Boulder, CO
A Systemic Approach to Crash Reduction

**Vision Zero**
- Adopted in 2014 as part of the City’s Transportation Master Plan
- Data-driven approach to increasing the safety of Boulder’s streets
- Targeted improvements to street design, enforcement, and outreach efforts in places where they are needed most

**High Risk Network**
The High Risk Network, measured by crashes per vehicle miles traveled, has roughly five times more risk than all Boulder arterial streets.

Managing risk and mitigating crashes on this small percentage of streets can have an outsized impact on reducing fatal and serious injury crashes.

Vision Zero Action Plan (VZAP) focuses on common crash types and typical solutions.

Analysis of the High Risk Network found 7 crash types account for 62% of fatal and serious injury crashes:
- Running red lights
- Left-turn crashes
- Right-turn crashes
- Multi-use path crossings
- Right-turn slip lanes
- Pedestrian crashes while crossing the street
- Right-turn on red crashes
Findings from the Vision Zero Boulder: Safe Streets Report (SSR) show that 67% of traffic crashes resulting in severe injury or fatality occur on arterials. In response, the city is focusing its investments and resources to design and construct improvements on a “Core Arterial Network” (CAN).

This connected system of protected bicycle lanes, intersection enhancements, pedestrian facilities, and transit upgrades will help reduce the potential for severe crashes and make it more comfortable and convenient for people to get where they need to go.

While most CAN corridors will explore multi-modal enhancements, others will have an emphasis on bicycle or transit facilities. Here are some of the design elements that may be considered across the suite of CAN projects.

- Floating Bus Stops
- Business-Access-Transit (BAT) Lanes
- Protected Intersections
- Low Wall Concrete Barriers
- Protected Bicycle Lanes

Low Wall Concrete Barriers

The Baseline Road Transportation Safety Project (28th Street to Foothills Parkway) will create safer conditions for walking, bicycling, and driving on Baseline Road while enhancing connections to popular community destinations.

Low wall pre-cast concrete barriers will be placed in strategic, prioritized locations to harden existing separated bike lanes east of 30th street. This will be the first time these barriers are used in the City of Boulder.