KEY FINDINGS SUMMARY

Progress towards the TMP safety objectives is measured using the following metrics:

- Total collisions, fatalities and serious injuries
- Total bicycle collisions, fatalities and serious injuries
- Total pedestrian collisions, fatalities and serious injuries

From 2009-2014, approximately **3,275 COLLISIONS** were reported to the Boulder Police Department each year

Collisions that resulted in a **SERIOUS INJURY** or **FATALITY** have been relatively flat at **2%** of total collisions in the past six years

BICYCLISTS & PEDESTRIANS are overrepresented in collisions that result in serious injuries or fatalities, **ONLY 8%** of all traffic collisions in the City of Boulder involve bicyclists or pedestrians.

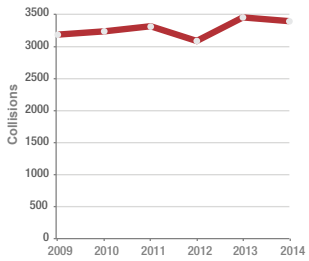
They account for approximately **60%** of serious injuries and fatalities

IMPAIRED PERSONS are overrepresented, especially those involving bicyclists and pedestrians resulting in serious injuries or fatalities

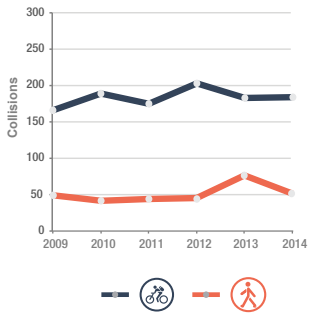
Approximately **3%** of total collisions involve an impaired person

12% of serious injuries and **38%** of fatalities involve an impaired person

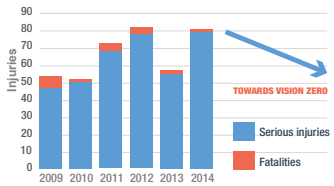
Total Collisions



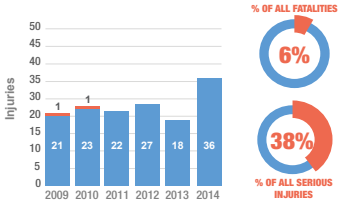
Bicycle & Ped Collisions



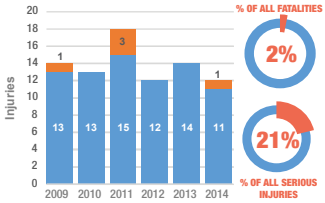
Serious Injuries & Fatalities



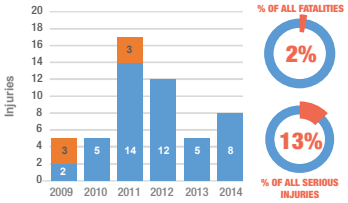
Bicycle Serious Injuries & Fatalities



Pedestrian Serious Injuries & Fatalities



Impaired Person: Serious Injuries & Fatalities



ENGINEERING

Engineering strategies are intended to improve the physical transportation infrastructure through enhancements to the roadway, traffic signals, signs or markings. Many of the safety improvements selected in this report fall into one of the following categories.

- Traffic signal operations
- Traffic signal display modifications
- Lane modification
- Sign and pavement markings
- Enhanced pedestrian crossing treatments

EDUCATION

Education-related strategies involve improving awareness and understanding of people's behaviors or situations that are more likely to result in traffic collisions. This may be achieved through the use of signage and advertising, media safety campaigns, classes, and community outreach.

- Heads Up Boulder campaign
- Litghten Up Boulder
- The Way of the Path
- Bicycle Accessories and Safety Education Program
- Impaired bicyclists and pedestrians
- Bicyclists traveling against traffic on sidewalks/multiuse path
- Rear ends in right-turn bypass lanes
- Flashing yellow arrows
- Collisions involving motorcycles

ENFORCEMENT

Enforcement techniques include targeted enforcement in coordination with the Boulder and CU-Boulder Police departments to address specific illegal behaviors, as well as automated enforcement such as photo red-light and photo radar to reduce red-light running or speed-related collisions.

- Crosswalk-related offenses
- Impaired driving, walking and driving
- Red-light running
- No turn on red restriction

EVALUATION

The city will continue to monitor and evaluate collision types, locations and other trends to further refine and enhance safety improvements to continue to work Toward Vision Zero and display ongoing data on the new citywide metrics dashboard. The next Safe Streets Boulder Report covering data from 2015-2017 will be published in the spring of 2019.

- Improve Collision Data
- Further Collision Analysis