

Welcome to the

Boulder Vision Zero Action Plan

public meeting. We will begin shortly.



Meeting Rules

- This meeting is being recorded. All recordings and FAQ's will be posted on the city website
- This meeting has been called to conduct the business of the City of Boulder. Activities that disrupt, delay or otherwise interfere with the meeting are prohibited.
- The time for speaking or asking questions will be during the Q&A session. There is also a Q&A chat feature located at the bottom of the screen. Participants can use this feature throughout the meeting. The project team will do their best to answer any questions
- No video will be permitted except for those presenting. Only the host and individuals designated by the host will be permitted to share their screen during this meeting.



Boulder Vision Zero Action Plan

Public Meeting # 1

June 29, 2022



Panelist Introductions



Devin Joslin, PE, PTOE
Principal Traffic Engineer



Veronica Son, PE
Transportation Engineer



Melanie Sloan
Principal Project Manager



Charlie Alexander, PE, AICP, RSP1
Fehr & Peers



Nikki Riemer, PE, RSP1
Fehr & Peers

What is Vision Zero?

- Vision Zero is Boulder's goal to reduce the number of traffic-related fatalities and serious injuries to zero.
- Vision Zero operates under the principal that fatal and serious injury crashes are preventable and unacceptable and all should be able to get around safely on our streets.

What are Vision Zero's Objectives?

1. Eliminate crashes resulting in fatalities and serious injuries.
2. Reduce other types of crashes.
3. Improve travel comfort and security.
4. Enhance awareness of and community engagement with Vision Zero.
5. Improve data and be transparent.



Vision Zero in Boulder

- Adopted in 2014.
- Most recently released 2022 Safe Streets Report.
- Several Vision Zero projects implemented.
- Kicking-off development of Boulder Vision Zero Action Plan.

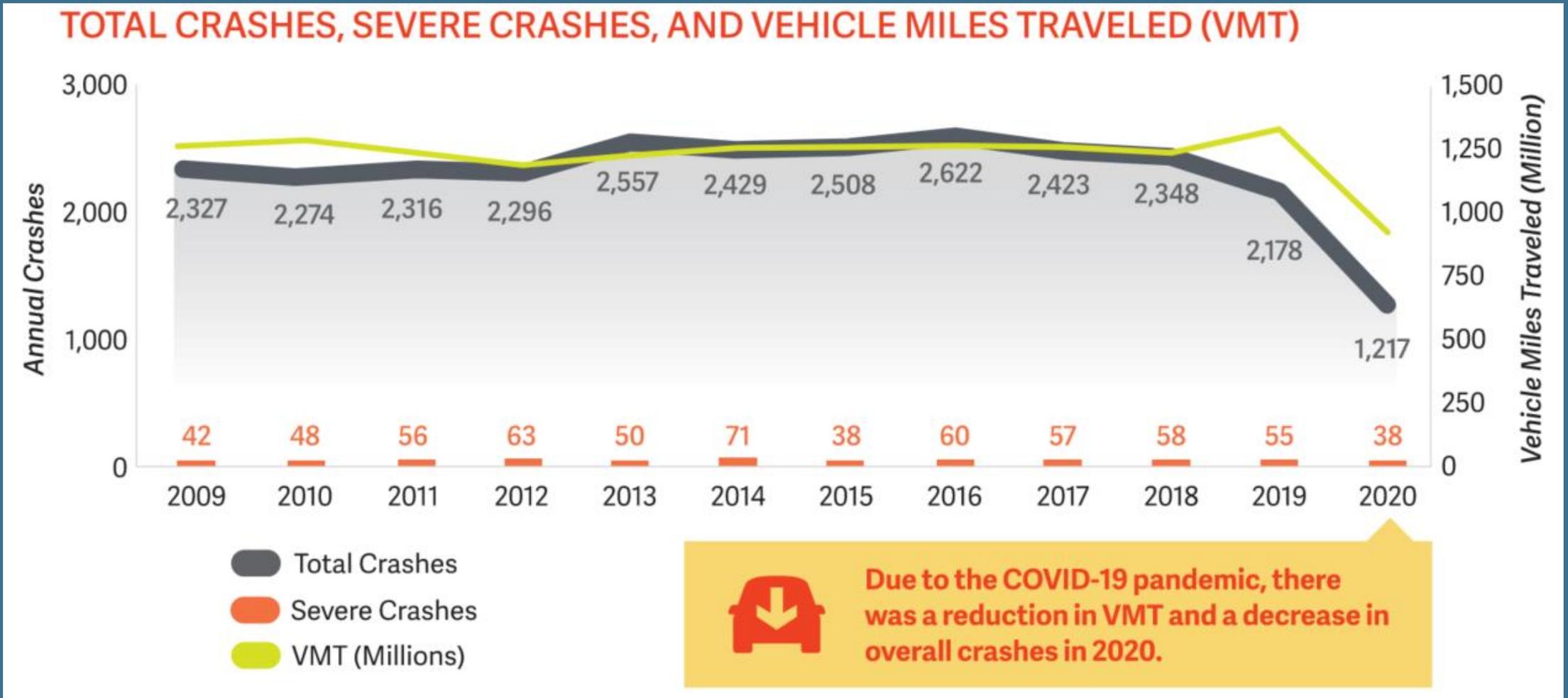


Safe Streets Report

- First report in 2012 and three other updates.
- Understand where and how crashes are occurring in Boulder.
- Understand who the crashes involve.
- Highlight areas of concern.
- Evaluate prior safety projects.



Safe Streets Report Findings



14,500+

People were involved in a crash in Boulder between 2018 and 2020

9 people were killed



6 in a car

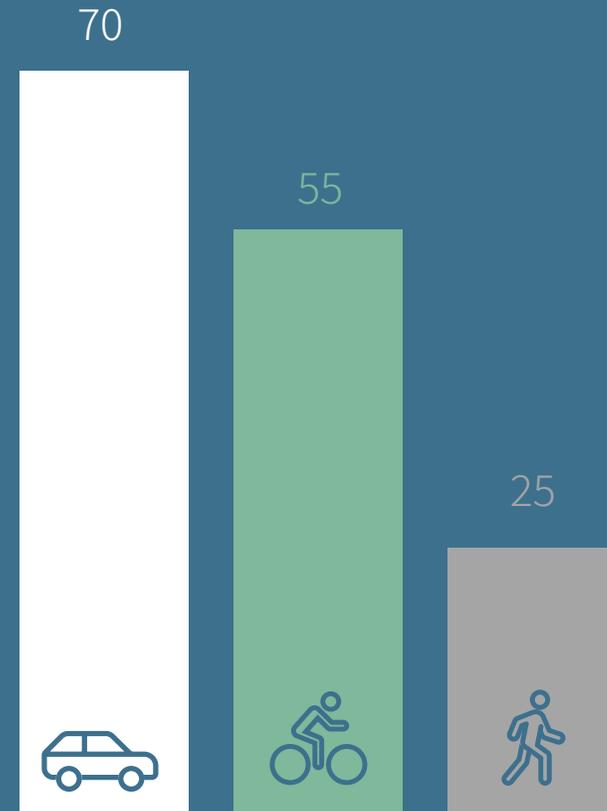


1 on a bike



2 walking

150 people were seriously injured



2018-2020 Serious Injury Crashes by Mode Type

Safe Streets Report Findings

67% of severe crashes occurred on an arterial roadway between 2018 and 2020



94% of severe left turn crashes occurred on arterial roadways



77% of severe pedestrian crashes occurred on arterial roadways



55% of severe bicycle crashes occurred on arterial roadways

Boulder Vision Zero Action Plan

A blue-tinted photograph of a residential street. In the foreground, a cyclist wearing a bright yellow-green jacket is riding away from the camera. Several cars are visible on the road, including a white sedan in the center. Road signs, including a speed limit sign for 30 and a diamond-shaped warning sign, are visible on the right side of the road. The background shows houses and trees.

- Companion to the Safe Streets Report.
- Identify additional strategies the city can use to reduce fatal and serious injury crashes.

Goals of the Vision Zero Action Plan

- Serve as playbook to achieving Vision Zero.
- Seamlessly integrate into departmental work plans.
- Allow for direct and candid dialogue with TAB and City Council (regarding project prioritization and funding opportunities).
- Assure accountability and bold thinking.

Systemic Safety Analysis

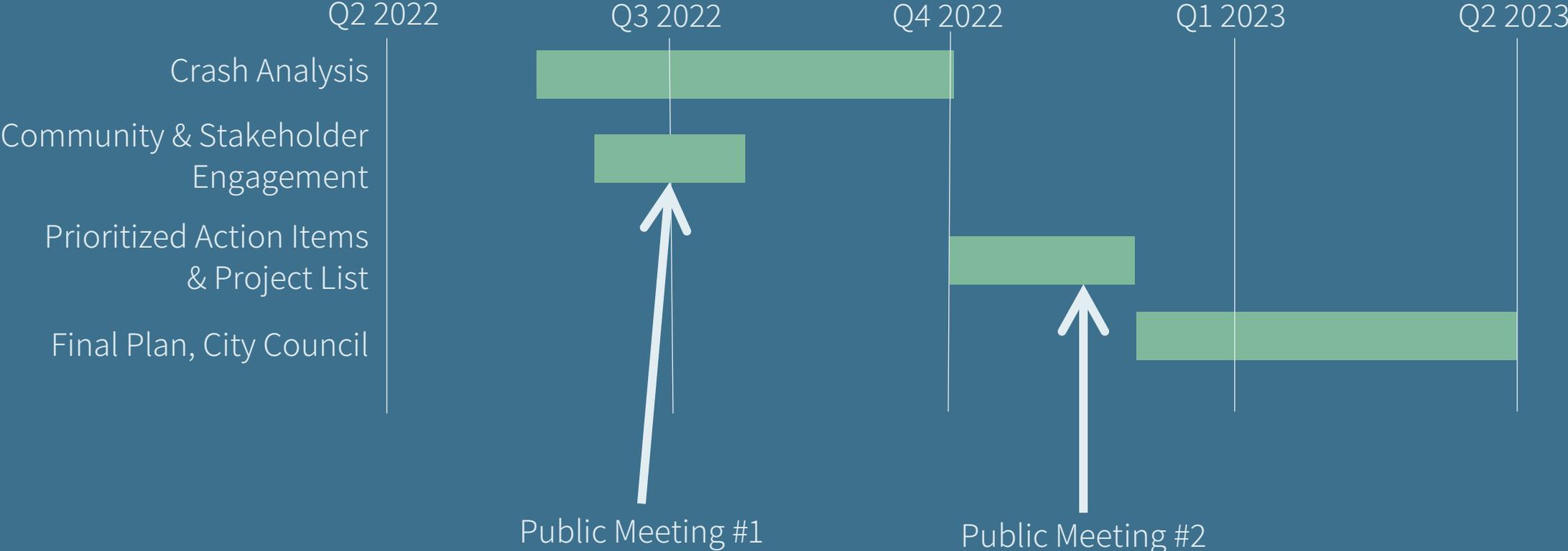
Evaluate risks across the entire transportation system, rather than only managing risk at specific locations.

Compare historical crash data against transportation system risk factors such as:

- Vehicle speeds
- Traffic volumes
- Land uses
- Demographics
- Other factors

- Identify locations that may not have experienced a high number of fatal and serious injury crashes to date but have a higher potential to in the future because they are locations where many risk factors overlap.

Schedule



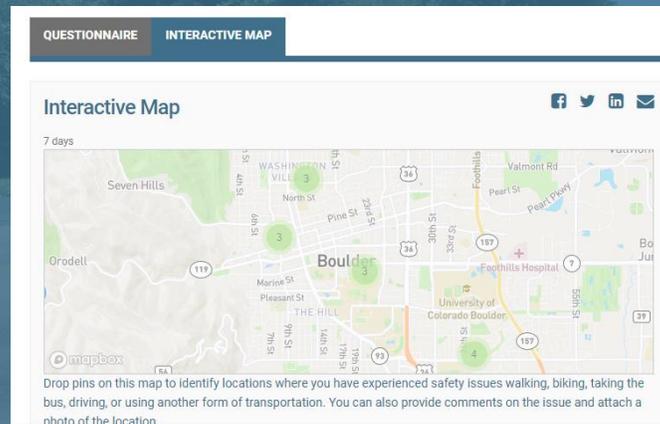
Achieving Vision Zero

- Factors that contribute to safe mobility:
 - Roadway design
 - Speeds
 - Enforcement
 - Technology
 - Policy
 - Human behaviors
- We all have a role to play in achieving Vision Zero whether we are driving, walking, or biking.
- Avoid distractions. Be mindful. Stay sober. Slow down. Obey traffic laws. Look out for one another.

We want to hear from you!

- Online Questionnaire & Web Map

<https://www.beheardboulder.org/vision-zero-action-plan>



- City Website for Project Updates

<https://bouldercolorado.gov/projects/vision-zero-action-plan>

A blue-tinted photograph of a city street scene. In the foreground, several pedestrians are walking across a crosswalk. A woman with a backpack is walking towards the camera. To the left, a red car is partially visible. In the background, there are multi-story buildings, trees, and street signs. A prominent sign on the right says "Be Boulder" and "University of Colorado". Other signs include "DOWNTOWN" and "WEST END". A "DO NOT ENTER" sign is visible on the left. The overall scene is a busy urban environment.

Questionnaire & Web map demo

We want to hear from you!

- Text Message Survey

Text “Boulder vz” to (888) 712-4380 with for English

Text “Boulder vz-Spanish” to (888) 712-4380 for Spanish

OR scan QR codes below:



Spanish



English



Questions & Answers

Select Locations with Safety Improvements between 2018 and 2021

Location	Improvement	Areas of Concern Addressed
15th St. & Canyon Blvd.	Changed northbound and southbound approach lane configuration to improve operations	
29th St. & Baseline Rd.	Aligned 29th St. to be perpendicular to Baseline Rd. to enhance sightlines, added a raised multi-use path crossing 29th St. to slow left-turning vehicles	  
30th St. & Arapahoe Ave.	Adjusted left-turn phasing to extend protected-only operation during more periods of the day, changed off-peak left-turn operation from permitted to protected/permitted	  
30th St. & Baseline Rd.	Converted left-turn signal phasing from permitted to protected-only	  
30th St. & Pearl St.	Adjusted left-turn phasing to extend protected-only operation during more periods of the day, changed off-peak left-turn operation from permitted to protected/permitted, and lengthened pedestrian clearance times	  
30th St. & Valmont Rd.	Converted all left-turn operations to Flashing Yellow Arrows, adjusted left-turn phasing from protected/permitted to protected-only during peak travel times	  
Baseline Rd. & Mohawk Dr.	Installed hardened centerline, added pedestrian head-starts, increased walk time, added an audible push button and associated extended pedestrian clearance time	
Broadway & Baseline Rd.	Added an eastbound bike lane on the west leg of the intersection	
Broadway & Canyon Blvd.	Converted all left-turn operations to Flashing Yellow Arrows	
Broadway & North St.	Installed pedestrian head-starts	
Broadway & Rayleigh Rd.	Added signalized southbound right turn lane for vehicles to reduce conflicts with multi-use path users and high speed rear-end crashes	 
Canyon Blvd. & Folsom St.	Adjusted left-turn phasing from protected/permitted to protected-only during peak travel times	  
Colorado Ave. & Regent Dr.	Installed pedestrian head-starts, reconstructed south side of intersection to provide protection for bicyclists, added a vertically separated bike lane going eastbound between Regent Dr. & 28th St.	 
Folsom St. between Iris Ave. & Valmont Rd.	Enhanced the existing bike lanes with buffers, green conflict markings, and reduced the speed limit to 25 mph	
Folsom St. between Valmont Rd. & Pine St.	Added a concrete curb to the bike lanes and updated the delineators and green conflict markings	
Pine St. between Folsom St. & 28th St.	Added buffered bike lanes and reduced the speed limit to 25 mph	
Table Mesa Dr. between Broadway & Vassar Dr.	Added buffered bike lanes, increased buffer and bike lane widths, added green conflict markings, and added a green bike box at Table Mesa Dr. & Broadway	



Pedestrian



Bicycle



Speeding



Left Turn

*This table shows a snapshot of key projects and is not a comprehensive list of all improvements that were done to date. These locations are not all high crash locations identified from the Safe Streets Report, 3rd Edition 2019; however, the City has been proactive about identifying locations that need improvements through community feedback, traffic trends, and other safety concerns.

Select Locations with Planned Safety Improvements

Location	Improvement	Areas of Concern Addressed
28th St. & Colorado Ave.	Rebuilding traffic signal, building a protected intersection for pedestrians and bicyclists, installing Business-Access-Transit (BAT) lanes in each direction, and installing landscape buffered multi-use paths along Colorado Ave. between Folsom St. & 28th St.	  
30th St. & Colorado Ave.	Constructing underpasses on the south and east leg for pedestrians and bicyclists, building a fully protected intersection for pedestrian and bicycle at-grade crossings, and installing a vertically separated bike lane along 30th St. between Colorado Ave. & Boulder Creek (anticipated construction completion in 2022)	 
Baseline Rd. & Canyon Creek Rd.	Replacing the Rectangular Rapid Flash Beacon with a pedestrian traffic signal crossing and adding a raised median pedestrian refuge island	 
Baseline Rd. & Mohawk Dr.	Rebuilding signals on the northbound and southbound approaches and adding protected/permitted left-turn phasing	  
Broadway & Baseline Rd.	Rebuilding traffic signal and providing protected left-turn phasing	  
Broadway & Regent Dr. & 20th St.	Rebuilding traffic signal and providing protected left-turn phasing	  
Folsom St. & Pine St.	Rebuilding traffic signal and providing protected left-turn phasing	  
Lehigh St. between Table Mesa Dr. & Cragmoor Rd.	Adding buffers to the existing bike lanes. Adding curb extensions and pedestrian crossing treatments	 
Various Locations (Eight Intersections)	Enhancing traffic signal displays for Flashing Yellow Arrow and protected left-turn phasing	  
Various Locations	Neighborhood Speed Management Program, 20 is Plenty, Vision Zero Innovation Program, and the Community Mobility Planning & Implementation Grant Speed Limit Setting and Signing Framework	