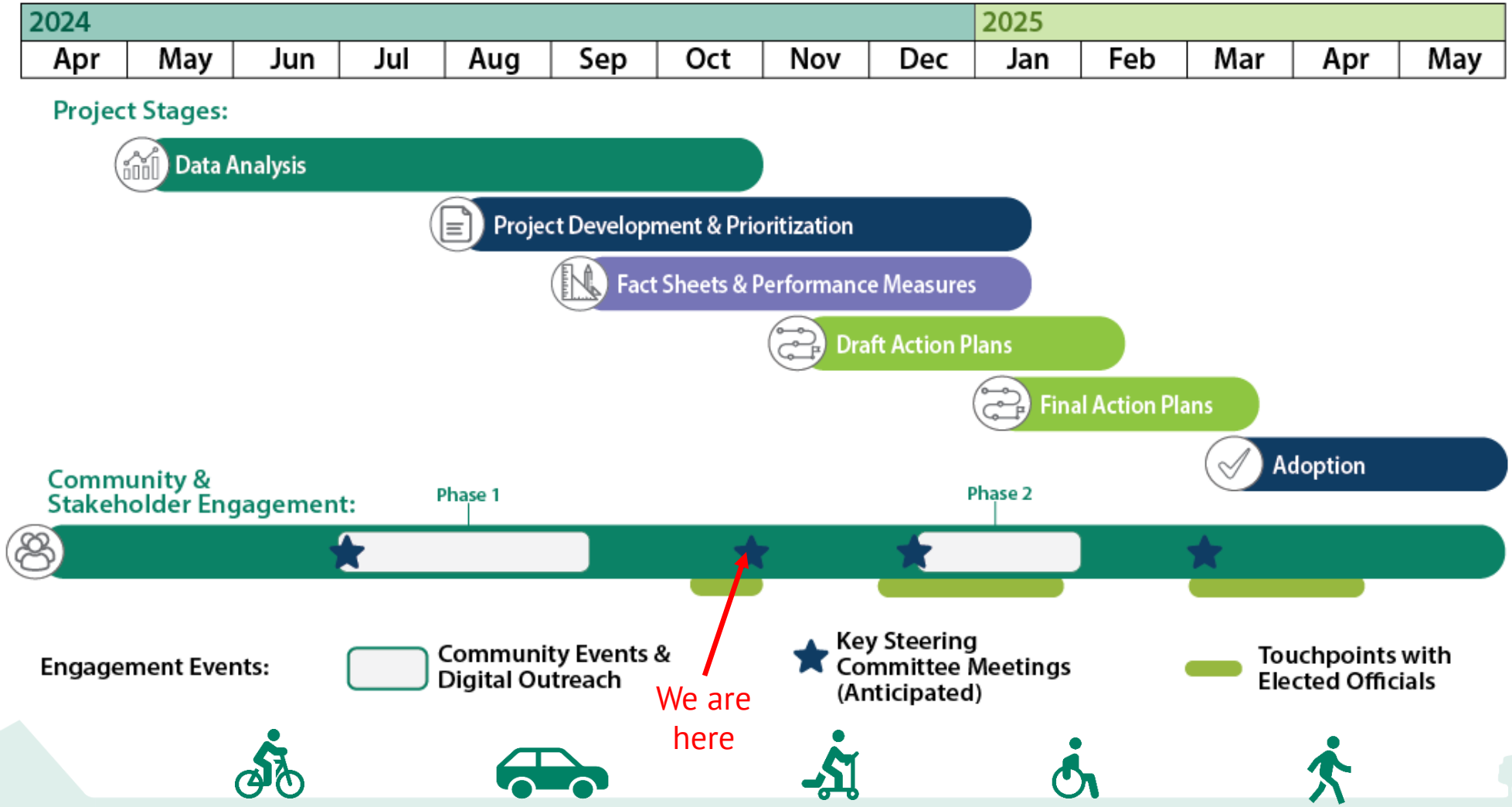
GHSA Governors Highway Safety Association

Action Plan Development

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

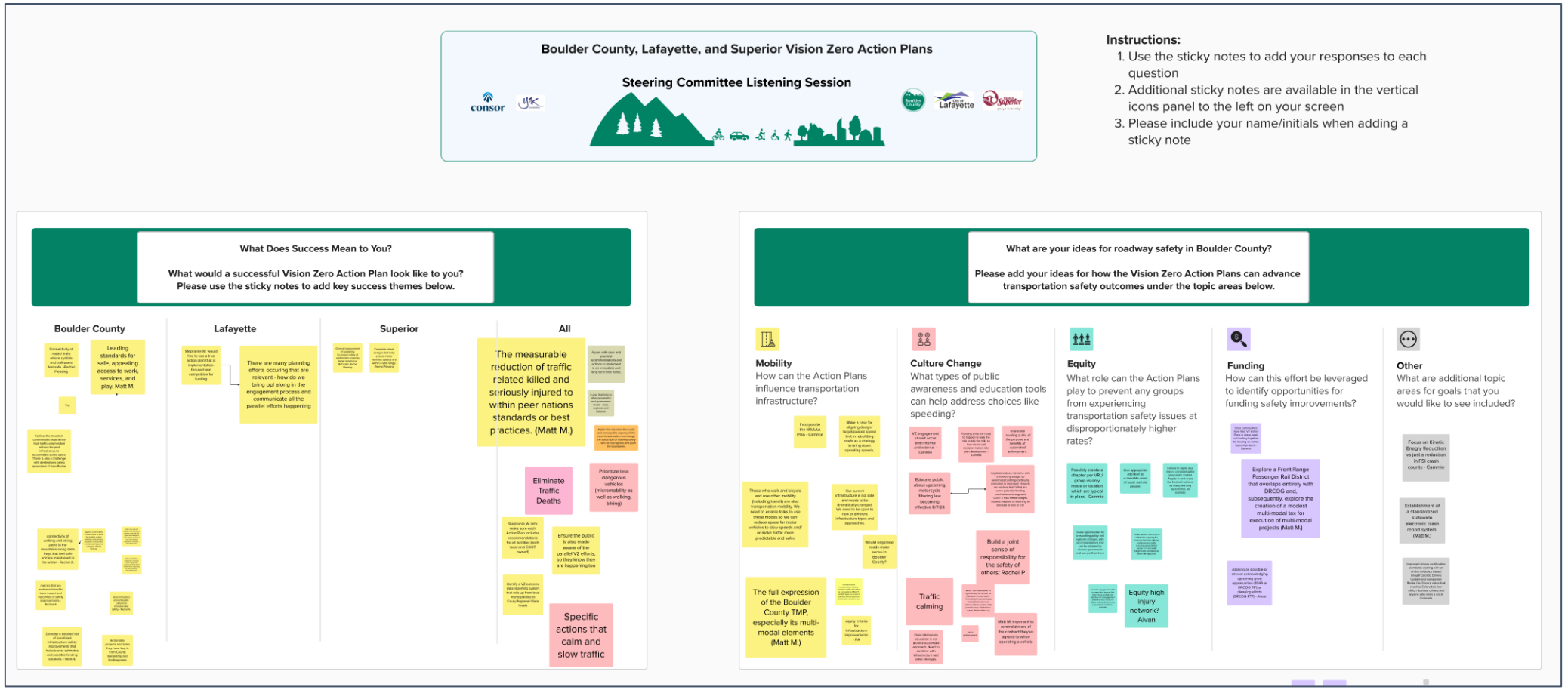


Schedule


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

What We Covered at the June Meeting

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



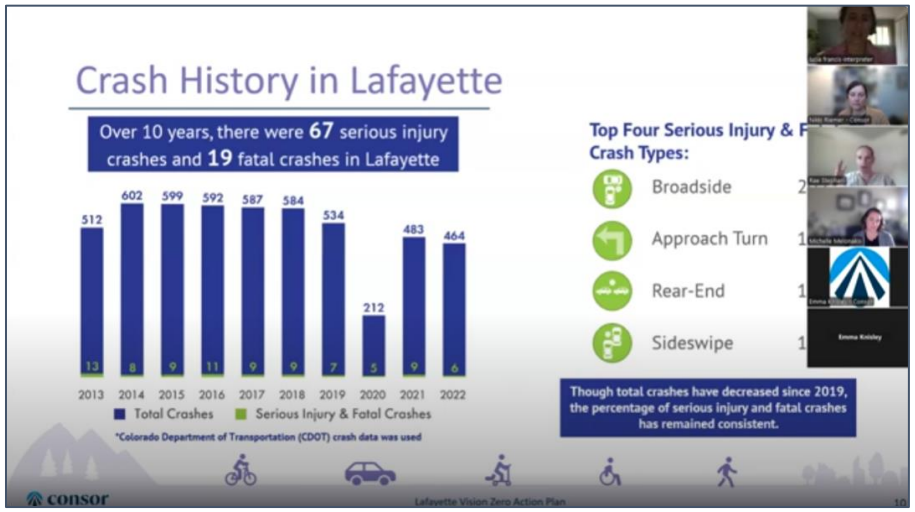
Where We've Been: Phase 1 Community Outreach

How We Collected Input for Each Partner

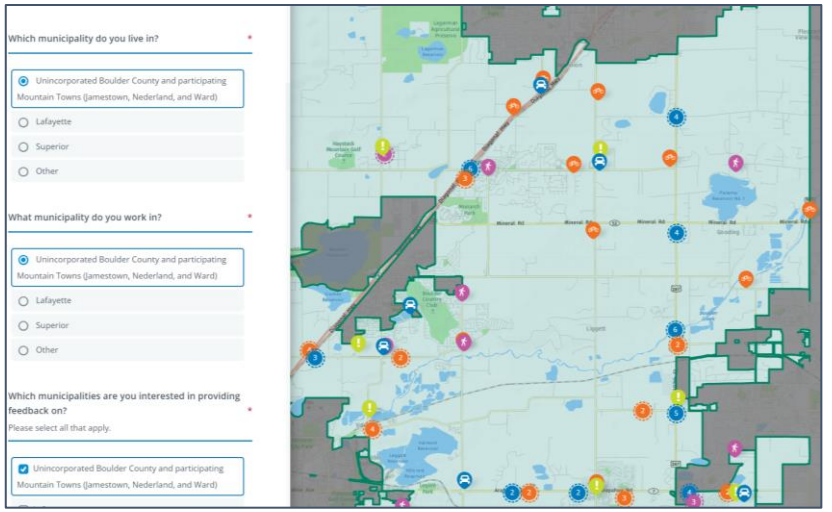
July and August 2024

In-person Pop-up Events

Virtual Public Meetings



Online Input Map & Survey



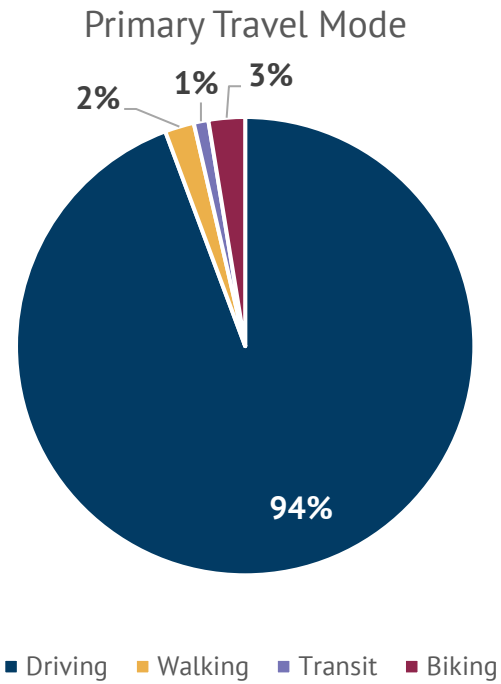
Summary of What We Heard

Online Survey Responses

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

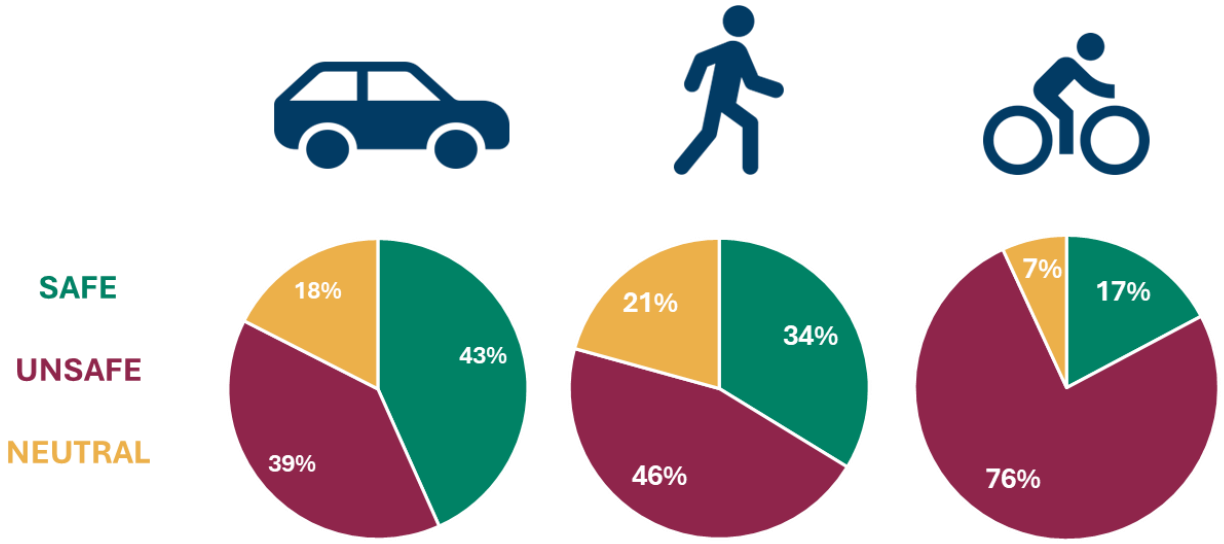
What We Heard: Boulder County & Mountain Towns

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



What We Heard: Boulder County

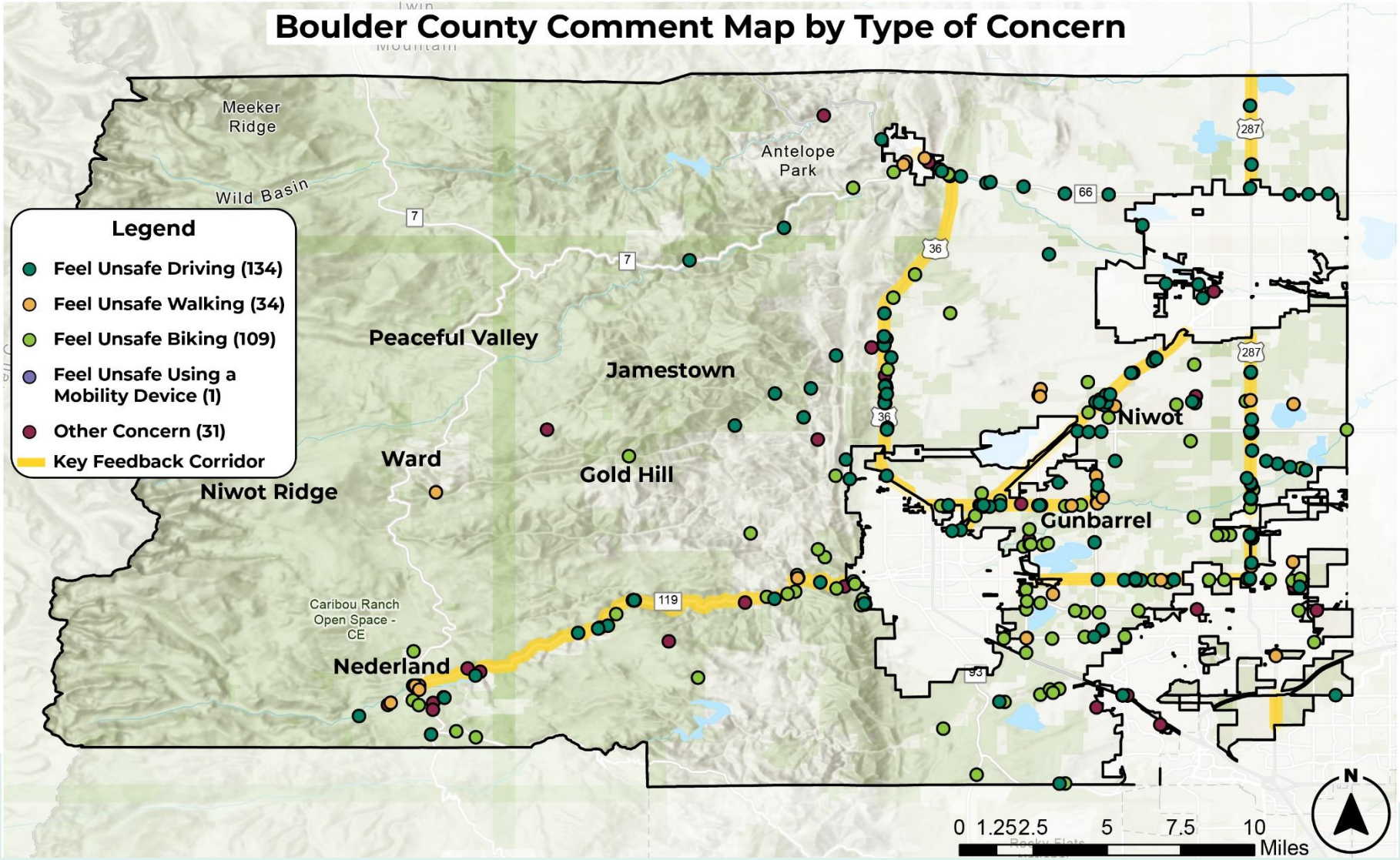
How safe do you feel traveling in Boulder County?



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

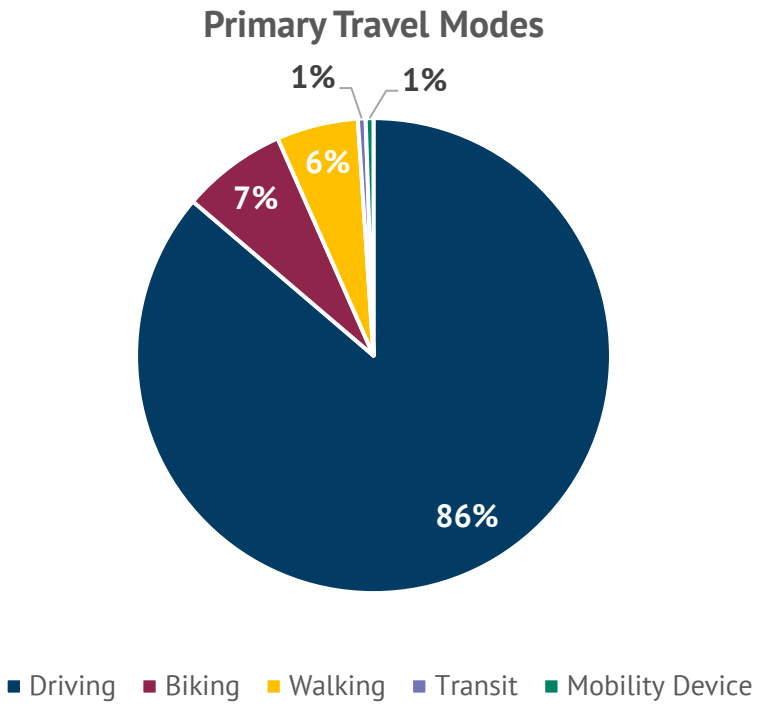
Respondents or someone they know involved in a crash in unincorporated Boulder County in past five years: **31%**

What We Heard: Boulder County (309 pins)



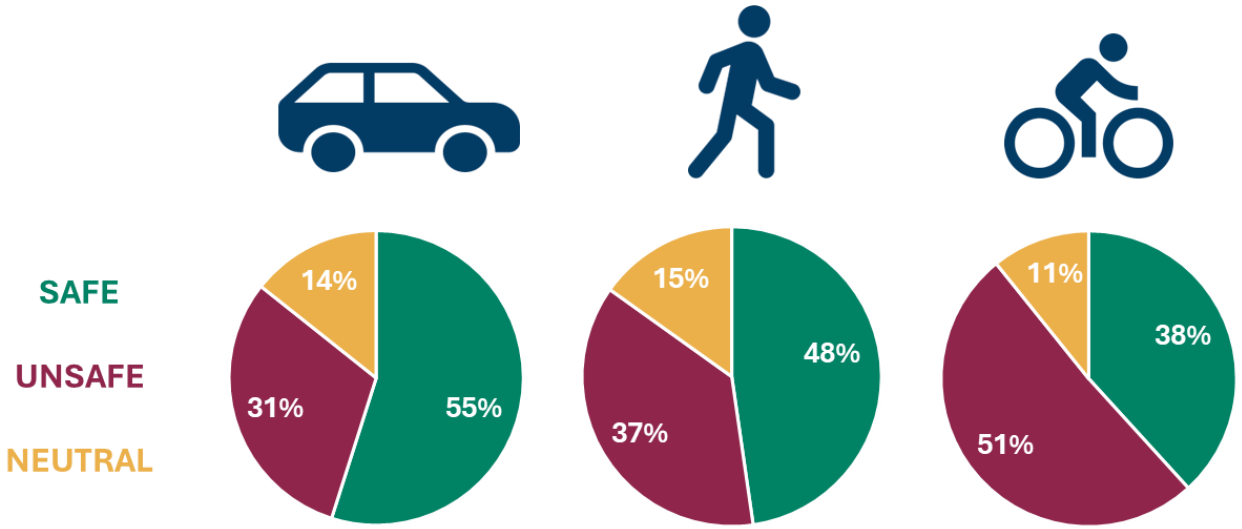
What We Heard: Lafayette

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



What We Heard: Lafayette

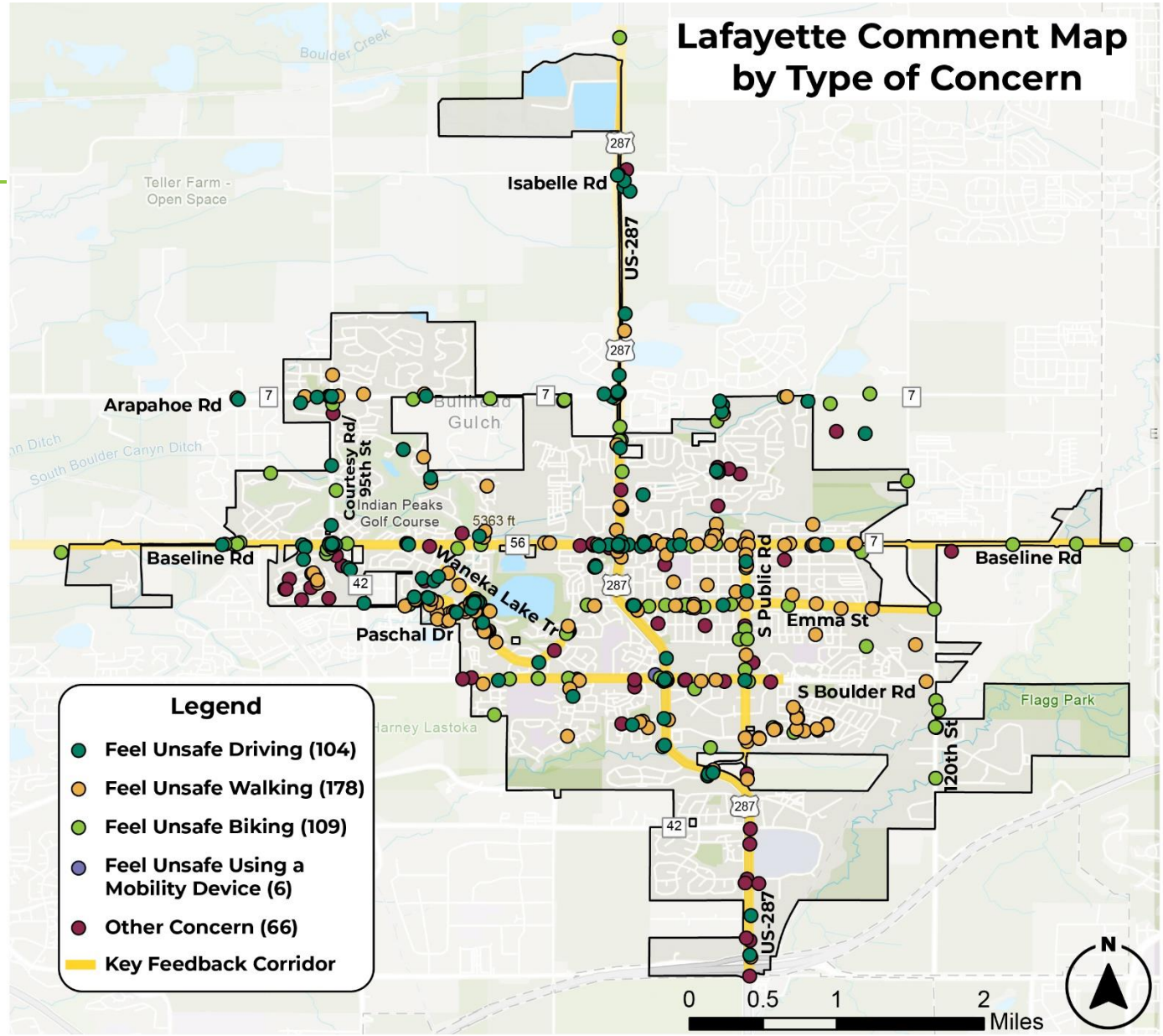
How safe do you feel traveling in Lafayette?



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

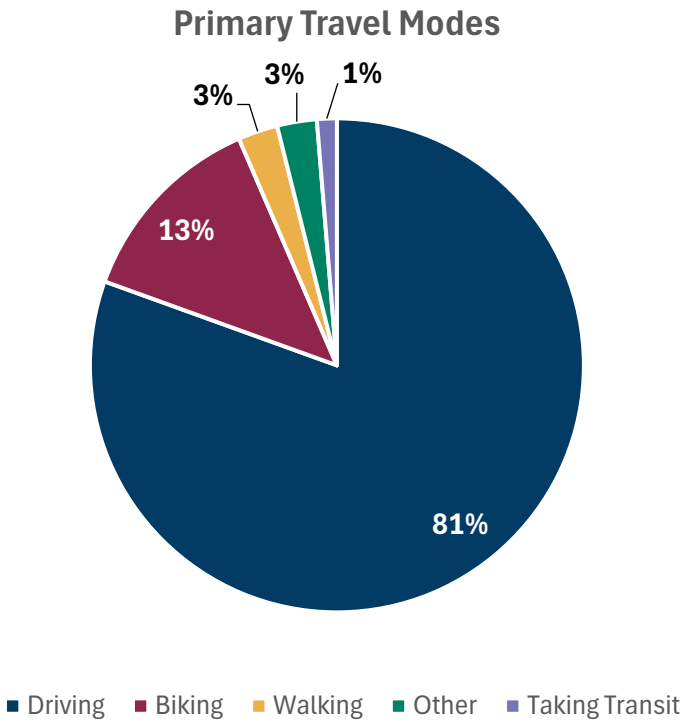
**The number of responding reporting to use transit or a mobility device is not significant enough to draw conclusions about the perceived safety of those modes.*

What We Heard: Lafayette (463 pins)



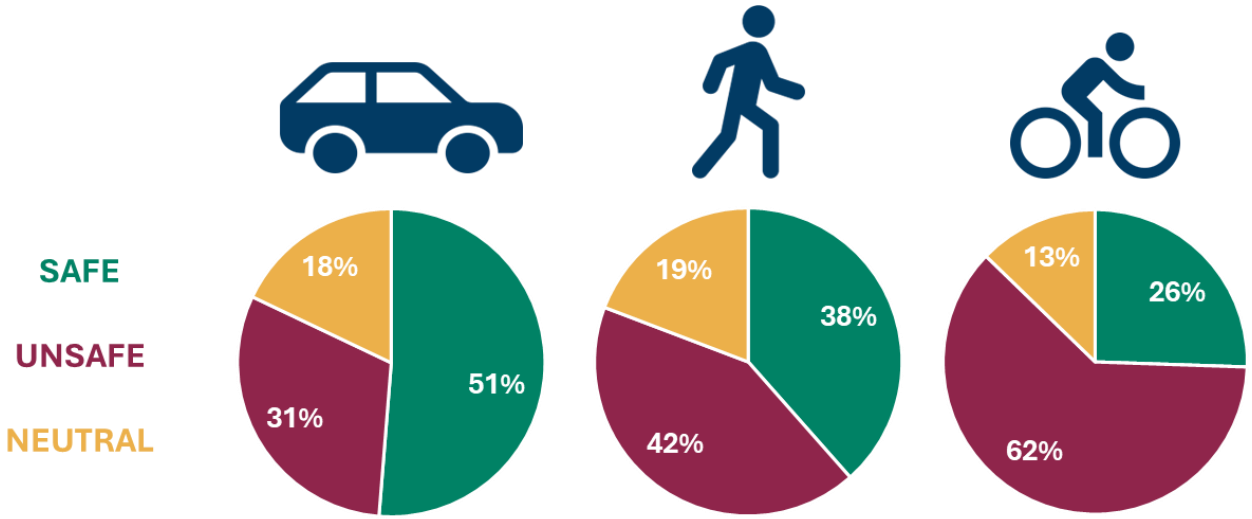
What We Heard: Superior

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



What We Heard: Superior

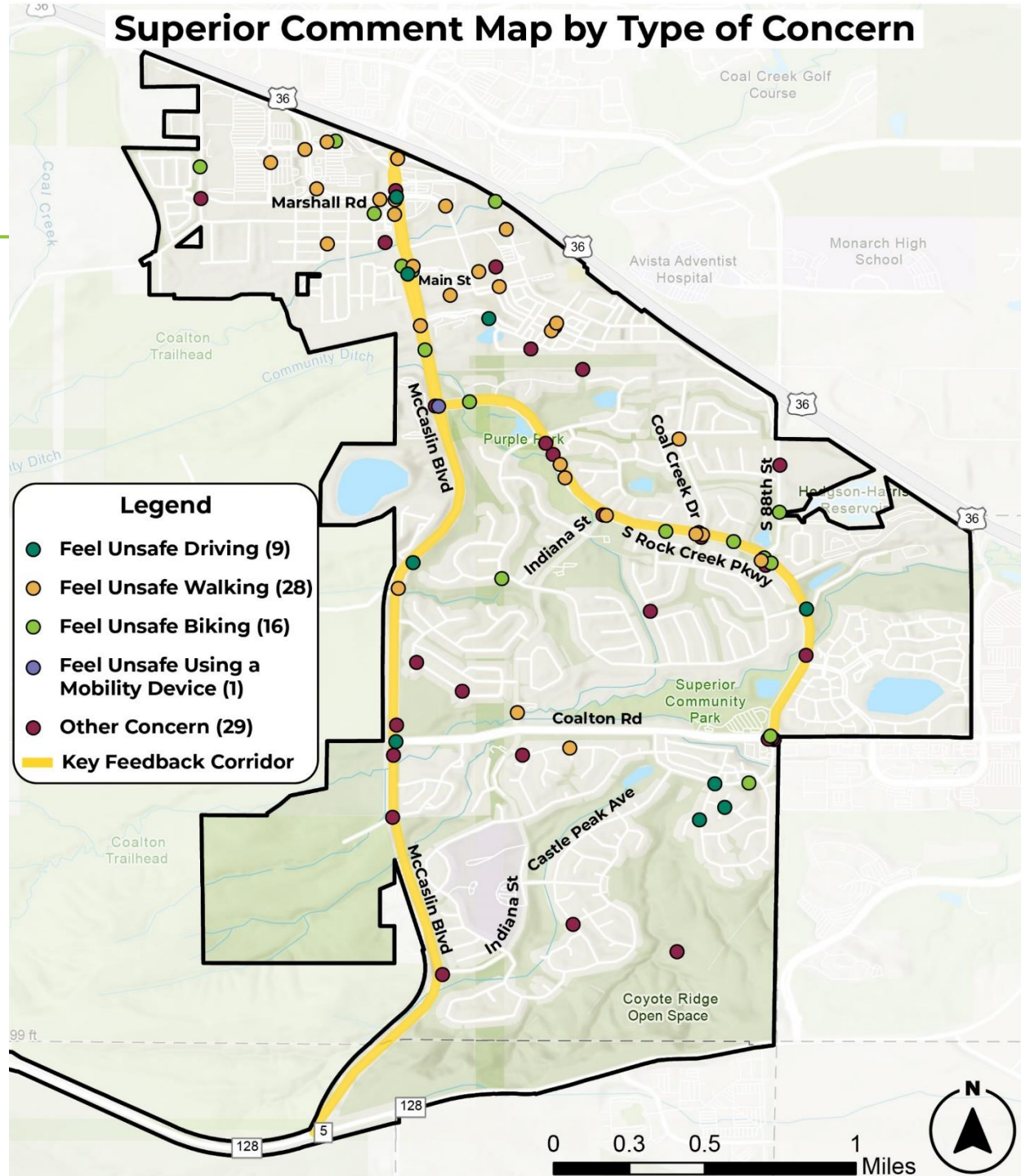
How safe do you feel traveling in Superior?



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

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

What We Heard: Superior (83 pins)



Questions?

Where We've Been: Safety Analysis

Safety Analysis Process

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

HIN & HRN: What's the Difference?

High Injury Network

Addressing Crashes Today

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

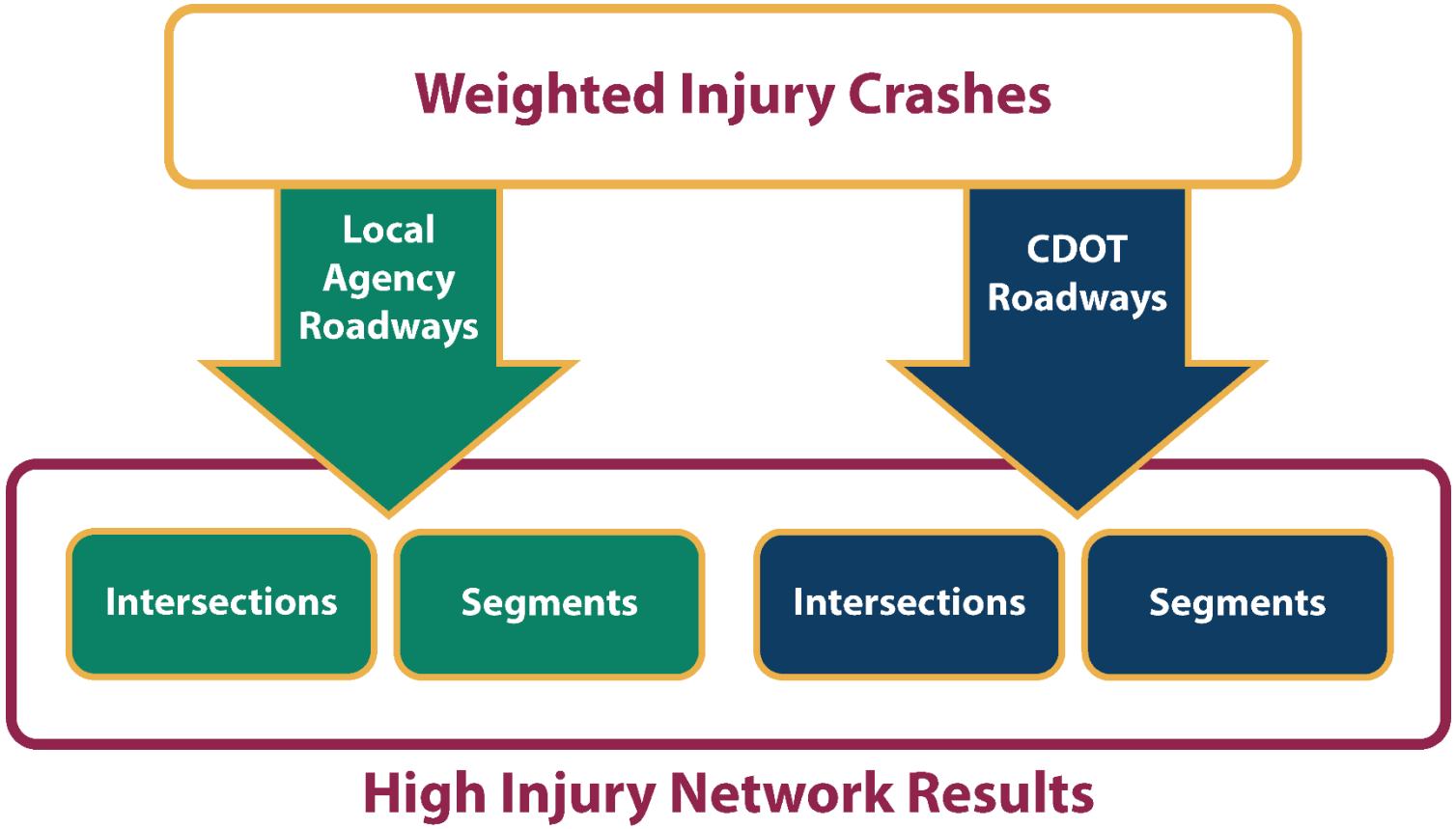
High Risk Network

Preventing Crashes Tomorrow

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

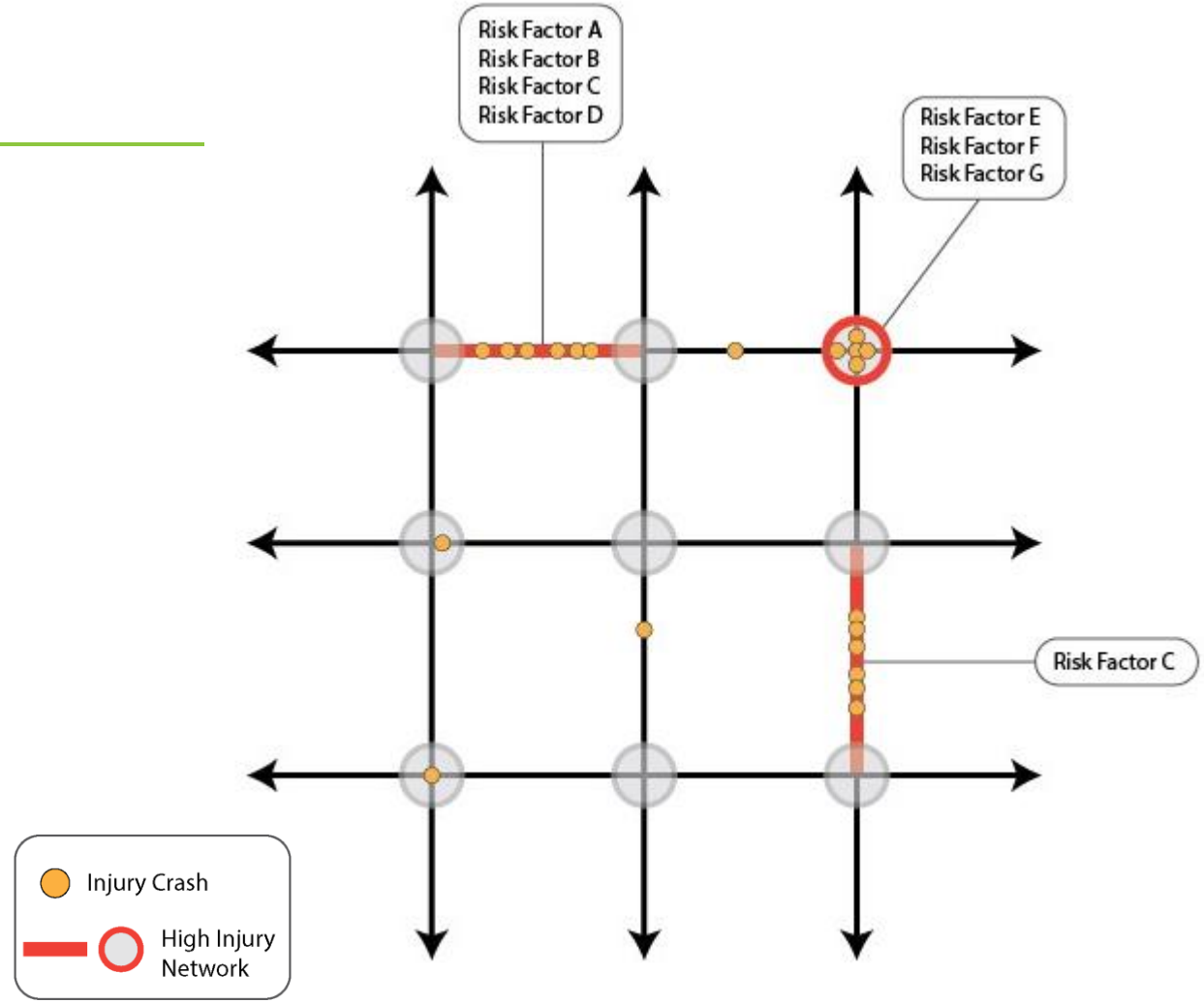
HIN Process

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



HRN Process

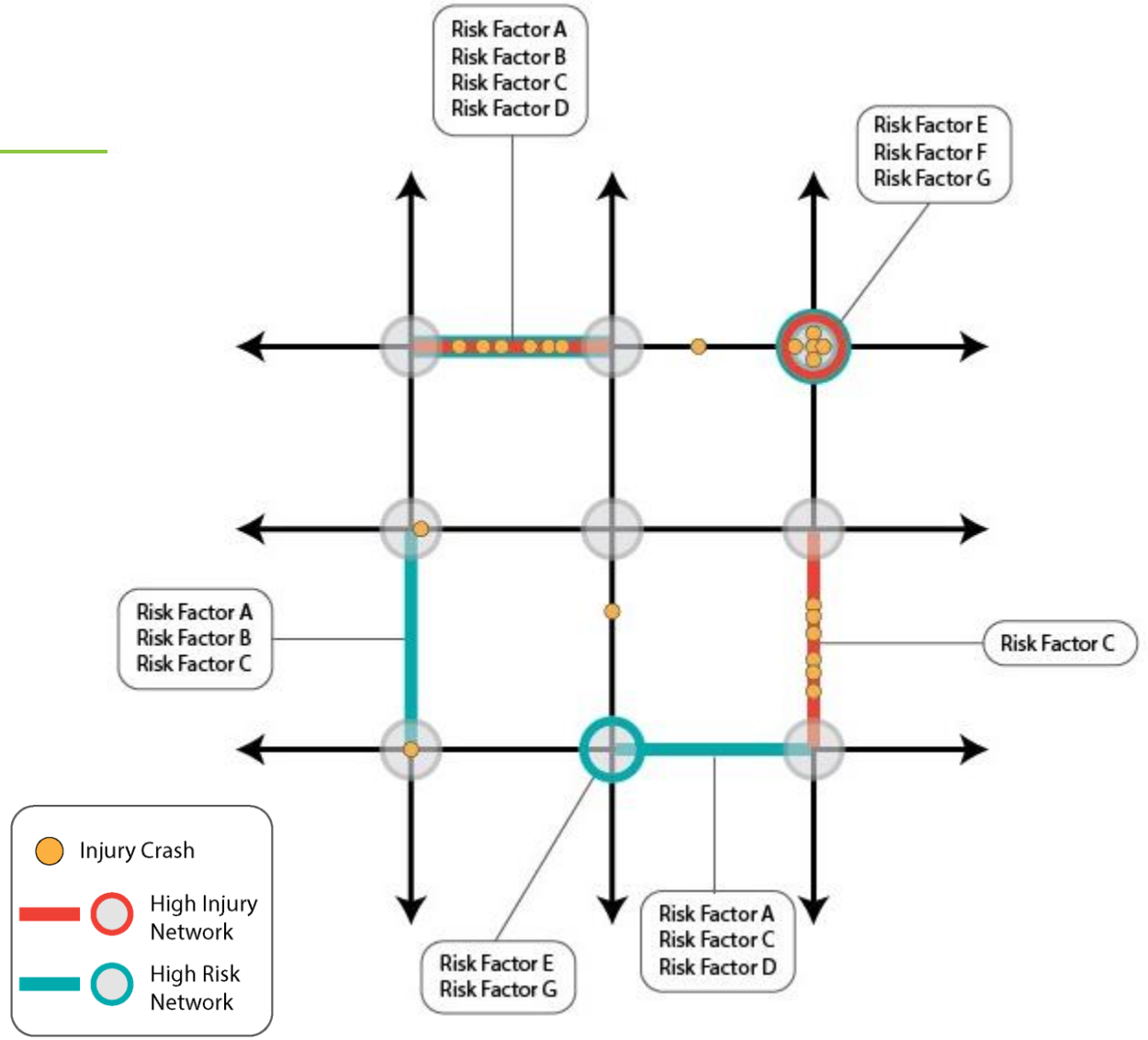
- Identified common roadway characteristics of the serious injury, fatal, and vulnerable user crashes to select risk factors



HRN Process

Example Risk Factors:

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



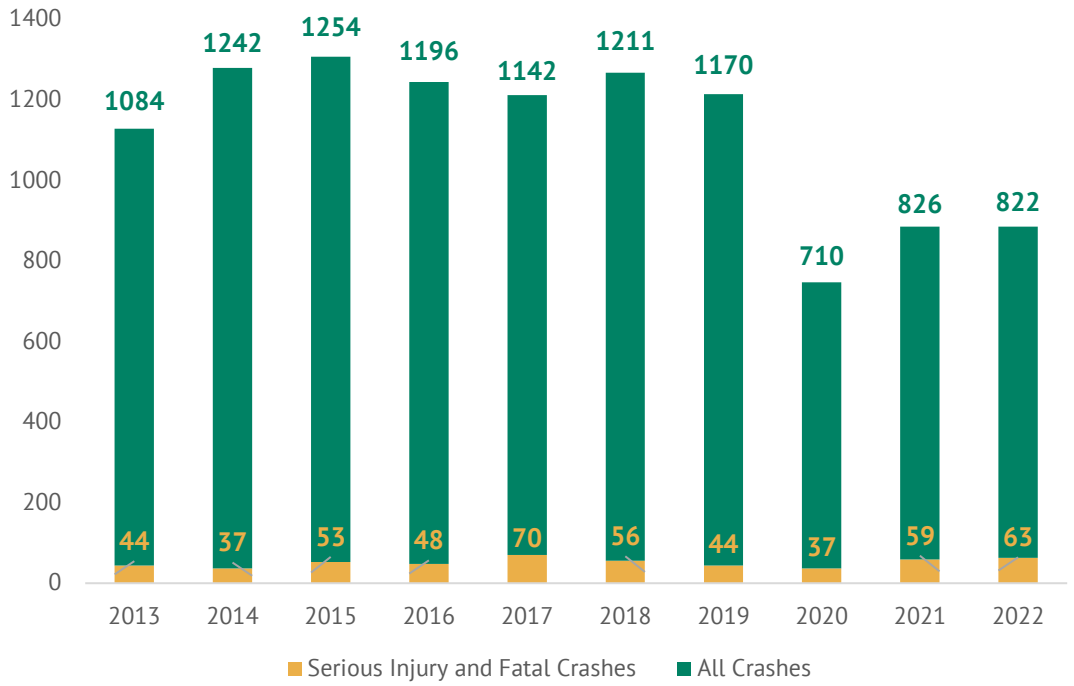
HRN Example

95th Street & Lookout Road
(HIN Intersection)

95th Street & Mineral Road
(Potential HRN Example)

Questions?

Boulder County: Safety Analysis

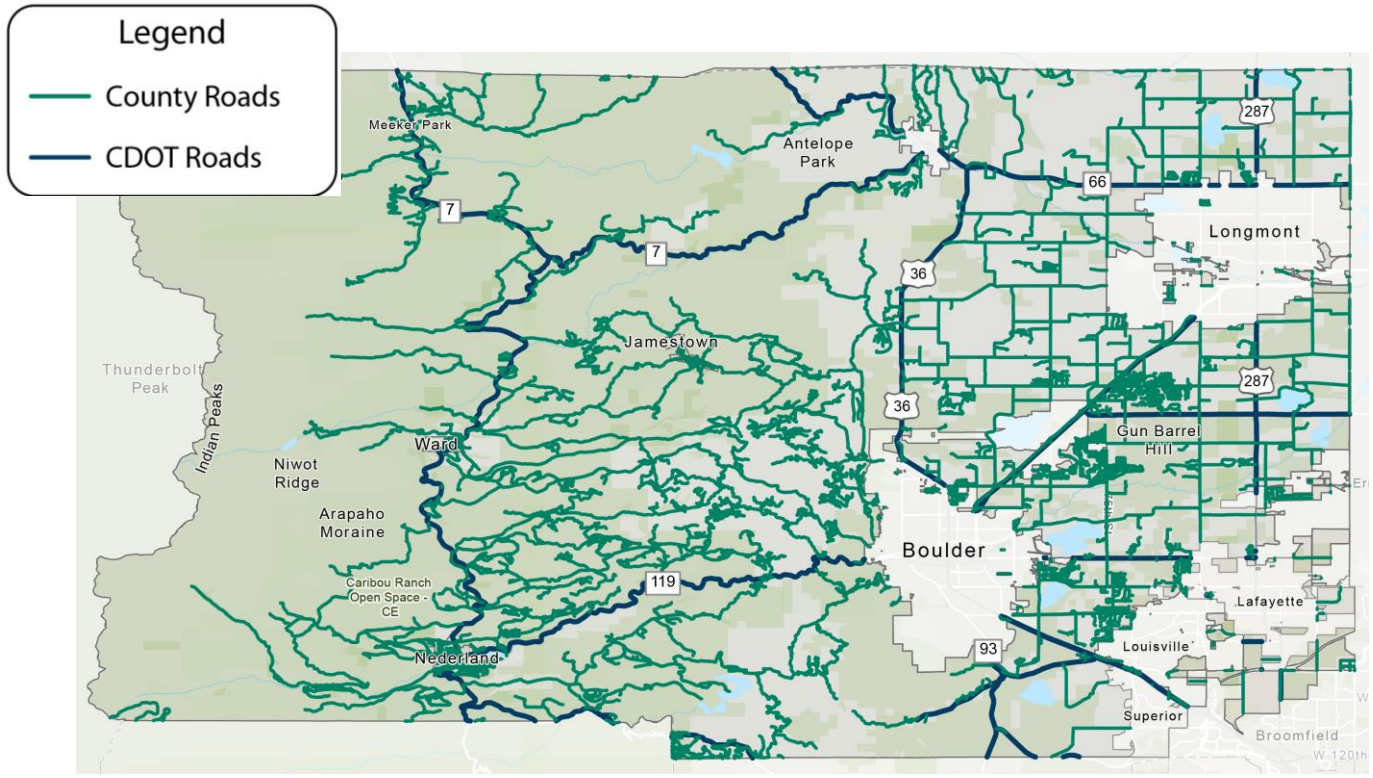


Over 10 years, **135** people died in traffic crashes in the Project Area

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

Source: Colorado Department of Transportation (CDOT) crash data

Boulder County Safety Analysis



County Roads

86% of roadway centerline miles

30% of serious injury and fatal crashes

CDOT Roads

14% of roadway centerline miles

70% of serious injury and fatal crashes

Boulder County Safety Analysis

Boulder County Roads

All Crashes

25% *Fixed Object*

23% *Rear-end*

9% *Overturning*

Serious Injury & Fatal Crashes

22% *Bicycle*

20% *Fixed Object*

15% *Overturning*

Bicycle crashes are over-represented.

CDOT Roads

All Crashes

41% *Rear-end*

13% *Fixed Object*

10% *Sideswipe*

Serious Injury & Fatal Crashes

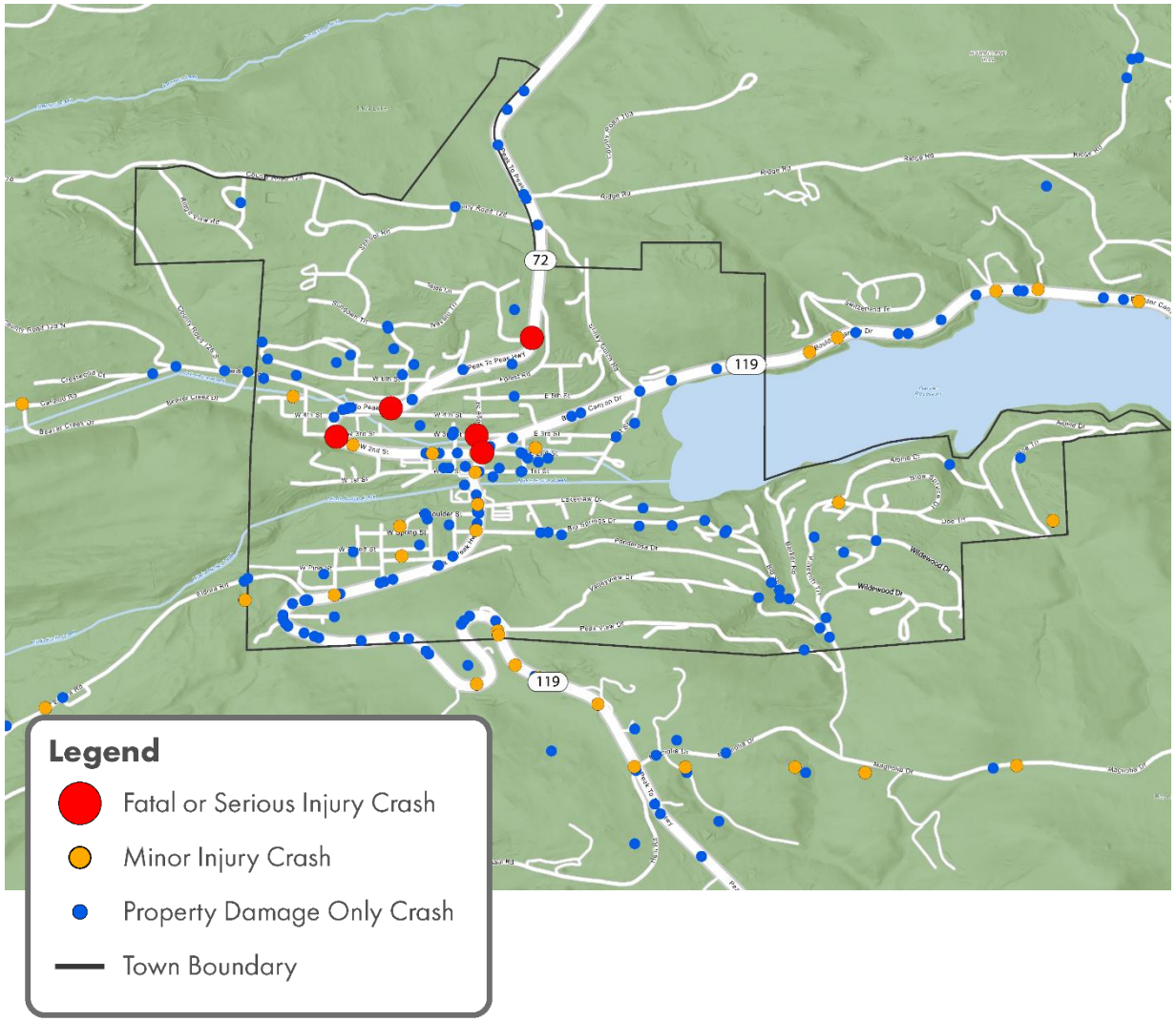
16% *Overturning*

13% *Head-on*

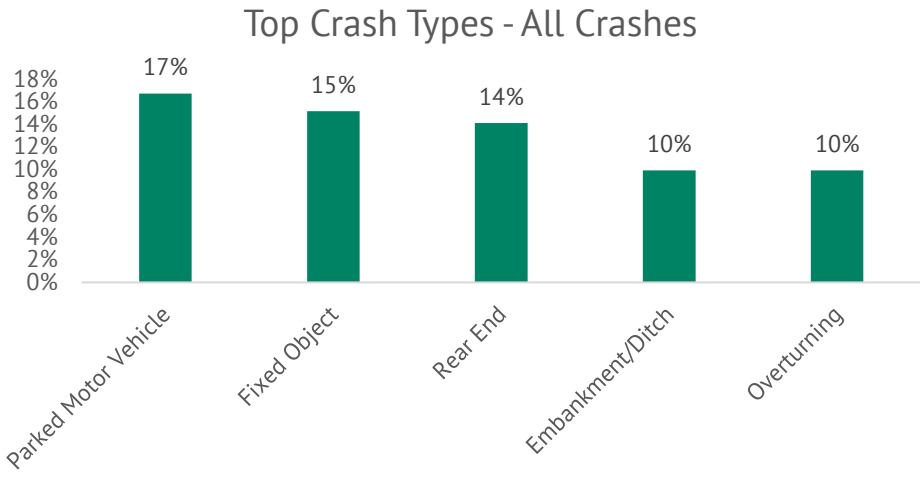
12% *Broadside*

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

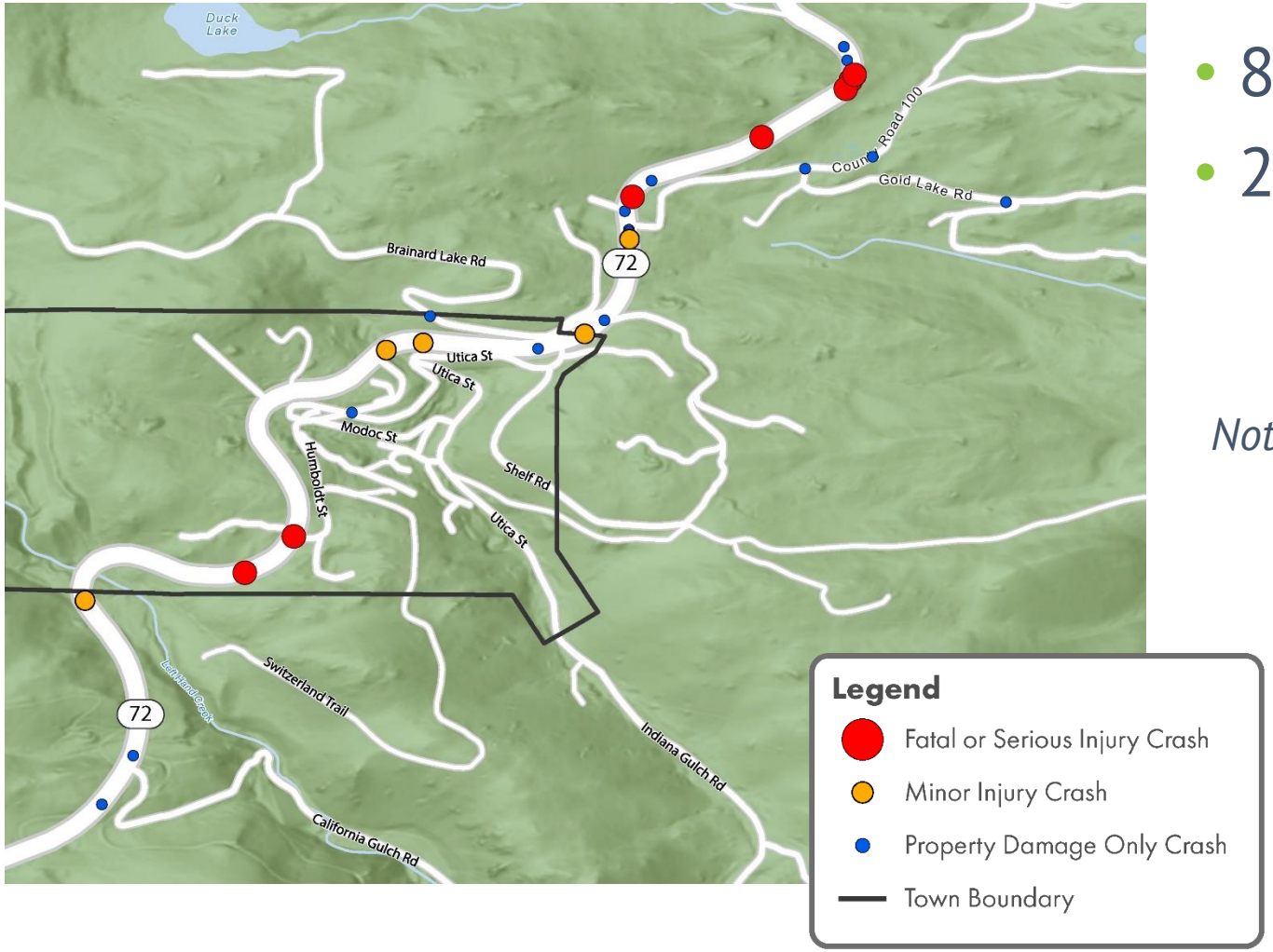
Mountain Town Zoom-in - Nederland



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



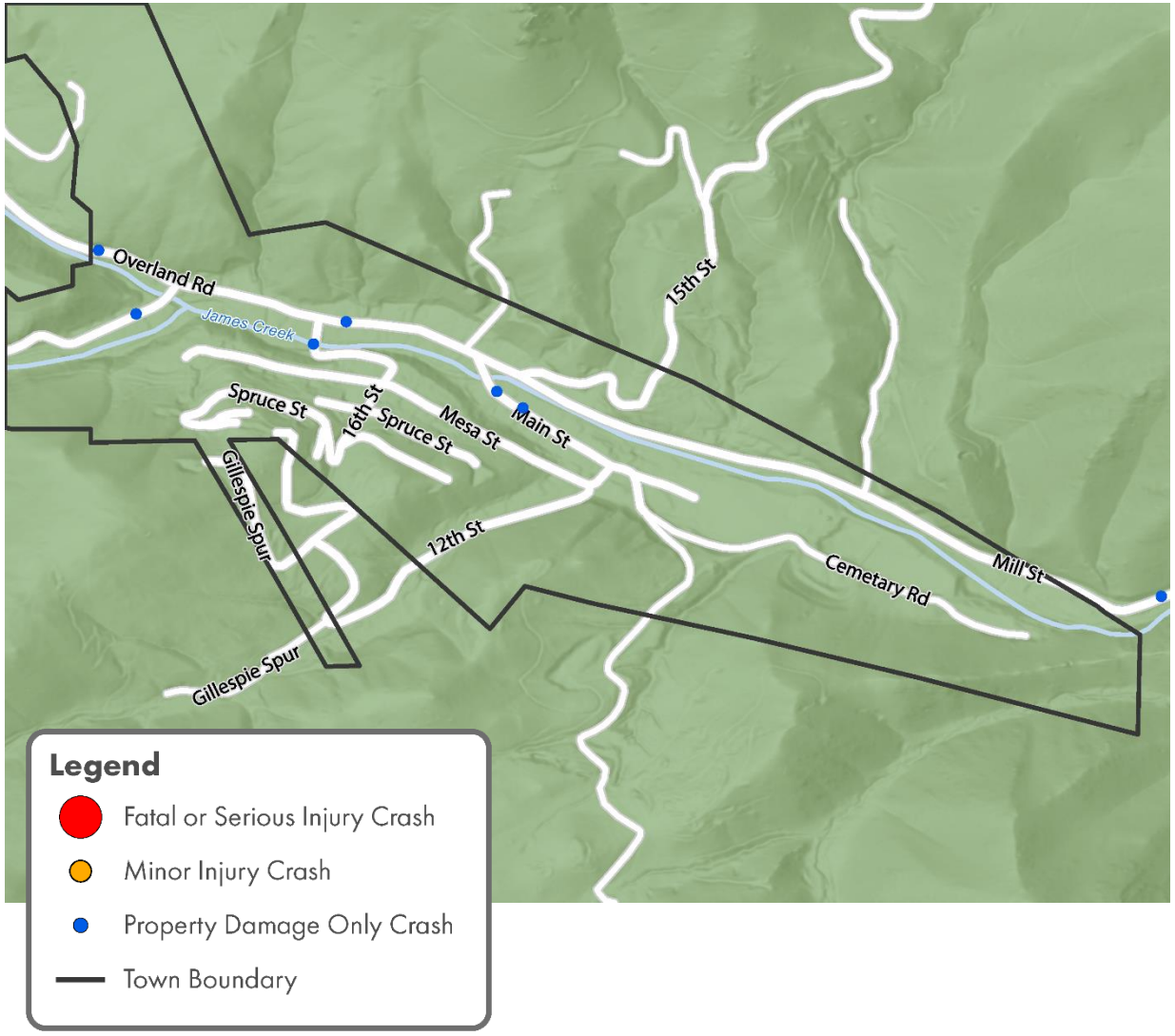
Mountain Town Zoom-in - Ward



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

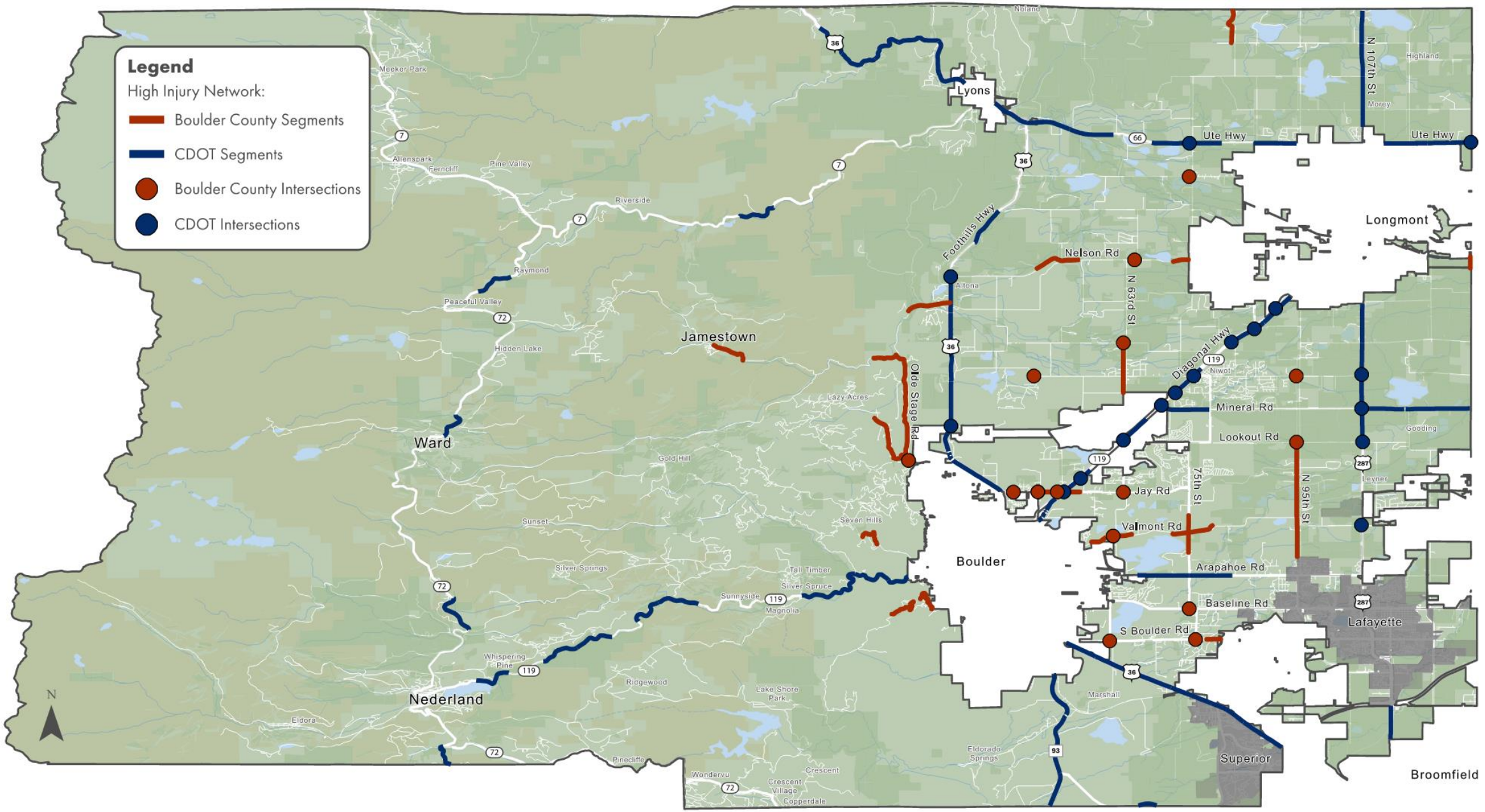
Note: Summary includes only crashes within Ward

Mountain Town Zoom-in - Jamestown



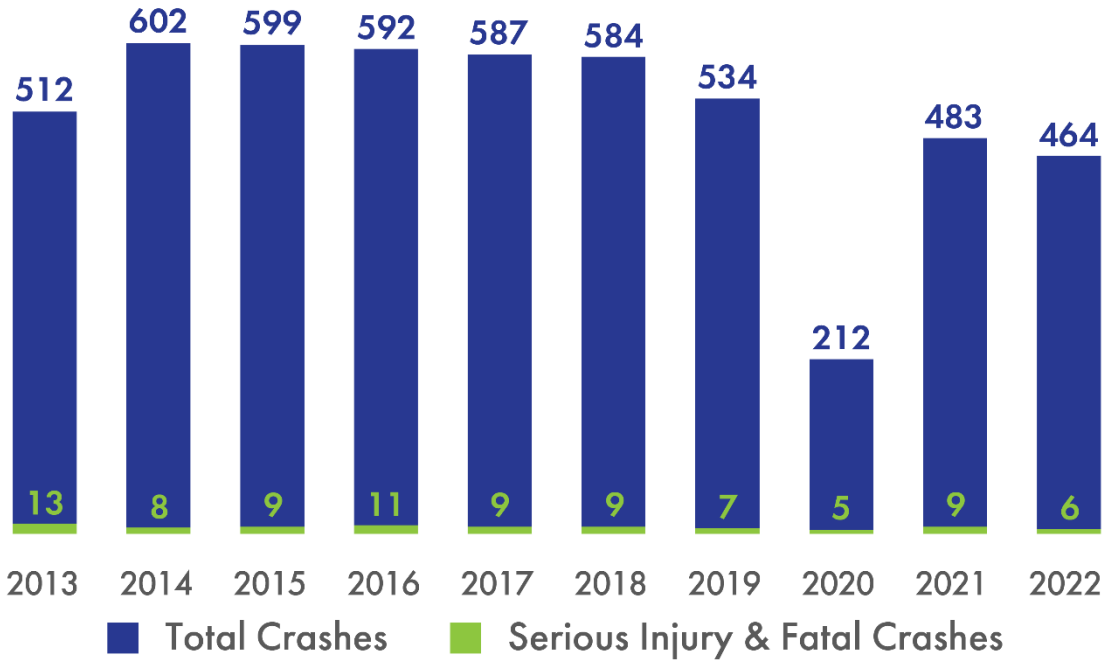
- 10 crashes
- No serious injuries or fatalities

Boulder County: High Injury Network



Lafayette: Safety Analysis

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



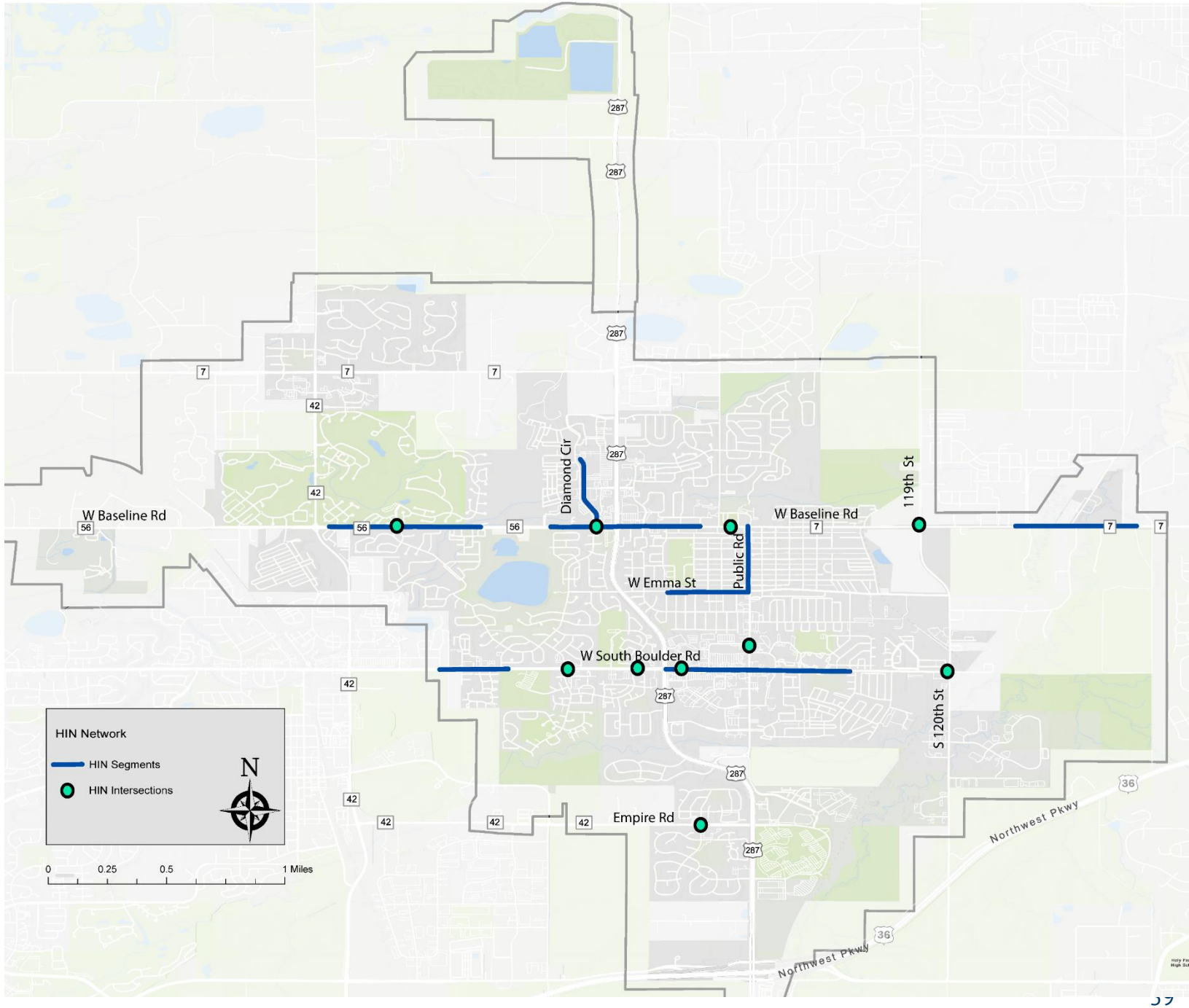
Source: Colorado Department of Transportation (CDOT) crash data

Top Four Serious Injury & Fatal Crash Types:

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

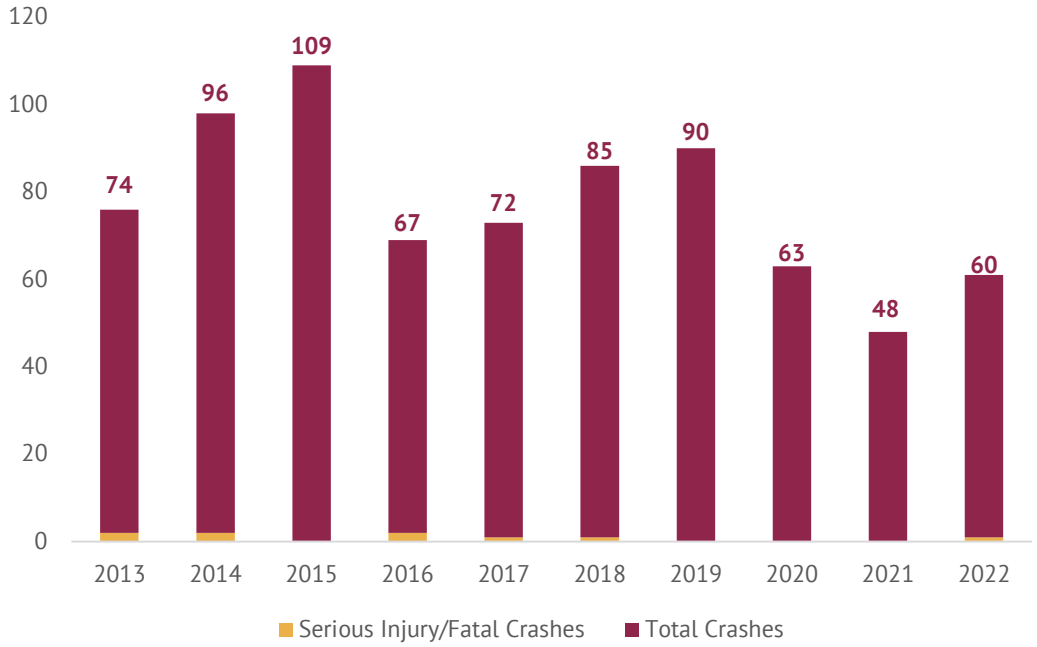
Though total crashes have decreased since 2019, the percentage of serious injury and fatal crashes has remained consistent.

Lafayette: High Injury Network

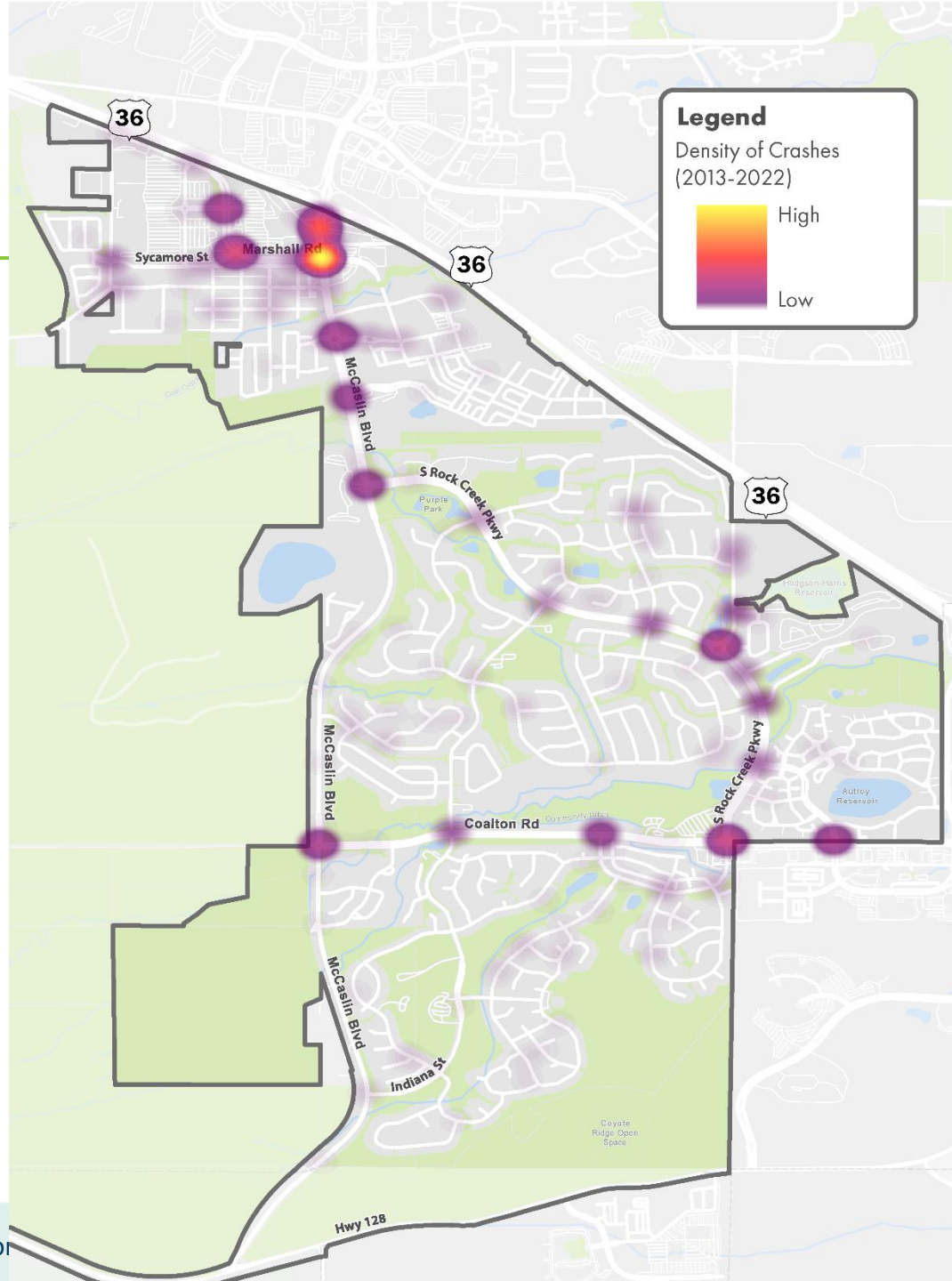


Superior: Safety Analysis

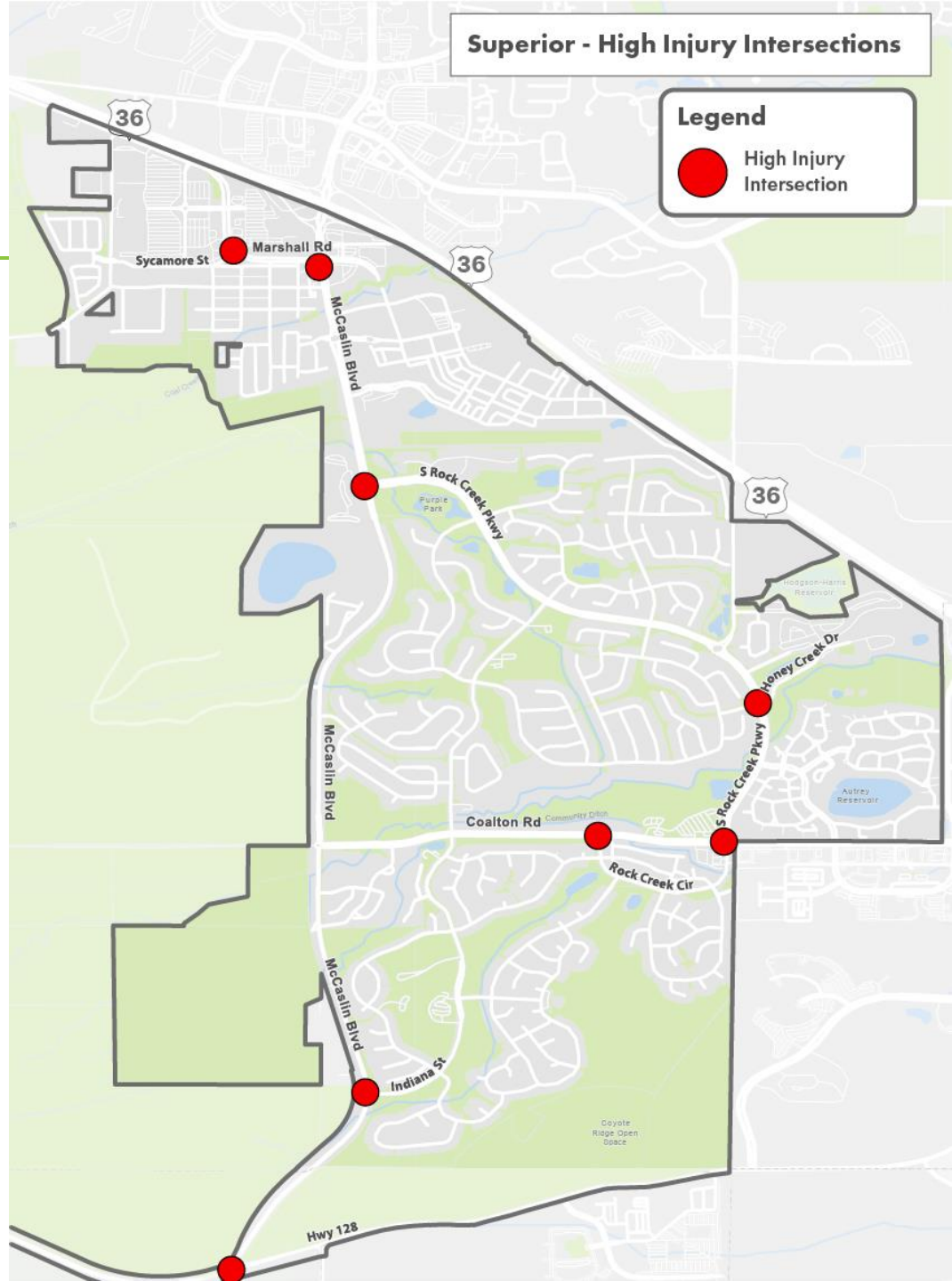
Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior



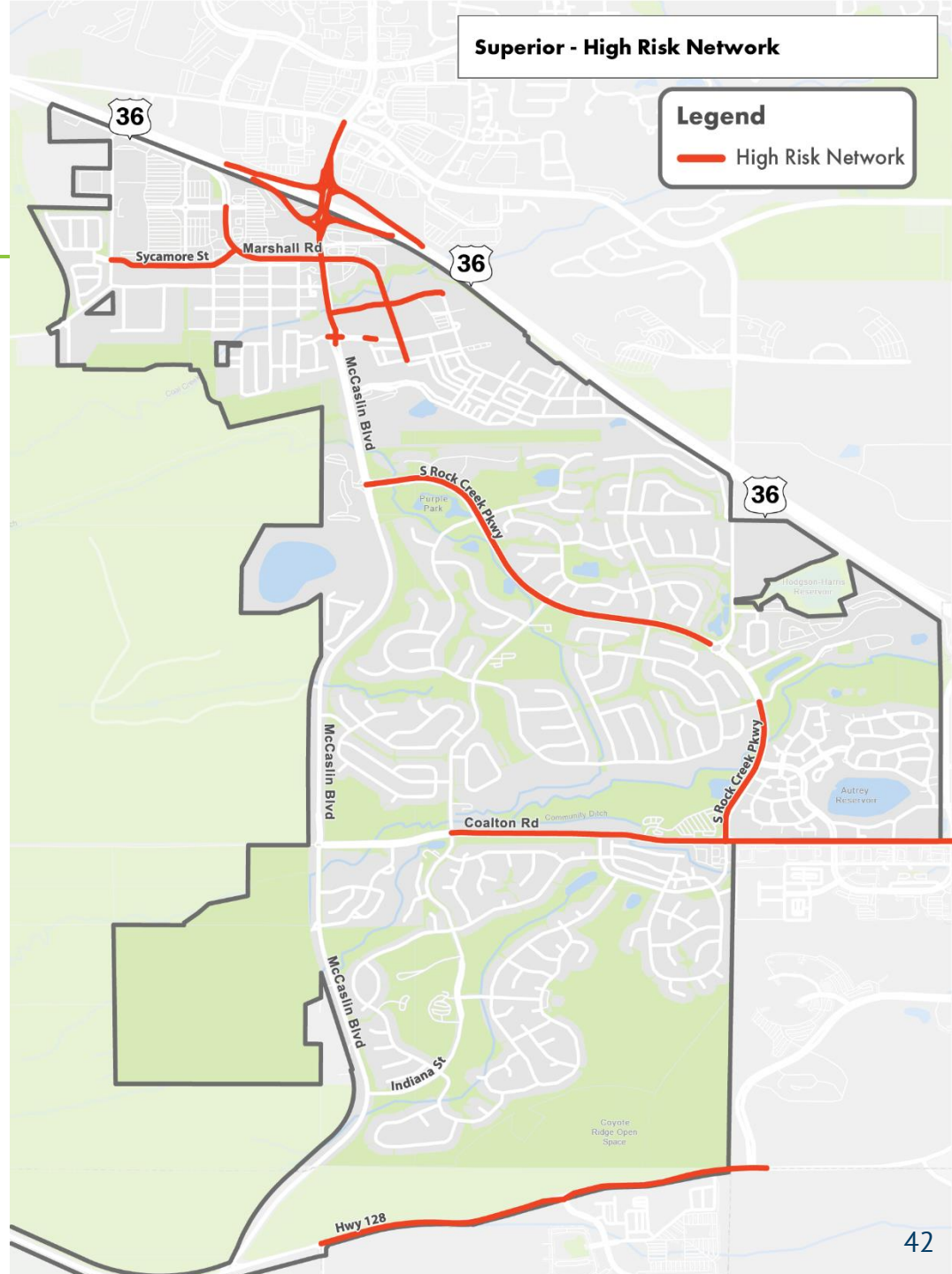
Source: Colorado Department of Transportation (CDOT) crash data



Superior: High Injury Network



Superior: High Risk Network



Discussion

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

Where We're Going: Working Towards the Action Plans

Action Plan Development

Develop Safety Strategies and Initial Recommended Actions

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

Public Input

Finalize Recommended Actions

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

Action Plans

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

Next Steps

How You Can Help

Actions

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

Calendar

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

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

October 30, 2024 | 10 am – 11:30 am

LOCATION: Virtual (Zoom)

Project Management Team (PMT) Members:

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

Steering Committee Members:

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

Areas with participant discussion are marked in orange text

MEETING NOTES

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

1. Phase 1 Community Outreach
2. Safety Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

g. Lafayette: High Injury Network (HIN)
    1. The HIN consists of the segments and intersections with the highest concentrations of injury crashes. Some state highways (US 287, Arapahoe w/o US 287, 95th St s/o Arapahoe Road) were removed from the analysis due to having recently completed planning studies, with a desire to have a complete sense of where the most impact can be had on areas that haven't been studied yet

h. Superior: Safety Analysis
    1. Over 10 years, there were 8 serious injury crashes and 1 fatality in Superior (which occurred on Hwy 128).
    2. The majority of crashes occurred at intersections, with a hotspot of crashes at McCaslin and Marshall.
    3. Due to this concentration of crashes at intersections and the lack of concentrated injury crashes on segments, the High Injury Network consists only of intersections.
    4. The High Risk Network was developed using known risk factors such as speed limit and number of lanes. High risk segments appear around the US 36 interchange, as well as along Rock Creek Pkwy, Coalton, and Hwy 128.

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

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

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

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

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

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

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

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

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

Superior Vision Zero Action Plan

Steering Committee December 2024 Update

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

Study Area*:

The Superior plan includes all roads including local, collectors, arterials, and Colorado Department of Transportation (CDOT) roads in Superior.

Community Input Summary:

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

- McCaslin Boulevard & Marshall Road: Speeding and red-light running make this intersection feel unsafe for both drivers and people walking
- Desire for driver education how to navigate roundabouts and for more comfortable pedestrian and bicycle infrastructure at roundabouts
- McCaslin Boulevard and Rock Creek Parkway had the highest number of comments of people feeling unsafe driving, walking, and biking

Safety Analysis Findings:

The safety analysis included a detailed analysis for all roadways in the Town of Superior. Ten years of CDOT crash data was analyzed from January 2013 to December 2022. Over the ten-year analysis period, 1 person died and 8 people were seriously injured. **78% of all injury crashes in Superior include Approach Turn, Pedestrian & Bicycle Involved, Broadside at Traffic Signal, Fixed Object, or Rear-end.** Injury crashes represented in the analysis include crashes that resulted in a minor injury, serious injury, or fatality in a traffic collision event on Superior roadways. The top injury crash types are described below.

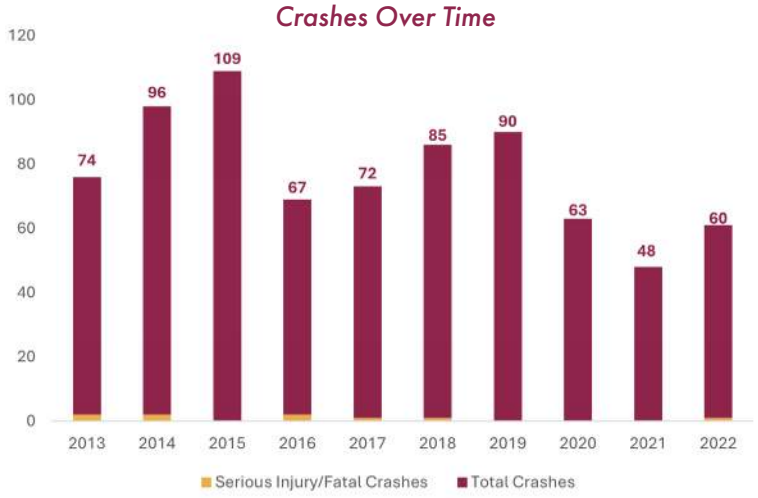
Crash Type Descriptions:

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

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

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

Crashes Over Time



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

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

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

Superior Vision Zero Action Plan

Steering Committee December 2024 Update

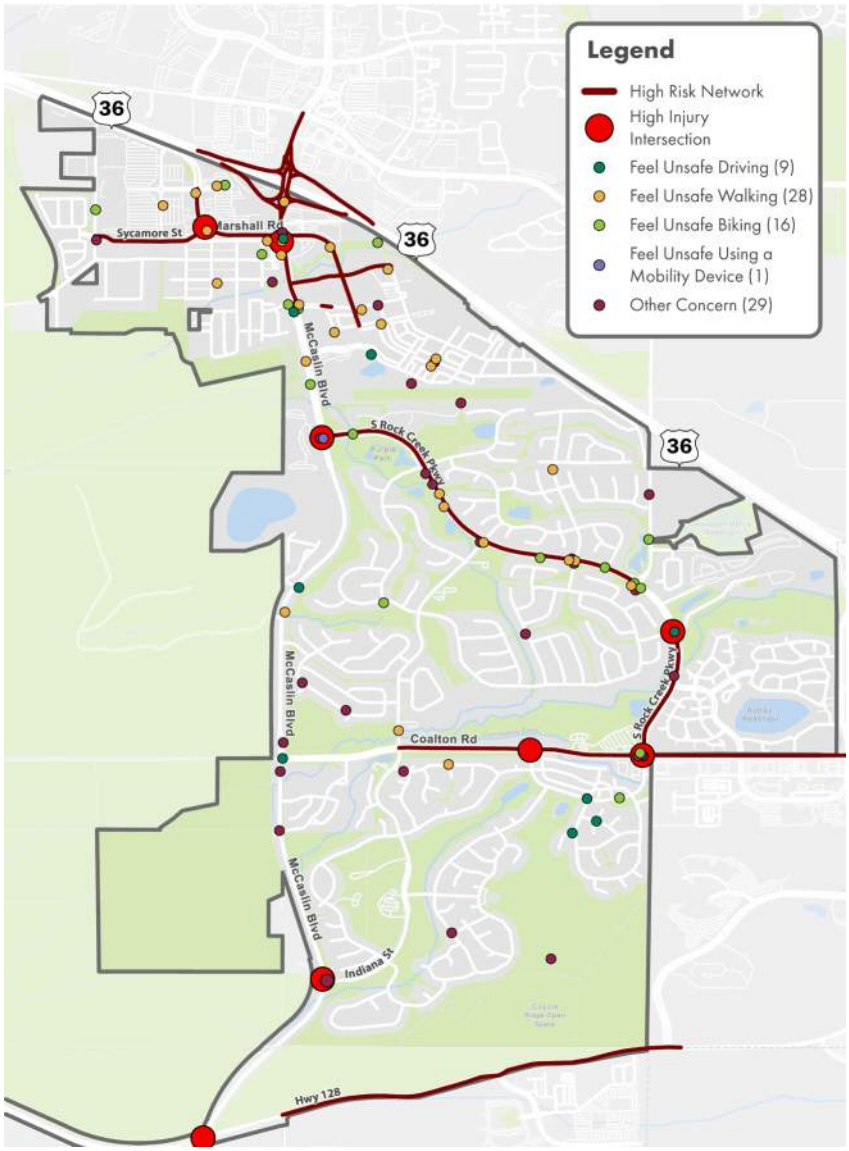
High-Injury Network & High-Risk Network

A high-injury network (HIN) is a roadway network that identifies locations where the top injury crashes are occurring based on historical crash data. This network will assist Superior in **prioritizing locations with the highest need for safety improvements.** For the development of the HIN, minor injury, severe injury, and fatal crashes were used to identify intersections with the highest concentration of injury and fatal crashes within the Town.

A high-risk network (HRN) identifies contextual factors related to historical crashes to **identify locations where there is a high risk for potential crashes based on roadway characteristics.** The HRN may reveal locations that do not necessarily have a recent history of injury crashes but have a high risk for injury crashes in the future. For the development of the HRN, the following factors were used to identify roadway segments with the highest risk of injury crashes in the future:

- Functional classification identified as a collector or arterial
- Speed limit 30 MPH or greater
- 4 or more travel lanes
- No presence of a bicycle facility
- No presence of a sidewalk facility
- Adjacent to a commercial/downtown land use
- Within ¼ mile of a school
- Unmarked or partially marked sidewalk

The map to the right displays the identified HIN and HRN in Superior, as well as pins dropped on the interactive map during the first phase of community engagement.



Superior Vision Zero Action Plan

Steering Committee December 2024 Update

Safety Challenges and Proposed Improvements

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

- Safer Roads
- Safer Speeds
- Safer People

Crash trends and contributing factors for HIN segments have been identified and the project team has begun to determine safety countermeasures for top high-injury network intersections and segments and locations identified through community input. Countermeasures will be organized into safety improvements and prioritized by factors such as historical crash history, risk for future crashes, crash reduction potential, equity indicators, public input, and planning-level costs. The potential countermeasures are currently being presented to the public within the Superior Recommendations Survey. The project team will develop specific short-, mid-, and long-term recommended actions for incorporation into the Action Plans. The section below provides examples of potential recommended actions. This is currently still in draft form and not comprehensive.

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

Focus Area	Action	Type
Safe Roads	Install traffic signal or pedestrian hybrid beacon/HAWK on McCaslin Boulevard south of Discovery Parkway.	Engineering
	Install pedestrian crossing signage, mark crosswalk, and pedestrian refuge island at existing crossing with curb ramps on Indiana Street east of McCaslin Boulevard.	Engineering
	Construct bicycle/pedestrian shared use path at the US 36 Interchange and remove on-street bicycle facilities through the interchange.	Engineering
Safe Speeds	Pilot automated enforcement, such as red-light cameras and speed cameras at signalized intersections and arterial corridors.	Enforcement
Safe People	Implement targeted education campaigns about how to navigate roundabouts including interacting with pedestrians and bicyclists at roundabouts.	Education
All	Provide quarterly multimodal safety article in the Sentinel Newsletter.	Education

Project Next Steps:

- Q4 2024-Q1 2025: **Participate in Superior's Recommendations Survey and promote the survey within your network.** The survey is open through January 31, 2025.
- 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

Town of Superior
Vision Zero Action Plan

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

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

Traffic Safety Analysis

Crash Trends in Superior:

78% of all injury crashes in Superior include the following crash types:

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

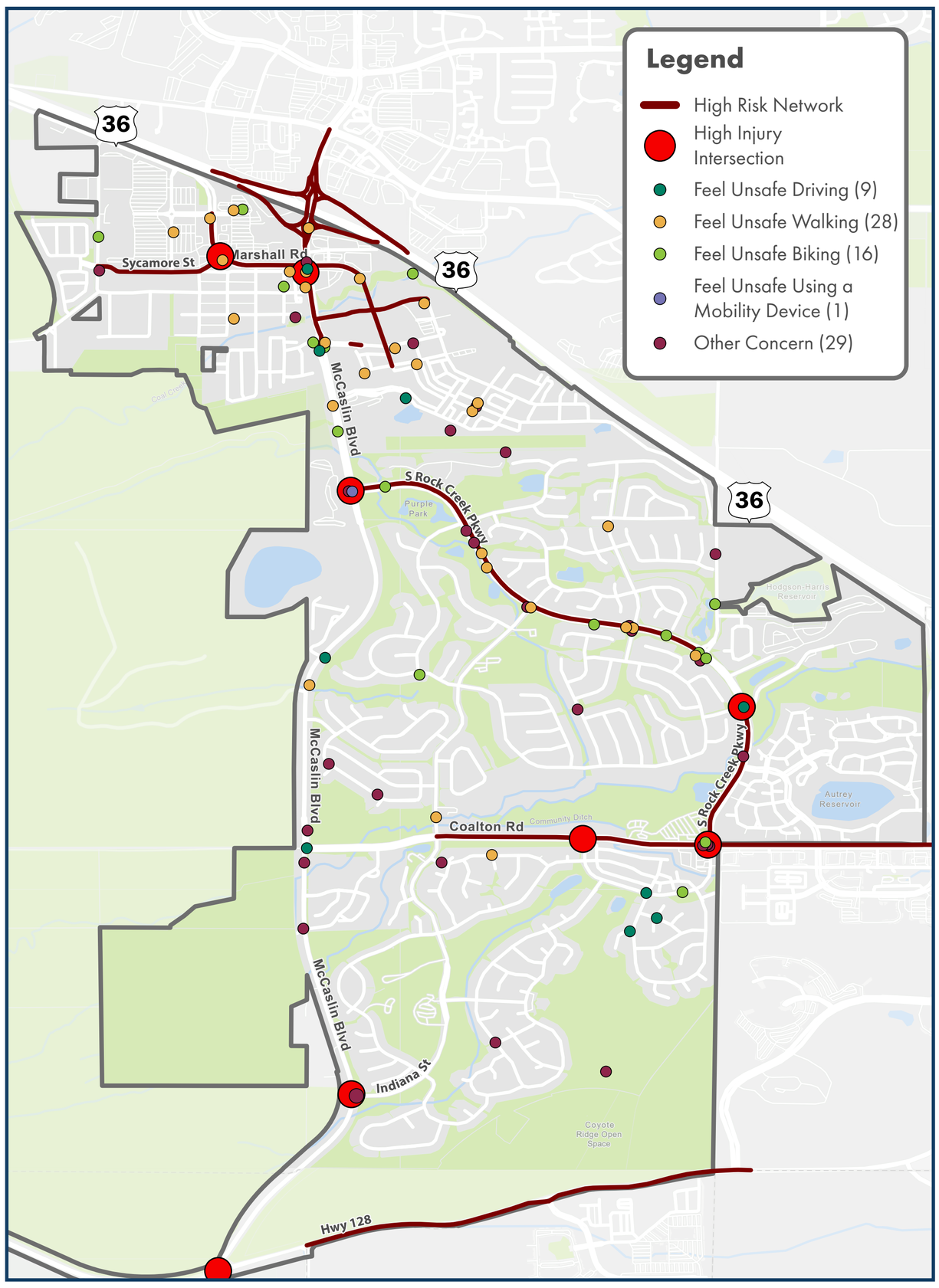
Pedestrian & Bicycle Involved: This crash type involves a motor vehicle and at least one person who is walking, rolling, or biking.

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

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

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

High Injury Network & High Risk Network:



A **high-injury network (HIN)** is a roadway network that identifies locations where the most injury crashes are occurring based on historical crash data.

A **high-risk network (HRN)** identifies contextual factors related to historical crashes to identify locations where there is a high risk for potential crashes in the future based on roadway characteristics.

Town of Superior Safety Countermeasures: We Want Your Input!

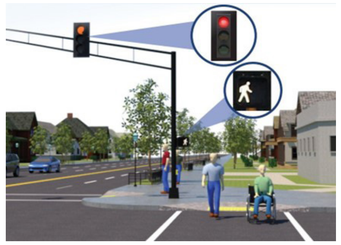
Town of Superior
Gateway To Boulder Valley®

Input Key:

- Very Supportive
- Supportive with some concern
- Not Supportive

Common factors contributing to the top injury crash types in Superior may potentially be reduced by the following countermeasures. Please indicate your level of support by placing a sticker in the dashed boxes associated with the following:

Leading Pedestrian Interval



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

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 13%

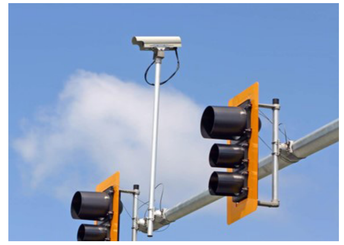
Pedestrian Refuge Islands

A pedestrian refuge island is intended to help protect pedestrians who are crossing a multilane road. The presence of a pedestrian refuge island allows pedestrians to focus on one direction of traffic at a time as they cross.

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 56%

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:
Broadside at Signalized Intersections
Speed-related
Rear End

Crash Reduction Potential:
Red light camera – 25%
Speed camera – 54%

Curb Extensions (Bulb-outs)

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

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 37%

Raised Crossings

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

Crash Type(s) Addressed:
Pedestrian & Bicycle

Crash Reduction Potential: 45%

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:
Approach Turn
Pedestrian and Bicycle

Crash Reduction Potential: 99%

Appendix C: Survey Questions

Overview

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

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

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

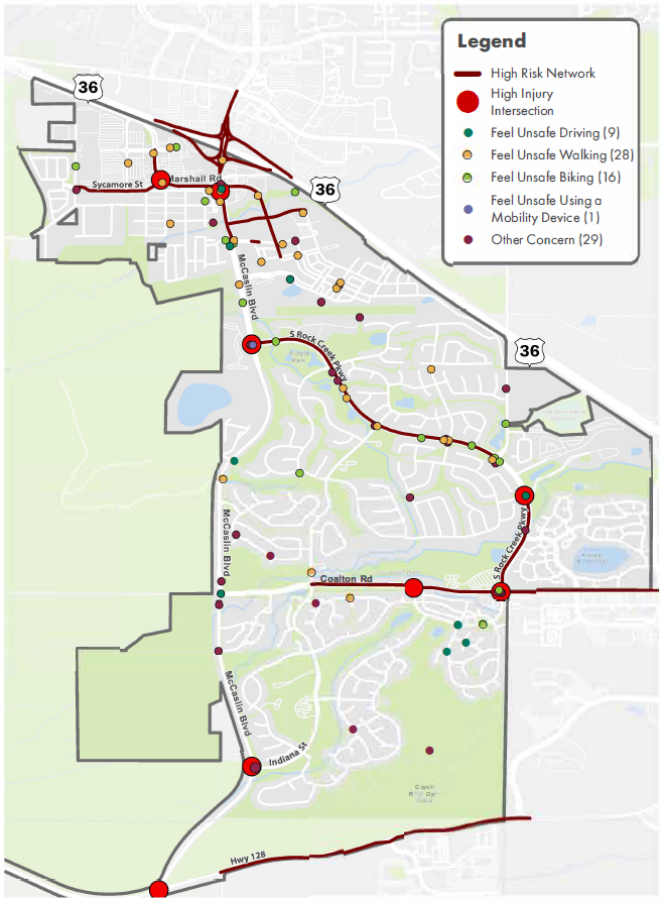
Si desea acceder a esta encuesta en español, haga clic aquí.

High Injury / High Risk Network

Definitions:

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

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



Crash Trends

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

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

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

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

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

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

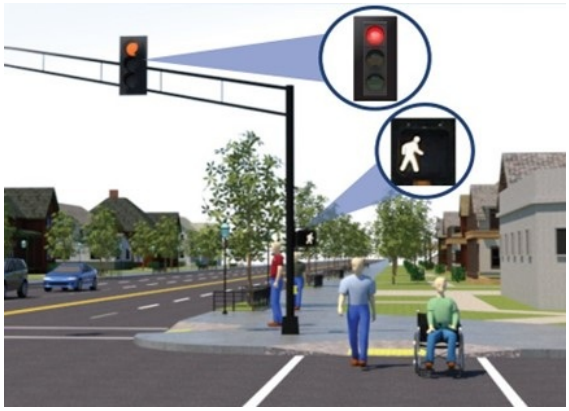
Safety Countermeasures

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

Leading Pedestrian Interval

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

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



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

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

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

Pedestrian Refuge Islands

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

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

S. Coal Creek Dr & Akron Pl

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

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

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

Red Light Cameras and Speed Cameras

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

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

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

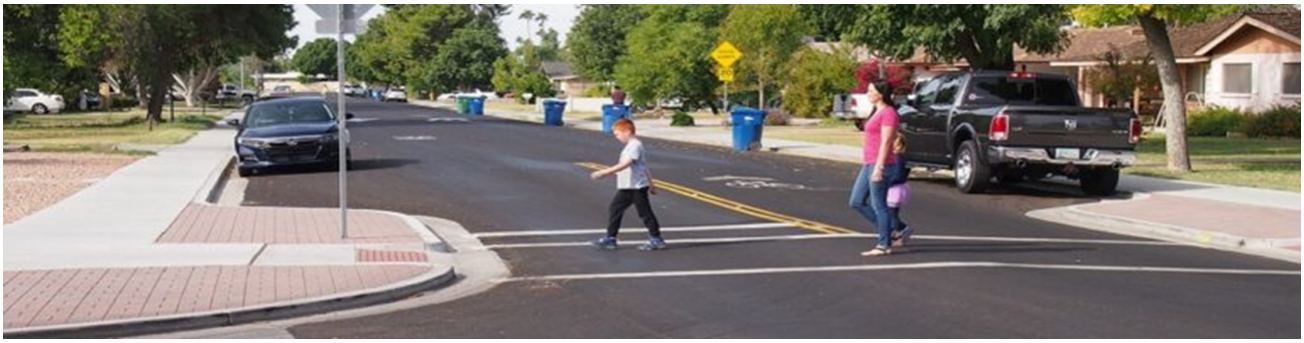
- ◯ Very supportive
- ◯ Supportive with some concerns
- ◯ Not supportive

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

Curb Extensions (Bulb-outs)

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

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



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

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

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

Raised Crossings

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

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

Indiana St by Superior Elementary

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

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

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

Protected Left-turns

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

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

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

◯ Very supportive

◯ Supportive with some concerns

◯ Not supportive

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

Project Prioritization

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

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

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

Thank you

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

Superior Vision Zero Action Plan Phase 3 Engagement Summary

May 2025

Contents

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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 Superior Vision Zero Action Plan is being developed using community engagement to supplement the data-driven safety analysis completed for the project. Three phases of community outreach were planned in the form of public meetings, online surveys, and pop-up events:

- Phase 1 served as a listening session to learn from the public about traffic safety attitudes and location-specific feedback.
- Phase 2 informed the public by presenting draft content from the Vision Zero Action Plan, including high-priority recommendations.
- Phase 3 solicited public comments on the full draft Vision Zero Action Plan.

In spring 2025, the project team implemented Phase 3 of outreach. During this phase, the community was asked to review the full draft Vision Zero Action Plan and provide feedback regarding the Plan's effectiveness. The community and stakeholder engagement efforts included digital engagement strategies, including an online survey. The community feedback collected in Phase 3 will be used to refine the overall Vision Zero Action Plan.

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 Superior 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/

Social Media

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

Stakeholder Engagement

A Steering Committee was formed to help foster and shape the development of the Vision Zero Action Plan. The Steering Committee consisted of members from Boulder County, Lafayette, Superior, Nederland, Colorado Department of Transportation (CDOT), and advocacy agencies. Throughout the project duration, the team facilitated meetings with the Steering Committee, and targeted meetings as needed. The Stakeholder Committee convened once during Phase 3.

Steering Committee Meeting #3

On April 23, 2025, the project team hosted a virtual meeting with members of the Steering Committee. The team reviewed information about the project scope, background, and schedule, then provided an overview of the Strategy and Action development process. For each Draft Plan, the Steering Committee members were invited to visit an interactive online board presenting the draft Strategies and Actions. As the project team reviewed the draft content, participants placed sticky notes with comments or questions. Steering Committee members were also prompted to identify actions that their organization could actively support or implement, as well as any potential gaps or key actions that were missing. The Steering Committee Meeting presentation and results of the interactive activity are available in Appendix A.

Community Engagement

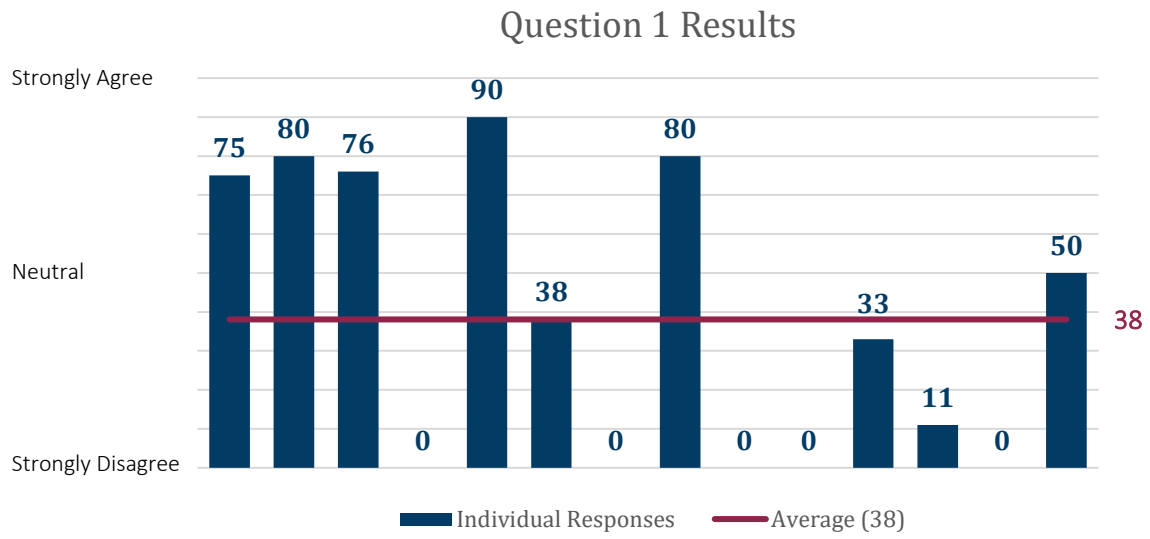
Community engagement strategies included an online survey referencing the digital version of the Draft Plan.

Online Survey

An online survey was shared with the public on SurveyMonkey and was open from April 30, 2025 through May 21, 2025 in both English and Spanish. The survey invited participants to review the Draft Executive Summary or full Draft Plan, then provide feedback about whether the Plan is effective in providing a roadmap to achieve Vision Zero. Participants were also able to provide open-ended comments relating to the Draft Plan. The full online survey can be viewed in Appendix B. There were 14 online survey results.

Question 1: Do you feel that this plan will be effective in providing a roadmap to achieve Vision Zero?

Participants were asked to indicate on a scale from 0 – 100 whether they agree that the plan will be effective in providing a roadmap to achieve Vision Zero, with a score of 0 equating to strongly disagree and a score of 100 equating to strongly agree. Of the 14 responses, the lowest score received was a 0, and the highest score received was a 90. The average score was 38. The distribution of responses is indicated in the chart below.



Question 2: Please provide any additional thoughts related to Question 1 or other comments on the plan.

Participants were invited to share any additional thoughts on their answer to Question 1 or general feedback about the plan. Of the 14 participants, seven provided open-ended comments. Some responses centered around a concern that the number of severe crashes during the study period do not warrant changes to the transportation network, while other individual comments noted a desire to address the more common and less severe crash types (such as rear end crashes) and a concern that vulnerable user crashes are more frequent following recent safety improvements in Superior. Two comments were generally supportive of the plan, with one noting a desire to include the other two Safe System elements (Safer Vehicles and Post-Crash Care). One additional comment questioned the cost and impact identified in the plan of a Safe Routes to School strategy. Three of the five participants that indicated a score of 0 for Question 1 did not provide an open-ended response sharing their concerns.

Next Steps

Phase 3 outreach for the Superior Vision Zero Action Plan project solicited feedback from project stakeholders and community members. This invaluable feedback ensures that the proposed Strategies and Actions in the plan will be effective in creating a roadmap to achieve Vision Zero. The project team will use the Phase 3 outreach results to refine the final Vision Zero Action Plan, which is anticipated to be formally adopted in summer 2025.

Appendices

Appendix A: Steering Committee Meeting Materials

Boulder County, Superior, & Lafayette

VISION ZERO ACTION PLANS

Steering Committee Meeting #4

April 23, 2025

consor

Y2K ENGINEERING

Please Introduce Yourself in the Chat

- Name
- Organization
- What Action Plan you are interested in today?
  - Boulder County
  - Lafayette
  - Superior
  - Combination of two of them (list which two)
  - All of them

Meeting Goals and Format Overview

Meeting Goals

- Share draft Strategies & Actions with the Steering Committee.
- Gather feedback on how Strategies & Actions meet the goal of achieving Vision Zero.
- Understand how the represented groups in the Steering Committee can support and assist with completion of Strategies & Actions.

Meeting Agenda

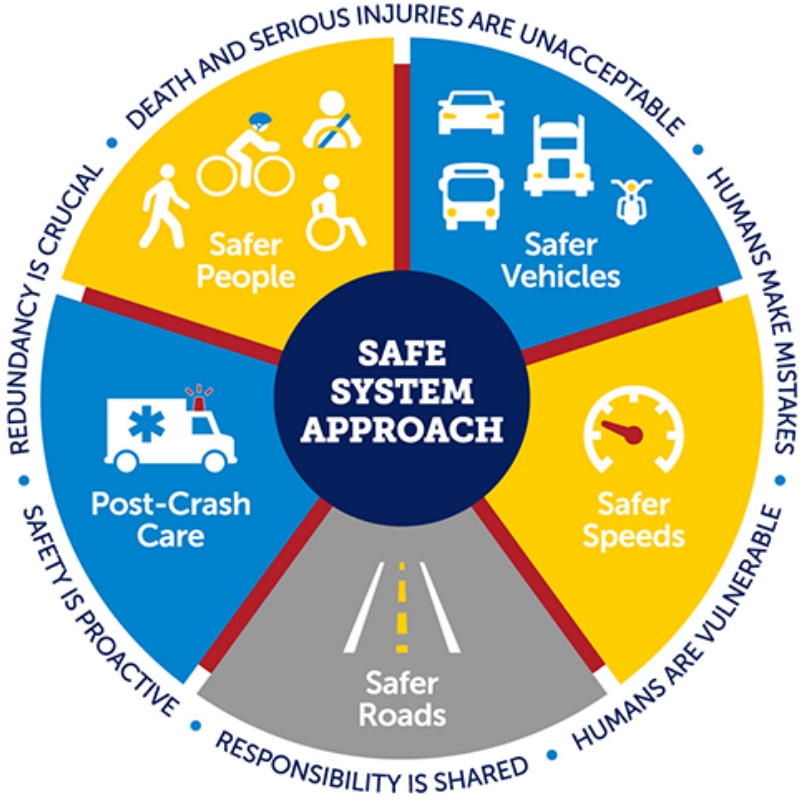
- Introductions (1:05 – 1:10)
- Agenda & Background (1:10 – 1:15)
- Strategy and Action Development & Review (1:15 – 2:15)
  - Boulder County Overview (1:15 - 1:35)
  - Lafayette Overview (1:35-1:55)
  - Superior Overview (1:55-2:15)
- Group Discussion (2:15-2:25)
- Next Steps (2:25-2:30)

Vision Zero & Safe System Approach

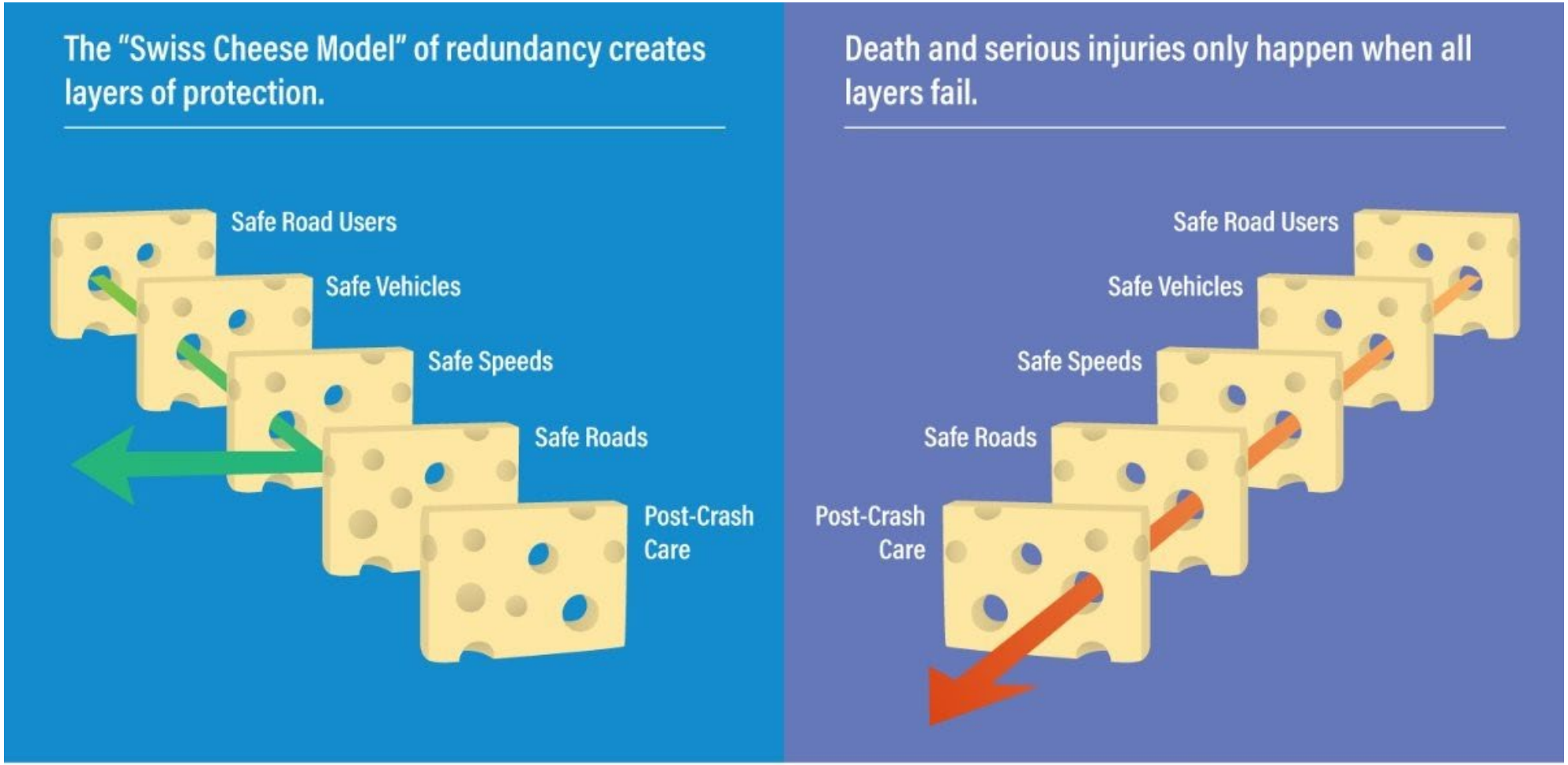
Goal: Eliminate all traffic fatalities and serious injury crashes

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

Source: Vision Zero Network



Vision Zero & Safe System Approach



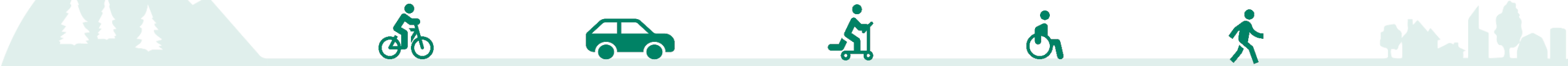
The Safe System Approach

CAMBRIDGE SYSTEMATICS

GHSA Governors Highway Safety Association

Action Plan Development

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



Schedule

Draft Recommendations for Review

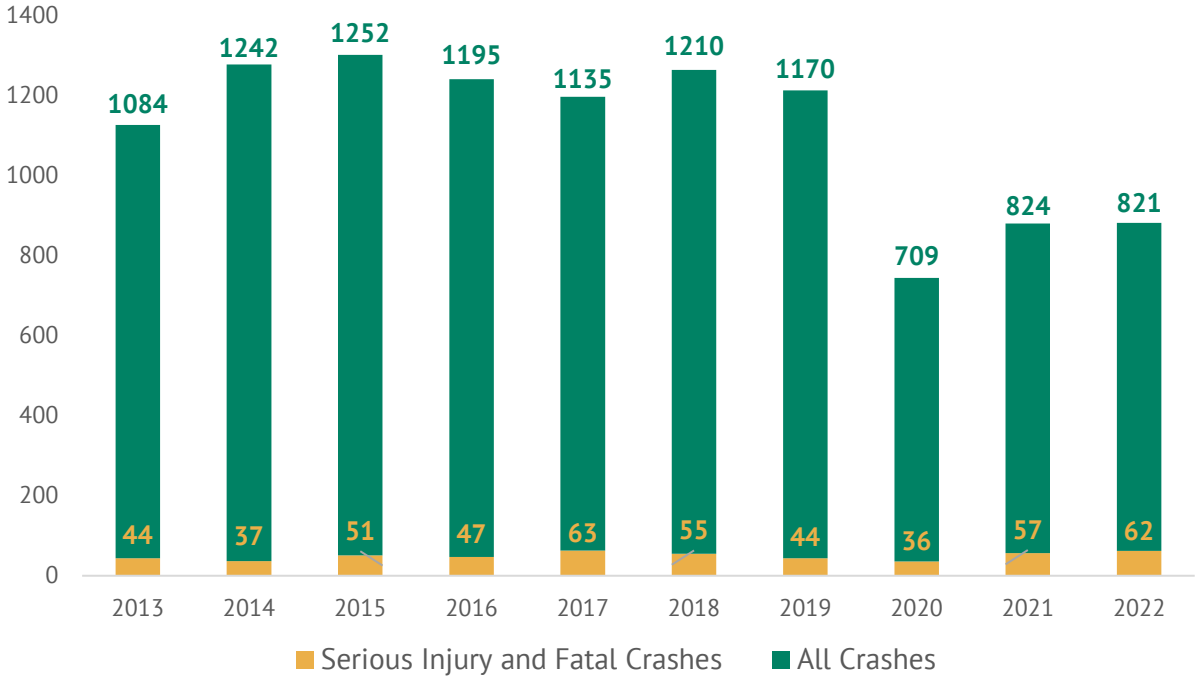
March-April 2025	*April 2025*	*May 2025*	*May/June 2025*	*Summer 2025*
Stakeholder Engagement	Finalize Draft Plans	Community Review of Draft Plans	Finalize Action Plans	Adoption
• Meet with: Emergency Services, Elected Officials, Steering Committee	• Based on feedback from Stakeholder engagement	• Plans open to the public for review & comment	• Finalize plans based on public comment	• Adoption will occur for each agency

Overview of Strategy & Action Development

- Organized by Safe System Focus Areas
- Designed to address the top crash types resulting in serious injuries or fatalities
- Overarching strategies with tangible actions

Boulder County Action Plan Update (1:15 – 1:35)

Boulder County: Safety Analysis

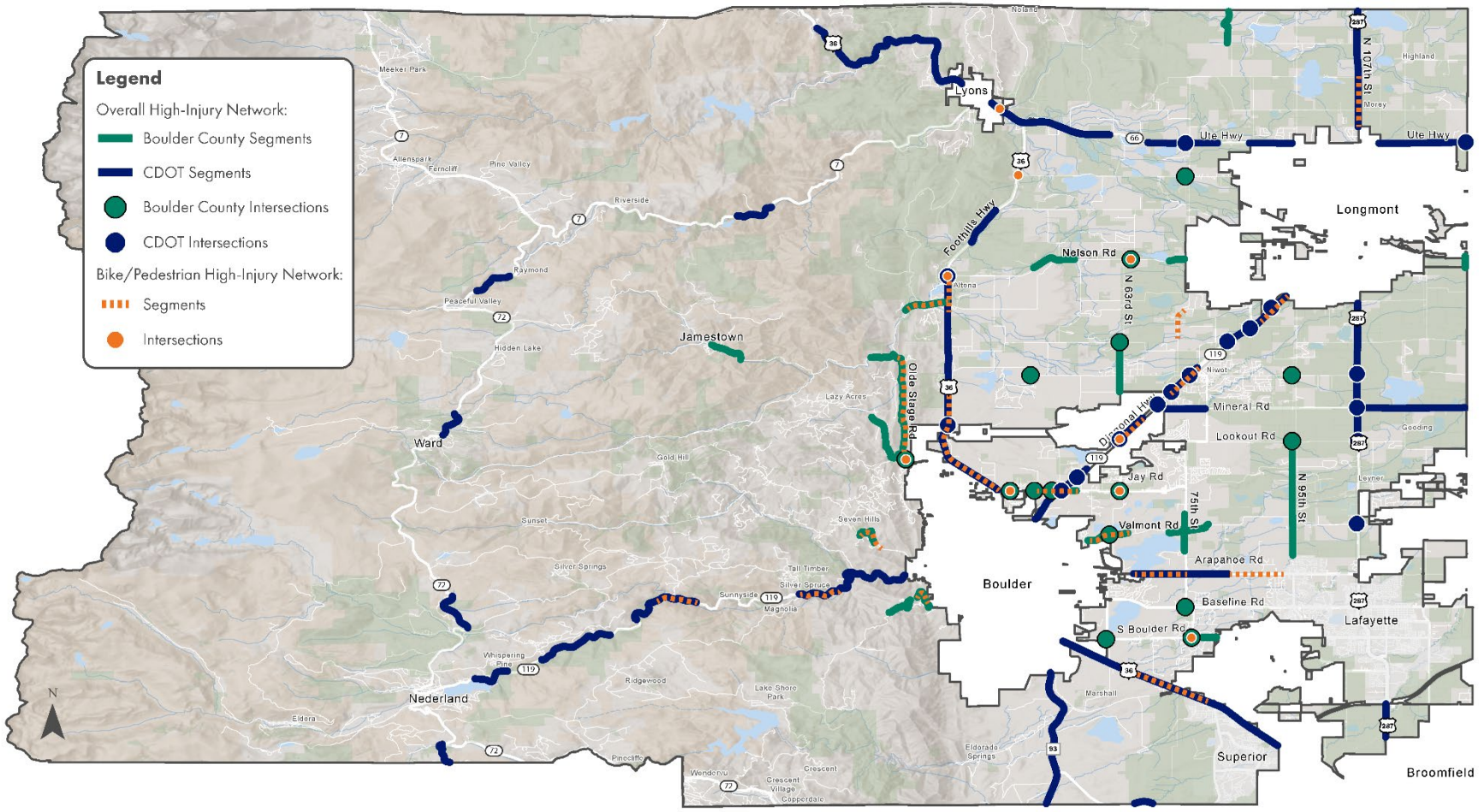


Over 10 years, **123** people died in traffic crashes in the Project Area

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

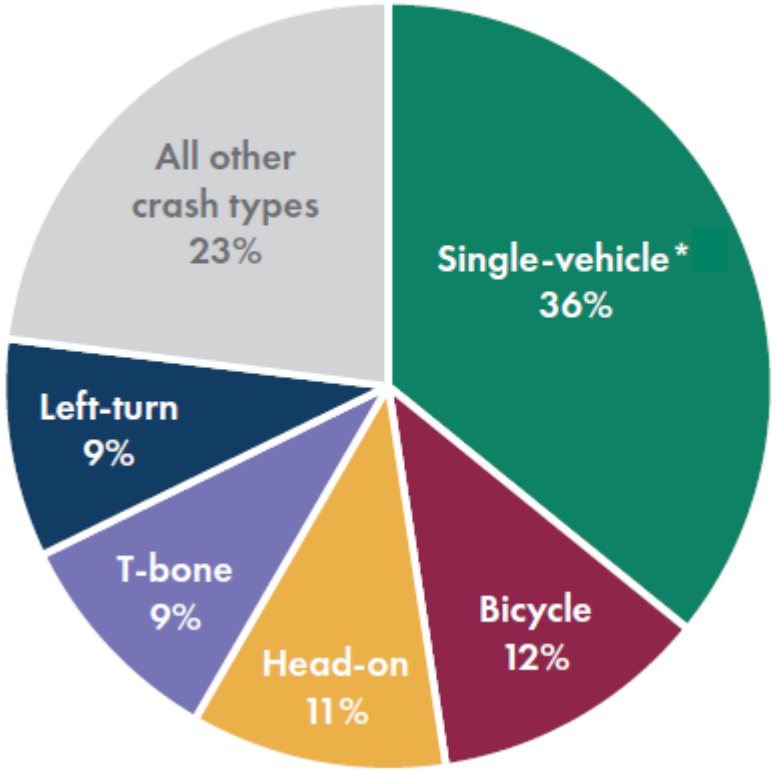
Boulder County: High Injury Network



Boulder County: Top 5 Crash Types

Top Serious Injury and Fatal Crash Types

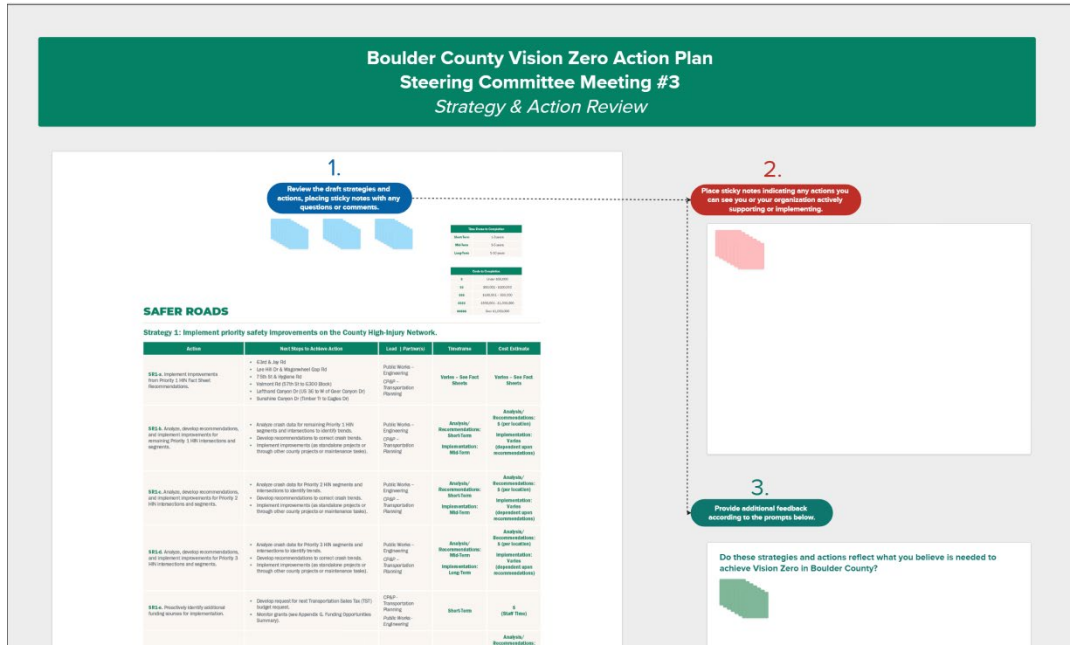
The top five serious injury and fatal crash types account for 77% of the serious injury and fatal crashes.



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

Boulder County Strategy / Action Review

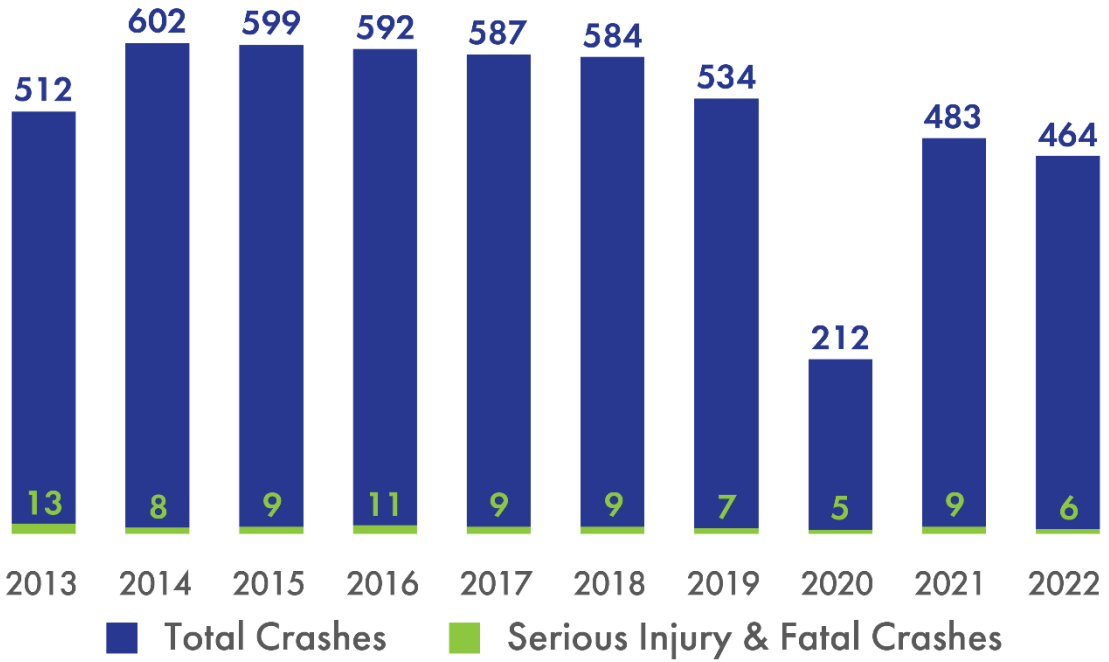
- Mural Board Activity



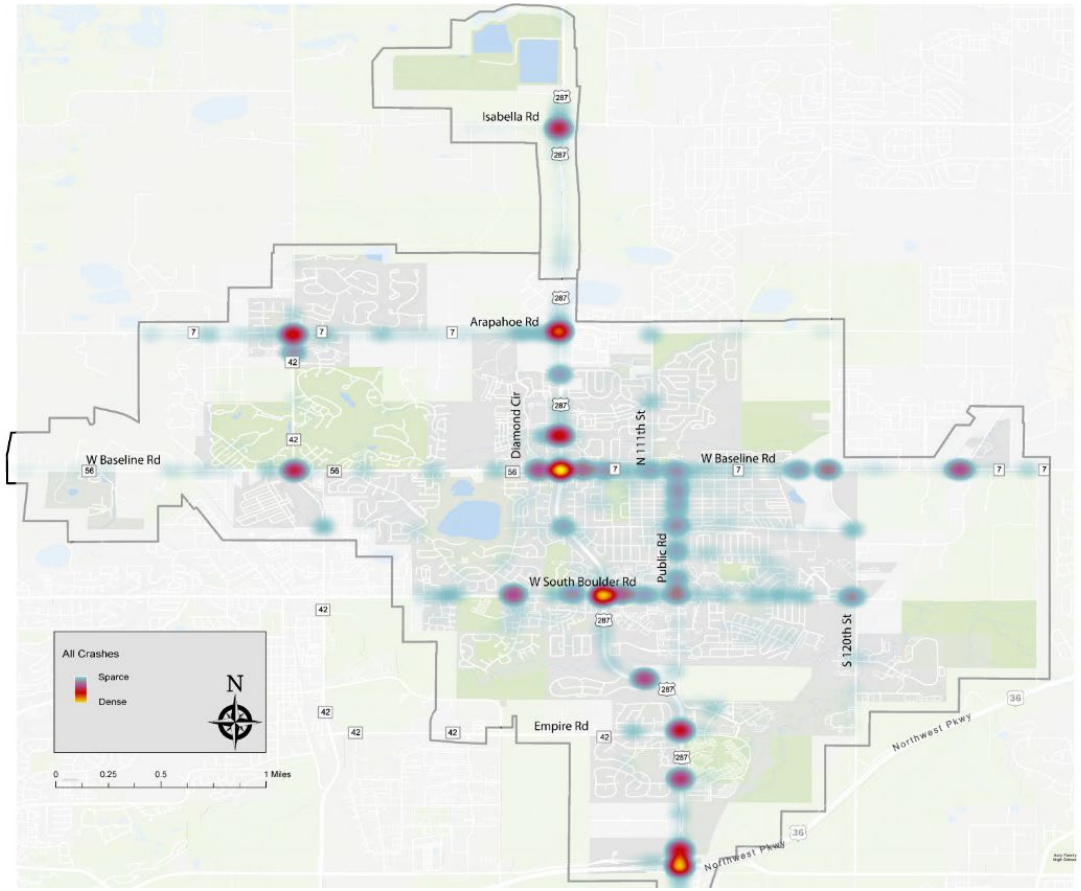
Lafayette Action Plan Update (1:35 – 1:55)

Lafayette: Safety Analysis

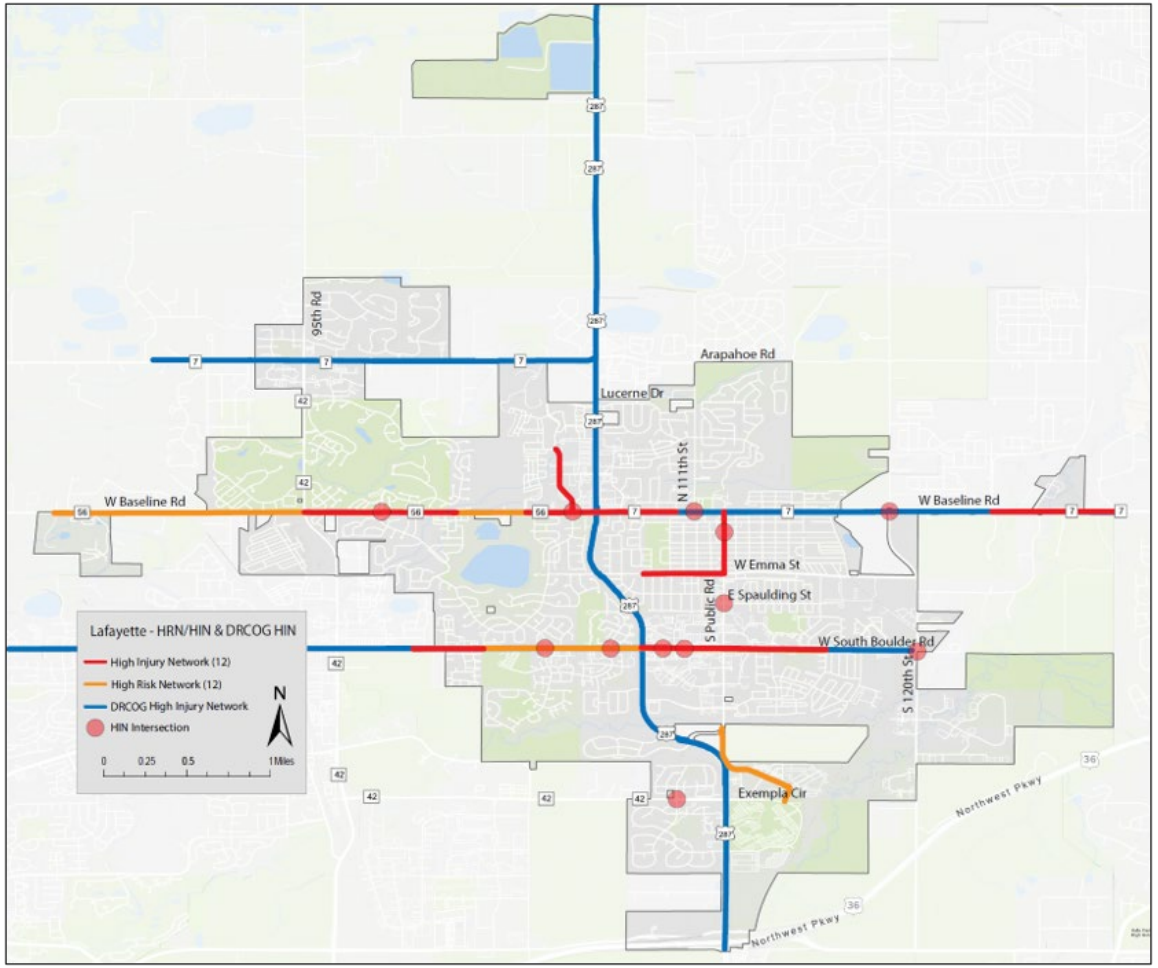
Over 10 years, there were **67** serious injury crashes and **19** fatal crashes in Lafayette



Source: Colorado Department of Transportation (CDOT) crash data

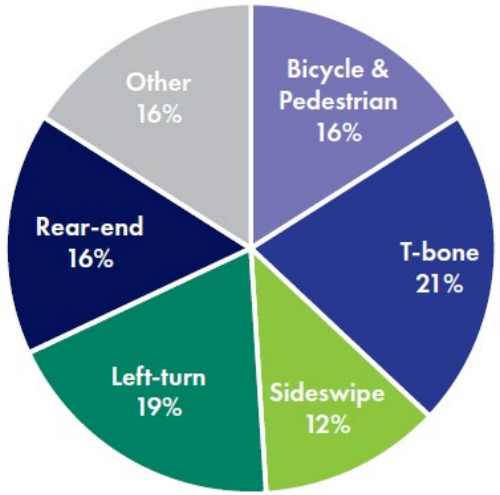


Lafayette: Comprehensive Safety Network



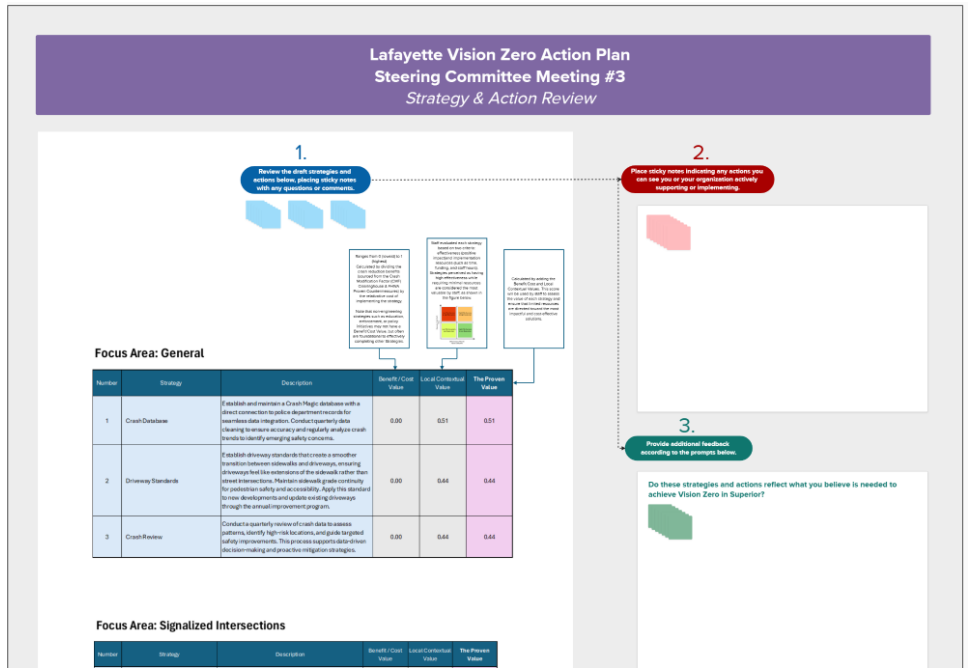
Top Serious Injury and Fatal Crash Types

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



Lafayette Strategy / Action Review

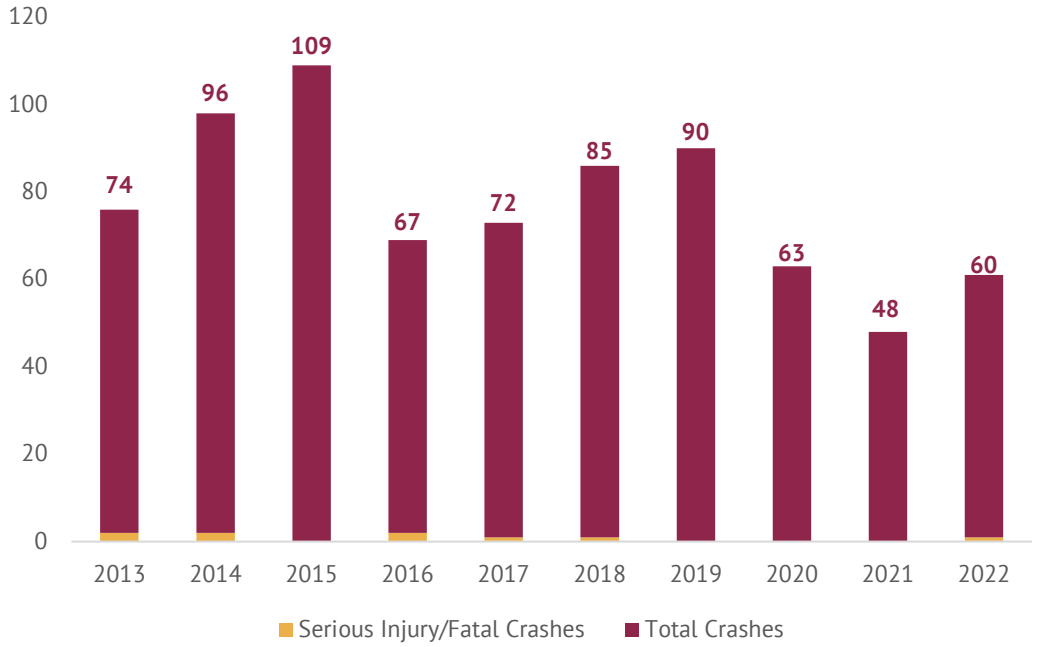
- Mural Board Activity



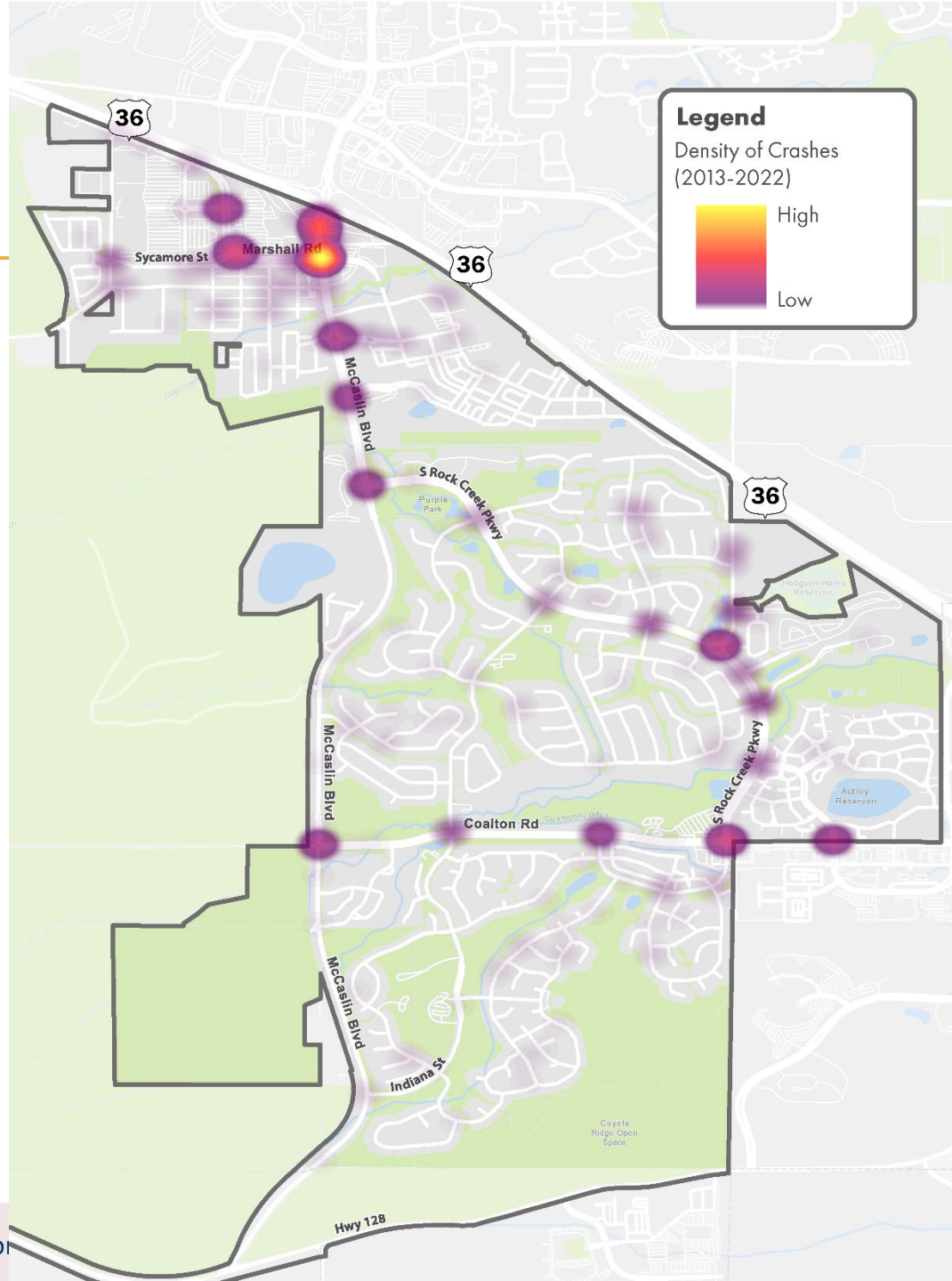
Superior Action Plan Update (1:55 – 2:15)

Superior: Safety Analysis

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



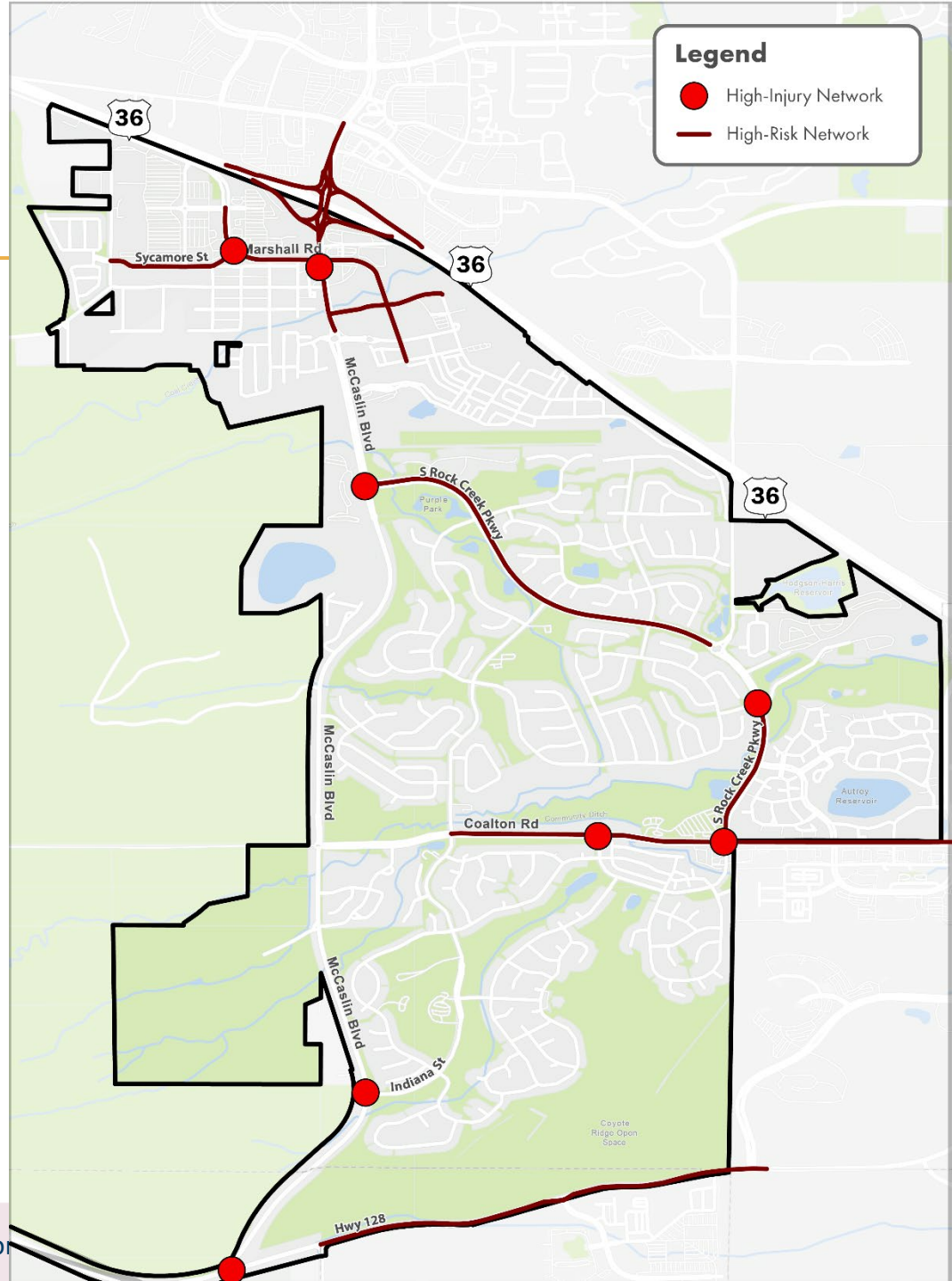
Source: Colorado Department of Transportation (CDOT) crash data



Superior: Comprehensive Safety Network

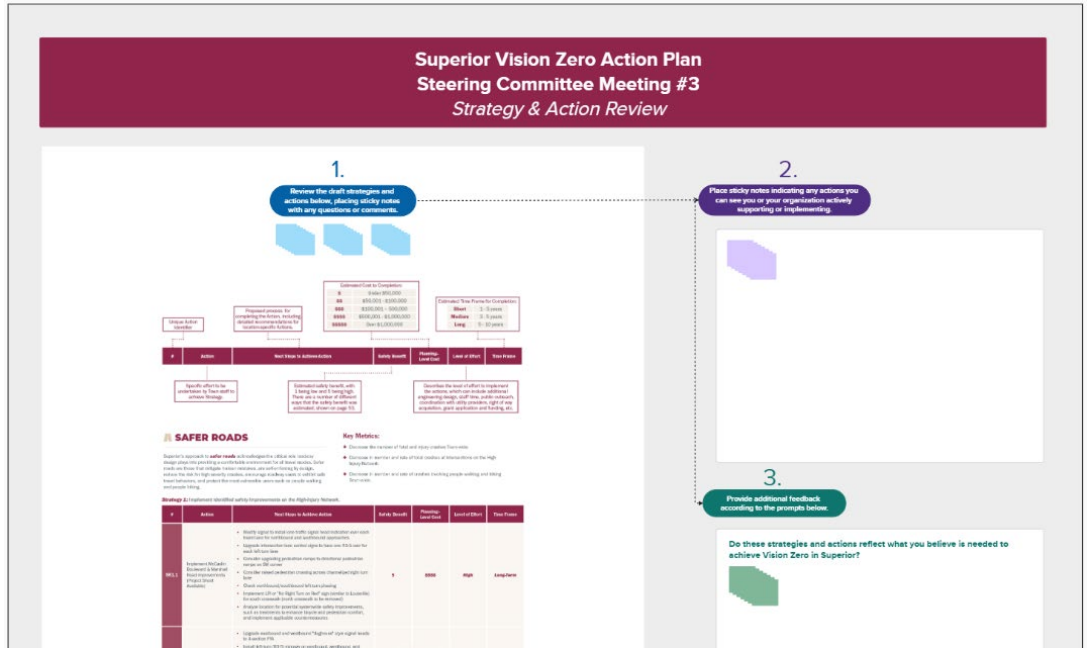
The most common crash types resulting in an injury in Superior were:

- ***Approach Turn*** (21% of all crashes)
- ***Bicycle Crashes*** (19% of all crashes)
- ***Broadside Crashes*** (13% of all crashes)
- ***Fixed-Object Crashes*** (11% of all crashes)
- ***Rear-End*** (9% of all crashes)
- ***Pedestrian*** (6% of all crashes)



Superior Strategy / Action Review

- Mural Board Activity



Superior Vision Zero Action Plan
Steering Committee Meeting #3
Strategy & Action Review

1.

Review the draft strategies and actions below, placing sticky notes with any questions or comments.

2.

Place sticky notes indicating any actions you can see you or your organization actively supporting or implementing.

3.

Provide additional feedback according to the prompts below.

Do these strategies and actions reflect what you believe is needed to achieve Vision Zero in Superior?

Are there any major gaps or key actions that are noticeably missing?

In the Safer People category, bike regulations and public information. - Landon Hilliard

Unique Action Identifier

Proposed process for completing the Safety Benefit Analysis recommendations for location-specific actions.

Estimated Cost to Completion:

$	Under $50,000
$$	$50,001 - $100,000
$$$	$100,001 - $500,000
$$$$	$500,001 - $1,000,000
$$$$$	Over $1,000,000

Estimated Time Frame for Completion

Short	1 - 3 years
Medium	3 - 5 years
Long	5 - 10 years

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effort	Time Frame

Specific effort to be undertaken by Town staff to achieve strategy.

Estimates the potential safety benefit of implementing the action, from Low to High or being high. Page 31 provides more information about Safety Benefit levels.

Describes the level of effort from low to high to implement the actions, which can include considerations such as staff time, need for outreach, coordination with utility providers, right of way acquisition, grant application and funding, etc.

SAFER ROADS

Superior's approach to **safer roads** acknowledges the critical role roadway design plays in creating a safer transportation system for all users. Safer roads are those that employ context-sensitive solutions, are self-enforcing by design, reduce the risk for high severity crashes, encourage roadway users to exhibit safe travel behaviors, and protect the most vulnerable users such as people walking and people biking.

Key Metrics:

- Decrease the number of fatal and injury crashes Town-wide.
- Decrease in number and rate of total crashes at intersections on the High Injury Network.
- Decrease in number and rate of crashes involving people walking and biking Town-wide.

Strategy 1: *Implement identified safety improvements on the Comprehensive Injury & Risk Network.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SR1.1	Implement McCaskin Boulevard & Marshall Road Improvements Project Analysis Available in **Appendix D**	• Modify signal to install one traffic signal head indication over each travel lane for northbound and southbound approaches • Consider installing lane-use control signs to have one ELS case for each left-turn lane • Consider upgrading pedestrian ramps to directional pedestrian ramps on SW corner • Consider raised pedestrian crossing across channelized right-turn lane • Check northbound/southbound left-turn phasing • Implement LPI or "No Right Turn on Red" sign (similar to Louisville) for south crosswalk (north crosswalk to be removed) • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	5	$$$$	High	Long-Term
SR1.2	Implement Rock Creek Parkway & Trinity Road Improvements Project Analysis Available in **Appendix D**	• Upgrade eastbound and westbound "Highcrest" style signal heads to 4-section FYA • Install overhead R3-5 signage on eastbound, westbound, and southbound approaches • Install raised crossings at channelized right-turn islands in northeast and southeast corners • Consider protected-only by time of day for dual eastbound left-turns • Install ADA-compliant and directional curb ramps • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	4.5	$$$	High	Long-Term
SR1.3	Implement Rock Creek Circle & Osaka Road Ogle Improvements Project Analysis Available in **Appendix D**	• Remove "State Law Yield" signs and install W11-15 (combined bicycle/pedestrian warning sign) with W16-7P/W16-7PR (down-left/down-right warning sign) at WWB crossing location • Install ADA-compliant curb ramps on the northwest and southwest corners • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	4	$$	Medium	Long-Term
SR1.4	Implement McCaskin Boulevard & Rock Creek Parkway Improvements Project Analysis Available in **Appendix D**	• Update "Highcrest" style signal heads to 4-section FYA • Install raised crossings at channelized right-turn islands on northeast, southeast, and southwest corners • Install additional traffic signal head to northbound through lane • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	4	$$	High	Long-Term
SR1.5	Implement Sycamore & Marshall Road Improvements Project Analysis Available in **Appendix D**	• Update southbound, westbound, and eastbound left-turn "Highcrest" style signal heads to 4-section FYA • Add left-turn sign for westbound • Add "Keep Right" sign (R4-7) to nose for the center of the northbound receiving lanes • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	3.5	$	Low	Short-Term
SR1.6	Improve the existing tri-street bicycle facility at the US 30 Interchange	• Construct a bicycle/pedestrian shared use path at the US 30 Interchange and connect it to the McCaskin Boulevard shared use path underpass	3.5	$$$$$	High	Long-Term
SR1.7	Implement Bark Creek Circle & Osakis Road Improvements Project Analysis Available in **Appendix D**	• Install directional and ADA-compliant curb ramps • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	2.5	$$	Medium	Mid-Term
SR1.8	Implement McCaskin Boulevard & CD 12th Road Improvements Project Analysis Available in **Appendix D**	• Update "Highcrest" style signal head to 4-section FYA • Update road arm signal • Change geometry of southbound slip lane to 30-40-60 • Analyze location for potential systemwide safety improvements, such as treatments to enhance bicycle and pedestrian comfort, and implement applicable countermeasures	1	$$$$$	High	Long-Term

Strategy 2: *Reduce risk factors on the transportation network.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SR2.1	Implement safety improvements on the High Injury Network to prevent severe crashes	• Prioritize road segments according to number of risk factors • Identify countermeasures to reduce or mitigate risk factors • Implement countermeasures identified	4.5	Varies	Varies	Mid-Term
SR2.2	Ensure new street construction reduces the presence of risk factors as practicable	• Assess proposed streets for risk factors • Reduce and mitigate risk factors prior to street acceptance	4.5	Varies	Varies	Ongoing

Strategy 3: *Upgrade pedestrian bicycle crossing treatments at locations that were identified through the Systemic Crossing Analysis.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SR3.1	Install crossing improvements at Rock Creek Parkway & Coal Creek Drive Project Analysis Available in **Appendix D**	• Replace stale low signs with W11-15 signage • Add "Arrow Down Right" sign under the WWB located on the center of the median • Review existing crosswalk on the south leg or install RRFB on south crosswalk	3.5	$	Medium	Mid-Term
SR3.2	Install crossing improvements at Rock Creek Parkway & Tyler Drive Project Analysis Available in **Appendix D**	• Install bollards (using paint and post or concrete) on the northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance • Install directional pedestrian ramps on the northeast and southeast corners • Extend concrete median to provide pedestrian refuge area for a two-stage crossing • Add stop bar for westbound approach	3	$ (pedal & paint) $$$ (concrete)	High	Long-Term
SR3.3	Install crossing improvements at Sycamore Plaza Boulevard & Superior Plaza Way Project Analysis Available in **Appendix D**	• Tighten curb radii on northeast and southeast corners to slow turning vehicles and shorten pedestrian crossing distance • Install directional pedestrian ramps on the northeast and southeast corners • Install pedestrian refuge island on the east leg to allow pedestrians to cross in two stages	3	$$$	High	Long-Term
SR3.4	Install crossing improvements at Tower Boulevard & Vanderbilt Drive/Discovery Parkway Project Analysis Available in **Appendix D**	• Install a PHB	2	$$$$	Medium	Mid-Term
SR3.5	Install crossing improvements on Indiana Street east of McCaskin Boulevard Project Analysis Available in **Appendix D**	• Install median refuge island and crossing markings at location of existing midblock pedestrian ramps • Install W11-15 sign at the crosswalk	1	$	Medium	Mid-Term

Strategy 4: *Determine signage standards for improved road user clarity.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SR4.1	Identify standard signage for RRFB installations at midblock pedestrian and bicycle crossings and nearby Townwide	• Create an engineering design standard for RRFB signage • Identify locations with RRFBs Town-wide • Deploy standard signage at RRFB locations	2	$$	Low	Short-Term
SR4.2	Upgrade dual lane roundabout signage and lane markings, and visibility to improve safety and comfort for all users traveling through roundabouts	• Create an engineering design standard for dual lane roundabout signage and sight distances • Identify locations with dual lane roundabouts Town-wide • Deploy standard signage at dual lane roundabout locations	2.5	$$ (per intersection)	Medium	Mid-Term

Strategy 5: *Enhance intersection operations and visibility where conditions have been or could be a crash factor.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SR5.1	Restrict permitted WB turns at signalized intersections to reduce left-turn crashes where sight distance challenges exist, are misaligned and are creating challenges for left-turning vehicles to see oncoming traffic	• Identify locations with misaligned left-turn lanes with sight distance challenges • Upgrade traffic signal operations to be protected only	4	$ - $$$ (per intersection) Note: Cost is higher if upgrades to traffic signal mast arms or overhead lane control signal are needed	Low	Short-Term
SR5.2	Implement protected WB turns when 4-park button is activated to limit pedestrian conflict intersections to improve pedestrian safety and visioning conflicts between pedestrians and vehicles	• Identify signalized locations that would be candidate locations for protected WB turns when 4-park button is activated • Confirm traffic operations analysis for upgrading signal timing/phasing • Update phasing, including upgrades to 4-section FYA signal heads as needed	3	$ (per location) $$$ (crossover)	Medium	Mid-Term
SR5.3	Maintain vegetation in known areas where visibility is a challenge and monitor to confirm there is adequate sight distance	• Cut back vegetation in the spring and early fall in areas that have known visibility issues or sight obstructions • Respond promptly to requests when a new location with a sight obstruction arises • Promote an educational campaign to remind all road users to slow down and treat roadbusy in locations with impaired visibility	1.5	$ (per location)	Low	Ongoing
SR5.4	Maintain supplemental intersection backplates to improve traffic signal head visibility	• Perform annual assessment of all locations with retroreflective backplates and determine if they need to be repaired	1	$ (per intersection)	Low	Ongoing
SR5.5	Update yellow and red clearance intervals to reduce the likelihood of red-light and stop-sign violations	• Confirm yellow and red clearance intervals Town-wide are in compliance with the MUTCD (Chapter 4) • Adjust signal timing as necessary	1	$ (per intersection)	Low	Short-Term
SR5.6	Overall traffic signal indications over intersections to improve traffic signal head visibility and meet MUTCD requirements	• Identify signalized intersection locations that do not have traffic signal indications over each travel lane • Determine if road arm can accommodate an additional traffic signal head (i.e., if road arm is sufficiently long enough and can it structurally support additional hardware) • Install additional traffic signals if mast arm is viable • Replace traffic signal mast arm and include approvable traffic signal heads over each travel lane as needed	1	$ - $$$ (per intersection) Note: Cost is higher if upgrades to traffic signal mast arms or overhead lane control signal are needed	Medium	Short/Mid-Term
SR5.7	Replace "Highcrest" style signal heads with 4-section flashing-yellow arrows (FYAs) to meet current MUTCD requirements	• Identify locations with "Highcrest" style signal heads • Replace "Highcrest" style signal heads with 4-section FYA heads	1	$ (per intersection)	Medium	Mid-Term

Strategy 6: *Enhance infrastructure for pedestrians and cyclists throughout the Town.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SR6.1	Upgrade all intersection curb ramps to be ADA compliant to improve pedestrian safety and accessibility	• Complete ADA assessment of all pedestrian curb ramps • Identify opportunities for upgrades through existing or ongoing projects or upcoming re-development • Prioritize remaining locations for 5-Year Implementation Plan	0	$ (per curb ramp)	Medium	Short-Term
SR6.2	Reallocate road space to enhance bicycle and pedestrian safety and comfort and reduce motor speeds	• Identify upcoming opportunities for restriping through pavement overlay programs • Consider implementing lane width and restriping space to support buffered bike lanes and/or pedestrian refuge islands • Perform traffic operations analysis to determine impacts of pedestrian reallocation of space	0	$ Note: Cost is higher if pedestrian refuge islands are implemented	Medium	Short-Term
SR6.3	Implement pedestrian and bicycle accessibility improvements in commercial areas to improve comfort and access to destinations	• Update town code to include standards for pedestrian and bicycle facilities for new development • Evaluate existing pedestrian and bicycle facilities located in commercial areas against updated town code standards • Identify private property locations (i.e. parking lots) that are in need of pedestrian and bicycle upgrades and proactively coordinate with property owners to upgrade to Town standards	0	$$$	Medium	Mid-Term
SR6.4	Implement protected bike lanes (PBLs) to create safe and comfortable spaces for bicyclists that reduce conflict with vehicles	• Identify locations for new or upgraded protected bicycle lanes • Produce engineering design drawings for protected bicycle lane projects	0	$$$ (per mile)	High	Long-Term
SR6.5	Implement locations for multi-use paths (MUPs) to create safe and comfortable facilities for bicyclists that reduce conflict with vehicles	• Identify locations through the Transportation Plan Update for multiuse paths • Produce engineering design drawings for multi-use path projects	0	$$$ - $$$$ (per mile)	High	Long-Term
SR6.6	Complete missing sidewalk gaps throughout the Town to improve pedestrian connectivity	• Identify sidewalk gaps through the Transportation Plan Update • Identify opportunities for upgrades through existing or ongoing projects or upcoming redevelopment • Prioritize remaining locations for 10-year Implementation Plan	0	$$$$$	High	Long-Term
SR6.7	Implement pedestrian refuge islands where appropriate to shorten road crossings to shorten crossing distance and increase visibility	• Identify locations with multilane crossings, particularly those with high traffic volumes • Evaluate feasibility of implementation of pedestrian refuge islands based on analysis of geometry and traffic operations impacts	4	$$ (per location)	High	Mid-Term
SR6.8	Tighten corner turning radii and implement bulbouts at key locations to reduce vehicle turning speeds, slow turning traffic, and shorten pedestrian crossing safety	• Identify locations with large turning radii • Evaluate feasibility of tightening corner radii and implementing bulbouts based on turning operation analysis	4	$$$ (per location)	Medium	Mid-Term
SR6.9	Install raised crossings at channelized right-turn lanes to improve pedestrian and bicyclist crossing visibility	• Identify locations with channelized right-turn islands for upgrading raised crossings and/or removing islands • Confirm that the design includes a raised crossing when reviewing design plans that include installation of a channelized right-turn island	4	$$$ (per location)	Medium	Mid-Term
SR6.10	Implement traffic signal improvements to signalized intersections, such as installing a pedestrian refuge island, implementing a split phase, or reducing the pedestrian walking phase timing to improve pedestrian safety and comfort	• Identify locations adjacent to land use generators attracting pedestrians crossing at slower speeds or locations that have high pedestrian demand • Determine appropriate countermeasures to improve pedestrian safety and comfort on a site-by-site basis based on traffic operations and intersection geometry	2	$ - $$ (per location)	Low	Short-Term
SR6.11	Enhance bicycle and pedestrian wayfinding signage throughout Superior with a branded signage for additional routes in existing paths to improve bicycle and pedestrian safety and comfort	• Identify locations for additional bicycle and pedestrian wayfinding • Use existing wayfinding design standards for wayfinding signage • Install additional wayfinding signage to design, fabricate, and implement additional signage	2	$$	Low	Mid-Term

SAFER PEOPLE

Superior's approach to **safer people** includes empowering the community to make safer choices, and make lower behaviors through education and encouragement campaigns.

Key Metrics:

- Increase in the number of safety education and engagement activities.
- Increase in percentage of trips that use walking, biking, or transit as the primary mode of travel.

Strategy 1: *Raise community awareness of multimodal safety programs, policies, and treatments.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SP1.1	Write and publish a quarterly multimodal safety column in the newsletter paired with educational information to educate and encourage the public to use multimodal paths	• Work with Communications & Community Engagement Department to identify a multimodal topic, write article, and publish into familiar along with social media promotions and Town's newsletter/website. Topics include: • The Town's sidewalk riding policy • Appropriate usage and regulations for E-bikes • Multimodal routes and signage within the Town • Bicycle maintenance best practices • Bicycle safety and etiquette (to be paired with installation of PHB on McCaskin Blvd) • How all modes should navigate roundabouts	2	$ (per article)	Low	Short-Term/ Ongoing
SP1.2	Champion a Safe Routes to School Program for each school (ISD2) to improve safety, access, and bicycle safety, comfort, and access around schools.	• Coordinate with ISD2 to develop a Safe Routes to School Plan	2	$$$	Medium	Mid-Term

SAFER SPEEDS

Speed is a leading factor of the severity of crashes and the chances of survival of a person walking or biking decreases significantly when struck at a faster vehicle speed. Safer speeds are those that are **safe, reasonable, and context-driven**. It allows for slower travel speeds and using traffic safety cameras where they are needed.

Key Metrics:

- Decrease in speeding on arterial and collector streets.
- Decrease red-light running crashes at signalized intersections.

Strategy 1: *Manage speeds effectively through engineering, education, and enforcement.*

#	Action	Next Steps to Address Action	Safety Benefit	Planning-Level Cost	Level of Effect	Time Frame
SS1.1	Implement road diets on non-local roadways to reduce excess capacity to reduce vehicle speeds	• Collect speed and volume data to identify non-local roads with high speed limits and/or high numbers of speeding vehicles • Identify opportunities at identified roadway segments • Perform engineering design and develop public-facing concepts • Conduct public outreach gathering feedback about proposed concepts	3.5	$$$$$	High	Long-Term
SS1.2	Install safety cameras at signalized intersections and arterial corridors to reduce red-light running and speeding	• Identify potential signalized intersections or arterial corridors to implement safety camera technology • Conduct community outreach and education to inform the community about the potential enforcement changes	3 (red-light running) 4 (speed cameras)	$$ (per location)	Medium	Mid-Term
SS1.3	Publicize the traffic calming program and the process for residents to request to re-evaluate the public about the existing program	• Strategies to publicize could include: • Signage at public locations (recreation centers, parks, library, City Hall, etc.) • Social media promotions • Newsletter in the Sentinel	1	$	Low	Short-Term

Group Discussion
(2:15 – 2:25)

Discussion – Share Out

- Is there anything that would be helpful for us to know as we consider implementing these Strategies & Actions?
- Are there specific strategies that you or your organizations can help champion?

Next Steps

Next Steps

- Revising Strategies & Actions based on discussion
  - Notes, PPT, and Strategies & Actions to follow; please provide additional input by 4/29
- May – Draft Plan Public Review Periods
  - We will send Steering Committee an update when draft Plans are available for review
- Summer 2025 – Plan Adoption!

Appendix B: Survey Questions

Superior Vision Zero Action Plan - Final Community Survey

Overview

The Superior Vision Zero Action Plan is a data-driven, community-informed strategy designed to eliminate serious injury and fatal crashes on roadways in Superior. The Vision Zero Action Plan was developed in partnership with the City of Lafayette and Boulder County and included community engagement opportunities throughout the process. The final plan incorporates feedback received, identifies key safety challenges, and outlines targeted actions and location-specific projects to create a safer and more connected multimodal transportation system.

Please review the Executive Summary or the full Action Plan, and then answer the following questions to let us know your thoughts about the plan.

Para acceder a la versión en español, haga clic aquí.

Superior Vision Zero Action Plan - Final Community Survey

Survey Questions

* 1. Do you feel that this plan will be effective in providing a roadmap to achieve Vision Zero?

Strongly Disagree Neutral Strongly Agree

2. Please provide any additional thoughts related to Question 1 or other comments on the plan.

Superior Vision Zero Action Plan - Final Community Survey

Thank you

Thank you for participating in the development of the Superior Vision Zero Action Plan. If you'd like to receive updates on the Superior Vision Zero Action Plan progress, please sign up here.