



Community Planning & Permitting

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Vision Zero Action Plan Public Hearing

TO: Boulder County Board of County Commissioners
FROM: Liviana Lewin, Vision Zero Program Manager
FOR: BOCC Public Hearing, 9:00 a.m., Thursday, August 28, 2025
RE: Vision Zero Action Plan Adoption
MEMO DATE: August 21, 2025

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Action Requested

Staff requests that the Boulder County Board of County Commissioners (BOCC) adopt the Boulder County Vision Zero Action Plan (“VZAP”). This VZAP will serve as the foundation for future actions to improve safety for all users with a focus on unincorporated Boulder County and the mountain towns of Jamestown, Nederland, and Ward. Future projects to implement recommendations may be led by Boulder County, the Colorado Department of Transportation (“CDOT”), and/or other local governments. The Vision Zero Action Plan and Appendices are available at boco.org/visionzeroactionplan.

Overview

In support of Boulder County’s commitment to our Vision Zero policy goal and transportation safety for all users, the county has developed a Vision Zero Action Plan (VZAP) for unincorporated Boulder County and the mountain towns of Jamestown, Nederland, and Ward. As a part of this process the county partnered with the City of Lafayette and the Town of Superior, with these municipalities creating their own VZAPs. These three VZAPs were funded through a single federal Safe Streets and Roads for All (SS4A) grant with local match contributions from Boulder County, the City of Lafayette, and the Town of Superior (see

Attachment A). The remaining jurisdictions in Boulder County, including the cities of Boulder, Longmont, Louisville and the towns of Erie and Lyons are also committed to Vision Zero and have local VZAPs or similar safety plans either completed or planned (see more under the Municipal Vision Zero Action Plans section). The county's VZAP is being coordinated with all of these local safety plans.

Vision Zero Action Plans identify specific, prioritized strategies to comprehensively improve transportation safety for all roadway users with the goal of eliminating serious and fatal traffic crashes. Recommended actions include a variety of infrastructure changes (e.g., roadway and traffic signal changes) and non-infrastructure initiatives (e.g., public education campaigns and increased enforcement strategies, such as automated speed enforcement).

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

The Boulder County VZAP project kicked off in April 2024 and will be complete (assuming adoption by the BOCC), with implementation ongoing as resources and scheduling allow. The Project Management Team met regularly and included members from the consultant team and county staff from Community Planning & Permitting (CP&P)-Transportation Planning and Public Works-Engineering, as well as staff from the City of Lafayette and the Town of Superior. The team also had a Steering Committee with other key partners, such as the Colorado Department of Transportation (CDOT), advocates, and law enforcement representatives.

The final deliverable includes specific action plans for Boulder County, Lafayette (adopted 7/15/25), and Superior (adopted 8/11/25), each adopted by their respective elected bodies. Note that the information in this memo and the request for consideration of adoption is for the Boulder County Vision Zero Action Plan only.

The Vision Zero Action Plan supports the [BOCC's 2024-2026 Strategic Priorities](#) in the following ways:

- **Economic Security and Social Stability:** Motor vehicle crashes have a high cost, both for society and the individuals involved. For those involved, costs include property damage, medical expenses, lost wages, and legal fees. Preventing and lessening the severity of these destabilizing events increases the economic security of Boulder County residents. Improving safety encourages more walking, biking, and transit ridership, which allows residents to reduce their daily transportation costs by shifting trips to less expensive modes.
- **Climate Action and Environmental Stewardship:** Improving transportation safety and comfort—particularly for people walking, biking, and taking transit—can encourage shifting trips from driving to other modes. This can yield individual cost savings, and this shift also reduces local air pollution and greenhouse gas emissions that contribute to climate change.

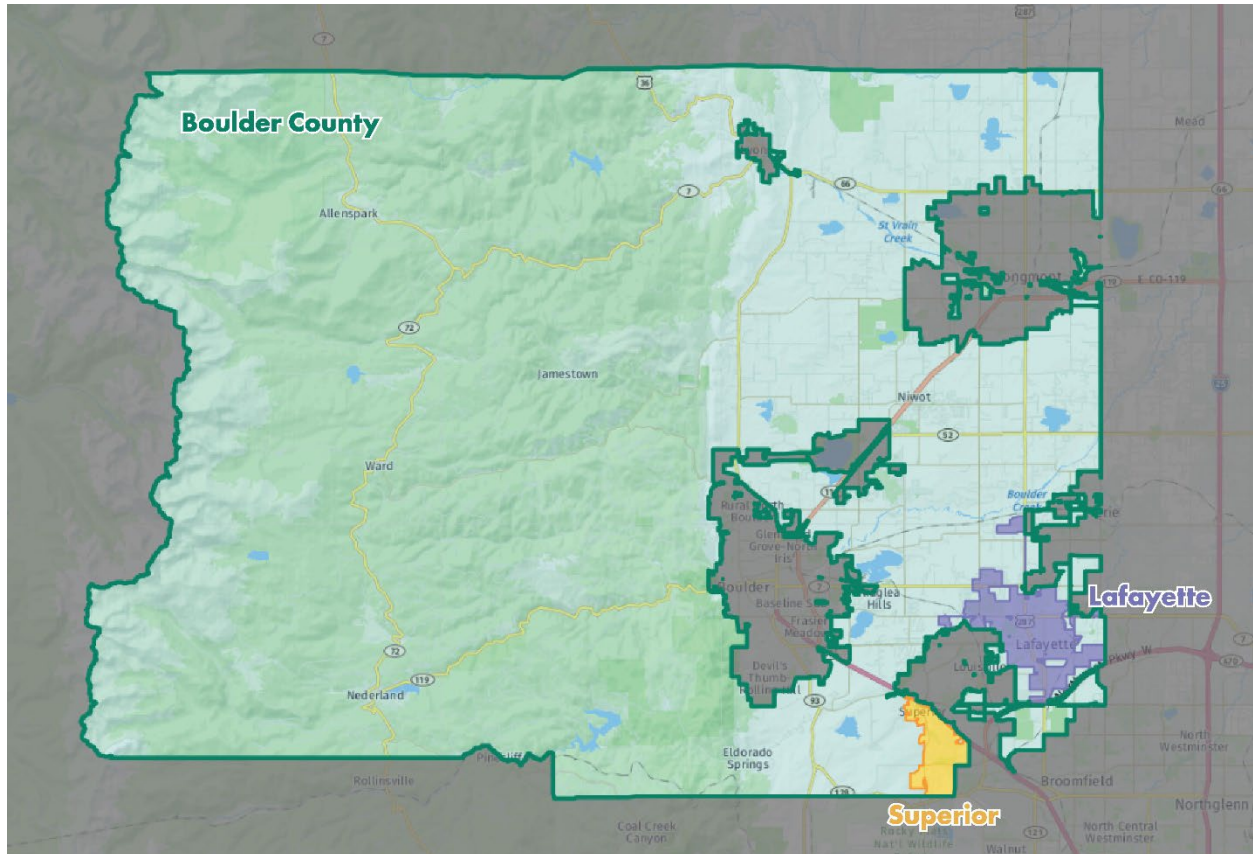
Timeline

Beginning in April 2024, the VZAP project is culminating in this adoption hearing. The process included a technical analysis of historical crash data (2013-2022) with three main phases of community engagement and working with a Steering Committee throughout the project. An initial draft VZAP was delivered in early summer for community review which was updated based on community and BOCC feedback for consideration of adoption.

Study Area

The study area includes Unincorporated Boulder County (both county-owned roads and state highways owned and operated by CDOT), as well as the mountain towns of Jamestown, Nederland, and Ward. The SS4A grant also funded separate (and concurrent) VZAPs for the City of Lafayette and the Town of Superior. The full study area for all three plans is shown in Figure 1: Study Area Map.

Figure 1: Study Area Map



Plan Elements

The Boulder County VZAP includes the following elements:

Executive Summary: includes an overview of the plan, safety analysis highlights, the high-injury network, the action plan at-a-glance, and next steps

1. **Introduction:** includes an overview of the plan, a study area map, an introduction to Vision Zero and the Safe System Approach, goals, schedule, as well as related studies and programs and key partners.
2. **Community Engagement:** documents three rounds of community outreach to understand the public's safety concerns and gather feedback on proposed recommendations and an initial draft of the plan.
3. **Understanding the Safety Issues:** includes safety analysis highlights, the study area roadway network, maps of severe crash locations, the High-Injury Network (HIN), overlay of safety data with community input, HIN scoring, and identification of the top severe crash types.

4. **How We Will Achieve Vision Zero:** includes an overview of the Safe System Approach and a description of the key strategies identified in the plan:
 - Prioritizing improvements on the HIN and Bike/Pedestrian HIN on county roads.
 - Working with CDOT to address improvements on the CDOT highway HIN and Bike/Pedestrian HIN.
 - Systemwide improvements, particularly addressing the Top Severe Crash Types.
 - Speed management-related measures, including speed safety cameras.
5. **Action Plan:** identifies Safe System strategies and actions with next steps, leads/partners, anticipated timeframe, cost estimate, and status of funding.
6. **Next Steps:** outlines a phased approach for the implementation of recommendations that acknowledges the need for additional funding and ongoing, multi-agency partnerships. (The Next Steps section below has more information.)

Community Engagement

Community engagement played a critical role in the development of the VZAP. The project team used a multi-faceted approach to gather diverse perspectives from the public, non-profits, agency partners, and elected officials. This outreach included public meetings and events, online videos and surveys, a Project Management Team (PMT), and a Steering Committee. This multi-pronged approach provided a wide range of experiences and perspectives from which to build an understanding of the needs and desires of community members.

Overview

The role of the project webpage was to provide information on the project to the community, notify the public of upcoming meetings and events, and provide contact information for project staff. Engagement to typically hard-to-reach communities included offering Spanish translation of materials and interpretation at meetings, providing presentations and project information to Mobility for All Ambassadors and including several ambassadors on the project Steering Committee, and presenting to the Mobility Access Coalition (MAC).

Community input was gathered in three rounds of engagement through a variety of methods:

- **Phase One (Summer 2024):** The purpose of this phase was to identify how people travel in the study area and locations where they feel unsafe. Engagement took place at the Nederland Farmers Market and the Ride for Magnus Event in Boulder, through an online survey with an interactive map, and at a virtual public meeting. Input gathered was used to confirm the High-Injury Network and to support the development of action items.
- **Phase Two (Winter 2025):** In this phase, feedback was gathered on draft safety recommendations through an online survey with informational videos and in-person outreach at the Boulder County Winter Bike to Work Day breakfast station and Nederland TownTalk. Input gathered was used in the HIN scoring methodology.
- **Phase Three (Spring 2025):** Finally, the public reviewed the Action Plan and provided feedback through an online survey. The BOCC also provided feedback on the draft plan. Based on this input, the plan was updated to make the various types of actions proposed easier to understand (e.g., Engineering, Education, Enforcement) and to clarify funding availability and the next steps for implementation.

Project Management Team (PMT)

The Project Management Team met regularly and included members from the consultant team and county staff from Community Planning & Permitting (CP&P)-Transportation Planning and Public Works-Engineering, as well as staff from the City of Lafayette and the Town of Superior.

Steering Committee

The project included staff from Boulder County, Lafayette, Superior, Nederland, and Longmont, as well as CDOT, DRCOG, Colorado State Patrol (CSP) and other emergency responders, non-profits, and residents of the county. The committee met several times throughout the project to provide input on safety concerns and feedback on draft materials.

Municipal Vision Zero Action Plans

The remaining jurisdictions in Boulder County are also committed to Vision Zero, and the county regularly coordinates with them. Below is a summary of the status of municipal VZAPs/transportation safety plans.

- [City of Boulder—VZAP](#) - adopted by City Council (May 2023)
- [Town of Erie—Transportation and Mobility Plan](#) – adopted by Town Council (December 2024) with safety component
- [City of Lafayette—VZAP](#) - adopted by City Council (July 2025) [final version of document to be posted soon]
- [City of Longmont—VZAP](#) - in progress
- [City of Louisville—Transportation Master Plan](#) - adopted by City Council (October 2019) with safety component
- [Town of Lyons—Safe Streets for All Safety Action Plan](#) - adopted by Town Board (March 2025)
- [Town of Nederland—Multimodal Transportation Plan](#) - adopted by Town Board (December 2024) with safety component
- [Town of Superior—VZAP](#) - adopted by City Council (August 2025)

Key Actions

1. **Focus safety improvements on the High-Injury Network (HIN)** (shown in Attachment B with projects underway highlighted):
 - County roads
 - CDOT highways
 - Facilities identified in the Bike/Pedestrian HIN
2. **Address the top five crash types systemwide**, which collectively represent over 75% of all severe crashes:
 - Single-vehicle
 - Bicycle
 - Head-on
 - Broadside
 - Left-Turn
3. **Implement speed management strategies:**
 - Automated Speed Management (Speed Safety Cameras)
 - CDOT highways
 - County roads
 - Review/update of speed limit setting and signing practices
 - Engineering/design changes to the roadway that encourage slower speeds

4. **Education/training on safe driving and the rules of the road**
5. **Tracking and evaluating progress and effectiveness of actions**
6. **Pursuing additional funding sources**

Next Steps

Next steps to implement this plan include:

- **Refining and prioritizing actions** and incorporating into workplans.
- **Continuing ongoing programs and projects that are already underway and starting on other key items** identified through the refinement above.
- **Pursuing additional funding.** Some of the treatments recommended – such as installing signs – are fairly low-cost and could likely be covered through existing funding through the Transportation Sales Tax line item for Vision Zero (which averages to approximately \$50,000 per year). The full set of treatments could cost in the tens of millions and will require additional funding sources.
- **Monitoring and evaluating effectiveness** to evaluate progress towards eliminating traffic-related fatalities, serious injuries, and the top five crash types that result in serious injury and fatalities.
- **Reporting on progress** both related to crash data, as well as progress on the implementation of the plan and the effectiveness of implemented actions.

Acknowledgments

The completion of the VZAP lays the foundation for future safety improvements in Boulder County with the goal of eliminating serious injury and fatal traffic crashes. Boulder County staff would like to thank the members of the Steering Committee and the BOCC. This project would also not have been possible without the input we received from the public, and we would like to thank everyone who took the time to provide their feedback and help shape the outcome. In addition, we would like to thank our consultant team led by Consor Engineers for supporting this project.

Attachment A: Project Budget

Vision Zero Action Plans Project Budget

Source	Amount
USDOT SS4A* Funding	\$473,600
<i>Boulder County Local Match</i>	<i>\$54,700</i>
<i>City of Lafayette Local Match</i>	<i>\$40,900</i>
<i>Town of Superior Local Match</i>	<i>\$22,800</i>
Local Match Subtotal	\$118,400
Grand Total	\$592,000

*US Department of Transportation Safe Streets and Roads for All grant program

Attachment B.

HIGH-INJURY NETWORK PROJECTS UNDERWAY

Many HIN segments and intersections have ongoing or upcoming funded projects addressing safety. See the table on the following page for details about ongoing projects on county roads (indicated by numbers) and CDOT highways (indicated by letters). Future projects, such as those identified in **Appendix D: High-Injury Network (HIN) Fact Sheets and Project Recommendations - Group 1**, will be moved forward based on funding availability, coordination with other planned capital and maintenance projects, and further community and agency input.

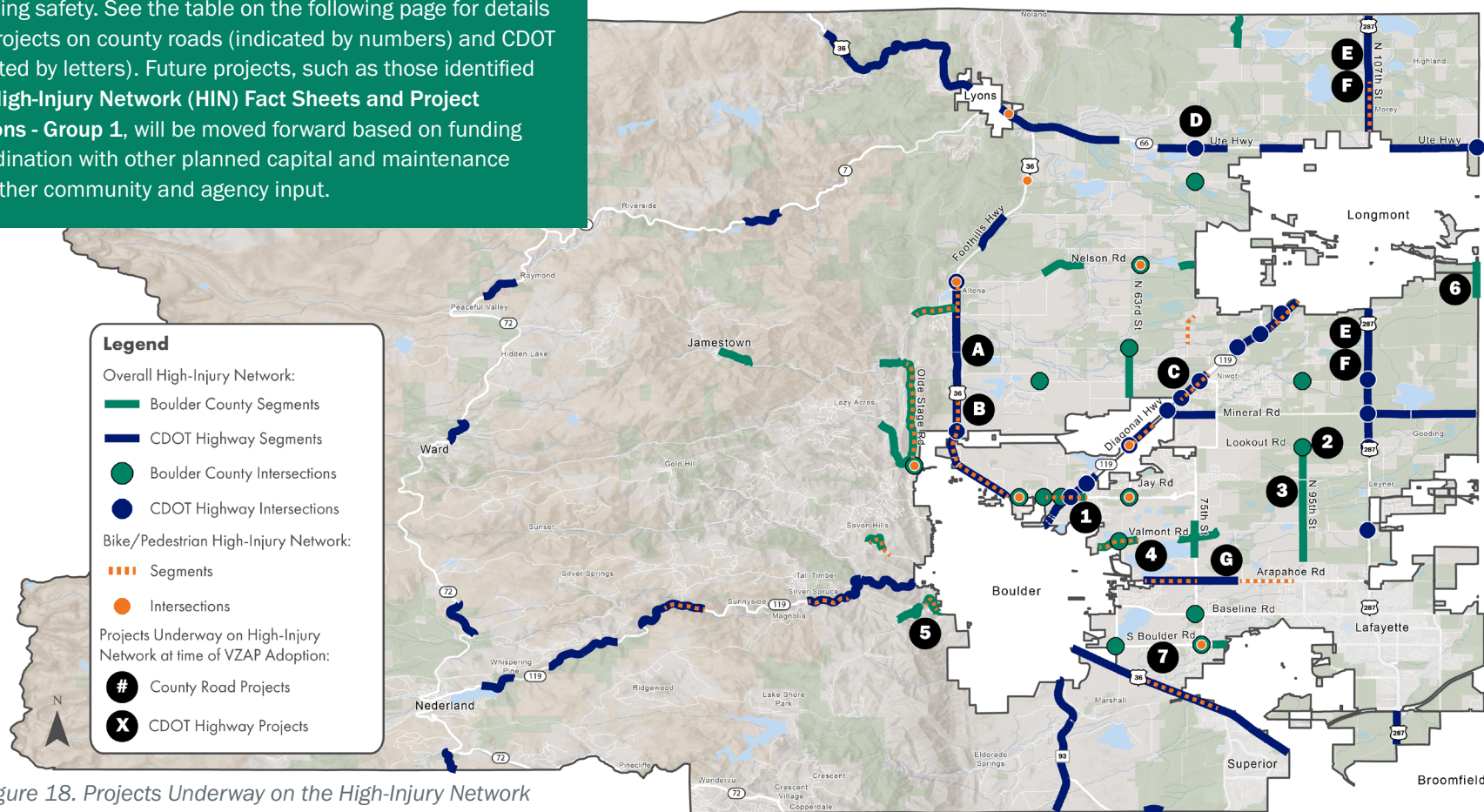


Figure 18. Projects Underway on the High-Injury Network



COUNTY ROAD HIGH-INJURY NETWORK PROJECTS UNDERWAY AS OF VZAP ADOPTION (AUGUST 2025)

Project		Design Status	Construction Status
1	Jay Road LOBO Trail: new multi-use path along Jay Road, redesigned crossing at Jay Road and Spine Road.	Complete	Funded - Transportation Sales Tax (TST) Timing TBD
2	95th Street & Lookout Road: safety improvements designed to reduce broadside and left-turn crashes: new traffic signal with advanced warning beacons, new flashing yellow arrows, and enhanced detection with red light running protection.	Complete	Complete
3	95th Street - Lookout Road to just north of Valmont Road: roadway reconstruction, widen shoulders for bicycles, and flood protection infrastructure.	Complete	Complete
4	61st Street & Valmont Road: new southbound channelized right turn lane with speed table, new northbound bicycle crossing, updated bicycle markings, new Boulder to Erie Trail crossing north of 61st Street.	In Progress	Funded - Transportation Sales Tax (TST) Timing TBD
5	Flagstaff Road - Mile Marker 0.75 to Gross Dam Road: resurfacing to Gross Dam Road with paved bike pull-off areas, improved guardrail, new concrete barriers, and new drainage and sediment control structures.	In Progress	Funded - Transportation Sales Tax (TST) Timing TBD
6	E County Line Road - Dillon Road to Overlook Drive: full reconstruction with new bike lanes added and a traffic circle at the intersection with Pike Road.	In Progress	Funded - Transportation Sales Tax (TST) Timing TBD
7	S Boulder Road - Manhattan Drive to Cherryvale Road: full reconstruction with safety improvements at the Cherryvale Road intersection, improvements for multimodal users, and recoverable shoulders.	In Progress	Funded - Transportation Sales Tax (TST) Timing TBD



CDOT HIGHWAY HIGH-INJURY NETWORK PROJECTS UNDERWAY AS OF VZAP ADOPTION (AUGUST 2025)

Project		Design Status	Construction Status
A	US 36-N. Foothills Hwy Bikeway: new off-street bikeway and related intersection improvements.	<i>In Progress</i>	<i>Not Funded</i> Applied for FY25 SS4A grant
B	US 36-N. Foothills Hwy Speed Safety Cameras: unincorporated Boulder County between Boulder (city limits) and CO 66-Ute Hwy.	<i>In Progress</i>	<i>Funded</i> Anticipated installation 2025
C	CO 119-Diagonal Hwy Bikeway/Bus Rapid Transit (BRT) Intersection Construction: new off-street bikeway, BRT lanes and stations, and related intersection improvements; CDOT speed safety cameras deployed summer 2025 for during construction.	<i>Complete</i>	<i>In Progress</i> Under construction - anticipated completion 2026
D	CO 66-Ute Hwy & 75th Street: upgraded signal heads, medians, striping, and turn lane alignment.	<i>Complete</i>	<i>Funded</i> Recommended FY 27-30 in CDOT's Ten-Year Plan
E	US 287 Safety Project: new concrete median barrier and related intersection improvements in unincorporated Boulder County between Lafayette and Longmont (south city limits) and between Longmont (north city limits) and Larimer County line.	<i>In Progress</i>	<i>Funded</i> Anticipated to begin 2026
F	US 287 Speed Safety Cameras: unincorporated Boulder County between Lafayette and Longmont (south city limits) and between Longmont (north city limits) and Larimer County line.	<i>In Progress</i>	<i>Funded</i> Anticipated installation 2025
G	CO 7-Arapahoe Road Multimodal Corridor: multimodal/safety improvements between Boulder and Brighton (e.g., Bus Rapid Transit (BRT) stations, multi-use path improvements, intersection improvements).	<i>In Progress</i>	<i>In Progress - Partially Funded</i> Timing TBD (some segments under construction)