

JUNE 17, 2026

Celebrating Safety Month: How Trails Are Making Active Transportation Networks Safer



Bay Trail, CA | Courtesy David Joel Lee

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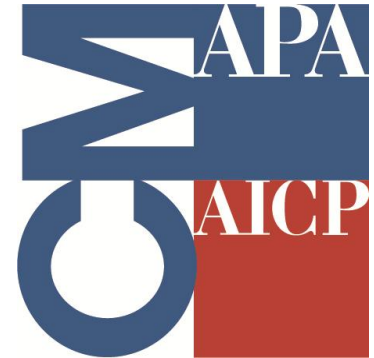
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**Celebrating Safety Month: How Trails are Making Active
Transportation Networks Safer**

Event #9331054

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Today's Team



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Agenda

- National Bike / Ped Safety Overview
- Boulder County, CO Case Study
- Q&A



Historic Battlefield Trail, Texas | Photo by Brandi Horton

Courtesy RAILS TO Trails

Roadway Safety Crisis

After decades of decline, roadway injuries and fatalities increased dramatically during the pandemic and remain at historic highs.

This crisis touches every community in every state.

Vulnerable Road Users (VR) - people traveling outside of a car – experience disproportionate rates of injury and fatality.

Trails, biking, and walking infrastructure are a critical component of any strategy to address this crisis.

Roadway Fatalities in the United States

2024 (most recent data available)

- Total Roadway Fatalities: 39,254
- Total Pedestrian Fatalities: 7,080
- Total Bicycle Fatalities: 1,103

Bike/Ped fatalities account for 20.8% or 1/5 of all roadway fatalities

*National Highway Traffic Safety Administration. (2024, April 1). Fatality and Injury Reporting System Tool (FIRST): 2013-2021 Final File and 2022 Annual Report File (ARF). Version 5.5. Retrieved April 3, 2024, from <https://cdan.dot.gov/query>.

Roadway Injuries in the United States

2024 (most recent data available)

- Total Roadway Injuries: 2,422,195
- Total Pedestrian Injuries: 71,635
- Total Bicycle Injuries: 52,887

Bike/Ped injuries account for 5.14% of all roadway injuries

*National Highway Traffic Safety Administration. (2024, April 1). Fatality and Injury Reporting System Tool (FIRST): 2013-2021 Final File and 2022 Annual Report File (ARF). Version 5.5. Retrieved April 3, 2024, from <https://cdan.dot.gov/query>.

Smart Growth America's 2026 Dangerous by Design Report

“Slightly less deadly is not the same thing as safe.”

While pedestrian deaths have in fact decreased slightly for two straight years (2022 to 2024), 2024's total is higher than every year on record since 1982, other than the modern-day historic highs experienced from 2021 to 2023.

People of color and low-income communities continue to be killed at disproportionate rates:

- American Indian and Alaska Native populations: 3.7 times the national average pedestrian fatality rate
- Black Americans: 1.7 times the national average pedestrian fatality rate

U.S. pedestrian fatalities, 2009 – 2024

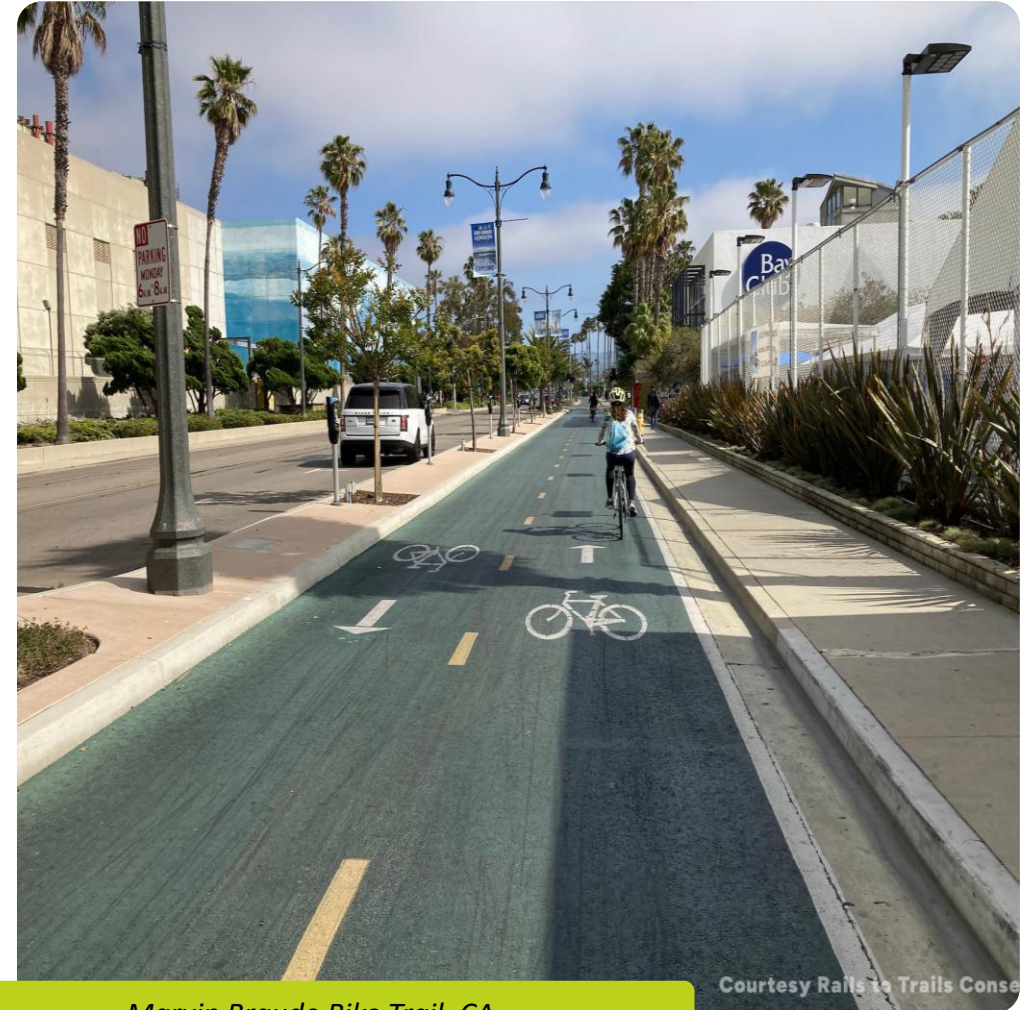
○ Fatalities per year



Dangerous by Design 2026 | Smart Growth America

Prioritizing Vulnerable Road User Safety

- Set ambitious goals (e.g. Vision Zero)
- Design for safety
- Create a clear plan for implementation at all levels of government



Marvin Braude Bike Trail, CA

Safe System Approach

- Addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.
- Vulnerable road user safety should be fully considered in transportation investment decisions at every level, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations.
- Projects that separate users in time and space advance implementation of a Safe System Approach and improve safety for people that walk, bike, and roll.



*Image: FHWA

What Do We Mean by Safety?

- Physical (e.g. injury/fatality)
- Perception (e.g. low stress experience)
- Infrastructure that is safe and feels safe encourages more biking and walking.



Herring Run Trail, Maryland

Courtesy Rails to

Trails are essential to people, places and the planet

90%

of people say that it is important that everyone have access to trails.

88%

of people say that tax dollars should be spent on maintaining and improving trails.

61%

of people say they would like to spend more time on the trail.



People agree that trails encourage more physical activity (89%); local business and economic opportunity (66%); and provide transportation options where they live (58%).

ROI of Active Transportation

- U.S. economic impact = **\$34.1 billion** (potential \$138.5 billion)
- CO2 reductions = **13 million tons** (potential 54 million tons)
- Local spending impact = **\$10.6 billion** (potential \$21 billion)
- Health cost savings = **\$20 billion** (potential \$92 billion)

[RailsToTrails.org/ATTA](https://www.RailsToTrails.org/ATTA)

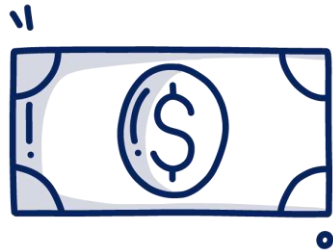


Alabama's Shades Creek Greenway

The Potential of Connected Trails



TRANSPORTATION OPTIONS



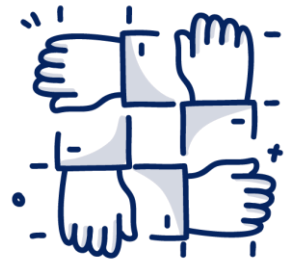
**STRONG BUSINESSES
AND ECONOMIES**



A THRIVING ENVIRONMENT



**OPPORTUNITIES FOR
HEALTH AND WELLNESS**



EQUITABLE ACCESS

Trails and Trail Networks Improve Safety for All

- Trails compliment on road infrastructure (cycle tracks, sharrows, etc.)
- Trails are the gold standard.
 - They separate vulnerable road users from vehicles
 - Reduce conflict points at intersections, driveways, parked vehicles, turning lanes, etc.
 - A low – stress environment promoting the perception of safety

Trails and Trail Networks

- Safe, appealing non-motorized connections are vital for communities of all sizes.
- Trails serve as a means of handling pedestrian and bicycle traffic along higher speed arterial streets or under limited access freeways;
- Or as safe and accessible routes to schools.



Case Study - Casper Rail Trail: Shining the Light on Safety

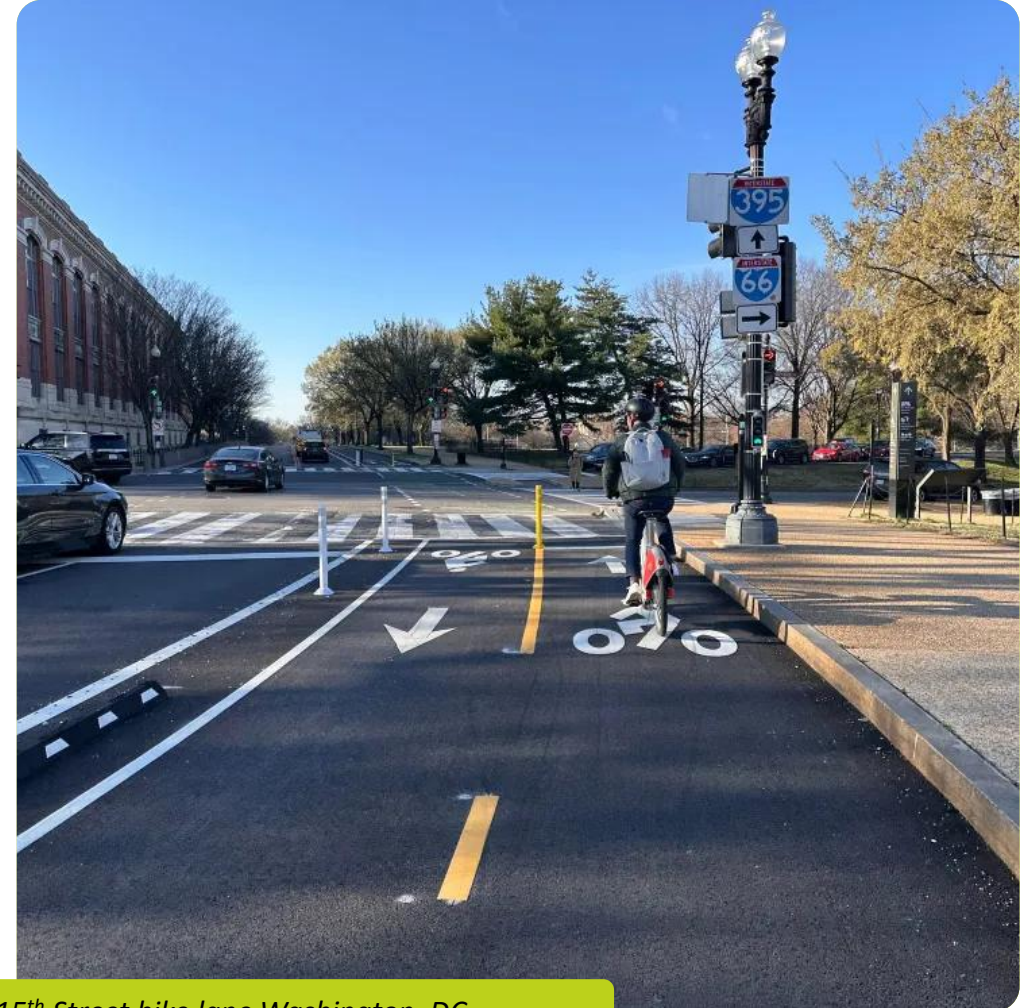
Project At A Glance

- FY 2023 Safe Streets and Roads for All Program Grant
- \$1,215,324 Implementation Grant
- Purpose: improve pedestrian mobility and safety alongside the downtown portion of the 6-mile Casper Rail Trail
- Safety measures: pedestrian refuge islands, curb ramps and new sidewalks



Case Study - 15th Street Bike Lanes, Washington, DC

- Essential connection in regional trail network.
- Nearly 4,000 cyclists use the lanes every day, which have been in place since 2021.
- D.C. Department of Transportation evaluation showed a 46% drop in crashes and 17% increase in vehicle speed after the bike lanes were added.
- Connectivity creating safe outcomes



15th Street bike lane Washington, DC



CO 119 SAFETY, MOBILITY AND BIKEWAY PROJECT

June 17, 2026



CO 119 Corridor Overview



CO 119 Corridor Overview

- Almost 40,000 vehicles travel along the Diagonal Highway daily.





Why this project?



Project Location





CO 119 in the 1950s





CO 119 in 2024





CO 119 Construction in Progress





Addressing Safety

Corridor Safety Challenges

Highest crash corridor for motorists, second highest for bicyclists in Boulder County



929 total vehicle crashes*
446 injuries | 3 fatalities



17 bicycle crashes*
5 severe injuries | 1 fatal



2 pedestrian crashes*

* Note: Crash history represents 2015-2019; there have been multiple additional fatalities in the corridor since

Corridor Safety Improvements

Project improvements will reduce crashes

370+ vehicle crashes prevented in the 20 years following project completion

Expect to eliminate nearly all bicycle and pedestrian crashes





Addressing Mobility

Corridor Mobility Challenges



Bikeway connection

No direct bike connection across the corridor



Bus transit

BOLT service can be slow and travel times are unreliable



Traffic

25% increase in vehicular traffic by 2040

Corridor Mobility Improvements



Commuter bikeway

New separated commuter bikeway provides safe and direct connection



Bus transit

New Bus Rapid Transit expected to cut transit travel times in half and increase ridership by 33%

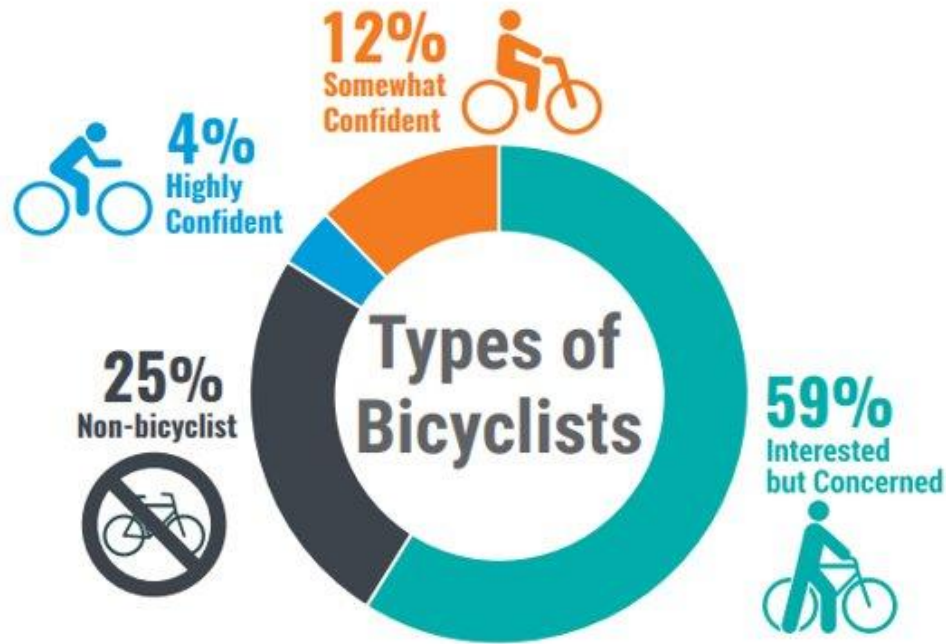


Smart growth

Project improvements enhance travel choice and mitigate challenges of regional growth



Bicycle Facility Types



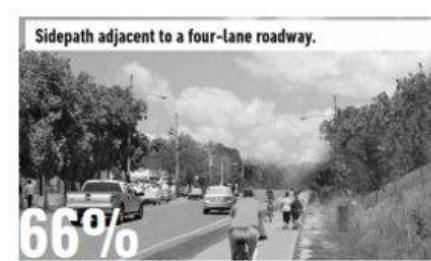
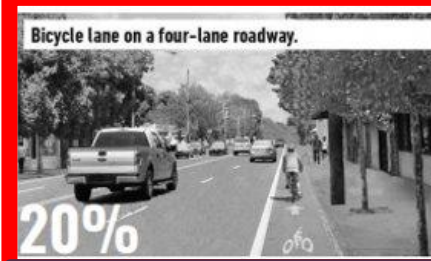
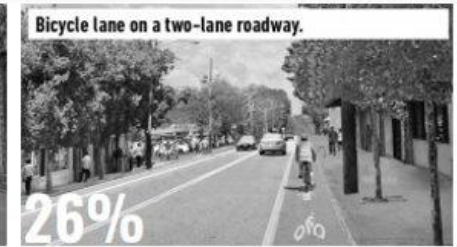
Highly Confident bicyclists are willing to ride on almost any type of street.

Somewhat Confident bicyclists will ride on most streets, but prefer trails or streets with bicycle infrastructure.

Interested but Concerned bicyclists would like to ride but are concerned about safety.

Non-bicyclists do not currently ride bicycles and are not interested.

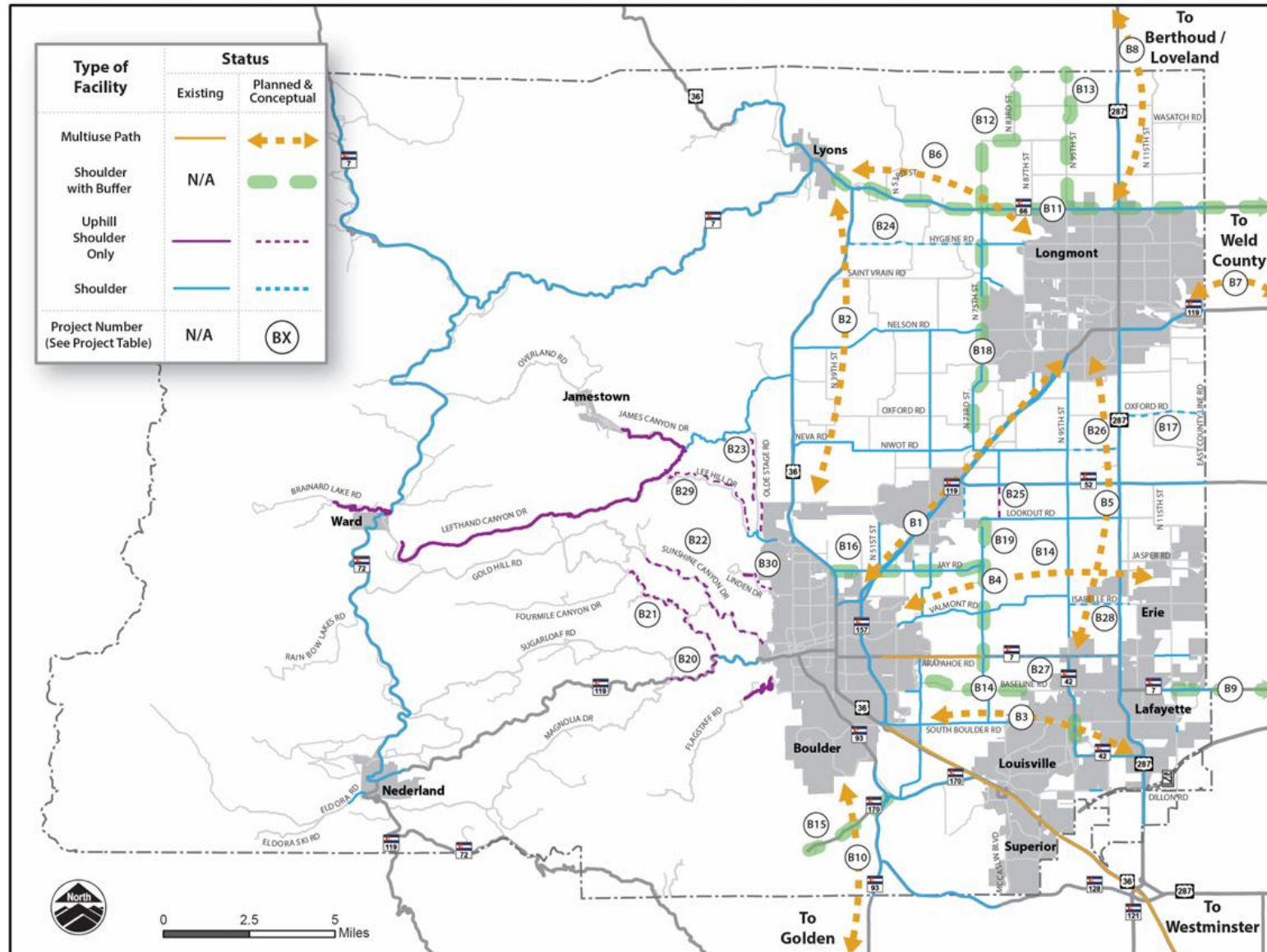
Source: National Research Center. Survey of Residents about Active Transportation: Report of Results. 2018.



Source: National Research Center. Survey of Residents about Active Transportation: Report of Results. 2018; Image credit: Watkins et al. NCHRP 08-102: Bicyclist Facility Preferences and Effects on Increasing Bicycle Trips (Research in progress).

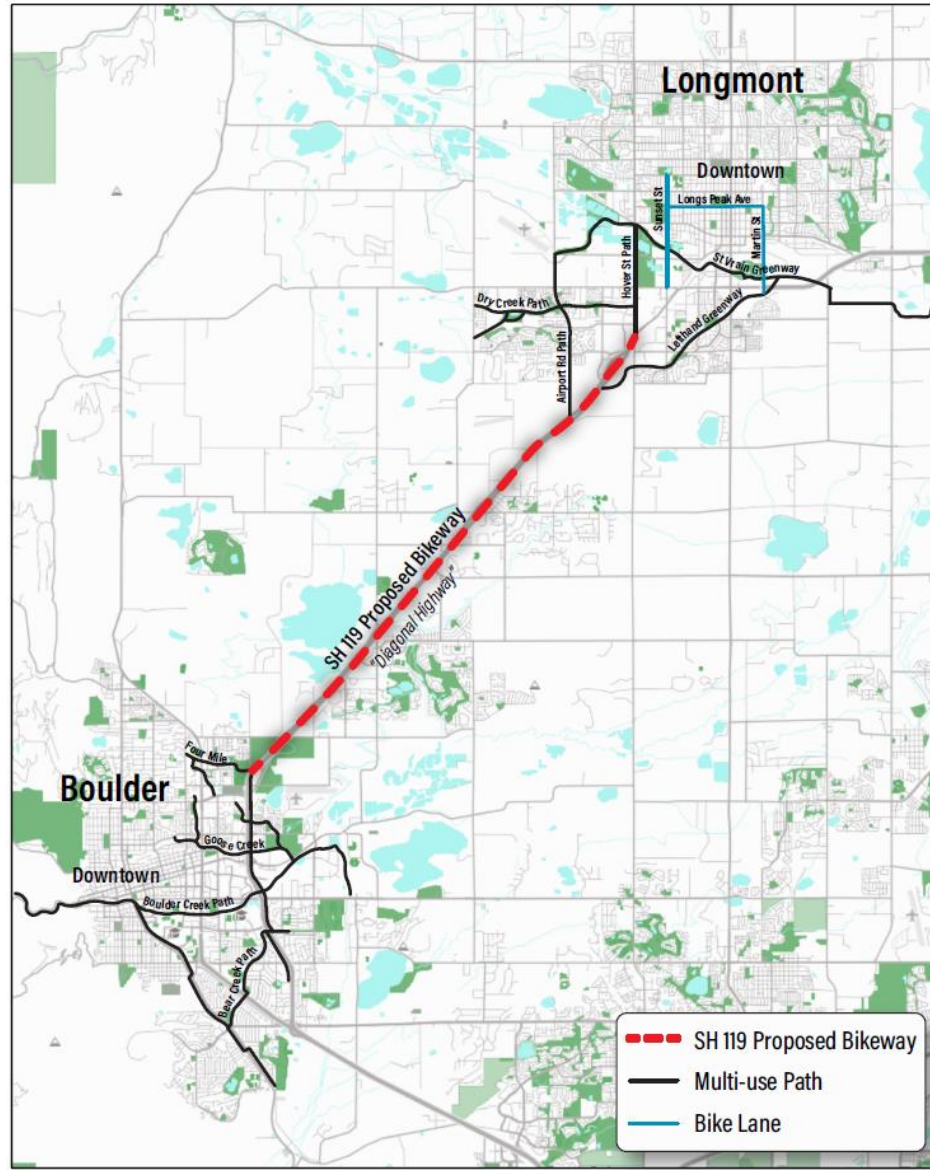


Bikeway Vision



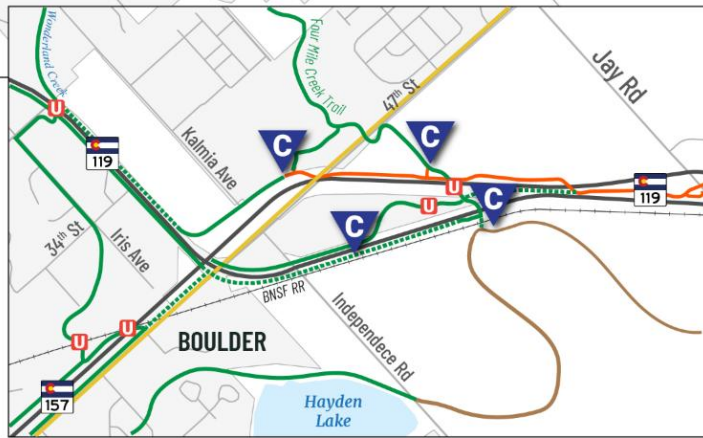
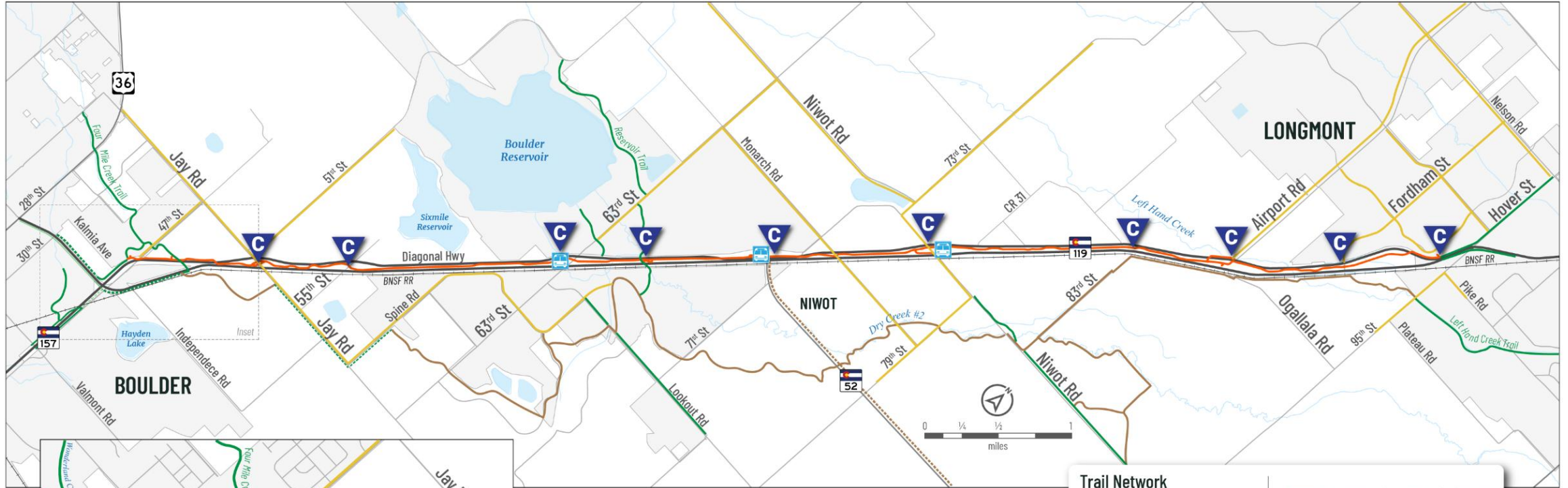


Diagonal Bikeway Connecting Communities





Diagonal Bikeway Connections to Other Bike Routes



Trail Network	
	Regional Trail
	Multiuse Path
	On-Street Bike Lane
	Commuter Bikeway
	Connection to Existing or Proposed Bike Route
	Proposed BRT Station
	Existing Underpass



How It All Started



Agencies & Stakeholders

CM/GC Owner



Key Stakeholders



Partners / Project Sponsors





History

Northwest Area Mobility Study

2013/2014 Northwest Chamber Alliance

SW Longmont Operations Study

May 2019 City of Longmont

Ped/Bike Connectivity Study

July 2019 CDOT Region 4

RTD PEL

- September 2019
- RTD

Traffic Analysis Study

- December 2021
- HPTE

CO 119 First & Final Mile Study

- August 2021
- Commuting Solutions



CO 119 Project Goals

PEL / PROJECT GOALS:



Improve safety in the whole corridor



Maximize intersection operational efficiency



Maximize corridor-wide operational efficiency



Maximize the number of people able to move through the corridor



Improve transit travel times



Improve connectivity to the bicycle and pedestrian network



Coordinated Corridor Approach

- Project elements are complementary and build upon each other
- Construction activities are strategically phased and implemented as concurrently as possible (Touch Once approach)
- Across projects, public and stakeholder outreach is coordinated, preventing engagement fatigue and effectively conveying how individual projects fit into the multimodal corridor vision
- Collective resources are leveraged to secure additional corridor funding and maximize return on investment

BENEFITS



Coordinated Construction Activity



Concentrated Stakeholder and Public Engagement



Multimodal Connectivity



Responsible Investment



Project Funding

Current Funding:

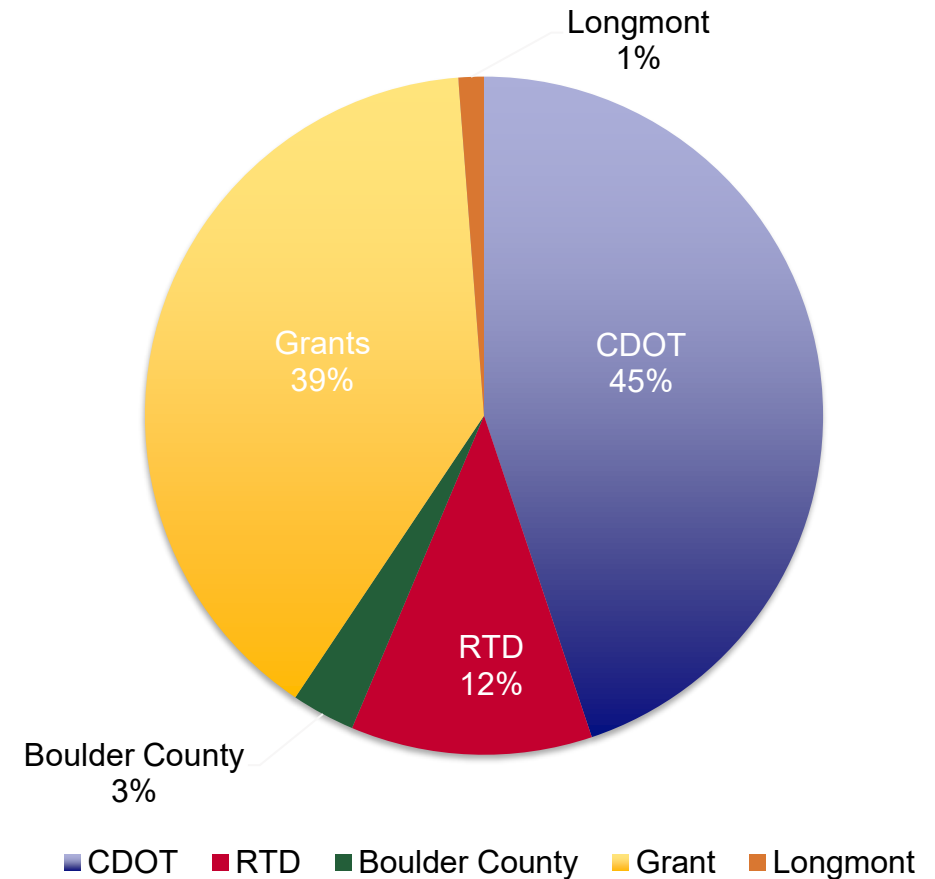
- CDOT - \$74M
- RTD - \$19M
- DRCOG TIP - \$38M
- RAISE Grant - \$25M
- CDOT TAP - \$2M
- Boulder County - \$5M
- Longmont CIP - \$2M

Total Funding: \$165M

Total Cost: \$165M

* Note - All values shown include Pre-Construction and Construction Costs

Funding Committed





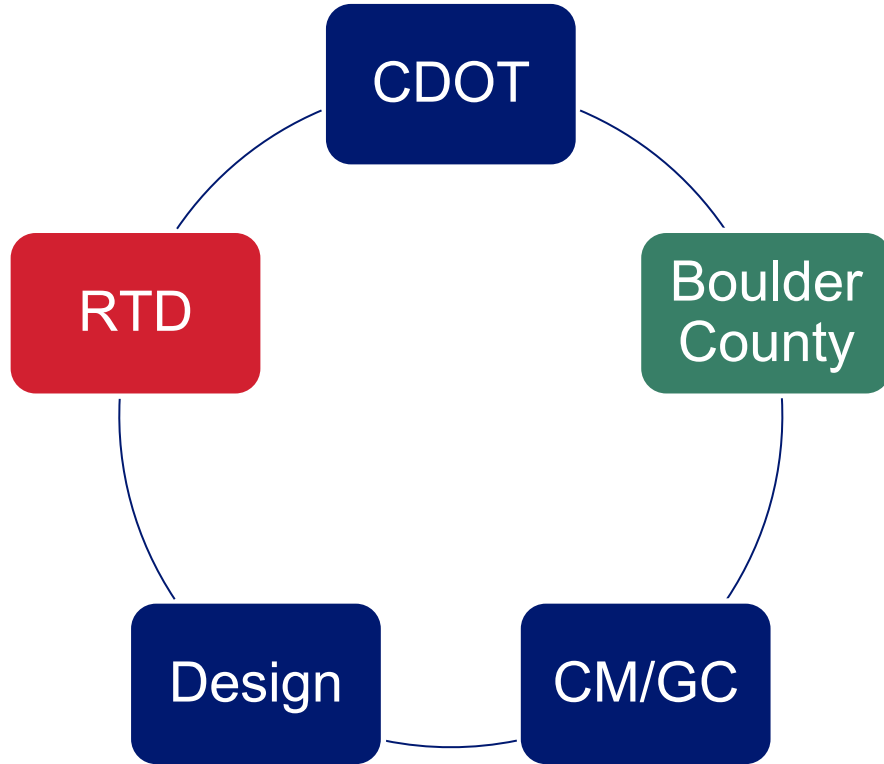
CM/GC Delivery

Construction Manager/General Contractor (CM/GC) Delivery Method

- ✓ Contractor feedback on design
- ✓ **Allows for multiple packages and flexibility in how the work is scheduled**
- ✓ **Options for incremental funding**
 - ✓ **Funding can continue to be acquired during construction and incorporated**
 - ✓ **Project savings can also be reinvested into additional scope for the corridor**
- ✓ Facilitates work with stakeholders and partners
 - ✓ Maintains agency input/control
- ✓ Risk identification and mitigation
- ✓ Cost certainty



Multiple Parties Working Together



Stakeholders

ICE

Con. Manager

• CDOT's Extended Role

- Holds construction contract for all parties' scope elements
- Administrator of all construction funding

• Strong definition of roles and responsibilities among parties

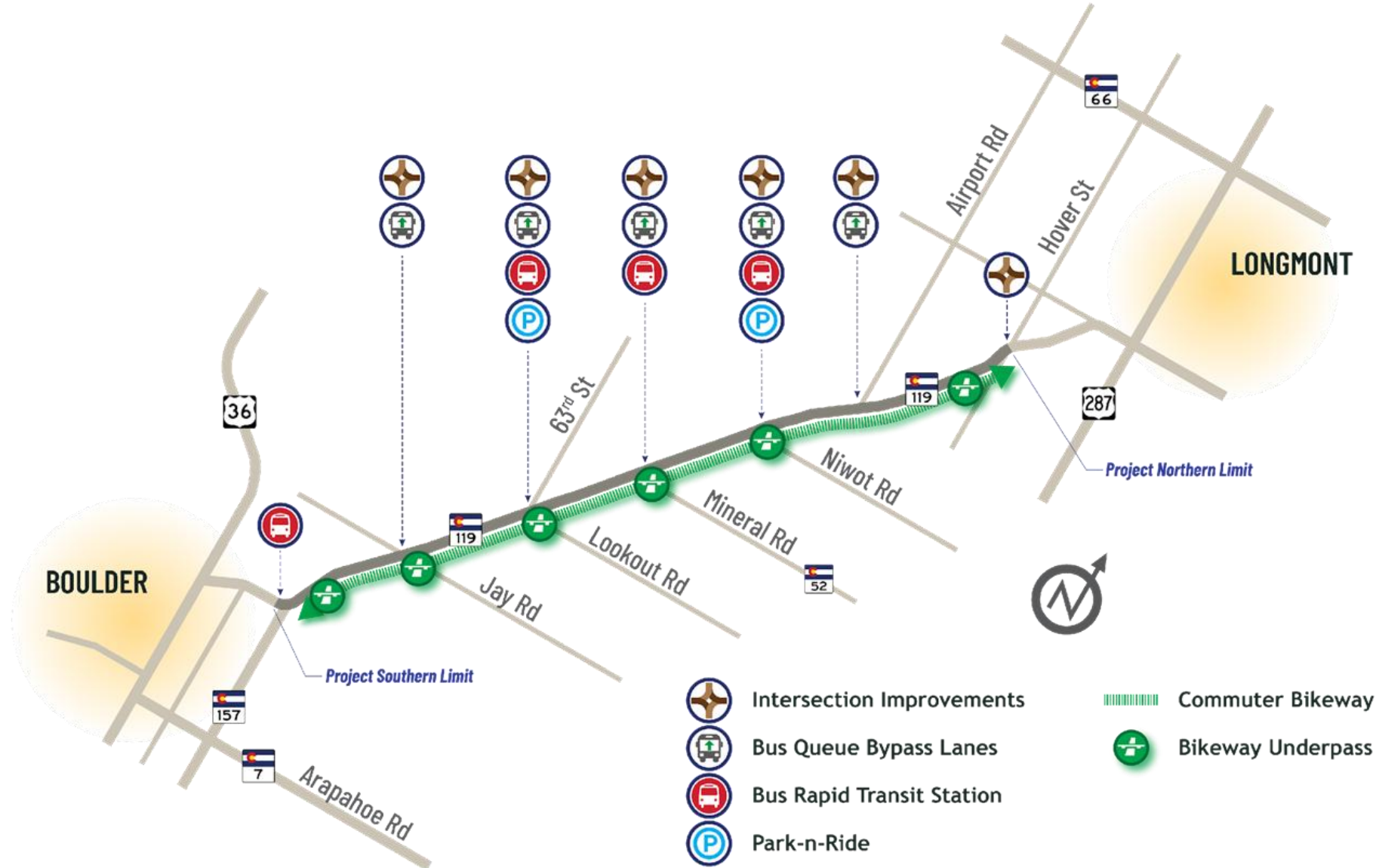
- Clearly defined decision-making authority and protocols
- Partnering and trust
- Collaboration - working together for the betterment of the whole; strategic beneficial cost and work sharing



CO 119 Project Scope Overview

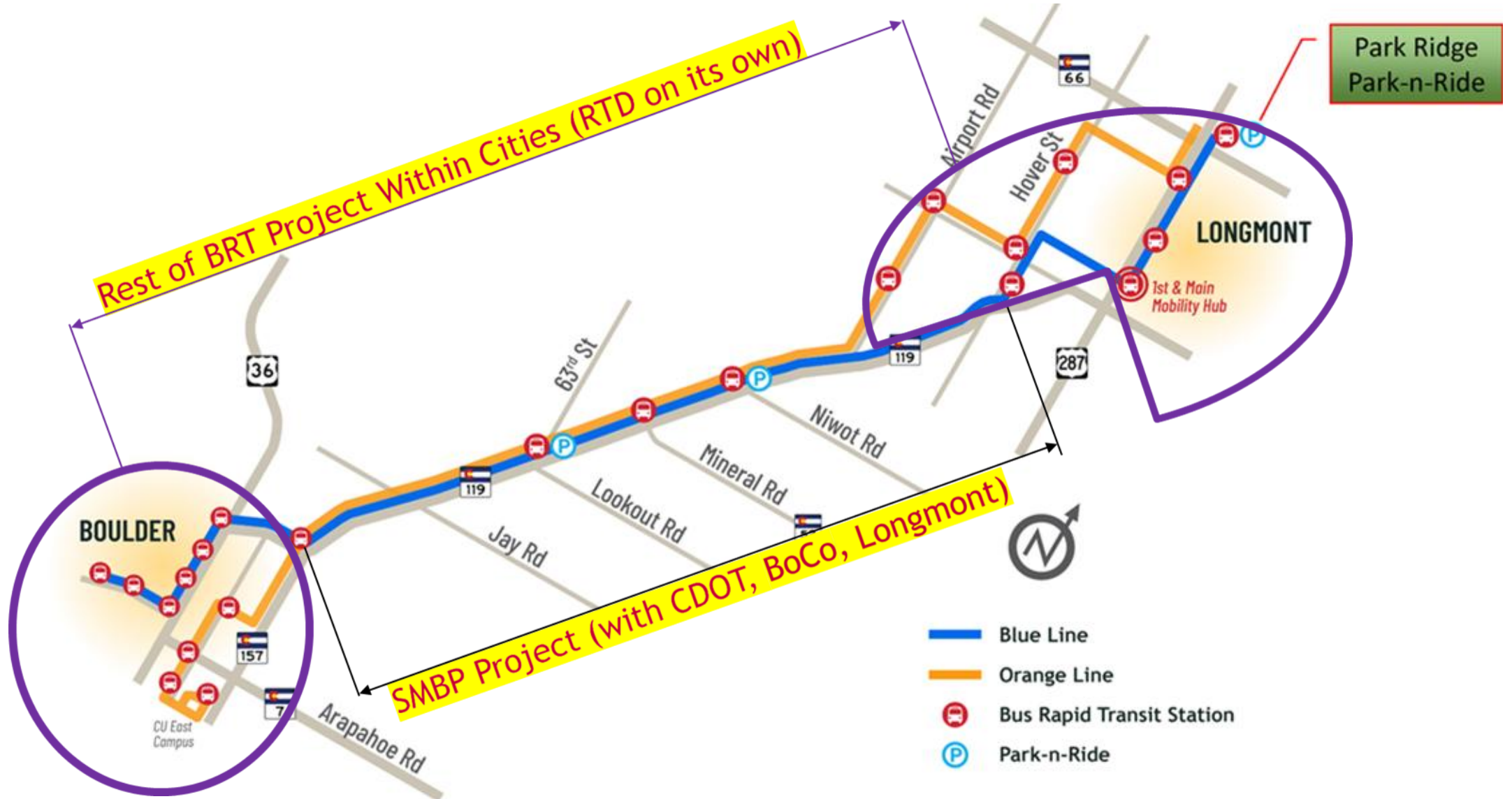


Safety, Mobility and Bikeway Project





Bus Rapid Transit (BRT)

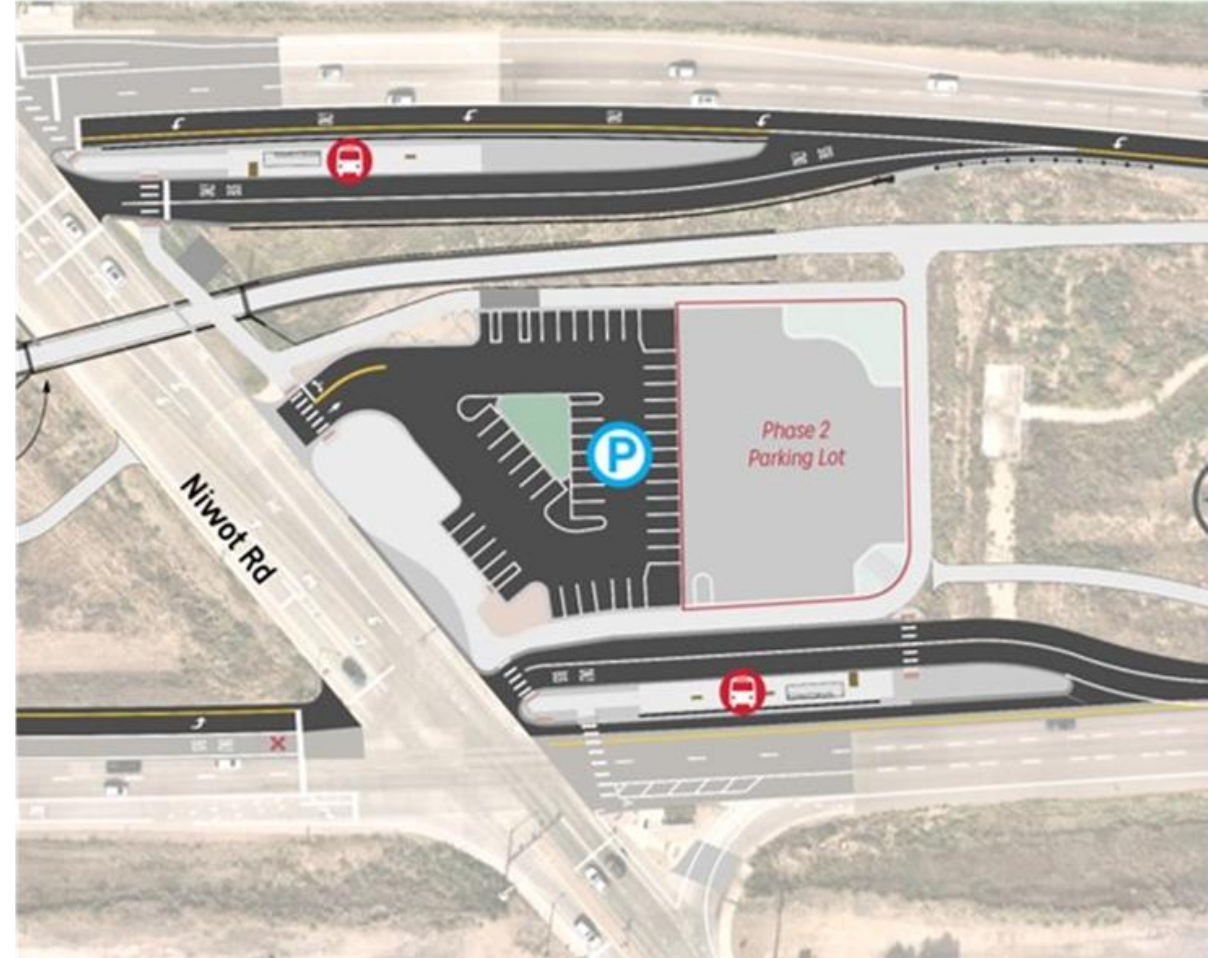




63rd St Park-n-Ride

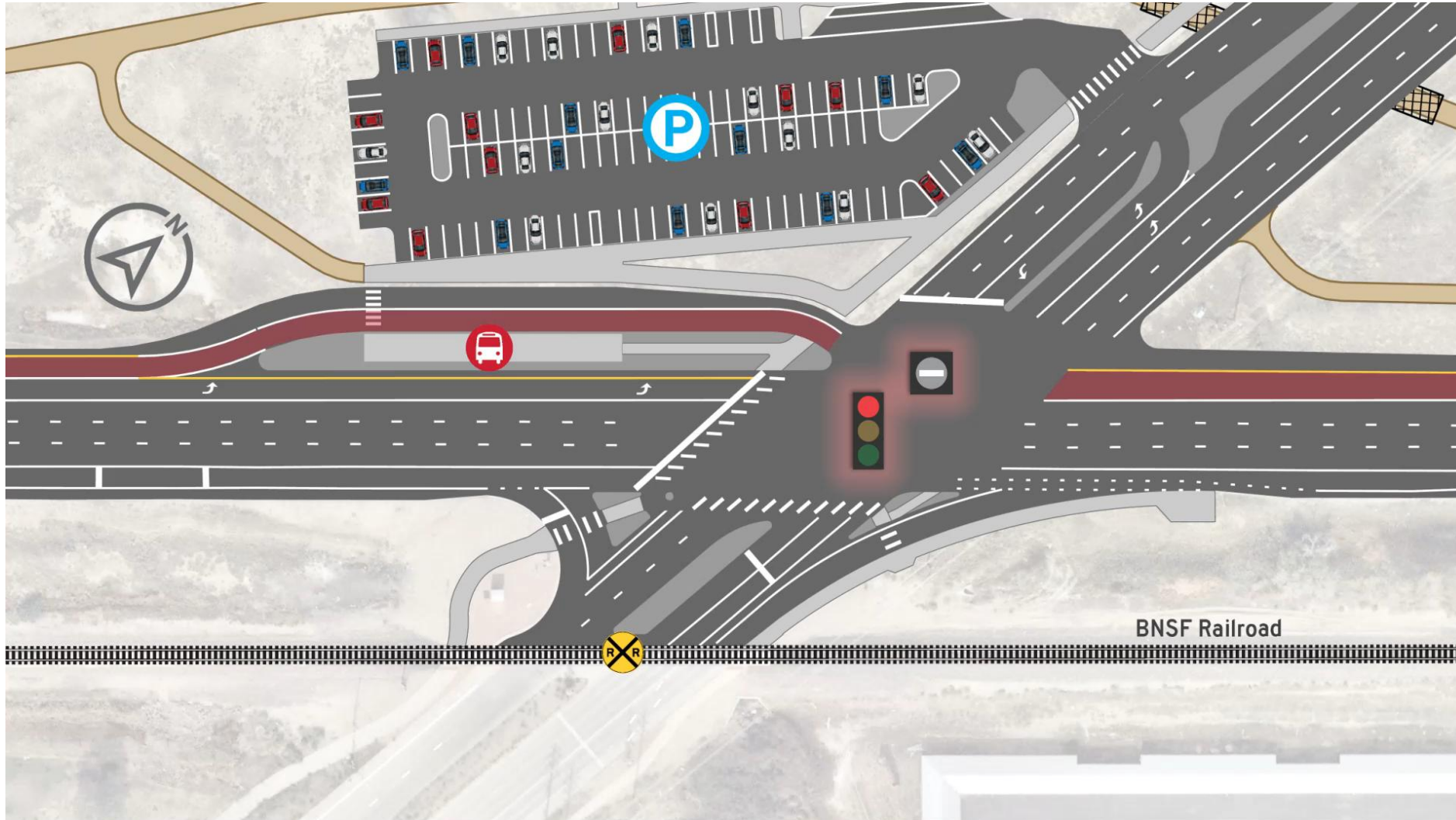


Niwot Rd Park-n-Ride





Queue Bypass Lane



September 20th, 2023

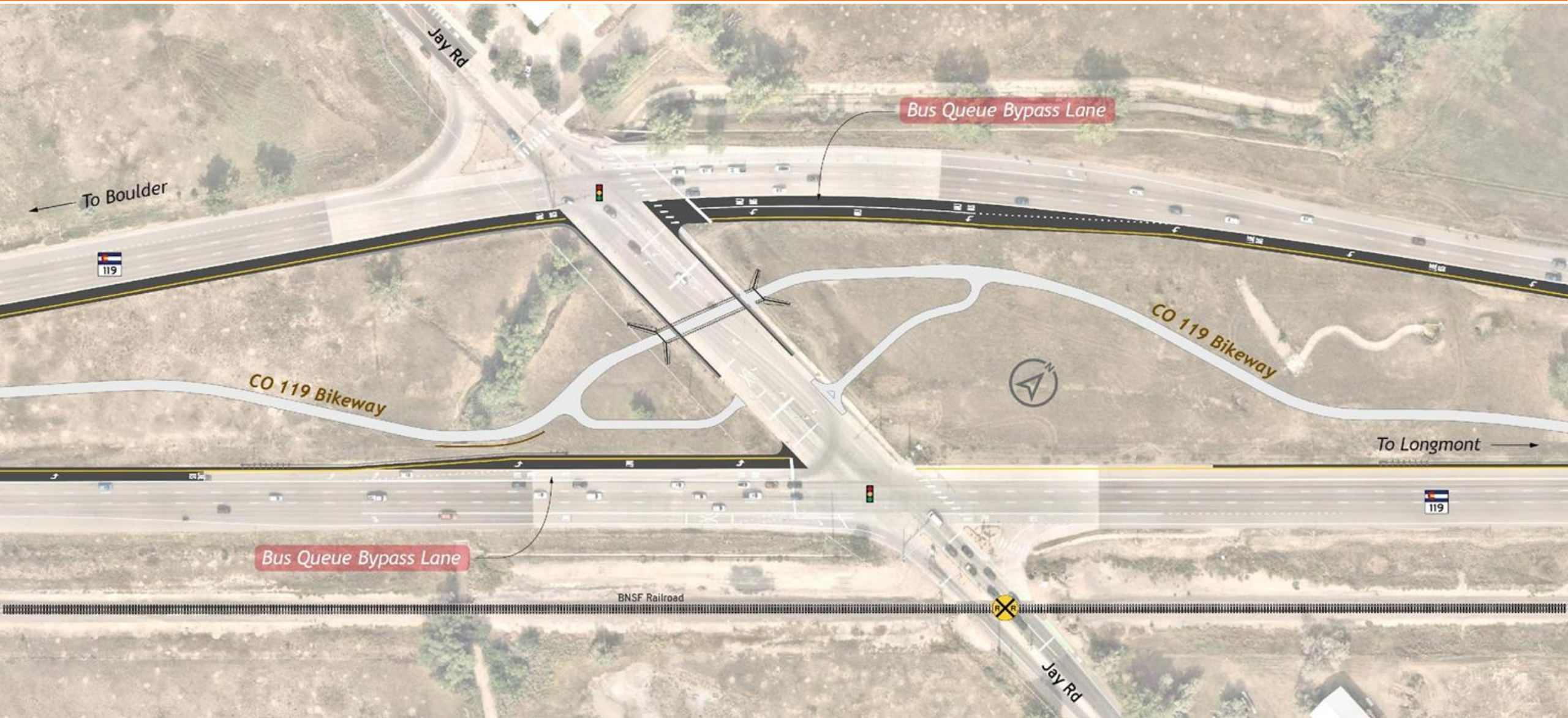


Transit Construction





Jay Road Intersection



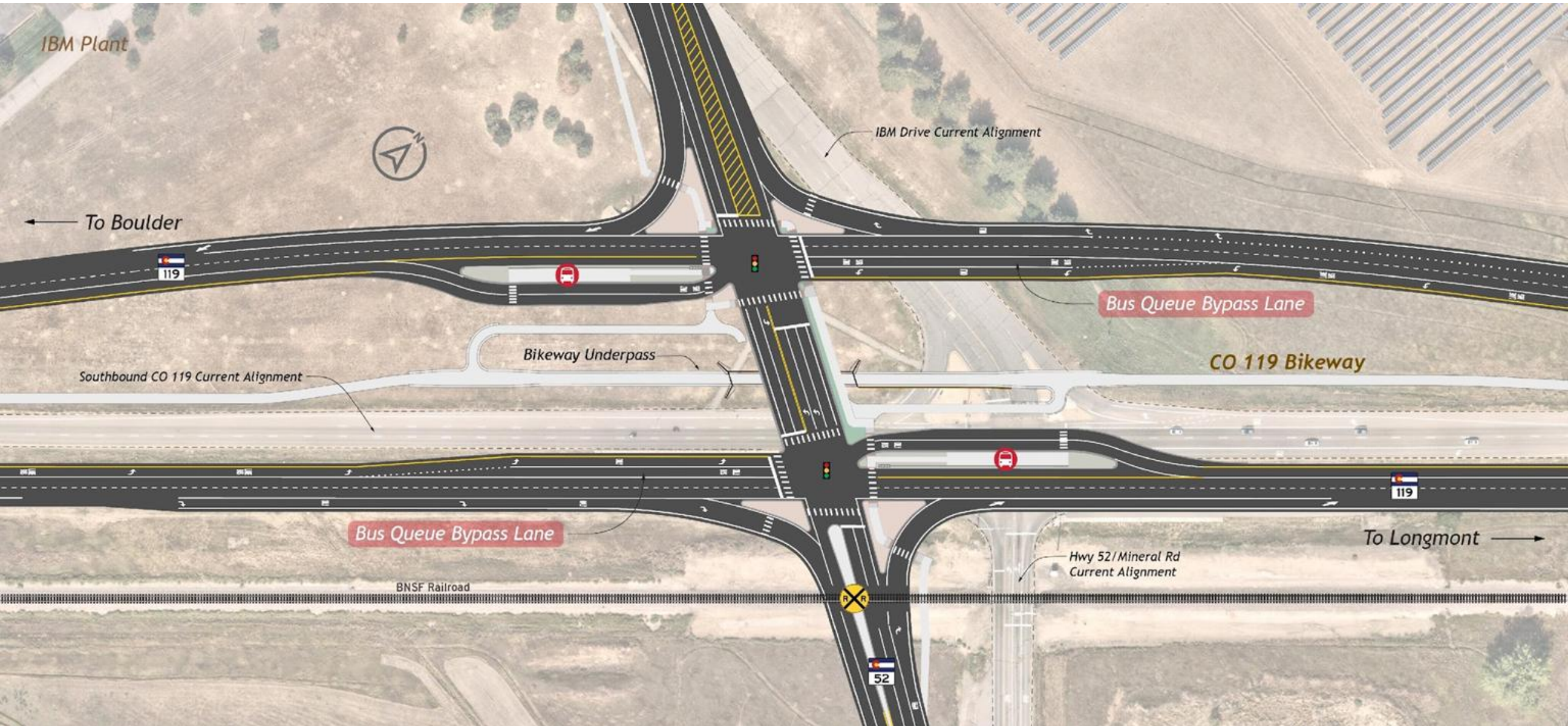


Roadway Construction





CO 52 Intersection





Roadway Construction

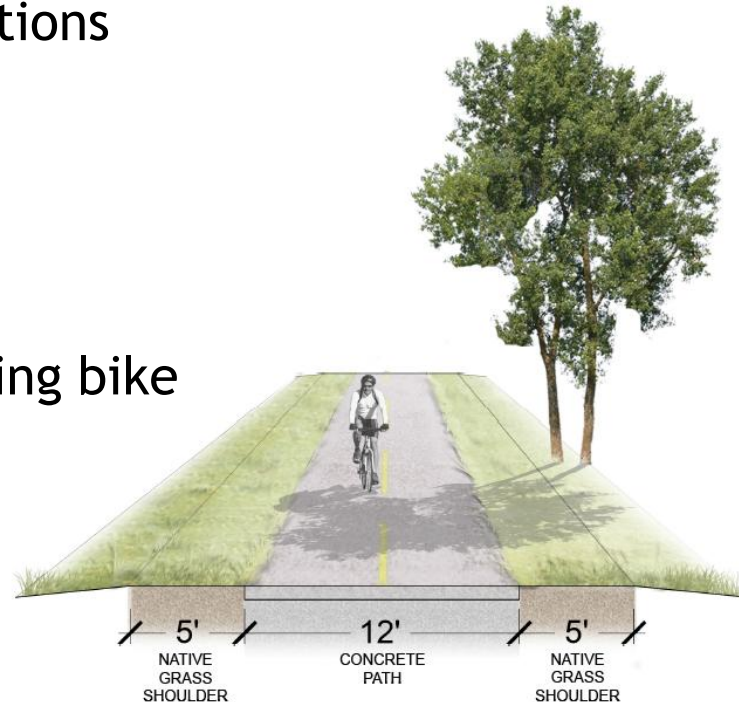




Commuter Bikeway

Safe, Direct, Accessible

- ✓ Separated from road
- ✓ Plowed in winter
- ✓ Grade-separated crossings at major intersections
- ✓ Direct connection to BRT stations
- ✓ E-bikes allowed
- ✓ Connects to existing bike networks
- ✓ ADA accessible





CO 119 Bikeway Construction





CO 119 Lessons Learned



CO 119 Lessons Learned

What worked well?

- Given the complexity of the project, collaboration was the key to overall success
- CDOT's willingness/ability to construct everything together
- Utilizing the expertise in the room (and from other projects) was done throughout the whole design process
- Implementation of all extremely valuable resources and results from previous studies - example: Traffic Study to define the course of design and the whole project
- Having the Contractor in the room proved to be of great value in terms of understanding possible challenges during construction, delivery of materials and staying on schedule and budget



Q&A