



POLICY SNAPSHOT:

Vision Zero: Ensuring Travel Safety in Boulder 2022

Trends

14,500+

Between 2018 and 2020, approximately 14,500 people were involved in a crash in Boulder

9 people were killed



2 walking 1 on a bike 6 in a car

150 people were seriously injured



25 walking 55 on a bike 70 in a car

- Areas of concern relate to pedestrians, bicycles, left turns, and speeding, with a noted increase in crashes involving people age 65+.
- Although pedestrians were involved in only 2% of all crashes from 2018 through 2020, they were involved in 18% of all severe crashes. Boulder has a higher percentage of people walking and biking to work when compared to other communities in the Denver Metro and United States.
- Although bicyclists were involved in only 6% of all crashes from 2018 through 2020, they were involved in 36% of all severe crashes.
- From 2018 through 2020, crashes involving left turns were 16% of the total crashes and 34% of total severe crashes. This is an increase from 11% total crashes and 30% of severe crashes during the 2015 through 2017 time period.
- Severe speeding crashes increased from 1 in 4 to 1 in 3 crashes. Crashes involving speeding were 9% of the total crashes and 32% of total severe crashes.
- Between 2018 to 2020, people ages 65 years and older were involved in 17% of total crashes and 25% of severe crashes. Since 2010, crashes involving an older adult have increased by 89% while the older adult population has increased by 35% between 2010 and 2019.
- The number of total crashes involving distracted drivers within Boulder increased 4% for the period 2018-2020 as compared to 2015-2017.

Vision Zero

Vision Zero is Boulder's goal to reduce the number of traffic-related fatalities and serious injuries to zero while increasing safe, healthy, equitable mobility for all. There are five Vision Zero objectives:

1. Eliminate crashes resulting in serious injuries and fatalities.
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.

Notable Projects and Progress

- Left-turn phasing changes have been implemented at 25 intersections since 2018. Preliminary evaluation shows an 87% reduction in left-turn crashes.
- Eleven photo red-light cameras have been installed at nine locations, with plans to add two additional cameras in 2023. Before/after analyses indicate the cameras have resulted in a 73% reduction in red light running crashes at the locations where cameras have been deployed.
- Photo radar vans are deployed for approximately 3,500 hours annually at approximately 180 different locations and have issued over 59,000 citations from 2018-2022 (through June 30).
- Crash data from 2018-2020 indicates that 67% of severe crashes occurred on arterial roadways. The city has kicked off work on the **Core Arterial Network**, a connected system of protected bicycle lanes, intersection enhancements, pedestrian facilities, and transit facility upgrades that will help reduce the potential for severe crashes and make it more comfortable and convenient for people to get to where they need to along Boulder's main corridors.

Support Needed from State and Federal Policy Makers

- Increase flexibility in how and where photo radar vans/trailers and speed safety cameras can be used for speed enforcement
- Increase limitations on, and penalties for, distracted and impaired driving
- Increase penalties for not using seat belts
- Increase education around, and access to, training for motorcycle riders to get properly licensed
- Expand graduated driver licensing (GDL) system to increase education and practice requirements for new drivers to obtain a license.
- Develop appropriate testing requirements to verify driver competency with increased age.