



City Council Work Session Agenda

May 12, 2026 at 6:00 PM

Emily Francis, Mayor
Julie Pignataro, District 2, Mayor Pro Tem
Chris Conway, District 1
Josh Fudge, District 3
Melanie Potyondy, District 4
Amy Hoeven, District 5
Anne Nelsen, District 6

Council Information Center (CIC)
300 Laporte Avenue, Fort Collins

Cablecast on FCTV
Channel 14 on Connexion
Channel 14 and 881 on Comcast

Carrie Daggett
City Attorney

Kelly DiMartino
City Manager

Delynn Coldiron
City Clerk

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol: [Rules of Procedure](#)

ATTENDANCE OPTIONS

- Meetings are open to the public and can be attended by anyone in person by anyone.
- Meetings are televised live on Channels 14 & 881 on cable television.
- Meetings are livestreamed on the City's website, <https://fortcollins.gov/fctv>.

CITY COUNCIL WORK SESSION 6:00 PM

Amended on 5/11/2026

A) CALL MEETING TO ORDER

B) ITEMS FOR DISCUSSION

1. Flock/ALPR Usage

This item was amended on May 11, 2026, to remove the words "Staff Report" from the title.

The purpose of this item is to discuss the Flock Safety System and ALPR usage.

2. Vision Zero

The purpose of this item is to discuss advancing Vision Zero as a City Council priority. The presentation will highlight Vision Zero background information, work plan items currently underway or identified, and key next steps.

3. Role of Community Engagement in Policy Making

The purpose of this item is to share the City's engagement process when seeking input from community members. The aim is to build a consistent process and shared language around how community input is sought during the policy development process and to seek input from City Council on this process.

C) ANNOUNCEMENTS

D) ADJOURNMENT

Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide advance notice. Requests for interpretation at a meeting should be made by noon the day before.

A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione aviso previo. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.

File Attachments for Item:

1. Flock/ALPR Usage

This item was amended on May 11, 2026, to remove the words "Staff Report" from the title.

The purpose of this item is to discuss the Flock Safety System and ALPR usage.

WORK SESSION AGENDA ITEM SUMMARY

City Council



PRESENTERS

Jeff Swoboda, Chief of Police
Greg Yeager, Deputy Chief of Police
Adam McCambridge, Assistant Chief of Patrol

SUBJECT FOR DISCUSSION

Flock/ALPR Usage

EXECUTIVE SUMMARY

This item was amended on May 11, 2026, to remove the words "Staff Report" from the title.

The purpose of this item is to discuss the Flock Safety System and ALPR usage.



ATTACHMENTS

1. Flock/ALPR Usage Memo
2. Presentation

Item 1.



Memorandum

Date: April 30, 2026
To: Mayor and City Councilmembers
Through: Kelly DiMartino, City Manager 
Jeff Swoboda, Chief of Police
From: Greg Yeager, Deputy Chief of Police 
Adam McCambridge, Assistant Chief of Patrol
Subject: Flock/ALPR Usage

Background and Purpose

On February 24, 2026, FCPS Executive Staff members met with the City Council to provide an overview of the operations, protections, efficacy, and safety of the Flock Safety Automated License Plate Reader (ALPR) system. That work session was followed by a memorandum on March 5, 2026, replying to numerous inquiries raised during the February 24th discussion. City Council members requested additional information regarding potential paths forward related to FCPS' use of the Flock Safety ALPR system.

It is worth noting that State Legislature, in the last week, postponed indefinitely two bills (SB-070 and HB-1037) which would have resulted in significant restrictions on the use of this technology. Both may be reintroduced in the 2027 Session. A similarly themed bill was introduced to the US House of Representatives on April 23rd and it could affect the warrant requirements for using such systems. Finally, a local petition for a ballot initiative may result in changes to how this technology is selected and utilized in the City of Fort Collins. A final outcome may not be known until November 2026. Options below may be affected by any potential law changes.

Our purpose is to offer options for the Council to improve governance, while considering community concerns related to privacy, data use, and oversight and the Council's own priorities.

Option 1: Continue Current Deployment While a Council Technology Policy and RFP Process are Completed



The Flock Safety system could be utilized, unless impacted by pending legislation, until the contract ends on April 9, 2027, while the Council develops a technology use policy and a Request for Proposals (RFP) process is launched to find the best vendor for 2027. This maintains current operations without changes while allowing time for Council policy direction and future procurement. Flock Safety cannot be excluded from the RFP process.

Option 2: Enhance Current Deployment with Additional Controls and Oversight

Continue use of the Flock Safety system while strengthening controls and oversight in response to Council and community concerns. This offers stability while expanding trust and expediting completion of a Council technology use policy which would instruct future actions.

- **Reduce data retention from 30 days to 23 days**

The current 30-day retention helps to ensure data is available within a reasonable investigative timeline. Considerations include variable timing of victim reporting, initial Patrol-level intake and investigation, and subsequent assignment to a detective for follow-up investigation. It may take days or weeks for investigators to develop enough information to utilize the system. A 23-day retention may still allow them to find wanted vehicles before the data is deleted.

- **Enhance remedies for misuse or unauthorized disclosure in Flock contract**

Request the incorporation of city-preferred language that increases contractual consequences for mishandling or improperly disclosing sensitive information.

- Flock recently added language specifically for Commerce City.

- **Enhance Audit Activity**

- Post current monthly audits to the FCPS Transparency Page
- Share audits with a body identified by the Council (e.g. Citizen Review Board)
- Stronger audit and accountability language: Add detail around “complete and unaltered” access logs, tie access to case/incident numbers, and commit to working with city auditors and public records obligations to show exactly how the technology is being used.

- **Examples of Use Modifications**

Boulder (04/27/2026)¹: Boulder launched a competitive bidding process for its ALPR as it reassessed its relationship with Flock Safety. The city signed a temporary extension with



Flock that included updated privacy provisions that allow Boulder to exit the deal with 30 days' notice. Flock is likely to submit a bid to remain its provider.

The selected vendor will operate approximately 50 cameras at key arterial roads and city entrance points that can capture plates and vehicle details. The city did not request a specific data retention period, but it wants control over that time frame and data sharing.

Durango (04/20/2026)2: Durango residents drafted an ordinance that would limit how Flock license plate reader cameras operate in the city. The proposal would severely restrict how long recordings are stored, who can access them, and when a warrant is required to review footage.

Option 3: Discontinue Current Deployment and Initiate Competitive Procurement

FCPS could immediately discontinue its use of the system and begin the process of selecting a new vendor following the City's RFP process. This option removes a valuable investigative tool until the RFP process identifies a successor, funding is secured for the 2027 budget, and a new system is deployed. Flock Safety cannot be excluded from the RFP process.

The current contract is fully paid through April 2027; discontinuing use would not result in a refund and future procurement would require additional funding. Further, this option may also affect regional data sharing benefits currently available through Colorado-only agencies using the same system.

Denver (03/31/2026)3: Denver decommissioned and removed all 110 Flock Safety license plate reader cameras across the city as its contract expired. Denver City Council approved a contract with Axon to provide a replacement system. The replacement cameras won't be operational for several weeks, and the new system will include only 50 cameras.

Option 4: Eliminate ALPR for Police Services

If the Council chooses to eliminate all ALPRs, it will impact the ability or timeliness of developing investigative leads in certain cases. FCPS previously listed and explained the weekly successes of these devices which result in the safe recovery of lost children, adults, and property. Through mid-April 2026, Flock technology has been used in over 100 cases, approximately half of which resulted

Item 1.



in a citation or arrest. Local cases include serious crime resolutions, as noted during the District Attorney's comments to Council on April 14th.

Recommendations

Fort Collins Police Services and regional partners agree that retaining the use of ALPR systems is beneficial to providing safety and the pursuit of justice in our city. Therefore, FCPS leadership recommends retention of ALPR technology, while adding oversight and data protections to maintain the public's trust, as the City Council provides policy guidance on its use.

¹ <https://www.axios.com/local/boulder/2026/04/27/boulder-flock-license-plate-reader-bids-privacy-concerns>

² https://bento.pbs.org/prod/filer_public/kрма-bento-live-pbs/PDFS/75adde5e98_deflock%20ordinance%20proposal.pdf

³ <https://www.9news.com/article/news/local/denver-removes-flock-license-plate-reader-cameras/73-eaf91d0a-3b90-45f5-8338-dbb9f79a8712>

Flock ALPR use in the City of Fort Collins

Jeff Swoboda, Chief of Police

Greg Yeager, Deputy Chief of Police

Adam McCambridge, Asst. Chief of Patrol



Item 1. Background & Influences

- February 24: FCPS Executive Staff members met with City Council to provide overview of operations, protections, and efficacy of the Flock Safety Automated License Plate Reader (ALPR) system.
- March 5: Memorandum sent replying to numerous inquiries raised during February 24th work session
 - Council requested additional information regarding potential paths forward.
- Colorado Legislature bills (SB-070 and HB-1037) were postponed indefinitely for 2026 but may be reintroduced for the 2027 Session and could significantly affect warrant requirements for using this technology.
 - 2026 legislative session ends May 13th
- April 23: A similarly themed bill was introduced to the US House of Representatives.
- Finally, a local petition for a ballot initiative may result in significant changes in how this technology is selected and utilized in the City of Fort Collins.
 - Outcome may not be known until November

Our purpose is to offer options for the Council to improve governance, while considering community concerns related to privacy, data use, and oversight and the Council's own priorities.

Option 1: Continue Current Deployment While a Council Technology Policy and RFP Process are Completed

- System could be utilized until contract ends on April 9, 2027, while Council develops technology use policy
- Request for Proposals (RFP) process can be launched to find best vendor for 2027
 - Flock is allowed to submit.
- Allows stability and next steps responsive to legislation and Council policy

Option 2: Enhance Current Deployment with Additional Controls and Oversight

- Use current system while implementing additional controls and oversight
- Allows some stability while expanding trust and expediting completion of a Council technology use policy
- Reduce data retention from 30 to 23 days.
 - Reporting delays and time needed for investigative leads may make this difficult
 - 23-day retention may still allow them to find wanted vehicles before data is deleted
- Enhance remedies for misuse or unauthorized disclosure

Request city-preferred language increasing contractual consequences for mishandling or improperly disclosing sensitive information

 - Flock recently added language specifically for Commerce City.
- Enhance Audit Activity
 - Post current monthly audits to FCPS Transparency Page
 - Share audits with body identified by Council (e.g. Citizen Review Board)
 - Stronger audit-accountability language: Add detail to “complete and unaltered” access logs, tie access to case/incident numbers, and commit to auditor and public records obligations showing exactly how technology is used

Option 3: Discontinue Current Deployment and Initiate Competitive Procurement

- Select new vendor through City’s RFP process
 - Flock Safety cannot be excluded from that RFP process.
- Flock contract paid through April 2027, so funding would be lost
- FCPS could discontinue Flock leaving an investigative gap until the RFP process identifies a vendor
- Funding would be allocated for the 2027 budget and a new deployment.

Option 4: Eliminate ALPR for Police Services

- If Council chooses to eliminate all ALPRs, it will impact the ability or timeliness of developing investigative leads in certain cases.
- FCPS previously listed and explained the weekly successes of these devices which result in the safe recovery of lost children, adults, and property as well as making criminal arrests.
 - Through mid-April 2026, Flock technology has been used in over 100 cases, approximately half resulted in a citation or arrest. Those cases include significant crime resolutions.
 - Local cases include serious crime resolutions, as noted during the District Attorney’s comments to Council on April 14th.

- **Fort Collins Police Services and regional partners agree that retaining the use of ALPR systems is extremely beneficial to providing safety and the pursuit of justice in our city.**
- **FCPS leadership recommends retention of ALPR technology, while adding oversight and data protections to maintain the public's trust, as the City Council provides policy guidance on its use.**

Item 1.



Thank you!



File Attachments for Item:

2. Vision Zero

The purpose of this item is to discuss advancing Vision Zero as a City Council priority. The presentation will highlight Vision Zero background information, work plan items currently underway or identified, and key next steps.

WORK SESSION AGENDA ITEM SUMMARY

City Council



STAFF

Drew Brooks, Deputy Director PDT
Aaron Iverson, Manager FC Moves
Tyler Stamey, City Traffic Engineer
Kristy Volesky, Police Assistant Chief

SUBJECT FOR DISCUSSION

Vision Zero

EXECUTIVE SUMMARY

The purpose of this item is to discuss advancing Vision Zero as a City Council priority. The presentation will highlight Vision Zero background information, work plan items currently underway or identified, and key next steps.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. What questions or additional input would Council like to provide on the Action Plan for 2026-2027?
2. What questions or additional information would Councilmembers like regarding the impacts/tradeoffs of Vision Zero?

BACKGROUND / DISCUSSION

Vision Zero is a transportation safety approach to eliminate serious injury and fatal crashes. Traffic safety has always been a priority for the City. Even before adoption of the Vision Zero Action Plan in 2023, Fort Collins was the first city to sign on to the Colorado Department of Transportation's Moving Toward Zero Initiative in 2016. The Vision Zero Action Plan establishes the goal of zero serious or fatal crashes on the transportation system by 2032, a goal that embraces the idea that no serious or fatal crashes should be acceptable regardless of the conditions or distractions that roadway users experience (see Vision Zero Action Plan link in Attachments/Links).

The overarching goal of the Vision Zero Action Plan is to focus on vulnerable road users, people outside of a motor vehicle who may be driving a motorcycle, walking, biking, using a wheelchair or utilizing another micromobility device.

Underneath this overarching goal, the Plan identified Transformative and Supporting Actions in five goal areas:

- Support mode shift to reduce motor vehicle trips
- Promote a culture of traffic safety
- Prioritize safer speeds and multimodal places
- Increase data transparency and partnerships
- Center equity

While protecting vulnerable road users is an overarching goal, most recommendations and their anticipated outcomes improve safety for all road users. The sections that follow review progress, summarize resources supporting the effort, outline the work plan, and identify next steps.

Progress

Some key activities and accomplishments advancing the City toward Vision Zero include:

- Infrastructure and operations
- Progress and crash tracking dashboard
- Capital projects checklist
- Before and after studies
- Crash analysis to understand trends
- Traffic enforcement, education, and outreach

This is a subset of the work and staff are continuing to compile a comprehensive account of all Vision Zero progress across departments. Ultimately, the goal is to build a Progress Dashboard for tracking and transparency.

1. Infrastructure and operations

Transformative Action #4 is “Implement engineering countermeasures and design streets to manage traffic speeds”. Completed projects and studies are described in annual Safety in the City reports (see Safety in the City reports in Attachments/Links, 2024 report page 15-17, 2025 report page 23). Infrastructure improvements involve several steps that typically take several years: identification of the problem, development of the concept, design of the project, and construction. At any time, many projects are in several stages of development. Projects may involve multiple phases and multiple funding sources.

2. Progress and crash tracking dashboards

Transformative Action #9, “Perform annual analysis, before & after studies, and **documentation on Vision Zero progress** to celebrate successes and identify areas for improvement” recommended creating a **progress dashboard** (see Progress dashboard link in Attachments/Links). An initial progress dashboard recently developed shows:

- High Injury Network
- Speed Corridors
- Completed projects and studies

High Injury Network and Speed Corridors: Arterial roads (fast, busy, multilane roads) make up most of both the High Injury Network and the Speed Corridors (see Maps and Progress dashboard link in Attachments/Links). The two maps are similar because severe crash history was used to identify both High Injury Network and Speed Corridors. They are different because Speed Corridors were identified from a combination of severe crash history and speed data and because the High Injury Network was determined separately for each mode (motor vehicles and motorcycles, bicycles, and pedestrians) and the top tier of each mode was combined into a single High Injury Network.

Completed projects and studies: More information about completed projects and studies in the progress dashboard is available in pop ups that appear when the user clicks on the individual project or study.

Supporting Action 4.5 is “Provide a dashboard with accessible data about traffic fatalities and serious injury crashes on the City’s website and incorporate data and trends into the annual safety report”. The **crash dashboard** was completed in 2023 and is updated daily. It shows all crashes in the previous five years as well as most crashes to date in the current year (see Crash dashboard link in Attachments/Links).

3. Capital projects checklist

Transformative Action #7 of the Vision Zero Action Plan, “Include Vision Zero analysis as part of planning process for all infrastructure projects”, recommends creating a Vision Zero checklist to institutionalize prioritizing safety first in all stages of capital project planning and development, and project review. The checklist has been in use for over a year and used for about 15 projects (see Capital Project Checklist in Attachments/Links). Engineering staff provided feedback on this checklist:

- Most checklist items were being done already on most projects, especially those with grant funding that had similar requirements.
- Coordination with transit and consideration of placemaking were two new elements.
- The checklist helps standardize what’s considered for all projects, regardless of funding source.
- The checklist prompts early coordination, preventing surprise expenses later in the design process.
- The checklist institutionalizes consideration of all the elements that will endure through staff changes.

This checklist will be used on all projects, including those intending to expand capacity. Projects to expand capacity will be scrutinized in light of the Goal Area “Support Mode Shift to Reduce Motor Vehicle Trips”.

Support Mode Shift: Promoting sustainable transportation such as walking, biking, and using public transit will help the Fort Collins community reduce dependency on motor vehicles. Motor vehicles are involved with nearly all severe traffic crashes; therefore, the development of safe multimodal street networks, and programs and policies that increase the use of sustainable modes and decrease the use of motor vehicles can help the community achieve Vision Zero.
(from Fort Collins’ Vision Zero Action Plan)

4. Before and after studies

Transformative Action #9 is “Perform annual analysis, **before & after studies**, and documentation on Vision Zero progress to celebrate successes and identify areas for improvement.” Before and after studies measure the effectiveness of infrastructure projects and operations improvements, informing future projects. Several studies are highlighted in Safety in the City reports (2024 report page 18-19, 2025 report page 22). For example, protected left turns reduced crashes by 90% at College and Trilby. Signal operations such as protected left turns and increased pedestrian phases have been the low-hanging fruit,

easier to implement at lower cost than other countermeasures. Further signal operation changes may not be as easy and inexpensive because they will require updated infrastructure, like signal cabinets, poles and mast arms.

5. Crash analysis to understand trends

Transformative Action #9 is “**Perform annual analysis**, before & after studies, and documentation on Vision Zero progress to celebrate successes and identify areas for improvement.” The original purpose of the annual Safety in the City reports was crash analyses to identify patterns and trends to inform enforcement, operations, programs and infrastructure. Crash patterns and trends are used in prioritization of locations as well as selection of countermeasures.

Safety in the City reports analyze crashes to identify the most common crash types and patterns of crash factors, drivers, vehicles and environments (Safety in the City 2024 page 2-9, 2025 page 6-14). A key element of the analysis is the Top 50 Excess Crash Cost intersections, those intersections that experience more severe crashes than expected based on characteristics such as number of lanes and traffic volume (Safety in the City 2024 page 13, 2025 page 18). These intersections are opportunities to have a big impact on reducing severe crashes. Future analyses will include overall crash hot spots as well, because all severe crashes should be eliminated whether they exceed expected numbers or not.

6. Traffic enforcement, education, and outreach

Enforcement, education, outreach and post-crash care complement our roadway infrastructure and operational improvements. These activities include “Slow the FoCo Down” campaign, Safe Routes to School programming, Fort Collins Friendly Driver classes, automated enforcement and first responder training, equipment and systems.

Fort Collins Police Services has made a concerted effort to support Vision Zero through a variety of efforts such as supporting and expanding automated speed enforcement, increased traffic enforcement, DUI saturation efforts, scheduling changes to increase coverage, and numerous outreach efforts that engage the community to hear their concerns related to traffic safety (see Police Vision Zero Accomplishments in Attachments/Links).

Resources

Federal, state and local funds and local staff support Vision Zero efforts.

1. Federal and state funding sources

Examples of federal and state funding programs for recent grant awards the City has received include:

- US Department of Transportation Federal Highway Administration
 - Safe Streets and Roads for All
 - This program is unlikely to be renewed after this year. The City received grants in 2023 and 2024 for supplemental planning and demonstration projects supporting Centre Avenue Demonstration Project, Safer Streets Northwest study, Lake Street Demonstration Project, Code and Standards Update, and Harmony Road corridor study.
 - City is applying for implementation and supplemental planning in 2026 to support Shields Street systemic improvements, school transportation safety studies, and post-crash care equipment and training.

- Colorado Department of Transportation
 - Highway Safety Improvement Program
 - HSIP is a long-standing federal program administered by states that funds smaller projects, with a set-aside for bicycle and pedestrian systemic improvements. The City has been awarded HSIP funding every year.
 - Safe Routes to School
 - City received SRTS grants in 2023 and 2024 for crossings near Zach Elementary, sidepaths and crossing near Irish Elementary.
 - Community Clean Transportation Assistance Program
 - CCTAP was created by Nonattainment Area Air Pollution Mitigation Enterprise. The City received grants for Taft Hill Road sidepaths and the Connecting North College study.
- Colorado Energy Office
 - Local IMPACT Accelerator
 - The City received an IMPACT grant for policy updates and Laurel Street protected intersections and bike lanes.
- North Front Range Metropolitan Planning Organization (NFRMPO)
 - Transportation Alternatives Program
 - TAP is a federal program administered by NFRMPO. The City received a TAP grant in 2023 for Laporte Avenue.

2. Local funding sources

The City leverages local funds for federal and state grant match, sometimes mixing several grant sources to fund different elements of a project. For example, a Safe Routes to School grant provided funding for sidepaths on Vine Drive and Irish Drive and a crosswalk at Vine Drive while a Highway Safety Improvement Program grant is funding the rectangular rapid flashing beacon at the new Vine Drive crosswalk.

Match requirements range from 5% to 50%, so local dollars can be magnified considerably when used as local match. However, federal grants come with requirements that increase the cost of projects and partially offset the leveraging power of local funds. Local match can be cash or in-kind, such as staff capacity. Local funds can also directly fund improvements, especially those smaller in scope.

Local funds include:

- Community Capital Improvement Program
 - CCIP has separate Bike, Ped, or Arterial Intersections buckets that are often a good fit for safety projects.
- 2050 Climate Tax
 - Capitalizes on the intersect of climate, active modes, and traffic safety

- Repaving program
 - Routine repaving is an opportunity to implement some countermeasures at lower cost than if countermeasures were installed at other times.
- Speed camera revenue
 - If successful, speed cameras would generate no revenue because no one would be speeding

3. Local funding sources

Reorganization and reallocation can provide non-cash resources for Vision Zero.

- Reorganization
 - Example: Engineering and FC Moves merger
 - Supports planning and coordination between departments
- Reallocating staff time to Vision Zero
 - Potential example is annual neighborhood traffic speed study
- Reallocating resources from other programs
 - Potential example is Neighborhood Traffic Mitigation Program
 - Funds crosswalks and speed bumps on neighborhood roads
 - Most severe crashes occur on the High Injury Network, not on neighborhood roads
 - 2026 funds are already committed to neighborhoods that have gone through the application process
 - Availability of 2027 funds uncertain

Work Plan

Each year, Safety in the City reports works in progress and upcoming efforts (2024 report page 19, 2025 report page 23). The proposed work plan below contains key strategies and efforts that are ongoing, near term (in the next two years) or long term that advance Vision Zero.

1. Ongoing

- Automated enforcement
 - This program is self-supporting. It has had an initial high impact but is likely to have diminishing returns with expansion. While revenue fell short of expectations during the first two years, a new contract may result in more revenue to support Vision Zero efforts. Some residents are uncomfortable with the technology and revenue transparency.
- Before/after studies
 - Evaluation is important to determine how well countermeasures worked. Speed data are available immediately while crash data are available one year after project completion. Even projects that underperform compared to expectations can inform future projects.

- Education campaign
 - Slow the FoCO Down is an education campaign that is popular with residents and complements other efforts.
- Signal timing on the High Injury Network
 - Examples of signal timing changes are protected left turns, leading pedestrian intervals, increased pedestrian phasing, and corridor timing. The easiest opportunities have been completed. Other opportunities will require cabinets, poles, and mast arms.

2. Near term (2 years)

- Communications coordination
 - The new centralized engagement effort will provide resources and standardized processes. Staff are developing Vision Zero materials and resources for multiple programs and projects for consistent messaging. A new effort is cross departmental coordination of communications, engagement, outreach, and education.
- Evaluate speed limits on the High Injury Network
 - Reducing speed limits will require replacement of speed limit signs. On its own, this may not reduce traffic speeds, but it allows other speed reduction countermeasures.
- Motorcyclist education
 - Many motorcycle drivers involved in severe crashes do not have the motorcycle endorsement on their license. City staff can work with agencies that provide training to provide more local opportunities for motorcyclists to get the endorsement.
- Quick build countermeasures on the High Injury Network
 - Quick build projects are less expensive than concrete work. They require design, materials, labor. They have potential for high localized reduction in severe crashes.
- Reallocation resources
 - Reallocating resources can improve efficiency and increase staff capacity for Vision Zero.
- Safe Systems training
 - Training can ground staff in Safe Systems approach. Resources for training have not yet been identified.
- Standards update
 - A Safe Streets for All grant is supporting updates to street standards (LCUASS), traffic code, and development code to align with Vision Zero. These updates will allow other speed reduction countermeasures, such as narrowing lane widths, and could facilitate requiring bicycle and pedestrian infrastructure with new development.
- Vision Zero dashboard
 - A dashboard supports planning and coordination between departments.

3. Long term (>2 years)

- Permanent infrastructure countermeasures on the High Injury Network
 - Permanent infrastructure lasts longer than quick build projects. Like quick build, it requires design, materials, labor and has potential for high localized reduction in severe crashes.

NEXT STEPS

- Refine work plan based on Council feedback
- Expand Vision Zero Task Force
- Implement action items, monitor and adjust as needed

ATTACHMENTS / LINKS

1. Maps
2. Safety in the City reports
3. Capital projects checklist
4. Police Vision Zero Accomplishments
5. Presentation
6. Vision Zero Action Plan: <https://www.fortcollins.gov/files/sharedassets/city/v/1/planning-development-amp-transportation/fc-moves/vision-zero-action-plan-2023.pdf>
7. Crash dashboard:
<https://fcgov.maps.arcgis.com/apps/dashboards/5244bcd8f4164f52983baa0419253a3c>
8. Progress dashboard:
<https://fcgov.maps.arcgis.com/apps/mapviewer/index.html?webmap=45cdad6a6e3f45d29a52deb9443ed40a>

Item 2.



Overland Rd

Mulberry St

Prospect Rd

Drake Rd

Horsetooth Rd

Harmony Rd

Taft Hill Rd

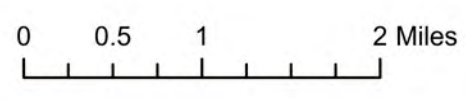
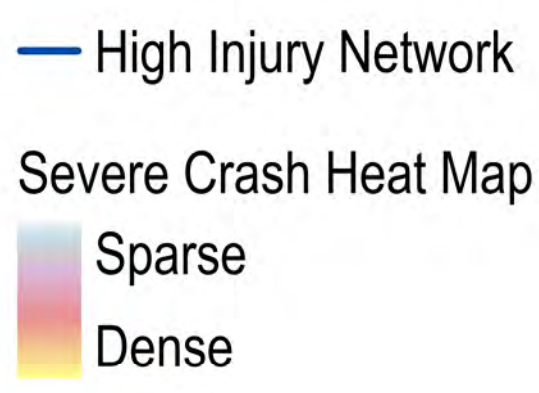
Shields Ave

College Ave

Lemay Ave

Timberline Ave

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Overland Rd

Mulberry St

Prospect Rd

Drake Rd

Horseshooth Rd

Harmony Rd

Taft Hill Rd

Shields Ave

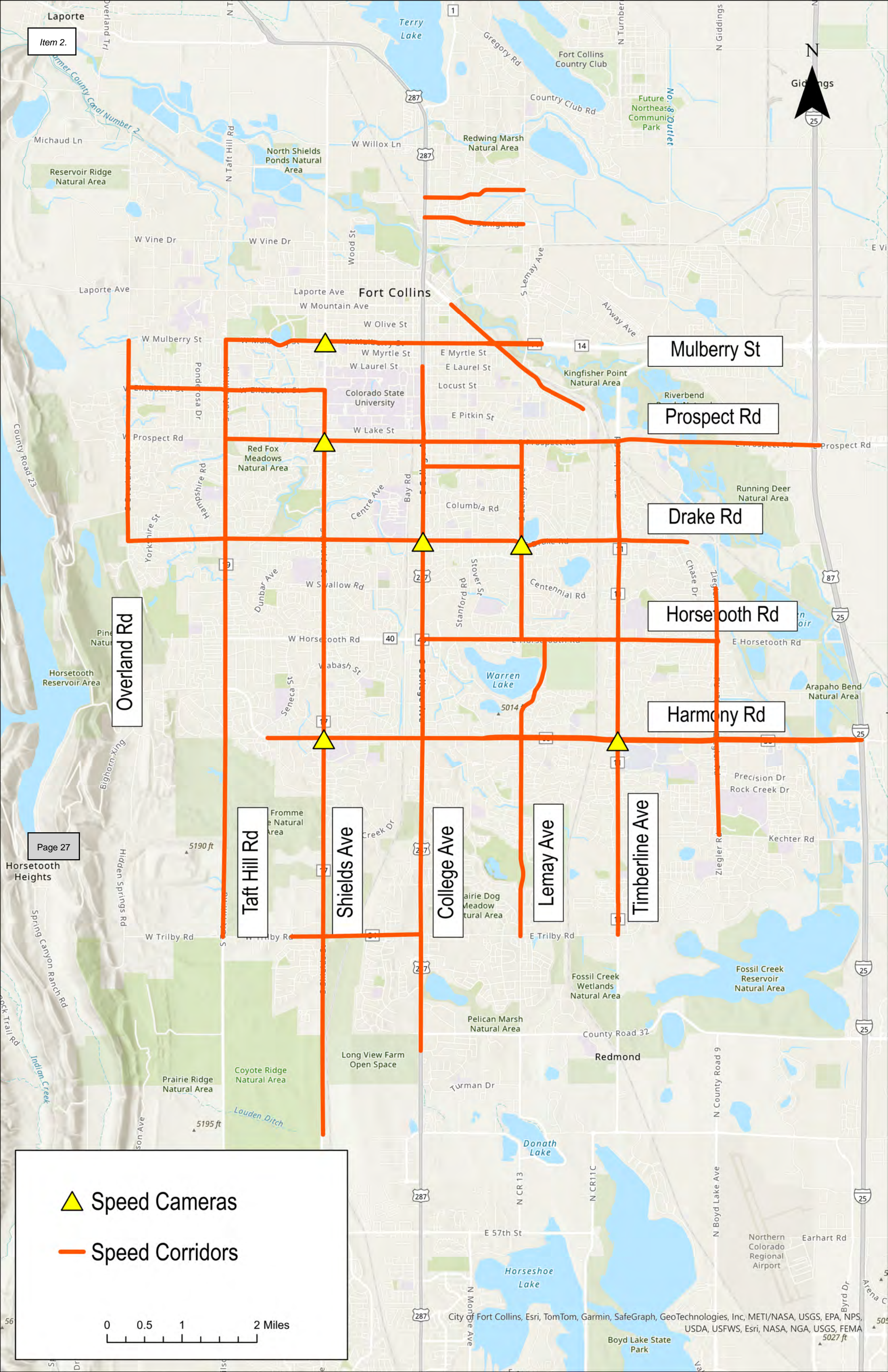
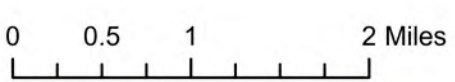
College Ave

Lemay Ave

Timberline Ave

▲ Speed Cameras

— Speed Corridors



Item 2.



Overland Rd

Mulberry St

Prospect Rd

Drake Rd

Horsetooth Rd

Harmony Rd

Taft Hill Rd


Shields Ave


College Ave

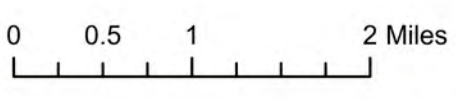
Lemay Ave

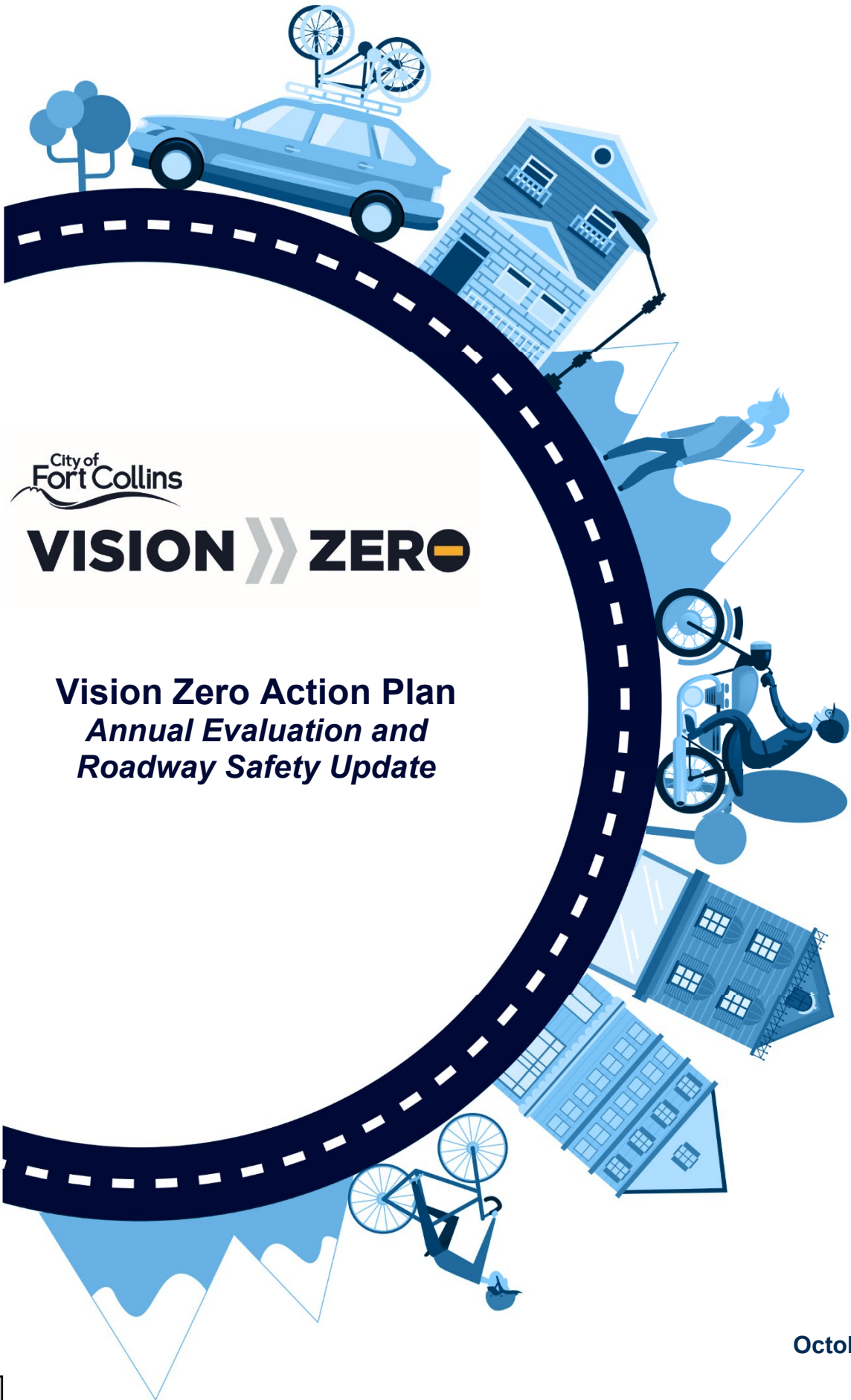
Timberline Ave

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 PSD School Safety Studies

 Completed projects





City of
Fort Collins

VISION >> ZERO

Vision Zero Action Plan
*Annual Evaluation and
Roadway Safety Update*

October 2024

The City of Fort Collins is in the process of making all its documents more accessible. While much progress has been made, some of the more technical and/or graphical elements of this document may be inaccessible for some people. If you would like assistance in reviewing this document, please contact the City of Fort Collins Traffic Operations Department at 970-221-6630. Please know that the City is happy to assist you and do not hesitate to reach out.

Prepared By:



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INTRODUCTION

The City of Fort Collins is a vibrant city of 170,000 people nestled against the foothills of the Rocky Mountains about an hour's drive north of Denver. This outdoor oriented community is home to Colorado State University and its 33,000 students. The area is known for its high-tech companies, innovation, entrepreneurialism, and beer and bike culture. The Old Town area in the city is a unique, lively downtown with residential areas, historic buildings, retail shops, museums, theaters, and restaurants.

ROADWAY SAFETY

Like other cities, Fort Collins experiences roadway crashes. With an average of almost 3,000 reported crashes each year, the impact of traffic crashes touches every aspect of the physical and emotional well-being of a community including families, workplaces, emergency responders, neighborhoods, livelihoods, mobility and more. In Fort Collins in 2023 alone, the annual societal cost of these crashes was \$230 million. Improving roadway safety by reducing the number and severity of crashes is a priority.

Safety Matters

In 2023, there were 93 crashes involving a serious injury or fatality in Fort Collins

MOVING TOWARDS VISION ZERO

The City of Fort Collins has been reviewing crash records on an annual basis for many years, and beginning in 2015 compiled the information into an annual Roadway Safety Report.

In late 2016, the City of Fort Collins became the first public local entity to join the Colorado Department of Transportation's (CDOT) Moving Towards Zero Deaths initiative. In the spring of 2023, the City adopted a *Vision Zero Action Plan*. The plan outlines the City's commitment to prioritizing data-driven safety projects that improve transportation safety for everyone moving about the City.



The City has set a goal:

By 2032 no one dies or is seriously injured while traveling in Fort Collins.

This annual document is an evaluation of the efforts of previous years. It serves as the continuous evaluation of progress towards Vision Zero and the implementation of goals in the Fort Collins Vision Zero Action Plan. It identifies how the City is using the national best practice System-Based Transportation Safety Approach to address all aspects of Fort Collins' transportation. The report compiles traffic crash and safety information and tracks trends on public streets within Fort Collins. It analyzes intersection safety, evaluates safety on the High Injury Network, and evaluates previous work to identify project outcomes in terms of improving safety. The final section discusses specific next steps and provides safety-based work items for the City in the coming year.



System-Based Transportation Safety Approach

Improving roadway safety requires commitment and contributions from everyone. City departments including Traffic Operations, FCMoves,



Engineering, Police Services, Streets and others play a vital role in a comprehensive roadway safety improvement program. Other jurisdictions, such as Larimer County and the Colorado Department of Transportation (CDOT) are also important partners as crashes occur on jurisdictional boundaries, or along state highways in the City.

The residents of the community and everyone using the transportation system through any mode also play a critical role in supporting safety. Everyone has a right to travel around Fort Collins safely, and everyone has a responsibility to contribute towards that end. This document provides information that can be used for education and messaging to the greater Fort Collins community.

Finally, Fort Collins has invested in many planning documents and programs, including the Transportation Master Plan, the Active Modes Plan, and the Capital Improvement Plan. The Vision Zero Action Plan and this annual report provide concurrent guidance on utilizing a safety lens for all projects.

SAFETY SNAPSHOT

This section of the report provides an overview of general safety data for the City of Fort Collins. Unless otherwise noted, the data represents a compilation or average of the most recent five years of data (2019-2023).

Notes:

- See Appendix A for explanation of the data.
- See Appendix B for definition and visual depictions of various crash types.

CRASH DATA AND TRENDS

Total crash and serious injury / fatal crash number in the city are shown in **Figure 1** below.

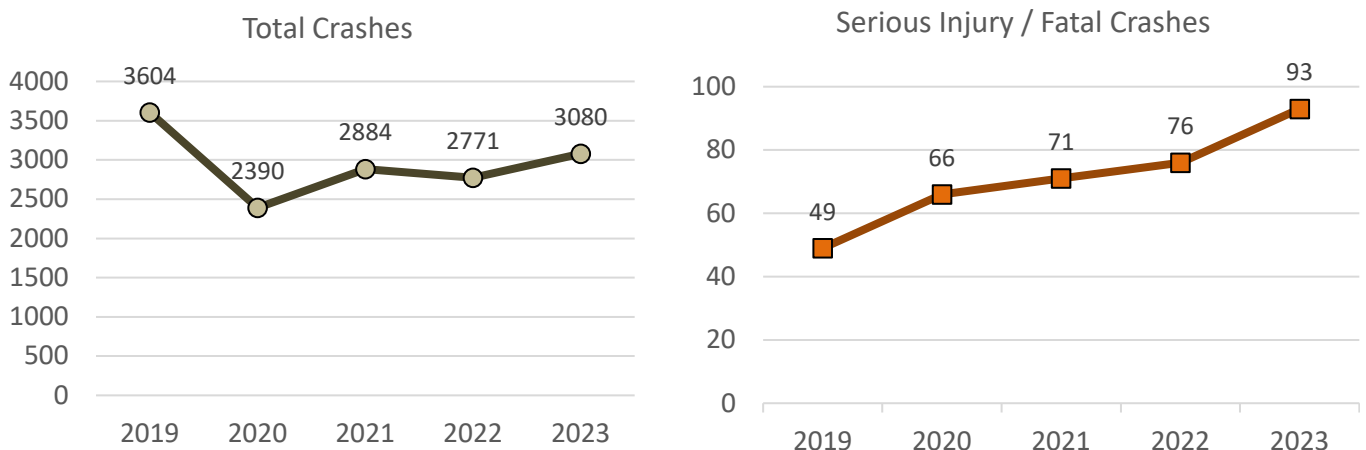


Figure 1. Five Year Crash Trends

There has been a significant increase in serious injury / fatal crashes in the last five years. This is a concerning trend, and one that is a focus for the community and the City to address.



This type of trend is not unique to Fort Collins. Nationally, crash trends have been increasing for a number of years, and especially during the pandemic, serious injury and fatal crashes saw a significant increase despite lower traffic volumes. When compared to statewide data, the increase in serious injury/fatal crashes in Fort Collins follows a similar trend. **Figure 2** shows serious injury and fatal crash trends on a normalized scale (-5 to +5).

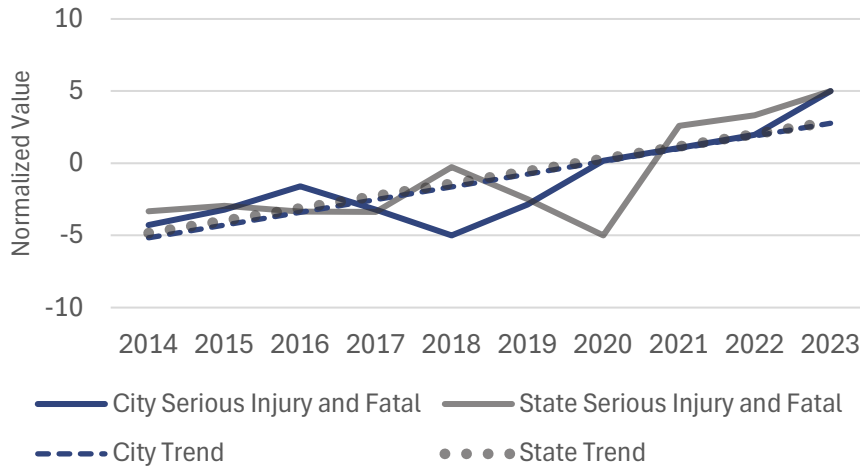


Figure 2. Ten Year Crash Trend Comparison Fort Collins to Colorado

Other contributing factors include the fact that as Fort Collins annexes roadways on its periphery, crashes that occur in those areas are now counted as City crashes. Therefore, the increase in serious injury/fatal crashes may be partially due to the change in the area being reported as Fort Collins crashes. Examples of locations include some of the roadways in proximity to I-25 interchanges.

Travel Modes

Figure 3 shows how vulnerable road users (those traveling on motorcycles, bicycles, and pedestrians) are disproportionately represented in serious injury and fatal crashes.

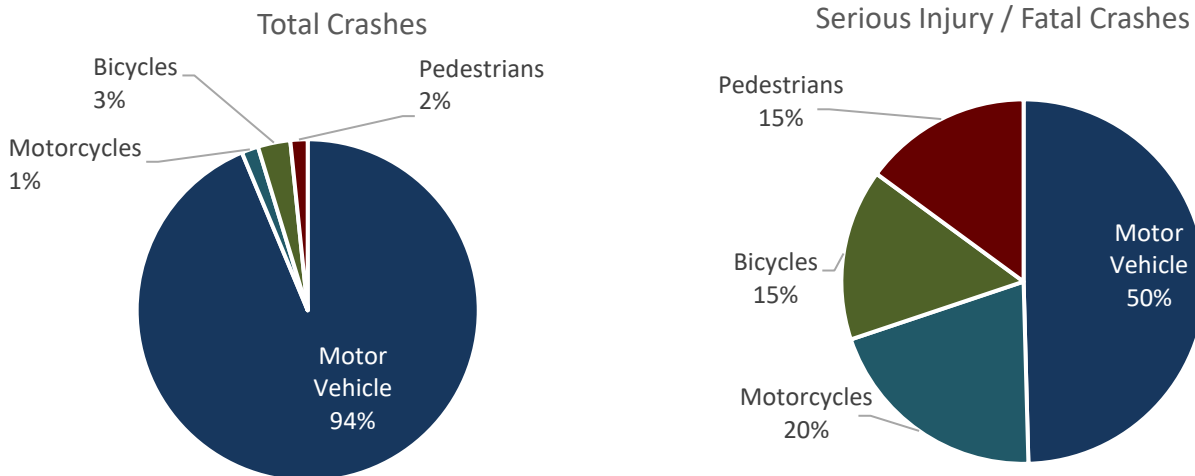


Figure 3. Travel Modes for Total Crashes and Serious Injury / Fatal Crashes



Vulnerable Road Users

Serious injury and fatal crash trends by mode of travel for vulnerable road users are shown in **Figure 4**. All modes of travel for vulnerable road users are experiencing increasing trends.

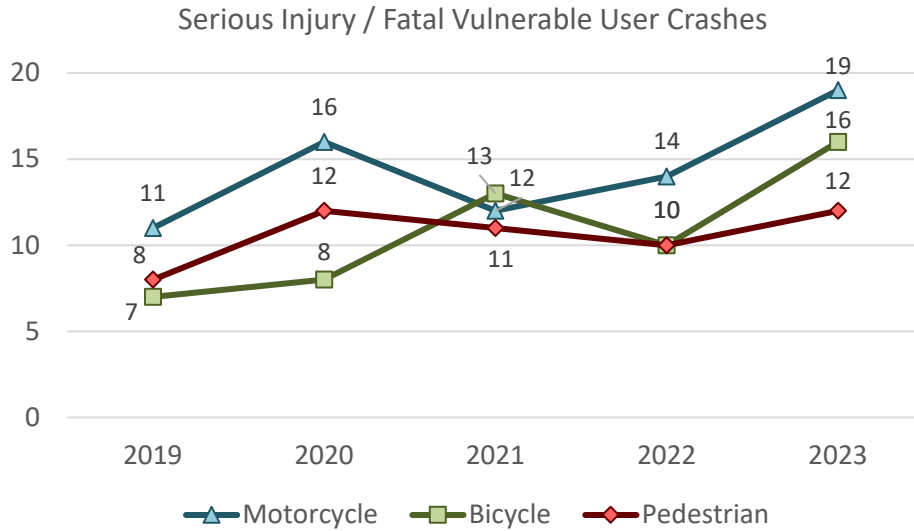


Figure 4. Vulnerable User Crash Trends

Fatal Crashes

The trend in fatal crashes is shown in **Figure 5**. Partially due to the small number of crashes, there can be significant variability in the numbers from year to year. The overall percentage of modes involved in fatal crashes during the past five years are shown in **Figure 6**. Their locations are shown in **Figure 7**.

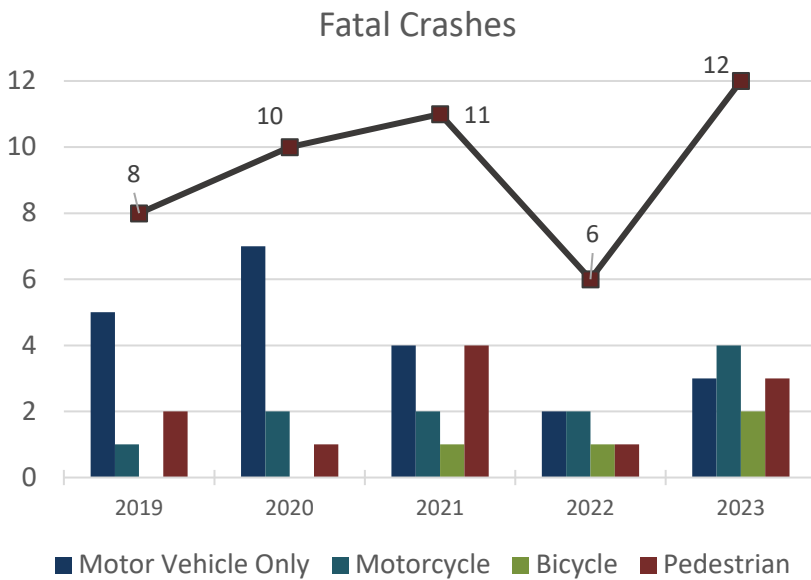


Figure 5. Fatal Crash Trends

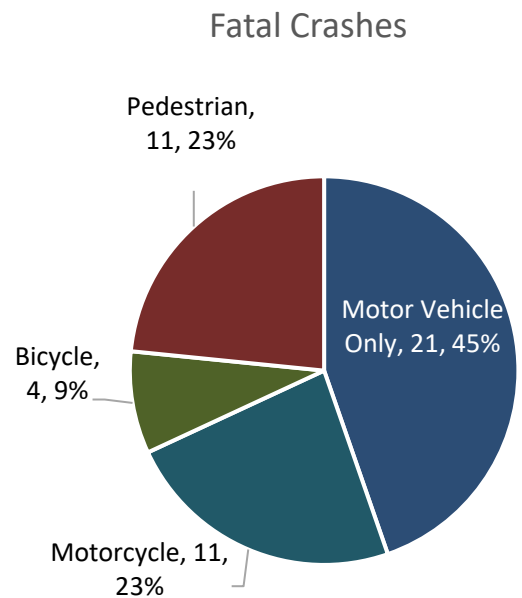


Figure 6. Modes of Travel Involved in Fatal Crashes



VISION ZERO

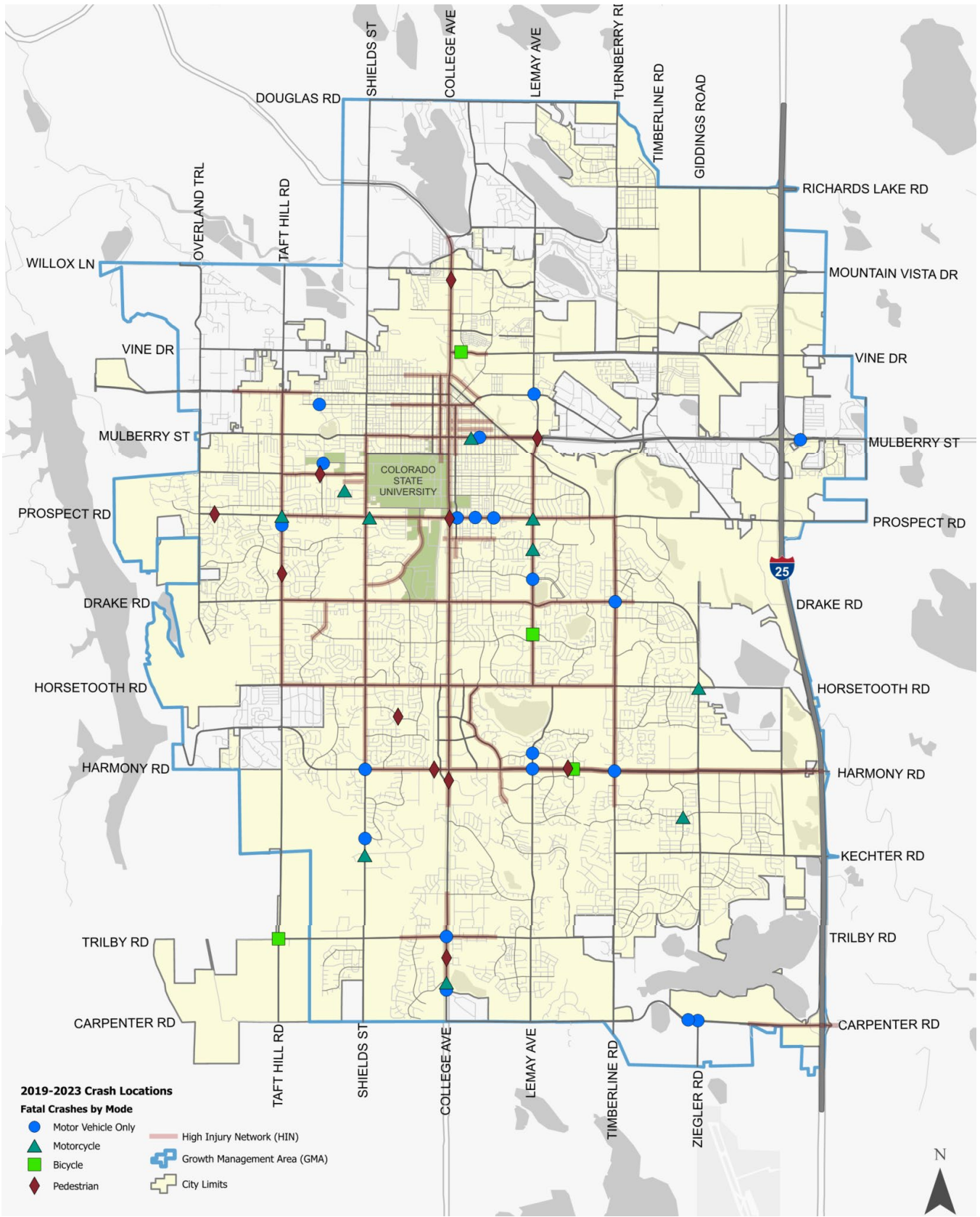


Figure 7. Location and Mode of Travel in Fatal Crashes



While each crash is unique and often has several contributing factors, an exploration of the data identifies some common themes among the crashes by mode. These themes are not intended to place blame, but rather to better understand risk and locations of interest, and target safety improvements, educational outreach and/or enforcement areas. Details on the takeaways and other themes are shown below. Note that some crashes are included in more than one category so the total may exceed 100%.

Table 1. Fatal crashes involving only motor vehicles:

Theme	# crashes in last 5 years	Percent of crashes
Fatal crashes involving only motor vehicles	21	
• Intersection crashes	12	57%
○ Signalized intersection	6	28%
○ Unsignalized intersection	6	28%
• Single vehicle run off the road	7	33%
• Approach turn crashes (4 at signalized)	5	24%
• Significant speeding (up to 126 mph)	5	24%
• Medical events prior to the crash	5	24%
• Alcohol / DUI related	5	24%

Table 2. Fatal crashes involving motorcycles:

Theme	# crashes in last 5 years	Percent of crashes
Fatal crashes involving motorcycles	11	
• Male gender of motorcyclist	10	91%
• Intersection crashes	7	63%
○ Signalized intersection	2	18%
○ Unsignalized intersection	3	27%
○ Roundabout (both single vehicle)	2	18%
• Nighttime crashes	6	54%
• Alcohol / DUI related	5	45%
• Significant speeding (2 @100 mph)	5	45%
• Single vehicle run off the road	4	36%

Table 3. Fatal crashes involving bicycles:

Theme	# crashes in last 5 years	Percent of crashes
Fatal crashes involving bicycles	4	
• Crashes in the daylight	4	100%
• Intersection crashes	4	100%
○ Signalized intersection	1	20%
○ Unsignalized intersection	3	75%



Table 4. Fatal crashes involving Pedestrians:

Theme	# crashes in last 5 years	Percent of crashes
Fatal crashes involving pedestrians	11	
• Nighttime crashes	8	72%
• Non-intersection (mid-block)	8	72%
• Involved pedestrian darting into road or laying in road	8	72%
• Intersection crashes	3	27%
○ Signalized intersection	0	0%
○ Unsignalized intersection	3	27%

The most frequent / common themes involved with fatal crashes are summarized in **Table 5** below for each mode of travel.

Table 5. Summary of Common Themes in Fatal Crashes:

<p>Motor Vehicle Only</p> <ul style="list-style-type: none"> Intersections Single vehicle Speeding Medical events Alcohol / DUI 	<p>Motorcycle</p> <ul style="list-style-type: none"> Intersections Nighttime (dark) Alcohol / DUI Significant speeding Single vehicle
<p>Bicycle</p> <ul style="list-style-type: none"> Daytime Unsignalized intersections 	<p>Pedestrian</p> <ul style="list-style-type: none"> Nighttime (dark) Non intersection (midblock)

Serious Injury / Fatal Crash Types

There are six crash types that make up 77% of all serious injury / fatal crashes. They are shown in **Figure 8**

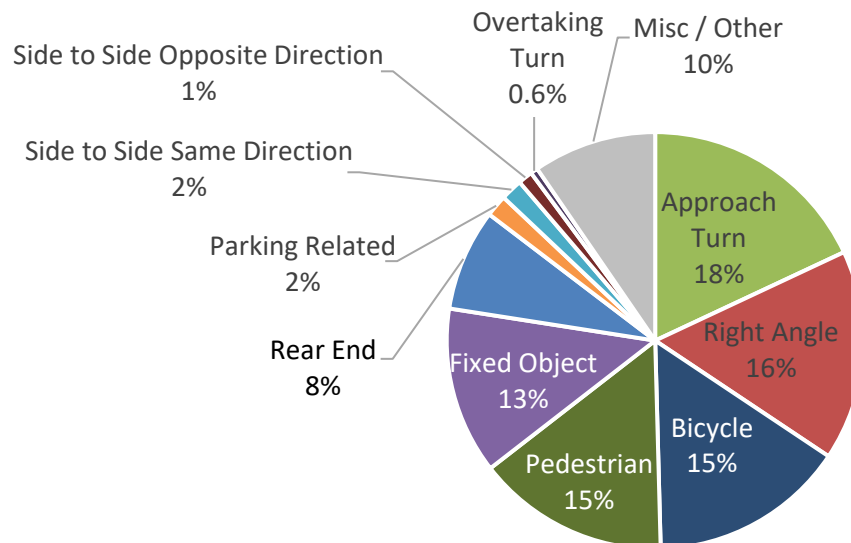


Figure 8. Serious Injury / Fatal Crash Types



Intersection Crashes

Intersections remain the most prevalent crash locations. Seventy percent (70%) of all serious injury / fatal crashes occur at intersections. The type of crashes that occur at intersections are shown in **Figure 9**.

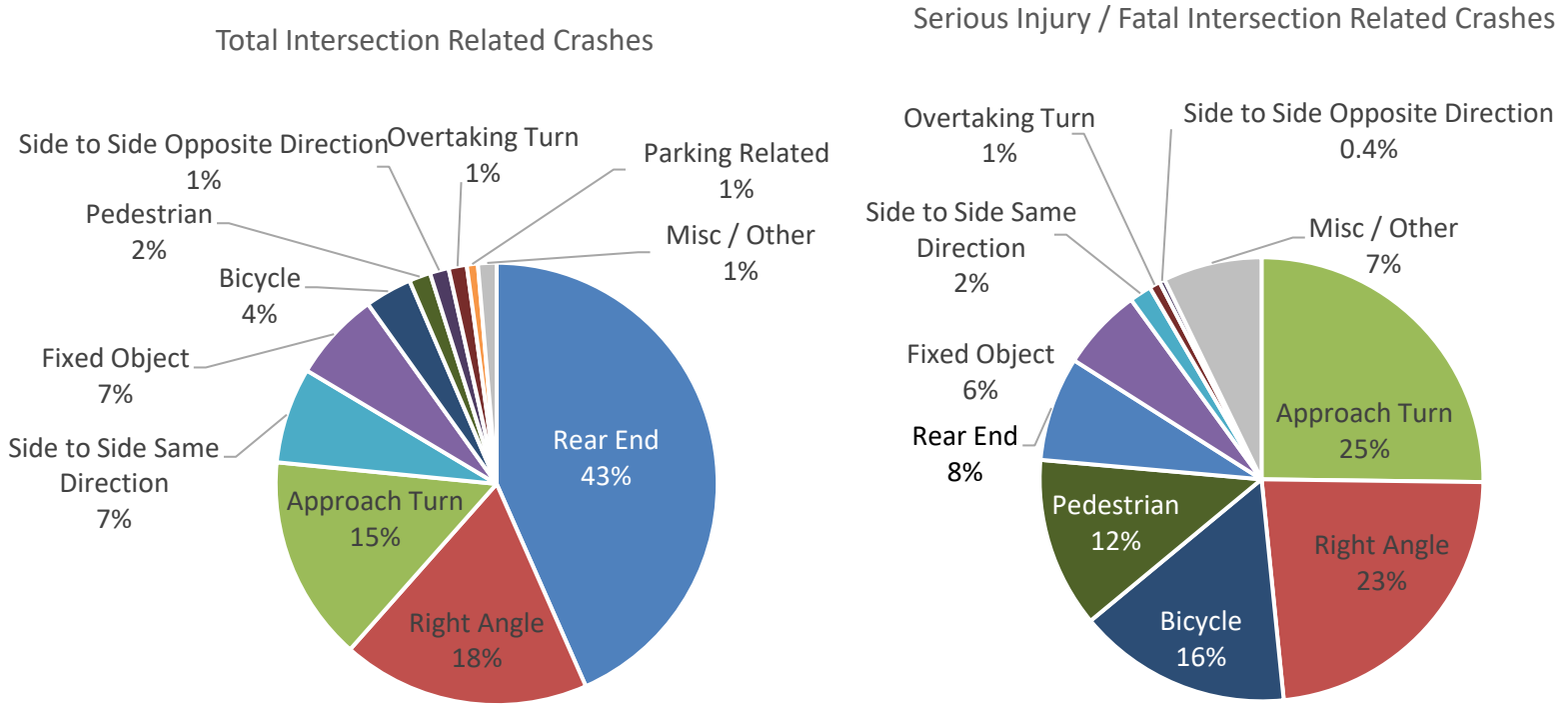


Figure 9. Crash Type for Intersection Crashes

Crash Location and High Injury Network

A map of crash location for serious injury / fatal crashes in the last five years is shown in **Figure 10**.

The map also shows the High Injury Network (HIN). The Vision Zero Action Plan for the City of Fort Collins adopted in 2023 identified street segments with the greatest share of serious injury / fatal crashes. Those streets have been designated as the HIN. The HIN represents 8% of the streets in Fort Collins and is the location of 52% of all serious injury / fatal crashes. The HIN are road segments that are especially targeted for safety focus.

Table 6. Crashes on the High Injury Network

	Citywide Crashes	Crashes on HIN
Total serious injury / fatal crashes	355	183 (52%)
Fatal crashes	47	29 (61%)

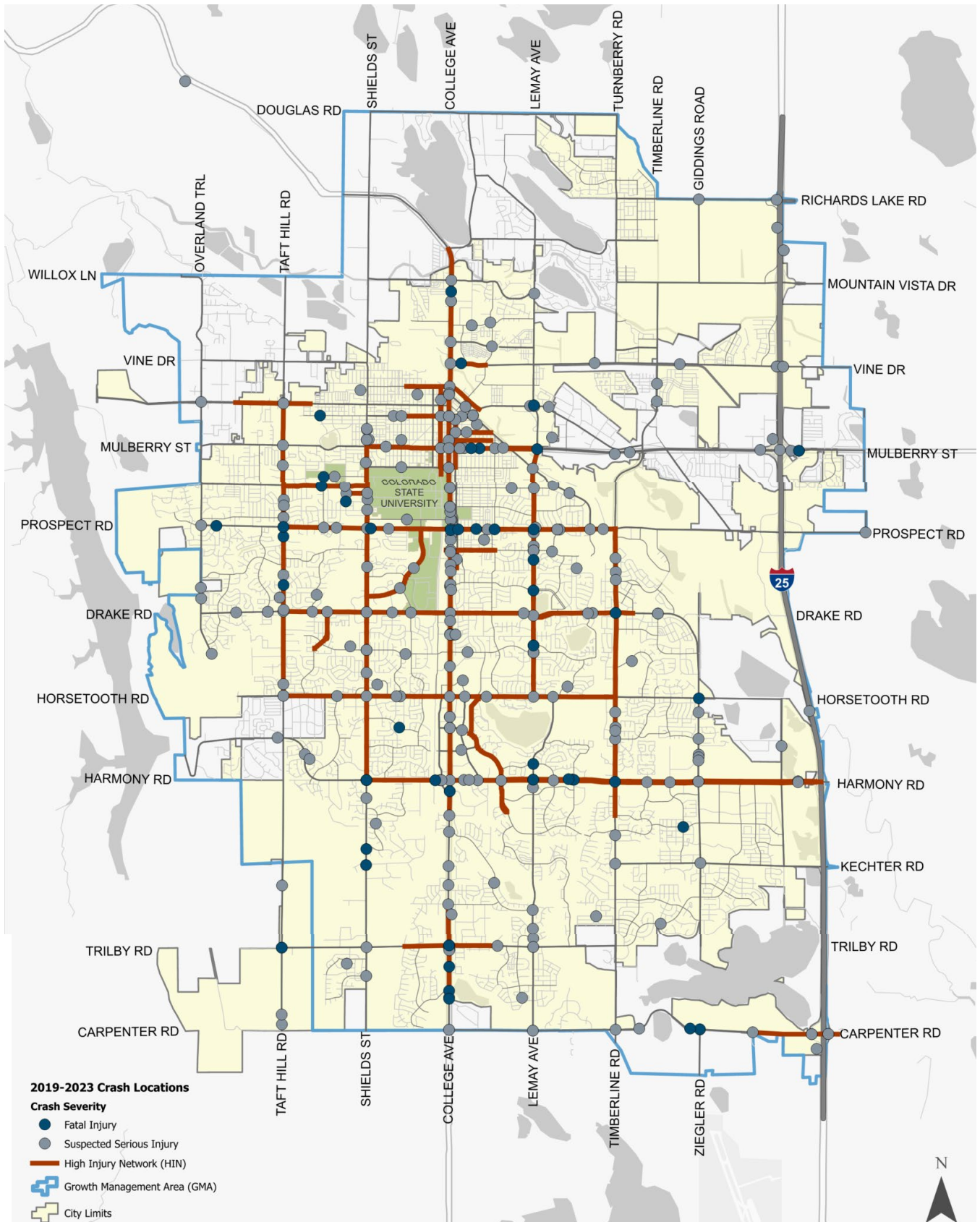


Figure 10. HIN and Location of Serious Injury / Fatal Crashes 2019-2023



ECONOMIC IMPACT

The economic costs of crashes in Fort Collins are estimated to be \$230 million each year (See **Table 7**). Crash costs include monetary losses associated with medical care, emergency services, property damage, and lost productivity. They also include future costs such as insurance premiums, and costs related to the reduction in the quality of life due to injuries. Crash costs use figures determined by the Federal Highway Administration and are adjusted to reflect 2023 values.

Societal cost of crashes
in Fort Collins in 2023:
\$230 million

The extraordinary high costs related to traffic crashes speaks to the profound impact - both personally and financially - that crashes have on those involved, their friends, family, coworkers and the broader community. Note that the small number of fatal crashes has a higher societal cost than thousands of property damage only crashes.

Crash Severity	Number of Crashes	Cost Per Crash	Societal Cost
Property Damage Crashes	2,243	\$ 12,900	\$ 28,934,700
Possible Injury Crashes	378	\$ 79,500	\$ 30,051,000
Non-Incapacitating Injury Crashes	366	\$ 141,000	\$ 51,606,000
Incapacitating Injury Crashes	82	\$ 386,000	\$ 31,652,000
Fatal Crashes	12	\$ 7,277,600	\$ 87,331,200
Total	3,081		\$ 229,574,900

Table 7. Economic Impact of Traffic Crashes in Fort Collins, 2023

COMPARISON TO OTHER CITIES

Knowing how Fort Collins crash trends compare to other communities helps identify progress and which communities to look to for effective strategies. The most consistent way to compare Fort Collins' crash frequency with that of other cities is to compare the fatal crash rate (crashes per 100,000 population). Fatal crashes are used for this comparison as they are most consistently reported due to federal reporting requirements. **Tables 8 and 9** are sorted by fatal crash rate and compare Fort Collins to other cities in Colorado and also other peer cities nationwide with similar populations (90,000 to 200,000).

It is important to note that because fatal crashes are rare, there are relatively low numbers to use in the analysis, which can result in some volatility in the results. Therefore, there can be significant swings in the crash rate as the number of fatal crashes varies from year to year.

The City of Fort Collins has a lower fatal crash rate than most of its comparable Colorado counterparts and is about average when compared against similar cities nationwide.



Colorado Cities							
City	Population	Fatal Crashes, 2019 - 2023					Fatal Crash Rate (Crashes/Year/ 100,000 Pop.)
		2019	2020	2021	2022	2023	
Boulder	107,295	2	4	4	1	3	2.6
Arvada	121,414	3	4	2	5	6	3.3
Fort Collins	174,000	8	10	11	6	12	5.4
Greeley	110,831	4	12	2	5	10	6.0
Avg. CO Cities	126,169	8.8	8.2	8.8	9.0	10.8	7.1
Thornton	145,990	13	8	9	13	9	7.1
Westminster	113,600	5	5	8	13	10	7.2
Longmont	98,630	12	5	9	7	5	7.7
Lakewood	158,656	19	11	18	17	20	10.7
Pueblo	113,969	13	15	16	14	22	14.0

Table 8. Fatal Crash Rate Comparison to Other Colorado Cities

Peer Cities							
City	Population	Fatal Crashes, 2018 - 2022*					Fatal Crash Rate (Crashes/Year/ 100,000 Pop.)
		2018	2019	2020	2021	2022	
Bellevue, WA	151,574	1	4	4	1	3	1.7
Naperville, IL	150,418	1	3	2	5	2	1.7
Overland Park, KS	201,709	2	9	7	5	6	2.9
Olathe, KS	145,536	6	6	3	4	5	3.3
Coral Springs, FL	134,394	3	4	8	7	5	4.0
Broken Arrow, OK	117,911	7	3	4	9	4	4.6
Fort Collins, CO	174,000	9	8	10	11	6	5.1
Cedar Rapids, IA	137,896	9	9	5	6	9	5.5
Avg. Peer Cities	132,280	6.5	6.2	8.5	9.0	9.7	5.9
San Angelo, TX	100,372	5	3	9	10	8	7.0
Richardson, TX	117,528	5	5	9	7	18	7.5
Norman, OK	130,046	9	5	12	10	20	8.6
Boca Raton, FL	97,422	10	6	11	15	15	11.7
Springfield, MO	170,188	18	15	27	27	25	13.2

Table 9. Fatal Crash Rate Comparison to Similar Peer Cities Nationwide

Data sources:

- Colorado crash data is from the Colorado Department of Transportation (CDOT).
- Crash data for communities outside Colorado (peer cities) was obtained from the National Highway Traffic Safety Administration's Fatal Accident Reporting System (FARS) which contains data through 2022.
- Population estimates are from the U.S. Census.



INTERSECTION EVALUATION

Total crash numbers at locations can be informative – on a ‘heat map’ for example. However, because vehicle volumes and other elements at specific locations vary widely, it is difficult to draw relevant and comparative conclusions from total crashes alone. Therefore, an additional analysis is conducted that allows for a data-based intersection comparison so that mitigation efforts can be targeted to places where more severe crashes are occurring than what would be expected based on traffic volumes and other characteristics. These intersections are good candidates for interventions and can have a strong impact on reducing crashes.

The effort follows the national best practice outlined in the *Highway Safety Manual* (HSM) published by the Transportation Research Board (TRB) and the American Association of State Highway and Transportation Officials (AASHTO). The procedure is a statistical process that utilizes inputs including crash numbers, severity, vehicle volumes, roadway geometry and type of control (such as signals or stop signs) at a location. The analysis then accounts for the somewhat random nature of crashes, and the outcome is an evaluation of intersection safety that can be compared from one location to another. It identifies locations that have a higher-than expected crash frequency where there is likely the most opportunity for reduction of crashes. Details on methodology, models, and costs are included in Appendix C. The result of the analysis is provided in two forms:

EXCESS CRASH COSTS

The analysis identifies the expected number of crashes at a particular intersection given the inputs and compares that against the actual number of crashes. The difference in expected crashes and actual crashes can be monetized as ‘excess crash costs’. This is the annual cost associated with crashes that are above the expected number of crashes for an intersection and provides an indication of locations with unusually high numbers of crashes. Locations with high excess crash costs may have significant potential for reducing crashes. Intersection statistics can also be compared against one another. A more detailed explanation of the methodology is in Appendix C.

LEVEL OF SERVICE OF SAFETY (LOSS)

While excess crash cost is a quantitative approach that provides a specific number (dollar amount), CDOT uses a similar analysis and reports results in a more qualitative fashion called Level of Service of Safety (LOSS). LOSS is calculated for both total crashes as well as fatal/injury crashes (FI). LOSS is reported on a scale of 1-4.

- LOSS 1 and 2 reflect locations with less than expected crashes (below the 50th percentile).
- LOSS 3 reflects locations with above average number of crashes (above the 50th percentile).
- LOSS 4 reflects locations with above the 80th percentile number of crashes.

Locations that are identified as LOSS 3 and 4 indicate the highest potential for crash reduction with a mitigating project. Intersections with a crash history that fall into LOSS 1 and 2 may still have a pattern that can be mitigated but may result in lower crash reduction than similar efforts at intersections with a higher LOSS.

The reporting of the LOSS analysis gives the City information needed to determine locations that may score favorably in the review process for CDOT safety funds.

INTERSECTION COMPARISON

The analysis for excess crash costs and LOSS was completed for 307 intersections in Fort Collins using three years of data (2021-2023). The results of excess crash costs and CDOT LOSS are shown in **Table 10** for the 50 intersections with the greatest excess crash costs and the most potential for improvement.



Note that since fatal and injury (FI) crashes have higher crash costs associated with them, the ranking method gives more weight to locations with more severe crashes compared to locations with primarily “fender benders”. The table also identifies whether an intersection is on the High Injury Network identified in the Vision Zero Action Plan (and shown in **Figure 10** on Page 9).

Table 10. Top 50 Intersections by Excess Crash Costs

	Rank	Facility ID	Intersection		Excess Expected Crash Cost (\$)	Level of Service of Safety (LOSS)		Notes	High Injury Network
			North-South Street	East-West Street		LOSS Total Crashes	LOSS Fatal & Injury Crashes		
Top 10 intersections	1	10	College	Drake	\$324,427	LOSS 3	LOSS 4	Capital Project in design	Yes
	2	59	Lemay	Drake	\$256,678	LOSS 3	LOSS 4	Capital Project in design/red light cameras install	Yes
	3	143	Timberline	Carpenter	\$253,738	LOSS 4	LOSS 4	Capital Project in design	no
	4	145	Timberline	Harmony	\$226,931	LOSS 3	LOSS 3		Yes
	5	162	Lemay	Harmony	\$213,841	LOSS 3	LOSS 4		Yes
	6	80	Mason	Harmony	\$208,108	LOSS 4	LOSS 4		Yes
	7	25	College	Mulberry	\$196,532	LOSS 3	LOSS 3		Yes
	8	35	College	Troutman	\$186,085	LOSS 4	LOSS 4	Signal Improvements completed 2024	Yes
	9	8	College	Columbia	\$179,844	LOSS 4	LOSS 4	Signal Improvements in design	Yes
	10	9402	Lemay	Carpenter	\$179,739	LOSS 3	LOSS 4		no
Next 15 intersections	11	18	College	Kensington	\$178,421	LOSS 4	LOSS 4		Yes
	12	119	Shields	Prospect	\$154,762	LOSS 3	LOSS 3	Planned Protected Intersection TCPSS	Yes
	13	9380	Timberline	Lincoln	\$135,805	LOSS 4	LOSS 4	Capital Project in design	no
	14	1	Boardwalk	Harmony	\$130,594	LOSS 3	LOSS 3	Protected Left Turns 2019	Yes
	15	6171	Edinburgh	Drake	\$122,312	LOSS 4	LOSS 4		Yes
	16	4	College	Boardwalk	\$111,567	LOSS 4	LOSS 3		Yes
	17	144	Timberline	Drake	\$111,189	LOSS 3	LOSS 3		Yes
	18	55	JFK	Harmony	\$110,698	LOSS 3	LOSS 3		Yes
	19	101	Remington	Mulberry	\$104,971	LOSS 4	LOSS 4		Yes
	20	19	College	Laporte	\$102,318	LOSS 4	LOSS 4		Yes
	21	69	Lemay	Riverside	\$99,021	LOSS 3	LOSS 3	Grant funding obtained for signal improvements	Yes
	22	137	Taft Hill	Horsetooth	\$93,343	LOSS 3	LOSS 3	Capital Project completed 2023	Yes
	23	15	College	Harvard	\$89,301	LOSS 4	LOSS 3	Signal Improvements in design	Yes
	24	9994	Taft Hill	Trilby	\$83,602	LOSS 4	LOSS 4	Signal installed 2023	no
	25	134	Taft Hill	Drake	\$83,389	LOSS 4	LOSS 3	Anticipated changes with Taft project	Yes
	26	7219	Shields	Pitkin	\$83,115	LOSS 4	LOSS 4		Yes
	27	140	Taft Hill	Prospect	\$80,479	LOSS 3	LOSS 3		Yes
	28	5329	College	Plum	\$80,234	LOSS 4	LOSS 4		Yes
	29	37	College	Willox	\$78,423	LOSS 3	LOSS 3		Yes
	30	7290	College	Mason/Palmer	\$73,596	LOSS 3	LOSS 3		Yes
31	6666	Mason	Horsetooth	\$73,086	LOSS 4			Yes	
32	124	Shields	Swallow	\$71,208		LOSS 3		Yes	
33	6473	Ziegler	Horsetooth	\$72,366	LOSS 3	LOSS 3		no	
34	9542	College	Smokey	\$68,737	LOSS 4	LOSS 4	Will be RIRO. New signal at College/Bueno	no	
35	125	Shields	Trilby	\$68,507	LOSS 4	LOSS 3		no	
36	8835	Timberline	Kechter	\$67,540	LOSS 4	LOSS 3	Capital Project completed 2023	no	
37	108	Shields	Drake	\$67,249	LOSS 3	LOSS 3		Yes	
38	118	Shields	Plum	\$65,968	LOSS 3	LOSS 3		Yes	
39	25924	Redwood	Suniga	\$65,765	LOSS 4	LOSS 4	Change in control in 2024	no	
40	231	Peterson	Mulberry	\$65,210	LOSS 4	LOSS 4		Yes	
41	14	College	Harmony	\$64,708	LOSS 3			Yes	
42	15033	College	Rutgers	\$62,478	LOSS 4	LOSS 3		Yes	
43	116	Shields	Mountain	\$59,709	LOSS 4	LOSS 4		no	
44	23	College	Monroe	\$59,484	LOSS 4	LOSS 3		Yes	
45	9986	Mathews	Mulberry	\$59,072	LOSS 4	LOSS 4		Yes	
46	109	Shields	Elizabeth	\$58,604	LOSS 4			Yes	
47	193	Stover (East Int.)	Prospect	\$57,712	LOSS 4	LOSS 4		Yes	
48	8656	Shields	Richmond	\$55,759	LOSS 4	LOSS 4		Yes	
49	6417	Timberline	Vine	\$54,210	LOSS 4	LOSS 3	Signal installation planned	no	
50	13	College	Fossil Creek	\$53,219		LOSS 3		no	

Legend:
10 high priority locations for review Shading reflects
Additional 15 locations with potential for crash reduction LOSS 4
Recently Improved - safety being monitored
Project In Process



TRENDS IN INTERSECTION SAFETY

In addition to identifying intersections with higher-than-expected crash numbers and severity, reviewing crash trends can identify changing conditions and safety at specific locations. **Table 11 and 12** list the change in excess crash costs both positively and negatively.

As noted earlier, the base calculation includes three years of data (2021-2023) and the comparison is against the previous three years of data (2018-2020). The comparisons take into account the volume changes related to COVID. Locations with the most positive safety trends are shaded green (**Table 11**), while locations with increasing excess crash costs (worsening safety trend) are shaded in red (**Table 12**). Note that in locations with few crashes, a single injury/fatal crash can create a pronounced swing in excess crash costs. In these cases, judgment is needed to determine whether a trend is significant or not.

Table 11. Top 15 Intersections With Improving Safety Trends

Current Rank	Facility ID	Intersection		Crash Trends 2018 - 2020 vs. 2021 - 2023 Change in Crash Cost
		North South Street	East-West Street	
76	34	College	Trilby	-\$526,757
41	14	College	Harmony	-\$478,376
n/a	16	College	Horsetooth	-\$364,990
n/a	149	Timberline	Prospect	-\$345,211
14	1	Boardwalk	Harmony	-\$332,221
88	111	Shields	Horsetooth	-\$331,755
n/a	74	Lemay	Vine	-\$286,117
5	162	Lemay	Harmony	-\$161,441
n/a	7	College	Cherry	-\$154,208
12	119	Shields	Prospect	-\$147,209
52	110	Shields	Harmony	-\$138,282
n/a	146	Timberline	Horsetooth	-\$128,494
38	118	Shields	Plum	-\$122,431
7	25	College	Mulberry	-\$117,179
74	240	Timberline	Custer	-\$110,458

Note: Ranks listed as n/a indicate that location is not in the top 187 intersections in Fort Collins

All of the intersections with improving safety trends are signalized intersections. Some of the trends may be related to the random variation of crashes over time or low volumes, while others may involve a specific improvement. For instance, Lemay / Vine is seeing improved safety due to the opening of the Lemay overpass.

For locations with a worsening crash trends, they may also reflect random variation over time or low vehicular volumes that create a pronounced swing in excess costs with a single serious injury or fatal crash but may also be the result of some type of emerging pattern or trend. These locations may be targeted for additional review and potential field safety audits to identify potential countermeasures.



Table 12. Top 15 Intersections With Worsening Crash Trends

Current Rank	Facility ID	Intersection		Crash Trends 2018 - 2020 vs. 2021 - 2023 Change in Crash Cost
		North South Street	East-West Street	
9	8	College	Columbia	\$149,944
13	9380	Timberline	Lincoln	\$135,805
16	4	College	Boardwalk	\$109,883
17	144	Timberline	Drake	\$107,120
20	19	College	Laporte	\$101,933
10	9402	Lemay	Carpenter	\$91,071
4	145	Timberline	Harmony	\$86,518
26	7219	Shields	Pitkin	\$82,168
15	6171	Edinburgh	Drake	\$72,663
32	124	Shields	Swallow	\$71,208
39	25924	Redwood	Suniga	\$65,765
23	15	College	Harvard	\$63,586
22	137	Taft Hill	Horsetooth	\$62,743
28	5329	College	Plum	\$61,835
24	9994	Taft Hill	Trilby	\$61,337

VISION ZERO SAFETY EFFORTS

The City of Fort Collins is committed to reducing the number and severity of crashes, and the Vision Zero Action Plan together with this annual evaluation guides the process. The City's FCMoves Department manages a comprehensive spreadsheet to track Vision Zero Transformative Actions and Supporting Actions. The spreadsheet is updated on an ongoing basis and is available upon request from the FCMoves Department.

RECENT VISION ZERO ACCOMPLISHMENTS

There have been a number of recent projects completed in the City that support transportation safety. Some projects are targeted safety countermeasures to address a specific crash trend, while others may be projects with goals in addition to safety, such as comfort and mobility for vulnerable road users, or travel efficiency to reduce emissions. A few examples are listed by project category and year of installation. Before / after comparison is best done with several years of data, so projects as far back as 2020 are included.

Infrastructure Projects

2023

- Taft Hill / Horsetooth – capital intersection project
- South Timberline from Harmony to Trilby - capital roadway project
- Taft Hill / Trilby – new signal
- Lemay / Suniga – new signal

2022

- Lemay / Vine – overpass completed



- Hampshire / W Drake - new bicycle / pedestrian signal
- Kechter Road at Zach Elementary School – street restriping
- E. Elizabeth / McHugh Street from Lemay to Riverside - added buffered bike lanes
- E. Pitkin Street from College to Stover - advisory bike lane
- Old Mill Road from County Fair to Kechter - added bike lanes and parking removal
- Corbett Drive from Saddle Creek to Kechter - buffered bike lanes and parking removal
- Lemay / Boltz - Converted pedestrian signal to HAWK

2021

- Lemay Avenue overpass over BNSF railroad and Vine Drive
- Shields Street and Magnolia Avenue bicycle / pedestrian signal
- Hampshire and Drake bicycle / pedestrian signal
- Lemay and Columbia bicycle / pedestrian signal
- Ponderosa / Elizabeth - Bicycle / pedestrian signal with new crosswalks
- State Highway 1 and Douglas Road signalization
- Maxwell at CR 42C RRFB

2020

- Taft Hill / Puente Verde – Rectangular Rapid Flash Beacon (RRFB)
- Ponderosa / Elizabeth – RRFB (Bicycle / pedestrian signal with new crosswalks)
- Woodbridge / Elizabeth – RRFB

Signal Projects

2023-2024

- Citywide left turn phasing review
 - College / Swallow N-S protected left turns
 - College / Carpenter SB protected left turn
 - Taft / Horsetooth SB protected left turn
 - College / Troutman N-S protected left turns
 - Timberline / Horsetooth WB protected left turn
- Shields / Drake pedestrian protected phasing
- Signal remodels / added signal heads / new flashing yellow arrows
 - College / Swallow
 - College / Troutman
 - Shields / Stuart
 - Timberline / Kechter
- Updated signal timing (clearance intervals)

2021-2023

- Added reflective backplates at eight locations
- Signal remodels / added signal heads / new flashing yellow arrows
 - College / Mulberry
 - Riverside / Mulberry
 - Timberline / Mulberry
 - Lemay / Magnolia
 - Lemay / Lincoln
- Added leading pedestrian intervals at signals throughout the city
- Added additional time to pedestrian phases at signals throughout the City
- Replaced older pedestrian signal heads with countdown heads at five locations
- Protected crosswalks from left turning vehicles
 - College / Cherry E-W crosswalks
 - Lemay / Magnolia E-W crosswalks
 - Shields / Trilby west leg crosswalk

2020

- College / Trilby Protected left turns (N-S)
- Signal remodels / added signal heads / new flashing yellow arrows



- College / Foothills
- College / Highway 1
- College / Swallow
- Ziegler / Council Tree

Safety Evaluations - 2023

- Conducted safety audits at 11 intersections identified in 2022 crash analysis work as high priority for safety improvements
- Completed five school transportation operations and safety audits with detailed recommendations.
- Conducted four Vision Zero site visits with community members.

Education and Training - 2023

- Hosted ThinkBike Workshop with Dutch Cycling Embassy to learn principles of improving safety and comfort for bicyclists.
- Held a one-day training on access management for City staff.
- Ran back-to-school traffic safety messaging ads on radio stations.

Enforcement

2023

- Lemay / Drake (E-W) red light camera
- Shields / Harmony (N-S) red light camera

2020

- Shields / Mulberry (E-W) red light camera
- Shields / Prospect (N-S) red light camera

Tracking Progress

- Completed a crash dashboard for information and data transparency to be used by City staff (and now available publicly).

TRACKING AND MEASURING SAFETY IMPROVEMENTS

A key component to a safety toolbox is the ongoing monitoring and continuous safety evaluation of the City's transportation system. In addition to annual data gathering and review shown earlier in this report, monitoring specific efforts/initiatives for their effectiveness and impact on safety can inform future actions and projects.

Before and after evaluations are most informative when a sufficient amount of time has passed following the improvement to provide an adequate amount of 'after' data. Typically, this could be as long as three years. With this approach, before/after studies can be done on projects completed in 2020 (or before) such that after data reflects 2021-2023.

In some cases, before/after studies can be done on more recent projects especially if there were a number of crashes each year and the improvement was a targeted countermeasure.

Finally, there are projects that are completed with a safety perspective that are done pro-actively to support mobility, comfort, and build infrastructure that reflects current best practices for safety. These locations may not have a 'before' crash history, and as such projects will not technically show a crash reduction. They are, however, still an important component of safe transportation in Fort Collins.



Recent Project Evaluations

College / Trilby North-South Protected Left Turns - 2020

In 2020, the north and south left turn phasing on College Avenue for vehicles to turn left onto Trilby Road was changed from 'protected permitted' (a green arrow followed by permissive turning on a gap) to 'protected only' (green, yellow and red arrows only). The change was to address approach turn (left turn) crashes.

Before (2017-2019)

22 approach turn crashes (including 6 injury and 1 fatal crash)

After (2021-2023)

2 approach turn crashes (including 1 injury)

Boardwalk / Harmony East West Protected Left Turns - 2020

In 2020, the east and west left turn phasing on Harmony for vehicles to turn left onto Boardwalk was changed from 'protected permitted' (a green arrow followed by permissive turning on a gap) to 'protected only' (green, yellow and red arrows only). The change was to address approach turn crashes.

Before (2017-2019)

14 approach turn crashes (including 2 injury)

After (2021-2023)

3 approach turn crashes (including 1 injury)

College / Horsetooth Capital Improvement Project- 2018

The intersection of College Avenue at Horsetooth was rebuilt in 2018. The goals of the project were to provide enhanced mobility and improved safety for people using all modes of travel. This included adding additional turn lanes, improving bike facilities, and creating a protected crossing time for bikes / pedestrians on the north leg.

The outcome brought the intersection up to current best practices in design, reduced emissions, increased comfort for vulnerable road users, and **significantly improved safety**. Intersection capital improvement projects are an important countermeasure for safety.

Before (2015-2017)

180 crashes (including 15 injury)

After (2021-2023 - timeframe selected to avoid COVID year)

63 crashes (including 2 injury)

College / Trilby

90% decrease in crashes

6 fewer crashes each year

Boardwalk / Harmony

78% decrease in crashes

3.5 fewer crashes each year

College / Horsetooth

65% decrease in crashes

86% decrease in injury
crashes

39 fewer crashes each year



State Highway 1 and Douglas Road Signalization - 2021

The intersection of State Highway 1 and Douglas Road is within the growth management area of Fort Collins. This was a collaborative effort to signalize the intersection to improve safety among CDOT, Larimer County and the City of Fort Collins. The goal was to address approach turn and right-angle crashes.

Before (2018-2019)

9 crashes (including 3 injury)

After (2022-2023)

3 crashes (including 1 injury)

SH1 / Douglas Rd

67% decrease in crashes

3 fewer crashes each year

ONGOING EFFORTS / NEXT STEPS

Each year, City staff uses the information in this report to undertake a variety of projects that support transportation safety. Continued implementation of various adopted plans (including the Transportation Master Plan, and Active Modes Plan) are a guide. In addition, a specific safety-based focus includes the following ongoing efforts:

Infrastructure

- LaPorte Avenue corridor improvements to improve multi-modal facilities
- West Elizabeth Bus Rapid Transit (BRT) project that also includes significant bicycle and pedestrian improvements.
- Power Trail crossing of Harmony Road
- Installation of separated bike lanes on Centre Avenue
- Complete Lake Street demonstration project.
- Highway Safety Improvement Program (HSIP) funding for improvements at Prospect / Welch, Riverside / Lemay and seven Harmony Road intersections.
- Continued work on design/construction of a variety of intersection capital improvement projects.
- Continue identifying non-compliant pedestrian pushbuttons in historically underserved neighborhoods to be replaced.

Planning

- Received \$964,480 Safe Streets for All funding to study bicycle safety improvements for arterials in Northwest Fort Collins.
- Received \$1.7 million Safe Street for All funding to study Harmony Road intersections

Policies and Programs

- Update and refine City policy on the setting of speed limits with Vision Zero in mind.
- Update the High Injury Network (HIN) to reflect current crash trends

Analysis and Operations

- Continued work on safety audits at locations of concern
- Continued work with the school district on Safe Routes to School and Transportation Safety Audits at schools.
- Efforts to address data glitches as data is processed and evaluated.

Enforcement

- Additional red-light cameras and explore implementation of automated speed enforcement



APPENDIX A

EXPLANATION OF DATA

The source for crash information is the City of Fort Collins Traffic Operations Department traffic crash database. The department works cooperatively with Fort Collins Police Services to obtain electronic copies of reports for all crashes on public streets. This includes all crashes investigated and reported by Fort Collins Police Services.

Traffic Operations staff reviews each crash report to ensure that data is as complete, accurate, and consistent as possible. Crash narratives are used to further detail some of the fields.

Population data used in this report was from the U.S. Census Bureau. The Colorado Department of Revenue provided data showing the number of licensed drivers by age in Fort Collins.

There are some crashes that are not included in the data. This includes:

- Crashes on private property (such as grocery store parking lots),
- Crashes that go unreported. This includes crashes on the trail system, or crashes that do not involve a motor vehicle (i.e., single bicycle crashes, or crashes between a pedestrian and bicyclist). Pedestrian crashes that do not involve an injury are also often not reported.
- Some crashes that occur along jurisdictional boundaries if other agencies respond (although efforts are made to add data from others when known),
- Non-injury crashes reported only to the State (such as during 'accident alert' status during bad weather) are not being captured by Fort Collins Police Services, and therefore not included in the analysis.

As new technology is deployed such as micromobility devices, scooters and e-bikes, the consistency with which that information is captured on a crash report varies. The detailed review and quality control done by Traffic Operations staff helps to identify those types of crashes, but it should be noted that fully understanding details may be difficult as they are not always captured on the crash form.

Most of the analyses represent five years of data, from 2019 to 2023. Some instances are noted and may only include three years of analysis, 2021-2023.



APPENDIX B

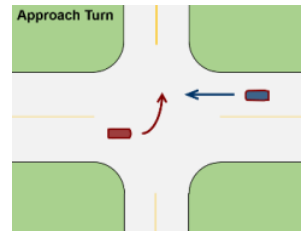
TYPES OF CRASHES

Throughout the document, there is detailed discussion and analysis regarding a variety of crash types. The most frequently noted crash categories are listed below with an explanation and definition for each one. Some are depicted in the diagrams at right. Note that all crashes reported involve some type of motor vehicle.

Crash reports will often indicate “front to side” collisions (also known as broadside). As indicated in the definitions and the diagrams, the circumstances related to the front of a vehicle striking the side of another vehicle can vary, and the mitigation to address these collisions may be very different depending on the type of crash. More detailed descriptions (approach turn, right angle, and overtaking turn) are explained below and used in this report.

Approach Turn

Two vehicles traveling in opposite directions, one turns left (or attempts a U-turn) in front of the oncoming vehicle and is struck.



Bicycle

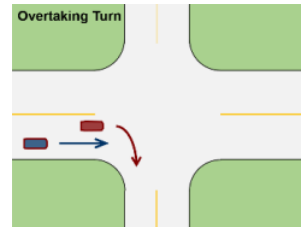
Any crash that involves a bicyclist and a motor vehicle.

Fixed Object

A single vehicle crash where a fixed object other than a parked vehicle is struck. This includes items such as a curb, median, or other roadside feature such as tree, fence, or utility pole.

Overtaking Turn

Two vehicles traveling in the same direction, the front vehicle turns right or left and is hit as the following vehicle tries to pass on the right or left. When this type of crash involves a bicycle traveling straight and a vehicle making a right turn, it is also known as a ‘right hook’ crash.

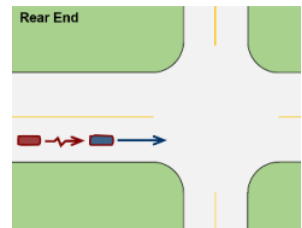


Parking Related

Any crash involving a parked vehicle or a vehicle entering/leaving a parking space.

Pedestrian

Any crash that involves a pedestrian and a motor vehicle.



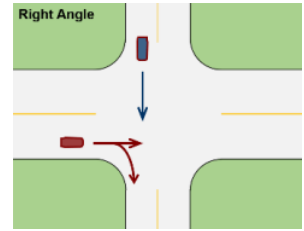
Rear End

Two vehicles traveling in the same direction, leading vehicle struck by following vehicle.



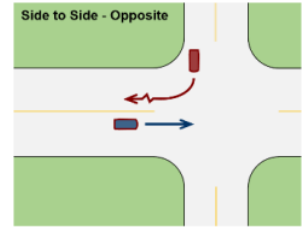
Right Angle

Two vehicles traveling on perpendicular streets one fails to yield or passes a traffic control device and strikes the other.



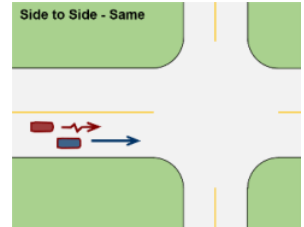
Sideswipe Opposite Direction (also side to side opposite)

Two vehicles traveling in opposite directions, one veers into the wrong lane and strikes the side of the other car. This often occurs where a vehicle waiting at a STOP sign or traffic signal is struck by a vehicle turning right from a perpendicular road (frequently during icy conditions).



Sideswipe Same Direction (also side to side same)

Two vehicles traveling the same direction, one vehicle veers into the other striking it in the side (usually due to improper lane changes).



Other

Other crashes that do not fit into any other category.

Crash Type Diagrams



APPENDIX C

INTERSECTION EVALAUTION

ANALYSIS DETAILS

Information in the intersection evaluation section of the report is used to identify specific locations with the anticipated highest potential for crash reduction. The analysis is conducted to identify intersections where there are more crashes than expected considering traffic volumes, roadway geometry, type of traffic control, and crash severity.

INTERSECTIONS BY EXCESS CRASH COST

To identify locations with the most potential for crash reduction, it is important to use methods that account for crash severity, traffic volumes, roadway geometry, and type of control at intersections as those factors have an impact on the number of crashes at a given location.

It is also necessary to acknowledge that even though traffic crashes are partially deterministic (i.e., factors affecting crash potential can be controlled), crashes are, to some extent, random events. This random nature of crashes can make it more difficult to determine if a location is truly a problem versus a location where normal variation led to a high crash frequency during the analysis period. To identify locations that warrant further investigation it is helpful to use a methodology that accounts for the somewhat random nature of crashes.

In 2010 the Transportation Research Board (TRB) and the American Association of State Highway and Transportation Officials (AASHTO) published the *Highway Safety Manual* (HSM). The HSM includes a statistical approach that considers traffic volumes and intersection types while also accounting for the natural fluctuation of data called regression to the mean. The result is the identification of locations that have a higher-than-expected crash frequency even after accounting for random variation.

Crash Prediction Models

The method in the Highway Safety Manual that is applied for this evaluation uses crash prediction models to predict the number of crashes (both total and injury/fatal crashes) at each location given traffic volumes, roadway geometry, and type of control at each intersection. The predictions are then compared to the actual number of crashes at each location (adjusted to account for regression to the mean). The more the actual adjusted number of crashes exceeds the number of predicted crashes (expressed as excess crash cost) the more likely it is that a location might benefit from targeted improvements.

Several crash prediction models were considered including those found in the Highway Safety Manual 1st edition, models developed for the Colorado Department of Transportation (CDOT) in 2009, and models developed for CDOT in 2018. Model results were compared to actual Fort Collins crash data and the models that best matched the data in each intersection category were selected for use (see table on next page).

Once the comparison between model predicted and actual crashes is completed, the numbers can be monetized into 'excess crash costs'. This is the cost of crashes above the model predictions for an intersection and provides an indication of the potential benefit of reducing crashes. Crash costs are weighted by severity and based on information provided in the Highway Safety Manual (Table 4A-1), adjusted to 2023 dollars, and consider Fort Collins' proportion of severe crashes. The costs include monetary losses associated with medical care,



emergency services, property damage and lost productivity. They also include costs related to reduction in quality of life that is related to injuries. See table below for the costs used in this report.

Prediction Model Used in Intersection Analysis

Number of Legs *	Type of Control	Model Used
3	Stop Controlled	CDOT 2018
4	Stop Controlled	CDOT 2018
3	Signalized	CDOT 2018
4	Signalized	CDOT 2009 (total crashes) 2018 (injury crashes)
All	Roundabout	NCHRP 888

2023 Crash Costs

Severity of Crash	Cost
Property Damage Only	\$ 12,900 /crash
Fatal / Injury	\$ 79K - \$141K /crash

Source of cost:
Highway Safety Manual

* Legs: Segments of roadway approaching an intersection

ANNUAL EVALUATION AND ROADWAY SAFETY UPDATE EXECUTIVE SUMMARY



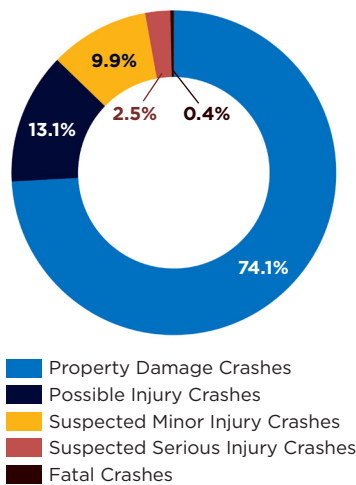
The City of Fort Collins is committed to roadway safety and has joined the Colorado Department of Transportation's Moving Towards Zero Deaths initiative. The City adopted its first Vision Zero Action Plan in the spring of 2023. Making progress towards Vision Zero requires a multi-faceted, collaborative effort that utilizes all available strategies through various departments, other partners, and the entire community. The **Annual Evaluation and Roadway Safety Update** (available at fcgov.com/traffic) reviews and analyzes reported crash data that informs the Vision Zero Action Plan. The report identifies locations, patterns, causes, and trends in roadway safety, discusses safety performance of previous projects, and identifies a detailed work plan to reduce the number and severity of crashes in Fort Collins.

OVERALL CRASHES AND SEVERITY

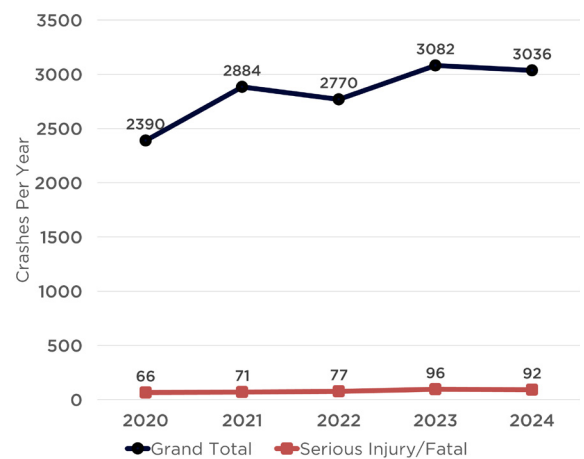
Compared to 2023 (one year ago), total crashes are **down 1.4%** and serious injury/fatal crashes are **down 4%**.

- ✓ The city experiences an average of about **2,800 reported traffic crashes** each year.
- ✓ In 2024, there were **92 crashes involving a serious injury or fatality**.
- ✓ The overall annual societal cost in Fort Collins of these crashes is **\$211 million**.
- ✓ **74%** of crashes do not involve an injury.

OVERALL CRASH SEVERITY



FIVE-YEAR CRASH TREND (2020-2024)



CRASH LOCATION

8% of Fort Collins roadways are in the High Injury Network and **59%** of serious injury/fatal crashes occur on the High Injury Network.

- ✓ **Arterials** (major roadways) are the priority corridors for safety improvements as they **see the highest number of crashes** (especially serious injury/fatal crashes), and many are identified as being on the 'High Injury Network'.
- ✓ **Intersections and driveways** are the locations of **greatest risk** on the transportation system with 71% of all serious injury/fatal crashes occurring at an intersection, driveway, or alley access.
- ✓ A statistical evaluation of three years (2022-2024) of intersection crash data identified locations where more crashes are occurring than what would be expected given volumes, geometrics, control, etc. The top intersections are in the table to the right.

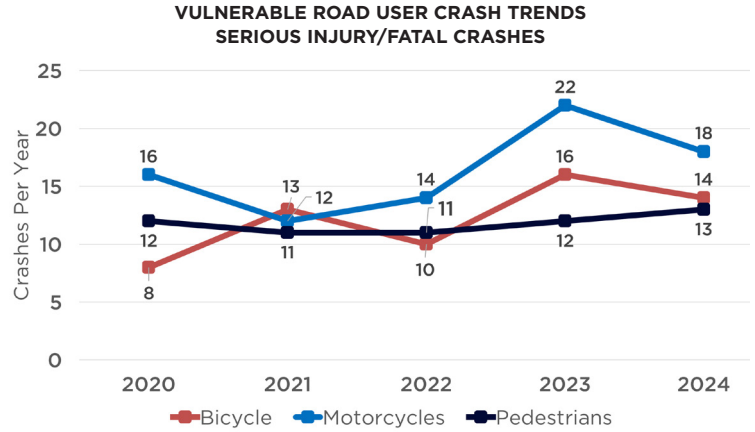
INTERSECTIONS WITH MORE CRASHES THAN EXPECTED

	N/S Street	E/W Street	Notes
1	College	Drake	Project in design, automated enforcement
2	Timberline	Carpenter	Project in design, roundabout
3	Mason	Harmony	Priority for safety audit
4	Timberline	Harmony	Automated enforcement, priority for safety audit
5	Ziegler	Horsetooth	Project in design
6	Timberline	Lincoln	Project in design
7	Shields	Prospect	Project in design, protected intersection
8	Lemay	Harmony	Priority for safety audit
9	Taft Hill	Drake	Priority for safety audit
10	College	Kensington	Priority for safety audit

VULNERABLE ROAD USERS

Vulnerable road users are involved in **7%** of all crashes but **50%** of serious injury/fatal crashes.

- ✓ **Crashes involving vulnerable road users** (people riding bicycles, walking, or using motorcycles) tend to be **more severe** than those involving only motor vehicles.
- ✓ There was a **decrease in serious injury/fatal crashes** for people riding bicycles or motorcycles in the past year.

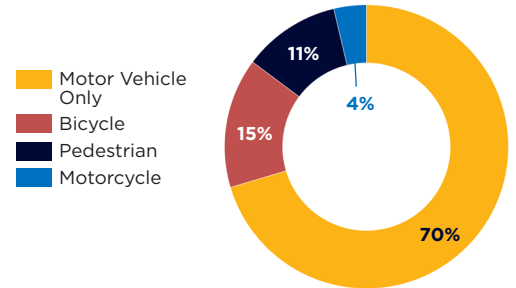


CRASHES INVOLVING YOUTHS

Crashes involving school aged students (ages 0-17) are of particular interest due to 'safe routes to school' impacts.

- ✓ Most youth crashes involve motor vehicles. **Young drivers** (ages 15-19) account for 5% of all licensed drivers but **are at fault in almost 15% of all crashes.**
- ✓ **Crashes involving young bicyclists or pedestrians are at a five-year low.** 80% of crashes involving young bicyclists and pedestrians involve middle school or high school ages.

SERIOUS INJURY/FATAL CRASHES INVOLVING YOUTHS



RECENT IMPROVEMENTS

The City is continually pursuing opportunities to improve safety. Some projects can be low cost (signal phasing), while others may involve capital construction funding. Recent projects, and their safety benefit include those shown in the table to the right.

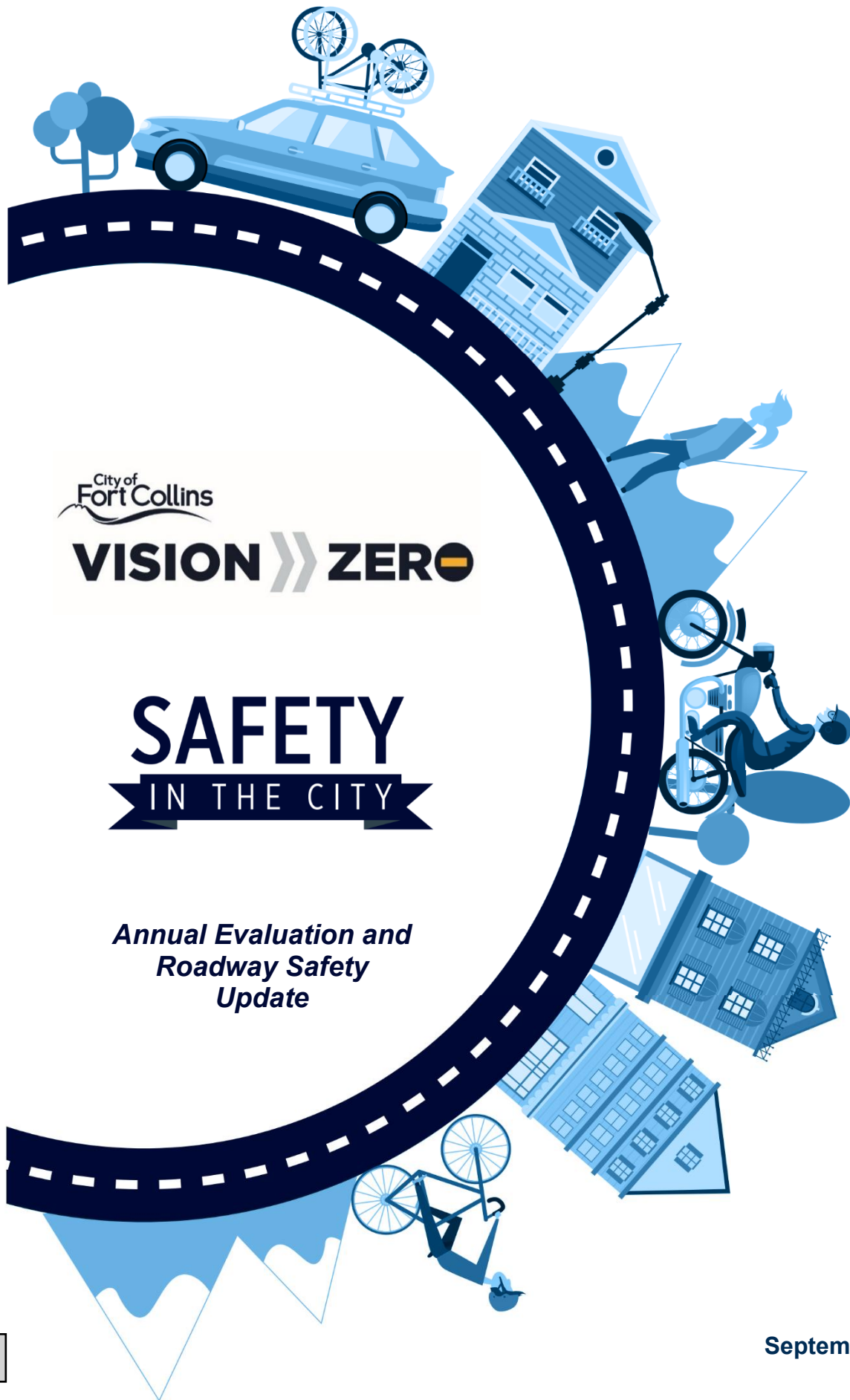
N/S Street	E/W Street	Crash Reduction	Notes
Taft Hill	Trilby	2 crashes/year 40% reduction	Intersection signalization
College	Swallow	2 crashes/year 67% reduction	Protected left turn - signal timing
College	Carpenter	2 crashes/year 70% reduction	Protected left turns - signal timing
College	Troutman	6 crashes/year 85% reduction	Protected left turns - signal timing

NEXT STEPS IN ROADWAY SAFETY

The City's adopted Vision Zero (VZ) Action Plan outlines the principles and guiding strategies in the City's efforts to reduce the number and severity of crashes. This annual Roadway Safety Report provides data and analysis to accompany the VZ plan and identifies the specific locations and detailed crash trends from which to develop annual work program to support VZ actions related to physical, operational, and planning safety improvements. The current work plan includes:

- Completing full **safety audits at top intersections.**
- **Continued pursuit of funding** and design for top capital projects.
- Incorporating **safety and consideration of High Injury Network** into current planning and future projects.
- Collaboration on **education and enforcement** activities.

Continued emphasis on the **safety of vulnerable road users** including projects to reduce crash risk.



City of Fort Collins

VISION >> ZERO

SAFETY
IN THE CITY

*Annual Evaluation and
Roadway Safety
Update*

The City of Fort Collins is in the process of making all its documents more accessible. While much progress has been made, some of the more technical and/or graphical elements of this document may be inaccessible for some people. If you would like assistance in reviewing this document, please contact the City of Fort Collins Traffic Operations Department at 970-221-6630. Please know that the City is happy to assist you and do not hesitate to reach out.

Prepared By:



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Appendix A: Explanation of Crash Data

Appendix B: Definition and Visual Depiction of Various Crash Types

Appendix C: Intersection Evaluation Methodology

Item 2.

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INTRODUCTION

The City of Fort Collins has taken traffic safety seriously for decades through designing for traffic safety in road construction projects, systemically encoding safety in traffic operations and traffic enforcement. However, despite these efforts, an average of 80 people experienced a serious injury or lost their life every year from 2020 through 2024. Not only do these tragic events contribute to immeasurable personal loss, but they also put elevated pressure on the local emergency response, and concerns about roadway safety can discourage the use of active modes, affecting communitywide health and mobility and our ability to meet climate goals.

In late 2016, the City of Fort Collins became the first public local entity to join the Colorado Department of Transportation's (CDOT) Moving Towards Zero Deaths initiative. Then in 2023 Fort Collins completed and adopted a Vision Zero Action Plan that includes a formal commitment to reducing and eventually eliminating serious injury and fatal crashes. The stated vision for the city is:

By 2032 no one dies or is seriously injured while traveling in Fort Collins.

The Action Plan used a data-driven approach to analyze crash trends and identified the High Injury Network (HIN), the 8% of streets in Fort Collins that account for 59% of all serious injury/fatal crashes in the city. The Plan outlines specific actions for the next ten years to achieve Vision Zero. Vision Zero takes the Safe System approach to prioritize safety in decision-making. The Safe System Approach builds and reinforces multiple layers of protection to prevent crashes from happening and minimize harm when crashes do occur, focusing on both human mistakes AND human vulnerability.

Since 2015, the city has analyzed crash trends in its annual Safety in the City report. Safety in the City now also reports progress of implementation of the Vision Zero Action Plan. The report compiles traffic crash and safety information and tracks trends on public streets within Fort Collins. It analyzes intersection safety, evaluates safety on the High Injury Network and evaluates previous work to identify project outcomes in terms of improving safety. The final section discusses specific next steps and recommends safety-based work items for the city in the coming year.

Fort Collins has invested in many plans and programs that interface with traffic safety, including the Transportation Master Plan, the Active Modes Plan and the Capital Improvement Plan. The Vision Zero Action Plan and the Safety in the City report provide concurrent guidance for all projects from these plans and programs.

Improving roadway safety requires commitment and contributions from everyone. City departments including Traffic Operations, FC Moves, Engineering, Police Services and Streets play a vital role in a comprehensive roadway safety improvement program. Other jurisdictions such as Larimer County and CDOT are important partners as crashes occur on jurisdictional boundaries or along state highways in the city. Finally, the residents of the community and everyone using the transportation system through any mode play a critical role in ensuring safety.

Everyone has a right to travel around Fort Collins safely and everyone has a responsibility to contribute towards that end. This document provides information that can be used for planning, operations, education and messaging to the greater Fort Collins community.



*US Department of Transportation
Safe System Approach*

Safety Matters

In 2024, there were 92 crashes involving a serious injury or fatality in Fort Collins



SAFETY SNAPSHOT

Information below provides an overview of general safety data for the City of Fort Collins. Unless otherwise noted, the data represents a compilation or average of the most recent five years of data (2020-2024). Crashes include those that occurred within the city limits in the public right-of-way (not on private property such as parking lots).

Notes:

- See **Appendix A** for explanation of the data.
- See **Appendix B** for definitions and visual depictions of various crash types.

CRASH DATA AND TRENDS

Total crash and serious injury/fatal crash numbers in the city are shown in **Figure 1** below.

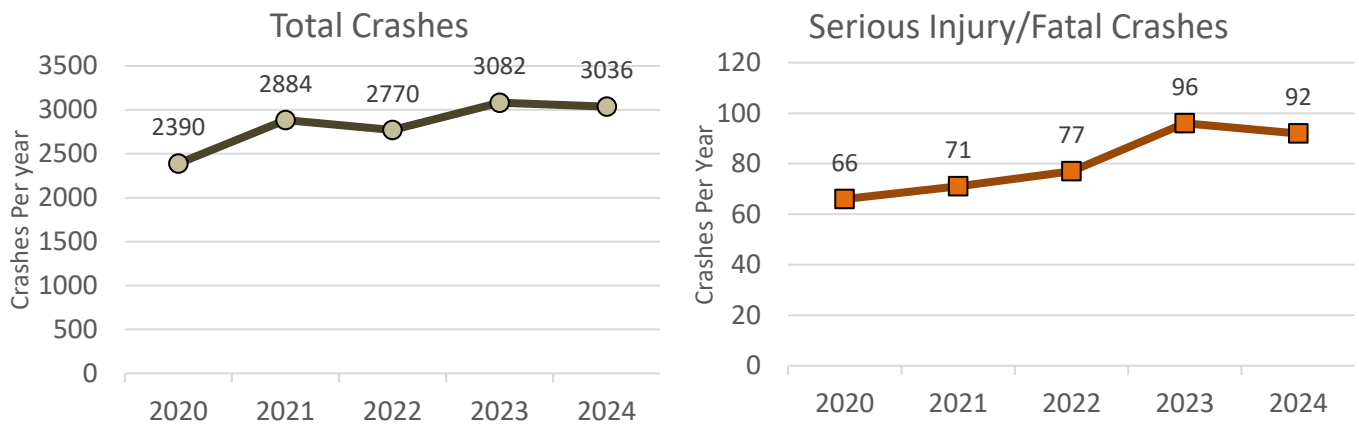


Figure 1. Five Year Crash Trends

Both total crashes and serious injury/fatal crashes have slightly decreased from 2023 after experiencing several years of increasing numbers.

One noted area of interest is to review a longer-term trend for serious injury/fatal crashes. A ten-year trend is shown in **Figure 2**.

The increasing crash trends are similar to those on a state and national level. (Note that 2020 was an atypical year due to the pandemic.) There are several contributing factors:

- Some increase in crashes is typical in areas of growth. The

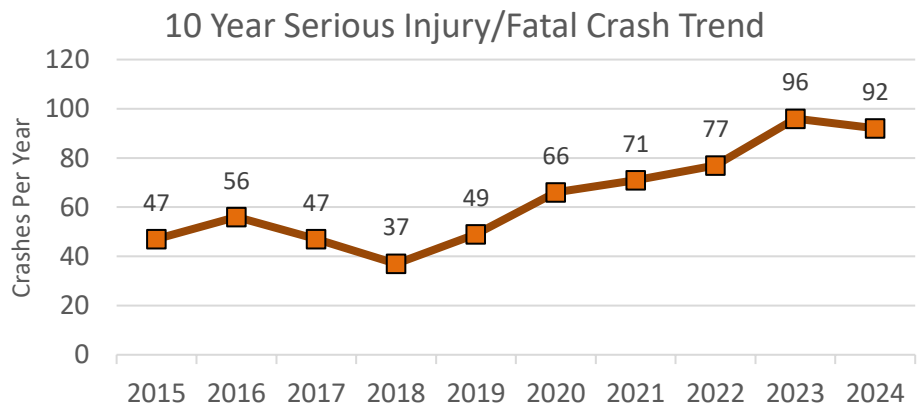


Figure 2. Ten-Year Trend for Serious Injury/Fatal Crashes



population of Fort Collins increased 10% during the past ten years resulting in increased vehicle miles traveled.

- Some crash trends may be affected by annexations that result in crashes that occur on those roadways becoming part of the crash database. Total centerline miles of road in Fort Collins have increased 8% in the past ten years. Examples of newly annexed areas include some of the roadways in proximity to I-25 interchanges.

Regardless of the various factors, the increasing trend of serious injury/fatal crashes is of significant concern and is the focus of the Vision Zero plan.

Travel Modes

Figure 3 shows how vulnerable road users (those traveling on motorcycles, bicycles and pedestrians) are disproportionately represented in serious injury and fatal crashes.

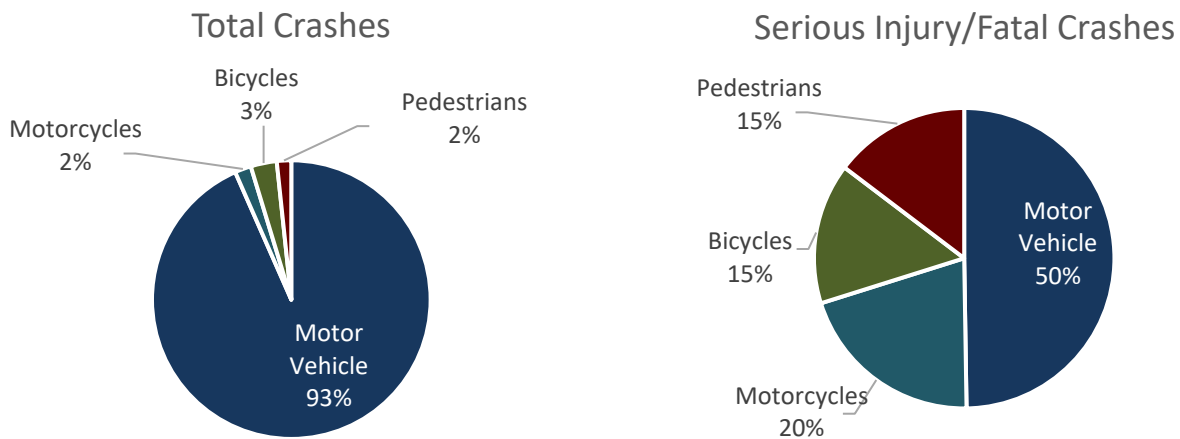


Figure 3. Travel Modes for Total Crashes and Serious Injury/Fatal Crashes

Figure 4 shows how the mode split shown above (which is an average over five years) has trended during that period. In general, the percent of serious injury/fatal crashes involving motor vehicles only is slightly up, while the percent for pedestrians is slightly down.

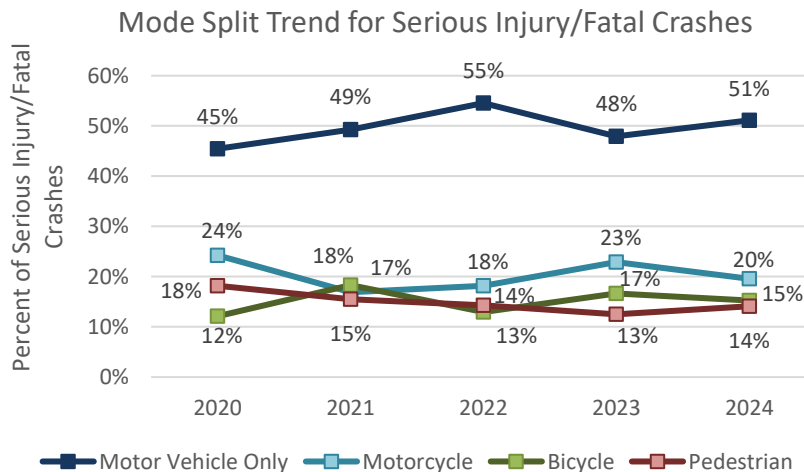


Figure 4. Mode Split Trend for Serious Injury/Fatal Crashes



Vulnerable Road Users

Serious injury and fatal crash trends by mode of travel for vulnerable road users are shown in **Figure 5**. After increases in 2023, there was a decrease in 2024 for bicycle and motorcycle crashes.

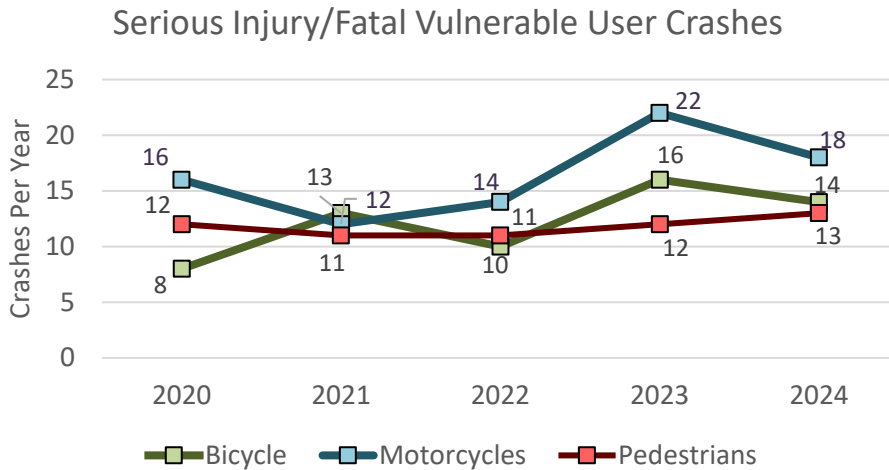


Figure 5. Vulnerable User Crash Trends

Crashes Involving Youth

Overall, young people may be more often involved in crashes than older adults. Drivers up to the age of 26 are overrepresented in crashes (when comparing percent crashes against percentage of driver’s licenses). Crashes involving school aged students (ages 0-17) are of particular interest due to their impact on safe routes to school. Analysis of youth information below includes crashes involving young pedestrians, young bicyclists, or young motor vehicle drivers (or motorcyclists). The data does not include youths that are passengers in vehicles involved in a crash.

Figure 6 shows the trends in crashes that involve youths. There were no crashes that resulted in a youth being fatally injured in the past five years.

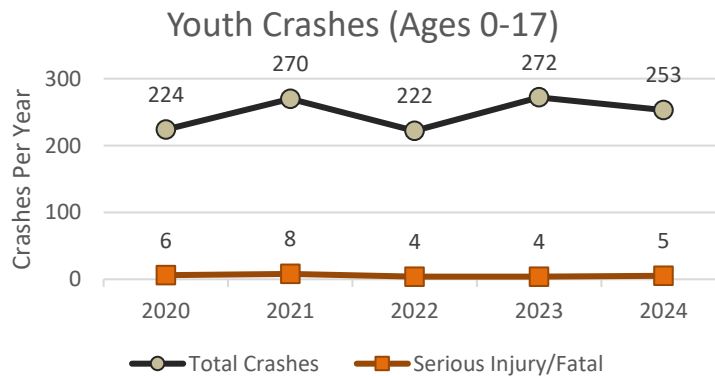


Figure 6. Crashes Involving Youths



The mode split for crashes involving youths is shown in **Figure 7**. Most of these crashes involve young drivers. Using five years of data, the average number of crashes per year involving youth are:

- 233 motor vehicle only crashes (3.8 of which involved a serious injury)
- 10.2 bicycle crashes (0.8 of which involved a serious injury)
- 4.6 pedestrian crashes (0.6 of which involved a serious injury)
- 0.2 motorcycle crashes (0.2 of which involved a serious injury)

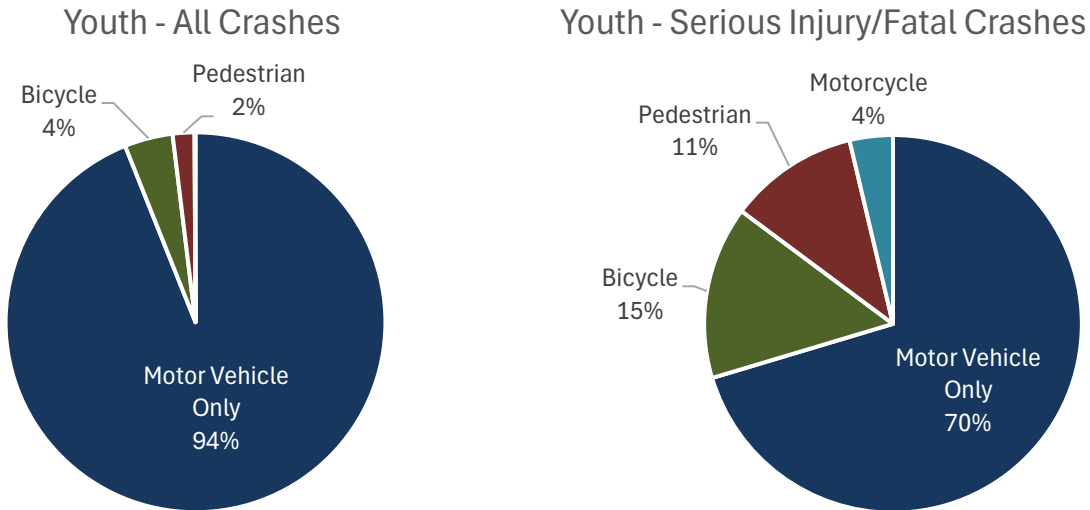


Figure 7. Mode Split for Crashes Involving Youths

Trends for crashes involving youths are shown in **Figure 8** for each mode. There was only one crash involving a youth on a motorcycle (it occurred in 2023 and resulted in a serious injury). Crashes involving both young bicyclists and pedestrians are at five-year lows.

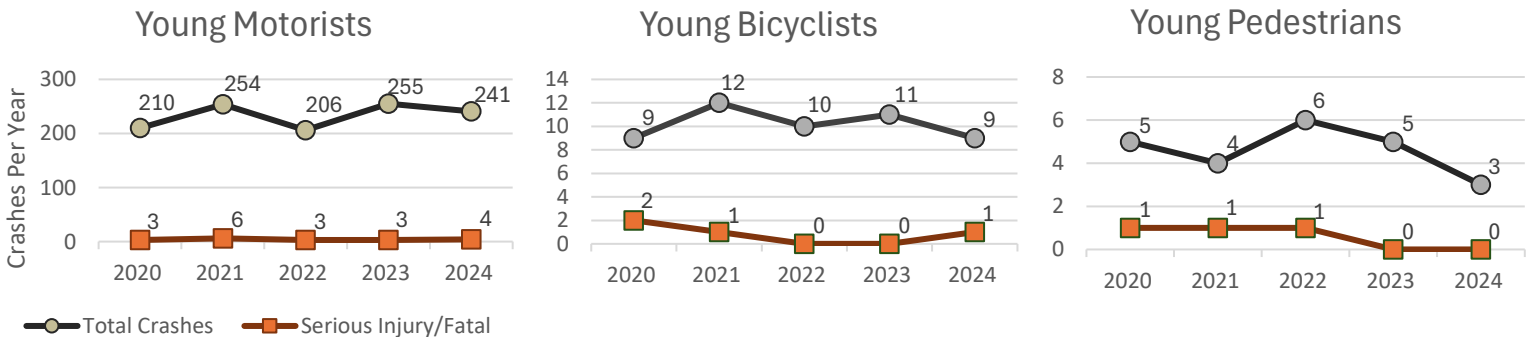


Figure 8. Trends for Crashes Involving Youths by Mode

Additional information related to the 51 young bicyclists and 23 young pedestrians involved in crashes in the last five years is shown below. **Figure 9** shows the age of those individuals, and **Figure 10** shows the time of day when these crashes occurred. Items of note for crashes involving young bicyclists or pedestrians include:

- More than 80% are in middle school or high school (ages 12-17).



- The crashes occur most often between 3–5 p.m. (30%) and 7-9 a.m. (19 %). Although crash data often does not specify the origin or destination of the parties involved, these times correspond to school start/dismissal times.
- Eighty-four percent (84%) occur at intersections or driveways.
- Sixty-six percent (66%) are classified as right-angle crashes. (See **Appendix B** for crash type descriptions). Conflicts between right-turning vehicles and bicyclists riding against traffic is a common type of conflict.

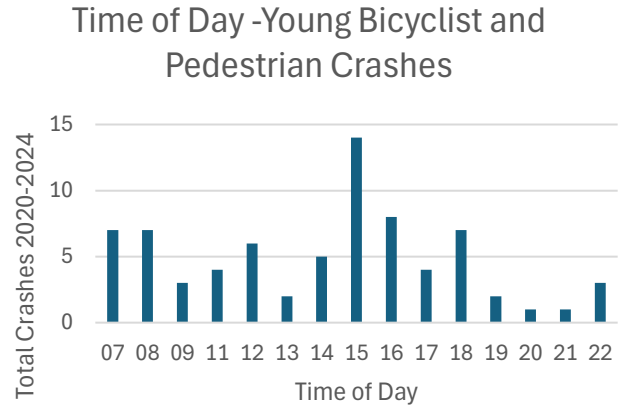
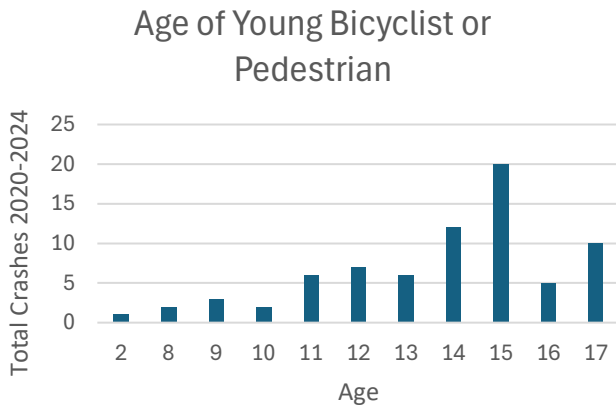


Figure 9. Age of Young Bicyclist/Pedestrian

Figure 10. Time of Day-Young Bicyclist/Pedestrian Crash

Fatal Crashes

The trend in fatal crashes is shown in **Figure 11**. Partially due to the small number of crashes, there can be variation in the numbers from year to year. This volatility is typical and not outside of the variation that is expected. The goal is to see a general downward trend over time.

The percentage of fatal crashes by mode during the past five years are shown in **Figure 12**. Their locations are shown in **Figure 13**.

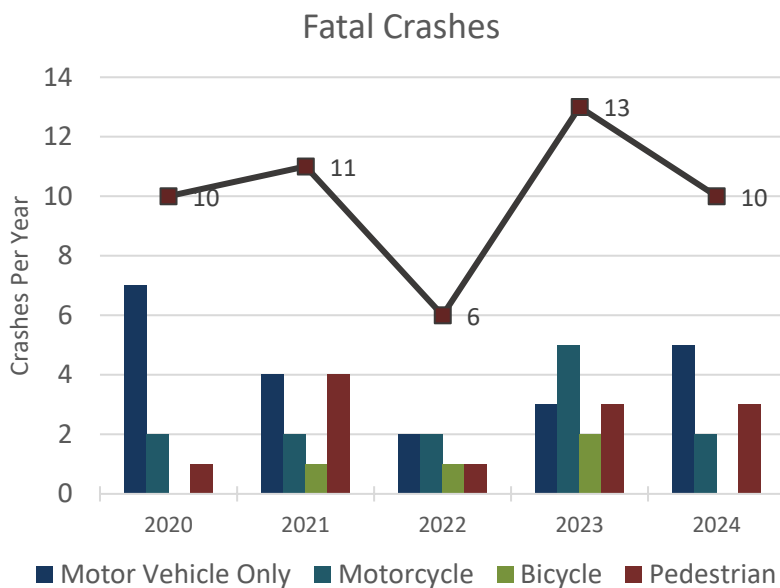


Figure 11. Fatal Crash Trends

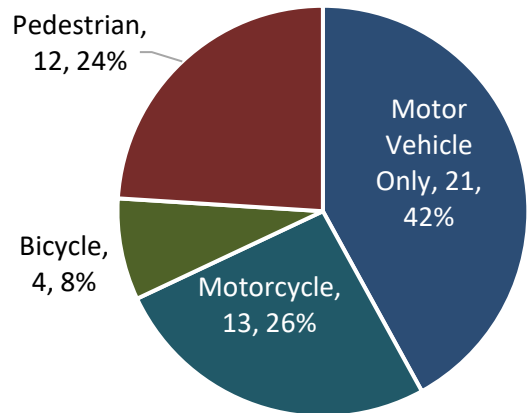


Figure 12. Modes of Travel Involved in Fatal Crashes

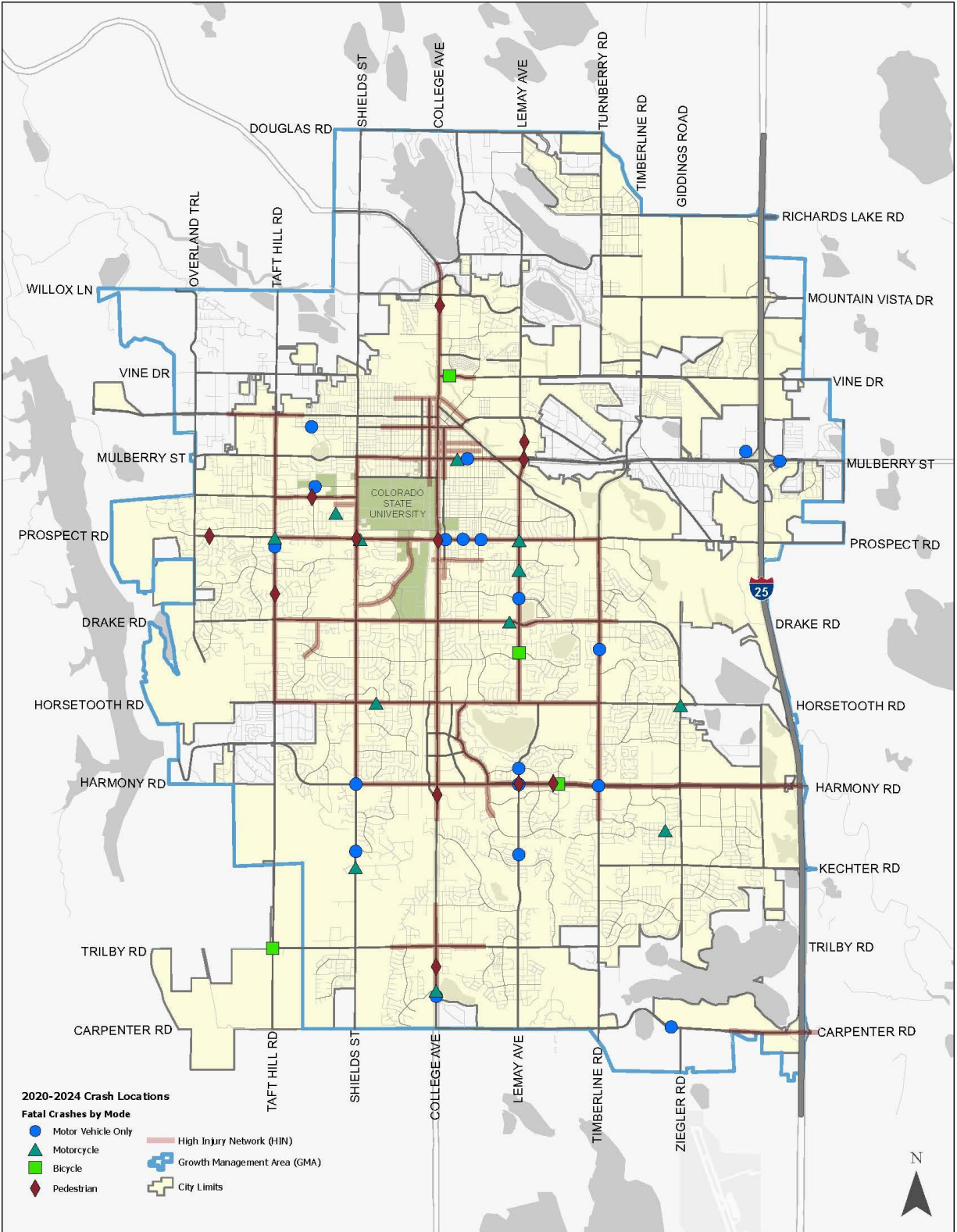


Figure 13. Location and Mode of Travel in Fatal Crashes



While each crash is unique and often has several contributing factors, an exploration of the data identifies some common themes among the crashes by mode. These themes are not intended to place blame, but rather to better understand risk and locations of interest, and target safety improvements, educational outreach and/or enforcement areas.

The most frequent themes (or contributing factors) involved with fatal crashes are summarized in **Table 1** below for each mode of travel. The themes are listed in order of occurrence, meaning the most frequent themes are listed first. Some crashes involve more than one theme.

Table 1. Summary of Common Themes in Fatal Crashes:

<p>Motor Vehicle Only</p> <ul style="list-style-type: none"> Intersections Single vehicle Speeding Medical events Alcohol/DUI 	<p>Motorcycle</p> <ul style="list-style-type: none"> Intersections Nighttime (dark) Alcohol/DUI Significant speeding Single vehicle
<p>Bicycle</p> <ul style="list-style-type: none"> Daytime Unsignalized intersections 	<p>Pedestrian</p> <ul style="list-style-type: none"> Nighttime (dark) Non intersection (midblock)

Serious Injury/Fatal Crash Types

There are six types of crashes that make up 84% of all serious injury/fatal crashes. They are shown in **Figure 14**. Definitions of crash types are included in **Appendix B**. Because of the special interest in vulnerable road user crashes, those involving a bicycle or pedestrian are shown separately. All other crash types involve motor vehicles only (or motorcycles).

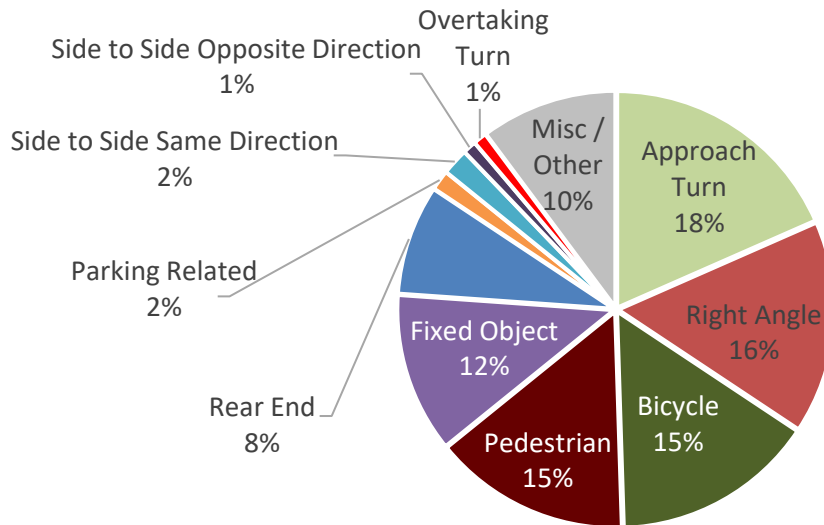


Figure 14. Serious Injury/Fatal Crash Types



Intersection Crashes

Intersections remain the most common crash locations. Seventy-one percent (71%) of all serious injury/fatal crashes occur at intersections. The type of crashes that occur at intersections are shown in **Figure 15**. The most frequent intersection crash types are not necessarily the most frequent severe crash types; for example, rear end is the most common crash type for total crashes but is less common among severe crashes, while bicycle and pedestrian crashes are more common as severe crashes than as total crashes. While any crash is undesirable, the Vision Zero goal is to eliminate severe crashes.

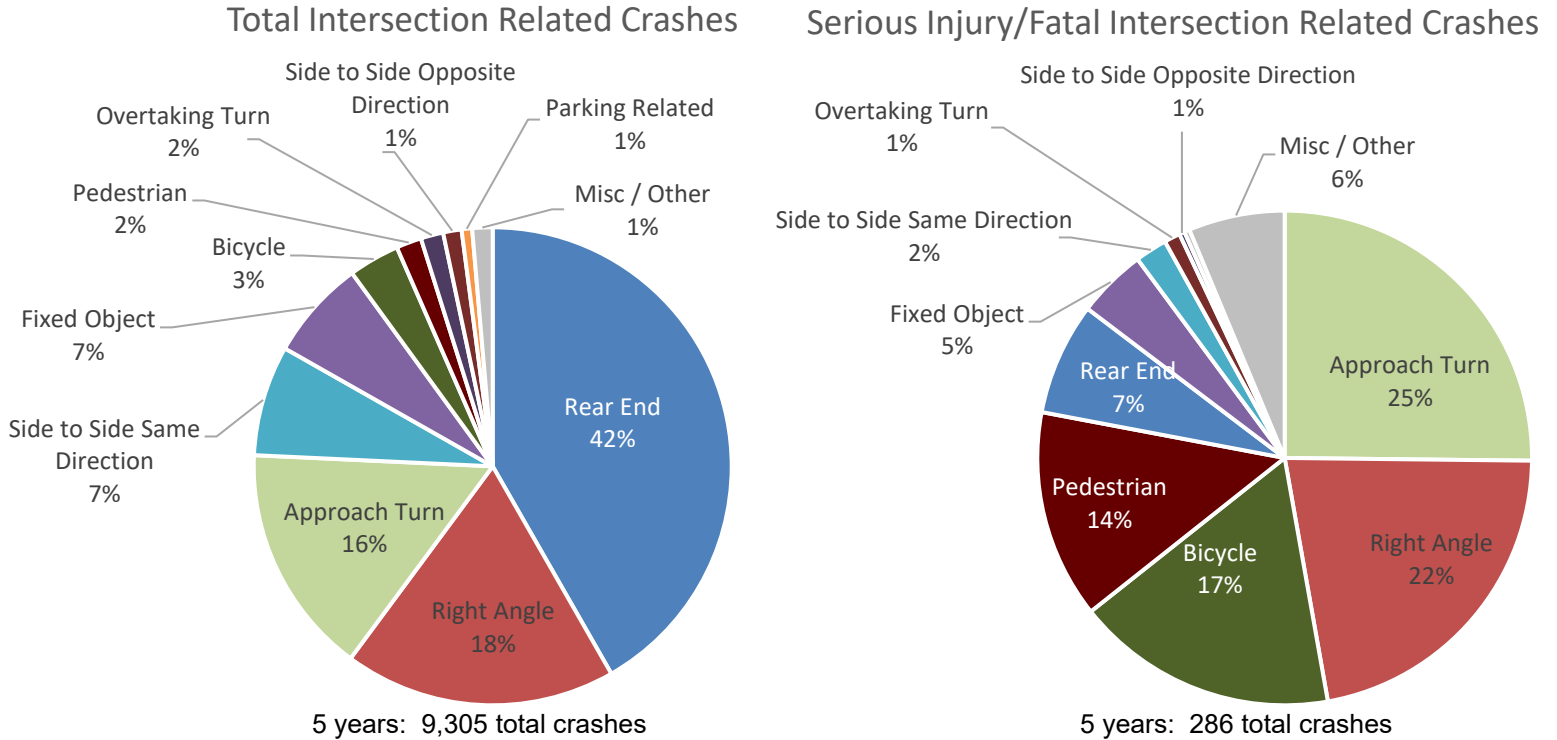


Figure 15. Crash Type for Intersection Crashes

Crash Location and High Injury Network

A map of crash location for serious injury/fatal crashes in the last five years is shown in **Figure 16**.

The map also shows the High Injury Network (HIN). The Vision Zero Action Plan for the City of Fort Collins adopted in 2023 identified street segments with the greatest share of serious injury/fatal crashes. Those streets have been designated as the HIN.

The HIN represents 8% of the streets in Fort Collins and is the location of 59% of all serious injury/fatal crashes. The HIN are road segments that are especially targeted for safety focus.

Table 2. Crashes on the High Injury Network

	Citywide Crashes	Crashes on HIN
Total serious injury/fatal crashes	402	238 (59%)
Fatal crashes	50	32 (64%)



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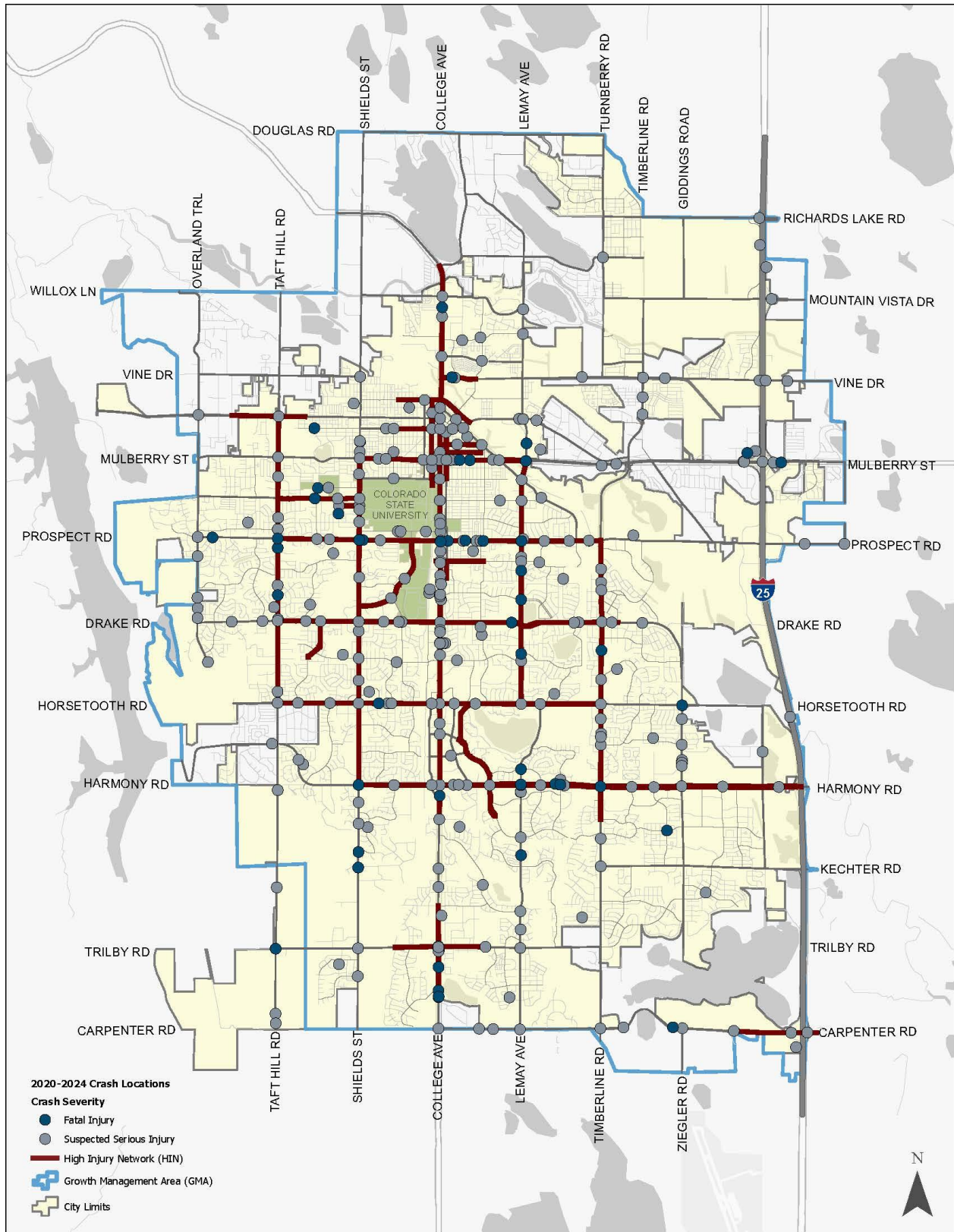


Figure 16. HIN and Location of Serious Injury/Fatal Crashes 2020-2024



ECONOMIC IMPACT

Using figures determined by the Federal Highway Administration and published in the Highway Safety Manual, an estimation of economic costs associated with crashes in Fort Collins can be made. The annual societal cost of traffic crashes in Fort Collins is about \$211 million. See **Table 3**. The crash costs shown are adjusted to reflect 2024 values. Crash costs include monetary losses associated with medical care, emergency services, property damage and lost productivity. They also include costs related to the reduction in the quality of life related to injuries.

Total societal cost of
crashes in Fort Collins
in 2024:

\$211 million

A study completed by the National Highway Traffic Safety Administration (NHTSA) identified who pays the costs of the economic impact of crashes. The NHTSA study found that society at large pays for about 75% of all costs incurred for traffic crashes. Those costs are passed on to the public through insurance premiums, taxes, direct out of pocket payments for goods/services and increased medical costs.

Crash Severity	Number of Crashes	Cost Per Crash	Societal Cost
Property Damage Crashes	2,288	\$ 13,300	\$ 30,430,400
Possible Injury Crashes	359	\$ 82,200	\$ 29,509,800
Non-Incapacitating Injury Crashes	297	\$ 145,900	\$ 43,332,300
Incapacitating Injury Crashes	82	\$ 399,300	\$ 32,742,600
Fatal Crashes	10	\$ 7,543,400	\$ 75,434,000
Total	3,036		\$ 211,449,100

Table 3.
Economic Impact
of Traffic Crashes
in Fort Collins,
2024

COMPARISON TO OTHER CITIES

Knowing how Fort Collins crash trends compare to other communities helps identify progress and which communities to look to for effective strategies. The most consistent way to compare Fort Collins' crash frequency with that of other cities is to compare the fatal crash rate (crashes per 100,000 population). Fatal crashes are used for this comparison as they are most consistently reported due to federal reporting requirements. **Tables 4 and 5** are sorted by fatal crash rate and compare Fort Collins to other cities in Colorado and also other peer cities nationwide with similar populations (90,000 to 200,000).

Because fatal crashes are rare, there are relatively low numbers to use in the analysis, which can result in some volatility in the results. Using a rolling 5-year annual average helps to smooth out year-to-year swings.

The City of Fort Collins has a lower fatal crash rate than most of its comparable Colorado counterparts and is about average when compared against similar cities nationwide.



Colorado Cities							
City	Population	Fatal Crashes, 2020 - 2024					Fatal Crash Rate (Crashes/Year/ 100,000 Pop.)
		2020	2021	2022	2023	2024	
Boulder	106,803	4	5	1	5	3	3.4
Arvada	121,873	4	2	5	5	6	3.6
Longmont	99,818	6	7	7	5	6	6.2
Fort Collins	170,376	10	11	8	14	10	6.2
Westminster	114,832	5	8	11	11	6	7.1
Greeley	114,363	12	2	5	11	14	7.7
Average CO Cities	124,500	8.3	8.9	9.0	11.2	11.7	7.8
Thornton	124,402	9	11	12	7	18	9.2
Lakewood	156,868	12	18	17	20	21	11.2
Pueblo	111,166	13	16	15	23	21	15.8

Table 4. Fatal Crash Rate Comparison to Other Colorado Cities

Peer Cities							
City	Population	Fatal Crashes, 2019 - 2023					Fatal Crash Rate (Crashes/Year/ 100,000 Pop.)
		2019	2020	2021	2022	2023	
Bellevue, WA	151,764	4	4	1	3	1	1.7
Naperville, IL	150,060	3	2	5	2	3	2.0
Olathe, KS	147,779	6	3	4	5	5	3.1
Overland Park, KS	198,789	9	7	5	6	7	3.4
Coral Springs, FL	134,484	4	8	7	5	3	4.0
Broken Arrow, OK	119,194	3	4	9	4	5	4.2
Fort Collins, CO	170,376	8	10	11	8	14	6.0
Cedar Rapids, IA	136,468	9.0	5.0	6.0	9.0	12.0	6.0
Average Peer Cities	140,361	6.2	8.5	9.0	10.0	9.4	6.3
San Angelo, TX	98,234	3	9	10	8	4	6.9
Richardson, TX	118,363	5	9	7	18	11	8.4
Norman, OK	130,046	5	12	10	20	13	9.2
Boca Raton, FL	96,684	6	11	15	15	15	12.8
Springfield, MO	172,455	15	27	27	27	29	14.5

Table 5. Fatal Crash Rate Comparison to Similar Peer Cities Nationwide

Data sources:

- Colorado crash data is from the Colorado Department of Transportation (CDOT).
- Crash data for communities outside Colorado (peer cities) was obtained from the National Highway Traffic Safety Administration's Fatal Accident Reporting System (FARS) which contains data through 2023.
- Population estimates are from the U.S. Census.



INTERSECTION EVALUATION

Because vehicle volumes and other elements at specific intersections vary widely, it is difficult to draw relevant and comparative conclusions from just crash numbers at each location. Therefore, a more sophisticated analysis is conducted that allows for a data-based intersection comparison to find locations where more severe crashes are occurring than would be expected when considering traffic volumes and other intersection characteristics. These intersections are good candidates for interventions and improvements can have a strong impact on reducing crashes citywide, working towards the goal of zero.

The analysis follows the national best practice outlined in the *Highway Safety Manual* (HSM) published by the Transportation Research Board (TRB) and the American Association of State Highway and Transportation Officials (AASHTO). The procedure is a statistical process that utilizes inputs including crash numbers, severity, vehicle volumes, roadway geometry and type of control at a location. The analysis accounts for the somewhat random nature of crashes, and the outcome is an evaluation of intersection safety that can be compared from one location to another. It identifies locations that have a higher-than expected crash frequency where there is likely the most opportunity for reduction of crashes. As always, the goal is zero crashes, but this methodology allows for systematic evaluation of the crashes that are occurring. Details on methodology, models and costs are included in **Appendix C**. The result of the analysis is provided in two forms, each of which is explained below.

EXCESS CRASH COSTS

The analysis identifies the expected number of crashes at an intersection given the inputs and compares that against the actual number of crashes. The difference in expected crashes and actual crashes can be monetized as 'excess crash cost'. This is the annual cost associated with crashes that are above the expected number of crashes for an intersection and provides an indication of locations with unusually high numbers of crashes. Locations with high excess crash costs may have significant potential for reducing crashes. Locations of differing volumes and geometric elements can also be compared against one another using excess crash costs. A more detailed explanation of the methodology is in **Appendix C**.

LEVEL OF SERVICE OF SAFETY (LOSS)

While excess crash cost is a quantitative approach that provides a specific number (dollar amount), CDOT uses a similar analysis and reports results in a more qualitative fashion called Level of Service of Safety (LOSS). LOSS is calculated for both total crashes as well as fatal/injury crashes (FI). LOSS is reported on a scale of 1-4.

- LOSS 1 and 2 reflect locations with less than the expected number of crashes (below the 50th percentile).
- LOSS 3 reflects locations with above average number of crashes (above the 50th percentile).
- LOSS 4 reflects locations with above the 80th percentile number of crashes.

Locations that are identified as LOSS 3 and 4 indicate the highest potential for crash reduction with a mitigating project. Intersections with a crash history that fall into LOSS 1 and 2 may still have a pattern that can be mitigated but may result in lower crash reduction than similar efforts at intersections with a higher LOSS.

The reporting of the LOSS analysis gives the city information needed to determine locations that may score favorably in the review process for CDOT safety funds.

INTERSECTION COMPARISON AND TRENDS

The analysis for excess crash costs and LOSS was completed for 307 intersections in Fort Collins using three years of data (2022-2024). The results of excess crash costs and CDOT LOSS are shown in **Table 6** for the 50 intersections with the greatest excess crash costs and the most potential for improvement.



Table 6. Top 50 Intersections by Excess Crash Costs

	Rank	Facility ID	Intersection		Excess Crash Cost (\$)	Level of Service of Safety (LOSS)		Notes	Change in Rank		High Injury Network
			North-South Street	East-West Street		LOSS Total Crashes	LOSS Fatal & Injury Crashes		Last Year's Rank	Change in Rank since 2024	
Top 10 intersections	1	10	College Av	Drake Rd	\$318,297	LOSS 3	LOSS 4	CPID - new automated speed enforcement	1	0	Yes
	2	143	Timberline Rd	Carpenter Rd	\$291,639	LOSS 4	LOSS 4	CPID - will convert to roundabout	3	1	No
	3	80	Mason St	Harmony Rd	\$287,079	LOSS 4	LOSS 4		6	3	Yes
	4	145	Timberline Rd	Harmony Rd	\$286,831		LOSS 4	New automated speed enforcement	4	0	Yes
	5	6473	Ziegler Rd	Horsetooth	\$240,844	LOSS 4	LOSS 4	CPID and development potential	32	27	No
	6	9380	Timberline Rd	Lincoln Av	\$236,498	LOSS 4	LOSS 4	CPID	13	7	No
	7	119	Shields St	Prospect Rd	\$224,513	LOSS 3	LOSS 3	CPID: Protected intersection planned	12	5	Yes
	8	162	Lemay Av	Harmony Rd	\$219,193	LOSS 3	LOSS 4		5	-3	Yes
	9	134	Taft Hill Rd	Drake Rd	\$212,213	LOSS 4	LOSS 3		25	16	Yes
	10	18	College Av	Kensington Av	\$186,131	LOSS 4	LOSS 4		11	1	Yes
Next 15	11	108	Shields St	Drake Rd	\$145,757	LOSS 4	LOSS 3		37	26	Yes
	12	6171	Edinburgh St	Drake Rd	\$143,957	LOSS 4	LOSS 4		15	3	Yes
	13	59	Lemay Av	Drake Rd	\$131,998	LOSS 3	LOSS 3	CPID - new red light cameras and automated s	2	-11	Yes
	14	69	Lemay Av	Riverside Av	\$131,613	LOSS 3	LOSS 3	Recent funding for signal improvements	21	7	Yes
	15	101	Remington St	Mulberry St	\$117,126	LOSS 4	LOSS 4	Signal Improvements in design	19	4	Yes
	16	7290	College Av	Mason St/Palmer Dr	\$115,920	LOSS 4	LOSS 4		30	14	Yes
	17	15033	College Av	Rutgers Av	\$111,902	LOSS 4	LOSS 4		42	25	Yes
	18	6666	Mason St	Horsetooth Rd	\$110,584	LOSS 4	LOSS 3		31	13	Yes
	19	8	College Av	Columbia Rd	\$108,244	LOSS 4	LOSS 3	Signal Improvements in design	9	-10	Yes
	20	5329	College Av	Plum St	\$105,143	LOSS 4	LOSS 4		28	8	Yes
	21	35	College Av	Troutman Pkwy	\$104,501	LOSS 3	LOSS 3	Signal Improvements completed 2024	8	-13	Yes
	22	6417	Timberline Rd	Vine Dr	\$99,520	LOSS 4	LOSS 4	Signal Installation in Progress	49	27	No
	23	25	College Av	Mulberry St	\$98,839	LOSS 3	LOSS 3	Signal rebuilt with FYA E/W in 2022	7	-16	Yes
	24	149	Timberline Rd	Prospect Rd	\$98,015		LOSS 3		0	-24	Yes
	25	19	College Av	Laporte Av	\$89,553	LOSS 3	LOSS 3		20	-5	Yes
26	55	JFK Pkwy	Harmony Rd	\$87,336	LOSS 3	LOSS 3		18	-8	Yes	
27	33	College Av	Swallow Rd	\$86,916		LOSS 3	Recent signal timing improvements (N/S left tur	87	60	Yes	
28	195	Welch St	Prospect Rd	\$83,192	LOSS 4	LOSS 3	Potential project through Active Modes Plan	57	29	Yes	
29	73	Lemay Av	Trilby Rd	\$82,989	LOSS 3	LOSS 3		106	77	No	
30	24	College Av	Mountain Av	\$80,982	LOSS 4	LOSS 3		98	68	Yes	
31	139	Taft Hill Rd	Mulberry St	\$75,791	LOSS 3	LOSS 3		61	30	Yes	
32	91	McMurry Av	Harmony Rd	\$74,764	LOSS 3	LOSS 3		86	54	Yes	
33	9402	Lemay Av	Carpenter Rd	\$72,958	LOSS 4	LOSS 3		10	-23	No	
34	1	Boardwalk Dr	Harmony Rd	\$71,597	LOSS 3	LOSS 3		14	-20	Yes	
35	7219	Shields St	Pitkin St	\$68,821	LOSS 3	LOSS 4		26	-9	Yes	
36	25924	Redwood Dr	Suniga Dr	\$67,812	LOSS 4	LOSS 4	Converted to all way STOP	39	3	No	
37	15	College Av	Harvard St	\$64,701	LOSS 4	LOSS 3		23	-14	Yes	
38	37	College Av	Willox Ln	\$63,926	LOSS 3	LOSS 3	Recent pedestrian protection	29	-9	Yes	
39	9994	Taft Hill Rd	Trilby Rd	\$63,094	LOSS 4	LOSS 3	Signal Installed 2024	24	-15	No	
40	84	Mason St	Mulberry St	\$56,553		LOSS 3		0	-40	Yes	
41	71	Lemay Av	Stuart St	\$56,211		LOSS 3		0	-41	Yes	
42	125	Shields St	Trilby Rd	\$55,700	LOSS 3	LOSS 3		35	-7	No	
43	137	Taft Hill Rd	Horsetooth Rd	\$54,572	LOSS 3	LOSS 3	Recent signal timing improvements (N/S left tur	22	-21	Yes	
44	110	Shields St	Harmony Rd	\$53,105	LOSS 3	LOSS 3	Recent signal timing improvements (FYA for E/	52	8	Yes	
45	90	McClelland Dr	Drake Rd	\$52,544	LOSS 4	LOSS 3		51	6	Yes	
46	193	Stover St (East Int	Prospect Rd	\$51,646	LOSS 4	LOSS 3		47	1	Yes	
47	13721	Timberline Rd	Nancy Gray Av	\$50,859		LOSS 3		0	-47	Yes	
48	62	Lemay Av	Horsetooth Rd (East	\$50,145	LOSS 3	LOSS 3		84	36	Yes	
49	6591	College Av	Lake St	\$48,079	LOSS 4	LOSS 3		83	34	Yes	
50	6614	Academy Ct	Prospect Rd	\$47,821	LOSS 3	LOSS 4		73	23	Yes	

Legend:

- 10 high priority locations for review
- Additional 15 locations with potential for crash reduction
- Recently Improved - safety being monitored
- Project In Process

- Shading reflects LOSS 4
- LOSS: Level of Service of Safety Only LOSS 3 and 4 shown
- CPID: Capital Project In Design
- FYA: Flashing Yellow Arrow

- Improving safety
- Increasing crash trends

Excess Crash Cost: Monetized evaluation of locations with actual crashes higher than expected.



Note that since fatal and injury (FI) crashes have higher crash costs associated with them, the ranking method gives more weight to locations with more severe crashes compared to locations with primarily “fender benders”. This approach is aligned with the Vision Zero goal of moving towards zero serious injury and fatal crashes.

The LOSS columns indicate locations with LOSS 3 or 4. These are locations with above average number of crashes and highest potential for crash reduction. Blank cells in those columns indicate LOSS 1 or 2, which are locations with less than expected crashes.

In the columns labeled “Change in Rank” the information identifies the location’s rank from last year (using 2021-2023 data), and the relative change in rank from last year to this year. This provides an indication of locations with improving safety (shaded in green), and those with increasing crashes (shaded in red). Note that in some cases, judgement is needed to determine whether the change reflects a trend and whether it is significant. For instance, in locations with relatively few crashes, a single injury crash can create a pronounced swing in excess crash costs. Likewise, locations with lower vehicular volumes can show a distinct swing in excess crash costs.

Finally, the table also identifies whether an intersection is on the High Injury Network identified in the Vision Zero Action Plan (and shown in **Figure 16** on page 14).

The table identifies information about locations that are currently in the process of being improved, recently improved and therefore are being monitored for improved safety and locations that would be high priority locations for review. Evaluations of these locations would include detailed review of crash patterns, and identification of potential countermeasures. Results can be used to inform future project scopes.



VISION ZERO SAFETY EFFORTS

The City of Fort Collins is committed to reducing the number and severity of crashes. The Vision Zero Action Plan together with this annual evaluation guides the process. The City's FC Moves Department manages a comprehensive spreadsheet to track Vision Zero Transformative Actions and Supporting Actions. The spreadsheet is updated on an ongoing basis and is available upon request from the FC Moves Department.

RECENT VISION ZERO ACCOMPLISHMENTS

There have been a number of recent projects completed in the city that support transportation safety. Some projects are targeted efforts to address a specific crash issue, while others may be projects with goals in addition to safety, such as comfort and mobility for vulnerable road users, or travel efficiency to reduce emissions. Examples of work completed in 2024 are listed below by project category.

Corridor or Capital Infrastructure Projects

- Laporte Avenue capital corridor multimodal improvements including raised separated sidepaths from Fishback Avenue to Sunset Street.
- Centre Avenue separated bike lanes from Worthington Circle to Bay Drive.

Minor Intersection Improvements

- Miles House Avenue and Drake Road pedestrian refuge island.
- Centre Avenue median refuge islands at Spring Creek Trail and at Phemister/Rolland Moore Drive.
- City Park Avenue and Mulberry Street intersection improvements.
- Prospect Road and Riverside Avenue raised crosswalk in the channelized right turn lane.
- Canyon Avenue at Magnolia Street and Sherwood Avenue quick build curb extensions and intersection reconfiguration.
- Oak Street at Whedbee Street curb extensions.
- Stuart Street and Stover Street curb extensions.
- Wabash Street and Benthaven Street curb extensions.

Signal Projects and/or Intersection Control

- New signals
 - Lemay Avenue and Buckingham Street (with flashing yellow arrows all directions).
 - College Avenue and Bueno Street (with flashing yellow arrows all directions).
 - College Avenue and Suniga Road (with flashing yellow arrows all directions).
- Signal Remodels and upgrades
 - Worthington Avenue and Drake Street (flashing yellow arrows all directions).
 - College Avenue and Troutman Parkway (flashing yellow arrows all directions).
 - Greenfields Drive and Mulberry Street (flashing yellow arrows for NB and WB, protected only left turn phasing for SB and EB).
- Redwood Street and Suniga Road all way STOP.

School Transportation Safety Evaluations

- Continued efforts at various Poudre School District facilities. Observations, evaluations and recommendations made at five schools: Kruse and Johnson elementary schools, Blevins and Webber middle schools, and Rocky Mountain High School.



Neighborhood Traffic Mitigation Projects

- Installed 15 speed humps and one raised crosswalk.
- Deployed speed trailer to 30 locations.

Striping and/or Pavement Marking Projects for Improved Bike Lanes

- Harmony Road (Timberline Road to West I-25 frontage road). This included green bike lane crossing markings at Snow Mesa Drive, Corbett Drive and McMurry Avenue. This sets up the corridor for the potential of future separated bike lanes.
- Research Boulevard (Centre Avenue to north of Drake Road).
- City Park Avenue (Mulberry Street to Birch Street).
- Laporte Avenue (Fishback Avenue to Wood Street).
- Manhattan Avenue (Horsetooth Road to Troutman Parkway).
- Stover Street (Stuart Street to Drake Road).
- Vine Drive (9th Street To I-25).
- Kechter Road (Strauss Cabin Road to I-25).
- Swallow Road (Shields Street to College Avenue).
- Trilby Road (Timberline Road to Westchase Road), Old Mill Road (County Fair Road to Harvest Park Lane).

Education

The city's Safe Routes to School program focuses on transportation-safety education for K-12 students as well as infrastructure improvements benefiting youth. The program educates more than 5,000 students annually through a curriculum taught primarily during physical-education classes at local schools. The curriculum provides age-appropriate lessons on bicycling and pedestrian safety and includes on-street "Rules of the Road" bicycling practice starting at the sixth-grade level. Younger students may also receive on-street and on-trail practice in preparation for school-sponsored bike field trips and after-school bike clubs.

The FC Moves Adult Education program also educates Fort Collins residents on traffic safety, including the Bicycle Friendly Driver course.

Enforcement

Prior to 2023, automated speed enforcement could only be used in certain areas using a mobile van. Red light cameras were also allowed at signalized intersections. In 2023, the Colorado General Assembly expanded the ability to use automated enforcement.

Fort Collins City Council passed Ordinance No 098, 2024 which amended the Fort Collins Traffic code to implement a new Automated Vehicle Identification System (AVIS). The change allows automated detection of violations occurring in school zones, within residential neighborhoods, within designated maintenance, construction or repair zones, adjacent to municipal parks or along designated speed corridors.

Council adopted 21 speed corridors, primarily including the arterial road system. (The 30-day warning period will be followed by citations beginning in 2025 using units that are moveable.) Six intersections that previously had red light cameras were expanded to include speed enforcement (beginning in early 2025).



TRACKING AND MEASURING SAFETY IMPROVEMENTS

A key component to a safety toolbox is ongoing monitoring and continuous safety evaluation of the city's transportation system. In addition to annual data gathering and review shown earlier in this report, monitoring specific efforts/initiatives for their effectiveness and impact on safety can inform future actions and projects.

An important component to the tracking of projects is that the city completed a safety dashboard to be utilized by city staff and the public.

Projects completed in 2023 in locations with a concerning crash history and at least one full year of available 'after' data are listed below in **Table 7** together with the before/after comparison. The data shows that improvements with a measurable reduction in crashes are possible. The most impactful projects are typically intersection projects at higher volume locations.

Table 7. Monitoring Recent Safety Specific Improvements

Location	Improvement	Before Crashes	After Crashes	Percent Reduction
Taft Hill Road and Horsetooth Road	Capital intersection project (intersection rebuilt including southbound protected left turns)	10.7 /year total 3.0 /year injury	9.0 /year total 1.0 /year injury	16 % total 67 % injury
Taft Hill Road and Trilby Road	New signal	5.0 /year total 3.0 /year injury	3.0 /year total 1.0 /year injury	40 % total 67 % injury
College Avenue and Swallow Road	Northbound and southbound protected left turns	3.0 approach turn crashes /year	1.0 approach turn crashes /year	67 %
College Avenue and Carpenter Road	Southbound protected left turns	3.3 approach turn crashes /year	1.0 approach turn crashes /year	70 %
College Avenue and Troutman Parkway	Northbound and southbound protected left turns	6.7 approach turn crashes /year	1.0 approach turn crashes /year	85 %

Other projects that have been completed may have been undertaken as part of a systemic initiative, with efforts that are proactive. This includes the ongoing effort related to the implementation of the Transportation Master Plan and Active Modes Plan. Those projects would not necessarily show a decrease in crashes as they were completed prior to a crash history becoming evident. Typical examples of these types of projects are pavement marking projects to improve bike lanes along roadway segments. They remain an important component of the Vision Zero Action Plan and various safety initiatives undertaken by the city.



ONGOING EFFORTS/NEXT STEPS

Each year, city staff uses the information in this report to inform the work program for coming years. Projects are identified that support transportation safety. Continued implementation of various adopted plans (including the Transportation Master Plan and Active Modes Plan) is a guide.

Current efforts by various departments are listed below. They represent the breadth of work being completed in Fort Collins and the continuing focus on safety and mobility improvements.

Planning Level Projects, Policies and Standards

- Safer Streets Northwest Study funded by federal Safe Streets for All (SS4A) grant.
- A review of Shields Street from Mountain Avenue to Mulberry Street to consider a road diet and separated bike lanes.
- Harmony Road study to develop concepts for safety improvements funded by a SS4A grant.
- Lake Street improvements including separated bike lanes funded by a SS4A grant.
- An audit of city standards and policies to align with the Vision Zero Action Plan funded by a SS4A grant.

Implementation of School Review Recommendations

- Implementation of school review recommendations at Zach Elementary (including a full signal and rectangular rapid flashing beacon) through CDOT Safe Routes to School grant.
- Implementation of school review recommendations at Irish Elementary through a CDOT Safe Routes to School grant.

Intersections, Signal Projects and Pedestrian Crossing Improvements

- Signalization at Ziegler Road and William Neal Parkway.
- Signal upgrade at Remington Street and Mulberry Street.
- Various pedestrian crossing upgrades including hybrid beacons and RRFBs at several locations.
- Design of a protected intersection at Prospect Road and Shields Street.

Key Trail Connections

Trail projects, while serving the general public, also provide new levels of safety and convenience for K-12 students to and from school.

- Power Trail completion with Harmony Road underpass.
- Siphon overpass at Union Pacific Railroad connecting Mail Creek Trail to Power Trail.



APPENDIX A

EXPLANATION OF DATA

The source for crash information is the City of Fort Collins Traffic Operations Department traffic crash database. The department works cooperatively with Fort Collins Police Services to obtain electronic copies of reports for all crashes on public streets. This includes all crashes investigated and reported by Fort Collins Police Services.

Traffic Operations staff reviews each crash report to ensure that data is as complete, accurate, and consistent as possible. Crash narratives are used to further detail some of the fields.

Population data used in this report was from the U.S. Census Bureau. The Colorado Department of Revenue provided data showing the number of licensed drivers by age in Fort Collins.

There are some crashes that are not included in the data. This includes:

- Crashes on private property (such as grocery store parking lots),
- Crashes that go unreported. This includes crashes on the trail system, or crashes that do not involve a motor vehicle (i.e., single bicycle crashes, or crashes between a pedestrian and bicyclist). Pedestrian crashes that do not involve an injury are also often not reported.
- Some crashes that occur along jurisdictional boundaries if other agencies respond (although efforts are made to add data from others when known),
- Non-injury crashes reported only to the State (such as during 'accident alert' status during bad weather) are not being captured by Fort Collins Police Services, and therefore not included in the analysis.

As new technology is deployed such as micromobility devices, scooters and e-bikes, the consistency with which that information is captured on a crash report varies. The detailed review and quality control done by Traffic Operations staff helps to identify those types of crashes, but it should be noted that fully understanding details may be difficult as they are not always captured on the crash form.

Most of the analyses represent five years of data, from 2020 to 2024. Some instances are noted and may only include three years of analysis, 2022-2024.



APPENDIX B

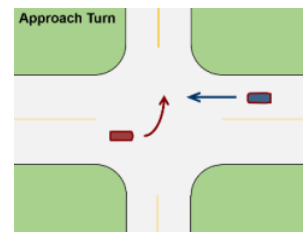
TYPES OF CRASHES

Throughout the document, there is detailed discussion and analysis regarding a variety of crash types. The most frequently noted crash categories are listed below with an explanation and definition for each one. Some are depicted in the diagrams at right. Note that all crashes reported involve some type of motor vehicle.

Crash reports will often indicate “front to side” collisions (also known as broadside). As indicated in the definitions and the diagrams, the circumstances related to the front of a vehicle striking the side of another vehicle can vary, and the mitigation to address these collisions may be very different depending on the type of crash. More detailed descriptions (approach turn, right angle, and overtaking turn) are explained below and used in this report.

Approach Turn

Two vehicles traveling in opposite directions, one turns left (or attempts a U-turn) in front of the oncoming vehicle and is struck.



Bicycle

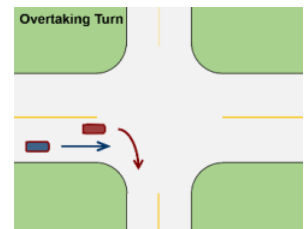
Any crash that involves a bicyclist and a motor vehicle.

Fixed Object

A single vehicle crash where a fixed object other than a parked vehicle is struck. This includes items such as a curb, median, or other roadside feature such as tree, fence, or utility pole.

Overtaking Turn

Two vehicles traveling in the same direction, the front vehicle turns right or left and is hit as the following vehicle tries to pass on the right or left. When this type of crash involves a bicycle traveling straight and a vehicle making a right turn, it is also known as a ‘right hook’ crash.

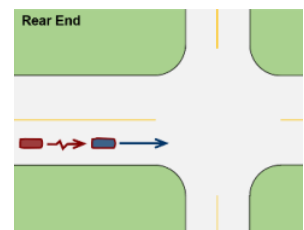


Parking Related

Any crash involving a parked vehicle or a vehicle entering/leaving a parking space.

Pedestrian

Any crash that involves a pedestrian and a motor vehicle.



Rear End

Two vehicles traveling in the same direction, leading vehicle struck by following vehicle.



Right Angle

Two vehicles traveling on perpendicular streets one fails to yield or passes a traffic control device and strikes the other.

Sideswipe Opposite Direction (also side to side opposite)

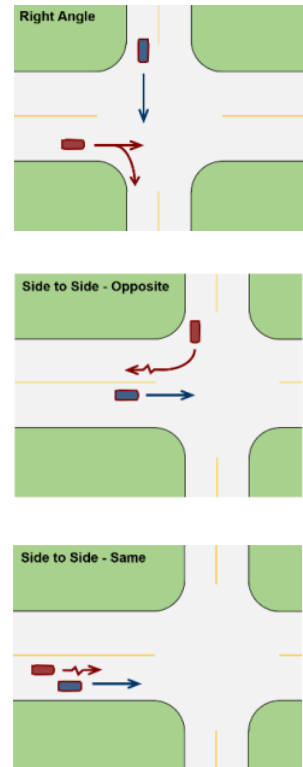
Two vehicles traveling in opposite directions, one veers into the wrong lane and strikes the side of the other car. This often occurs where a vehicle waiting at a STOP sign or traffic signal is struck by a vehicle turning right from a perpendicular road (frequently during icy conditions).

Sideswipe Same Direction (also side to side same)

Two vehicles traveling the same direction, one vehicle veers into the other striking it in the side (usually due to improper lane changes).

Other

Other crashes that do not fit into any other category.



Crash Type Diagrams



APPENDIX C

INTERSECTION EVALUATION

ANALYSIS DETAILS

Information in the intersection evaluation section of the report is used to identify specific locations with the anticipated highest potential for crash reduction. The analysis is conducted to identify intersections where there are more crashes than expected considering traffic volumes, roadway geometry, type of traffic control, and crash severity.

INTERSECTIONS BY EXCESS CRASH COST

To identify locations with the most potential for crash reduction, it is important to use methods that account for crash severity, traffic volumes, roadway geometry, and type of control at intersections as those factors have an impact on the number of crashes at a given location.

It is also necessary to acknowledge that even though traffic crashes are partially deterministic (i.e., factors affecting crash potential can be controlled), crashes are, to some extent, random events. This random nature of crashes can make it more difficult to determine if a location is truly a problem versus a location where normal variation led to a high crash frequency during the analysis period. To identify locations that warrant further investigation it is helpful to use a methodology that accounts for the somewhat random nature of crashes.

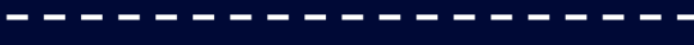
In 2010 the Transportation Research Board (TRB) and the American Association of State Highway and Transportation Officials (AASHTO) published the *Highway Safety Manual* (HSM). The HSM includes a statistical approach that considers traffic volumes and intersection types while also accounting for the natural fluctuation of data called regression to the mean. The result is the identification of locations that have a higher-than-expected crash frequency even after accounting for random variation.

Crash Prediction Models

The method in the Highway Safety Manual that is applied for this evaluation uses crash prediction models to predict the number of crashes (both total and injury/fatal crashes) at each location given traffic volumes, roadway geometry, and type of control at each intersection. The predictions are then compared to the actual number of crashes at each location (adjusted to account for regression to the mean). The more the actual adjusted number of crashes exceeds the number of predicted crashes (expressed as excess crash cost) the more likely it is that a location might benefit from targeted improvements.

Several crash prediction models were considered including those found in the Highway Safety Manual 1st edition, models developed for the Colorado Department of Transportation (CDOT) in 2009, and models developed for CDOT in 2018. Model results were compared to actual Fort Collins crash data and the models that best matched the data in each intersection category were selected for use (see table on next page).

Once the comparison between model predicted and actual crashes is completed, the numbers can be monetized into 'excess crash costs'. This is the cost of crashes above the model predictions for an intersection and provides an indication of the potential benefit of reducing crashes. Crash costs are weighted by severity and based on



information provided in the Highway Safety Manual (Table 4A-1), adjusted to 2024 dollars, and consider Fort Collins' proportion of severe crashes. The costs include monetary losses associated with medical care, emergency services, property damage and lost productivity. They also include costs related to reduction in quality of life that is related to injuries. See table below for the costs used in this report.

Prediction Model Used in Intersection Analysis

Number of Legs *	Type of Control	Model Used
3	Stop Controlled	CDOT 2018
4	Stop Controlled	CDOT 2018
3	Signalized	CDOT 2018
4	Signalized	CDOT 2009 (total crashes) 2018 (injury crashes)
All	Roundabout	NCHRP 888

2024 Crash Costs

Severity of Crash	Cost
Property Damage Only	\$ 13,300 /crash
Fatal/Injury	\$ 82K - \$146K /crash

Source of cost:
Highway Safety Manual

* Legs: Segments of roadway approaching an intersection

Vision Zero and Complete Streets Checklist

This checklist is intended for planning and early design phase, after projects have been identified, prioritized, and selected. Some of these ideas can be incorporated into the upcoming audit of codes and standards to incorporate Vision Zero into development review.

- Review 5-year crash history and traffic volumes within and near project footprint
 - Number of fatal and serious injury crashes
 - Number of crashes involving active mode users
 - Vehicle volume
 - Active modes volume, existing and potential
- Is the project on the High Injury Network and/or include an excess crash cost intersection?
 - What countermeasures are appropriate based on crash history (see [Vision Zero Action Plan](#) p. 33 – 35)?
 - Can the posted speed limit be reduced?
 - Can the design speed be reduced?
 - Is there an opportunity for reducing the number of lanes or the width of lanes? (Lane reduction feasibility: 6+ lanes & ADT<35K; 4-5 lanes & ADT<25K; 3 lanes & ADT<20K)
 - Is there an opportunity for a roundabout?
 - What other safety interventions are anticipated?
- If the project will increase the number of lanes or the width of lanes:
 - Are there alternatives, such as increasing transit to accommodate increased land use activity?
 - What accommodations are there for protecting pedestrians with increased crossing distance and multiple threat conditions?
- If the project will add signalization or stop control to an intersection:
 - Why is a roundabout not an option?
 - How will vulnerable road users be protected?
- Curb Management
 - Consider opportunities for driveway and curb cut consolidation.
 - Evaluate on street parking removal or demand for use of curb space.
 - Assess loading activity and needs.
- Vulnerable road users
 - Does the project optimize active modes?
 - Are bike/ped facilities separated from traffic with space and vertical elements?

- If there are gaps in the pedestrian or bicycle network in the project area, are these gaps being filled?
- Do intersections meet Intersection Guidelines for Pedestrian and Bicycles? ([Active Modes Plan Appendix A](#))
 - Consider elements such as raised refuge medians, median islands, hardened centerlines, curb extensions, and corner islands.
- How does the project impact traditionally underserved populations including youth, seniors, and people with low income?
 - What schools, transit, and services are near the project? How will people accessing these destinations be impacted by the project?
- If the project inconveniences vulnerable road users, for example, requiring people to walk out of their way to use a marked crosswalk (which may result in people crossing midblock), or wide driveways interrupting the sidewalk, can the safety of vulnerable road users and convenience of use by active modes be assured?
- Disability accessibility – Consult Public Right of Way Accessibility Guidelines
 - If there are missing curb ramps or needed ADA repairs or upgrades in the project area, are these being repaired?
 - Are there opportunities to improve accessibility for people with disabilities?
- Placemaking
 - Consider public seating, public plazas, and/or play space.
 - Consider opportunities for street trees and green stormwater infrastructure
- Transit Facilities
 - Are there transit routes, future transit routes (p 76 of [Transit Master Plan](#)), or recommendations from transit plans in the project area?
 - Are there opportunities for queue jump starts or transit signal priority?
 - Are there transit stops or future transit stops in the project area?
 - Are there opportunities to upgrade transit stops (see Bus Stop Design Standards and Guidelines)?
 - Consider pedestrian crossings near transit stops.
 - Consider right-of-way acquisition for transit stop easements.
 - Are there mobility hubs planned in the project area (p 77 of [Transit Master Plan](#))?
- Consult FC Moves and Traffic Operations
 - Review traffic volumes for motor vehicles and active modes. Review potential for active mode latent demand, such as proximity to transit, schools, senior living, medical services, etc.

- Are there opportunities to implement recommendations from prior plans? Active Modes Plan, School Transportation Safety Assessments, and area or corridor plans.
 - If there are opportunities that are not being implemented, explain why.
- Review temporary traffic control options for all modes on larger projects.
- Visit the site with stakeholders, including area residents, K-12 youth, seniors, people with disabilities, etc.
 - Document existing issues, concerns, and feedback.
 - Document existing barriers and threats for people with disabilities.
 - Adjust plans according to feedback from vulnerable road users.

Fort Collins Police Services' efforts to Support Vision Zero Goals

Below is a list of enforcement operations and educational efforts that were conducted by FCPS, led by the Traffic Enforcement Unit (TEU) from 2023 to present. This list is not all inclusive of efforts but highlights several of the more major events.

Vision Zero Action Plan Accomplishments

Outlined below is our progress regarding the 2023 Vision Zero Action Plan. Specifically mentioned are those initiatives, efforts, and line items which Police Services was considered the lead implementer for or was solely responsible for implementing. Police Services is listed as a “supporting implementer” on many other initiatives, efforts and line items most of which are not included in this document (and will likely be referenced by the lead implementer).

- **(Goal Area) Promote a Culture of Traffic Safety**
 - **Supporting Action 3.7 (Police Services) Fill current vacancies to fully staff the Traffic Enforcement Unit (TEU)**
 - **ACCOMPLISHMENTS:** In 2022, the TEU began its expansion to include officers working night and evenings shifts. The new scheduling allowed for more resources to focus on dangerous driving, especially nighttime racing and excessive speeding to be addressed, while also enhancing overall traffic safety in our community. In 2024, the TEU was authorized to fully staff the unit, and the team has remained fully staffed at 6 officers, 1 half-time corporal, 1 sergeant, and 1 (professional staff) Camera Radar Coordinator since that time.
 - **ACCOMPLISHMENTS:** Starting in 2022, the TEU’s expansion has resulted in staffing coverage 6 days a week. While operational hours vary day-to-day, officers have coverage on busy days 7am until 1am. The team staffs 3 officers who work night or evening shifts and 4 officers (including 1 half-time corporal and 1 sergeant) who work day shifts.
- **(Goal Area) Increase Data Transparency and Partnerships**
 - **Supporting Action 4.5 (Police Services, Traffic Operations, Information Technology) Provide a dashboard with accessible data about traffic**

fatalities and serious injury crashes on the City’s website and incorporate data and trends into the annual safety report

- ACCOMPLISHMENTS: A Vision Zero dashboard (which displays traffic and crash information) was created and is updated regularly. The TEU does not specifically maintain this.
 - <https://www.arcgis.com/apps/dashboards/5244bcd8f4164f52983baa0419253a3c>
- **(Goal Area) Center Equity**
 - **Supporting Action 5.1 (Police Services, FC Moves) Pilot a diversion program with education to encourage safe behaviors over more punitive measures such as fines**
 - ACCOMPLISHMENTS: This was accomplished through Traffic Circles. Please see information regarding this program under “Education and Outreach Efforts”
 - **Supporting Action 5.3 (Police Services, Traffic Operations, FC Moves) Expand use of automated traffic enforcement (speed, redlight cameras) and deploy throughout the HIN; any revenues received from fines should be used to improve traffic safety.**
 - ACCOMPLISHMENTS: Since the onboarding of a Camera Radar Coordinator, the Camera Radar program has expanded significantly, including growing the team of hourly Camera Radar Operators to 12 in 2026. After City Council approved the Automated Vehicle Identification Systems (AVIS) Corridors (also called Speed Corridors) and AVIS usage, FCPS added speed enforcement to its intersection cameras and began deploying its four camera radar vehicles throughout the AVIS Corridors and in accordance with AVIS laws. In July 2025, two unmanned portable camera radar units (Transportables) were deployed and are being used on a 24/7 basis throughout the AVIS Corridors to reduce speeding.



- ACCOMPLISHMENTS: Stats related to **AVIS** C.R.S. 42-4-110.5, Muni Ord 1106 (speed) and 615 (red-light):

CAMERA RADAR/RED-LIGHT CITATIONS

	2023	2024	2025
Intersection (6) Red-Light	14458	16220	10409
Intersection (6) Speed	n/a	128 (dec)	36305

Camera Radar Vehicles (4)	12289	16631	11205
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Transportable Units (2)	n/a	n/a	18303 (jul-dec)
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*Fixed speed at intersections started in December 2024 and Transportables started in July 2025.

Enforcement Efforts

- Team Enforcement Days – Established to assist in responding to chronic safety and community concerns, the TEU engages in enforcement based on data regarding recent crashes/community problems to further the Vision Zero initiative. These Days have consisted of pedestrian/bicycle safety, Commercial Motor Vehicle (CMV)

enforcement efforts, excessive speeding violations, school zone enforcement and unreasonable noise violations.

○ Examples:

- The TEU conducted a school zone enforcement operation on February 5th, 2025. In roughly 2.5 hours, there were 40 traffic stops conducted with 40 citations issued.
- In February 2026 FCPS officers partnered with Larimer County Sheriff's Office (LCSO) and Colorado State Patrol (CSP) to conduct a focused effort on school zones and bus routes, promoting student safety. As a result, the combined team conducted 62 traffic stops, issued 47 citations (27 of which were school zone violations) and made 1 arrest for DUI, speeding, and resisting arrest. The highest speed cited was 43mph in a 20mph school zone
- December 2025: The TEU partnered with the School Resource Officer (SRO) Unit and LCSO to conduct traffic enforcement and a saturation effort. Specifically, the joint team targeted school zone violations and expired registrations. Collectively, the team conducted 81 traffic stops, issued 69 citations (38 of which were school zone violations) and made 1 arrest. The highest speed cited was 47 in a 20mph school zone and the most expired registration cited was 12/2013 (twelve years expired).
- July 2025: The TEU worked afternoon/evening hours to address multiple citizen complaints regarding mufflers/excessive noise from vehicles and either expired registrations or no registrations. In total, there were 58 stops made which resulted in 53 citations being issued. There were 7 muffler/noise related violations that were cited. In addition to expired plates and muffler violations, there were also multiple no insurance citations, citations for racing/exhibition of speed, and one DUI arrest made.
- March 2025: The TEU partnered with Loveland Police Department (LPD), CSP and the Larimer County DA's Office to conduct a DUI saturation effort around Fort Collins and surrounding areas. Officers made over 60 traffic stops and responded to REDDI (Report Every Drunk Driver Immediately) reports, resulting in several arrests and a variety of citations being issued. Arrests ranged from numerous DUIs to drug charges, including a stop with a road rage suspect illegally in possession of a firearm.

- February 2025: The TEU partnered with agencies from around northern Colorado to address commercial motor vehicle violations around Fort Collins. CSP mobile Port of Entry(PoE) teams set up mandatory inspection stations in Fort Collins, Larimer County, and Timnath. The I25 PoE mandated all commercial motor vehicles to stop at the stations. Officers assisted with inspections and contacted trucks who failed to stop at the port locations. In total, over 1,000 trucks were screened at the various port locations. Officers issued 137 citations and contacted 102 trucks for failing to stop at the ports. Multiple drivers were found to be operating without a commercial driver's license, or a suspended license, and 24 trucks were placed out-of-service with 32 critical safety violations. Many partner agencies assisted as this operation was a major undertaking and we appreciate their efforts! (FCPS, LCSO, Timnath PD, Windsor PD, CSP, CSP PoE)
 - January 2025: The TEU teamed up with LCSO and CSUPD to conduct traffic enforcement in response to complaints surrounding pedestrian safety. Officers and deputies deployed to areas with high pedestrian traffic, contacting vehicles, bicyclists, and pedestrians to address violations. In total, 81 contacts were made and 59 citations were issued. Officers and deputies sought opportunities to engage pedestrians in education surrounding the use of crosswalks and walking in traffic. Citations issued ranged from Failing to Yield the Right of Way to a Pedestrian, to Pedestrian Leaving a Place of Safety and numerous vehicle-based violations. The most egregious violation cited was a vehicle traveling at 47mph in a 20mph school zone. Another example of a regional team effort.
- The TEU also participated in a Click it or Ticket Grant focusing on seatbelt usage to help protect vehicle occupants. During the April 2026 enforcement period, 19 seatbelt citations were issued, and 55 speeding tickets were issued.
 - The TEU participated in multiple joint agency enforcement operations with LCSO and CSP, to include their aircraft unit. The TEU participates on a regional motor (police motorcycle) team to further enforcement efforts. Motors are used to patrol areas where vehicle enforcement would be impractical or ineffective. Participating with a regional motors team allows FCPS to leverage regional resources to tackle dangerous driving in Fort Collins more efficiently and with greater impact.

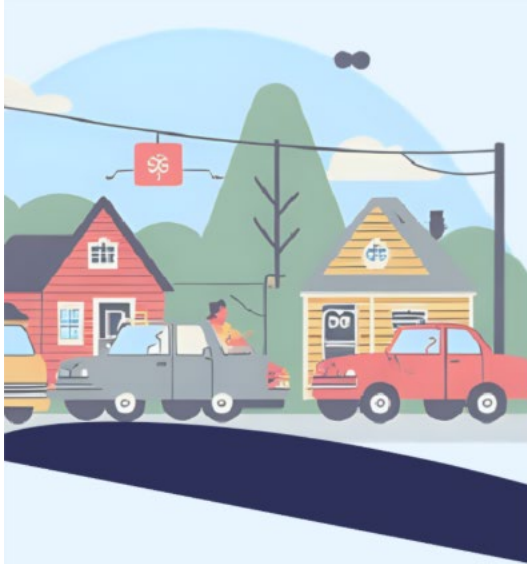


- FCPS currently has 3 Federal Motor Carrier Safety Administration (FMCSA) Level 1 inspectors. 1 inspector is certified in bulk and non-bulk hazmat, and tankers. FMCSA Inspectors handle commercial motor vehicle enforcement within the city, keeping our community safe from 80,000 pound loaded semi-trucks and ensuring compliance with federal, state and local laws.





- Camera Radar/Red Light Program: TEU officers serve speeding tickets to those caught on the camera system speeding in excess of 25mph over the speed limit (violations of 11mph or more but less than 25 mph over the speed limit are handled by mail). Because this speed is a Traffic Misdemeanor, violations of 25+ mph over the speed limit must be investigated and cited by a police officer. TEU officers work diligently to hold these egregious “super speeders” accountable with notable violations including 95mph in a 40mph zone of S College Ave at Drake Rd.
- Noise Enforcement: In direct response to overwhelming community concern and complaints, the TEU led the police response with a citywide initiative to reduce vehicle noise violations. This included developing an ordinance and revitalizing other ordinances, creating educational materials and engaging in public outreach, and then conducting focused enforcement efforts for unreasonable noise and modified muffler violations. Noise violations commonly accompany dangerous driving behavior including excessive speed and racing. Enforcing vehicle-based noise ordinances allows officers to influence overall driving behavior and prevent some dangerous driving.



ALL UNREASONABLE VEHICLE NOISE & ILLEGAL MUFFLERS ARE PROHIBITED IN FORT COLLINS

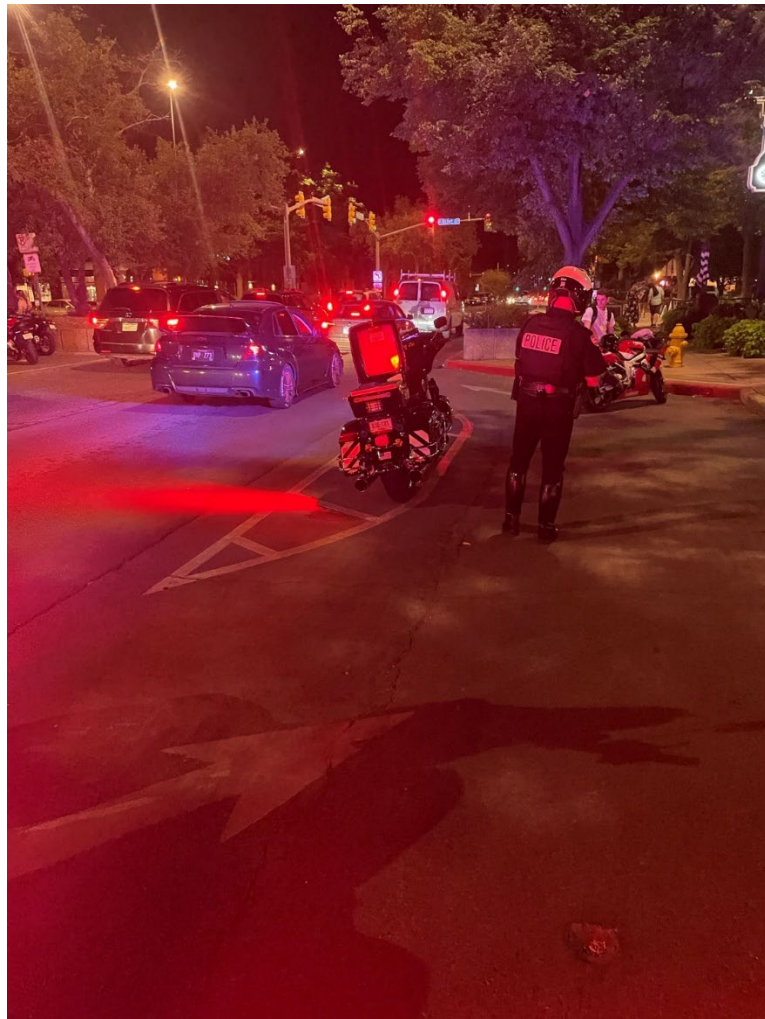
Things to know:

- Violations of the Unreasonable Vehicle Noise ordinance is a misdemeanor with a mandatory court appearance. Muffler ordinance violations are traffic infractions which could result in a fine of up to \$300.
- Fort Collins Municipal Traffic Code, Section 1418 - Unreasonable Vehicle Noise - makes it unlawful for a person to operate a vehicle which produces unreasonable noise. Some examples of unreasonable noise include:
 - Loud or defective mufflers
 - Missing exhaust systems
 - Revving engines, rapid acceleration, or tire squeals
 - Horns or sound devices used excessively (except for safety)
 - Music or amplified sound at disruptive volumes
- Fort Collins Municipal Traffic Code, Section 225 - Mufflers - outlines the muffler requirements for vehicles operated in Fort Collins:
 - Vehicles must have a working muffler that prevents excessive noise
 - No cut-offs, bypasses, straight pipes or similar devices
 - No modifications that make the vehicle louder than the original factory muffler
 - Engine compression brakes on commercial vehicles must have a muffler

Unreasonable vehicle noise disrupts neighborhoods and impacts everyone's quality of life. Enforcement is in full effect - Keep it legal to help ensure a safe and peaceful community for everyone!



- Deployment of Resources: Since 2023, the TEU began deploying officers at varying times and days to more effectively respond to the community's traffic concerns. This deployment strategy allowed for the unit's officers to utilize problem-oriented policing strategies to combat chronic traffic complaints – especially those which previously lacked consistent enforcement. The TEU now covers 6 days a week with varying schedules, with officers staffed during busy traffic times from 7am until 1am. The team's expansion into nighttime enforcement has had a direct impact on night-time complaints about racing, excessive speeding and exhibition of speed on weekend nights along College Avenue.



2023-2025 Traffic Citations

Traffic Violations by Speed Category								
Violation	2023	23-24 Diff	23-24 %	2024	24-25 Diff	24-25 %	2025 Totals	
1-4 MPH Over	99	232	234%	331	-240	-73%	91	521
5-9 MPH Over	417	614	147%	1031	-328	-32%	703	2151
10-14 MPH Over	10	1	10%	11	-9	-82%	2	23
10-19 MPH Over	1158	150	13%	1308	-164	-13%	1144	3610
20-24 MPH Over	222	17	8%	239	-17	-7%	222	683
25-39 MPH Over	114	69	61%	183	51	28%	234	531
40+ MPH Over	22	-6	-27%	16	7	44%	23	61
Speed Exhibition/Contest	71	11	15%	82	-6	-7%	76	229
Too Fast for Conditions	70	-5	-7%	65	21	32%	86	221
N/A	5462	1249	23%	6711	81	1%	6792	18965
Totals	7645	2332	31%	9977	-604	-6%	9373	26995

CR & RL Spreadsheet Stats	
Transportables Citations	
2025	18303
Red Light Camera System Citations	
2023	14458
2024	16220
2025	10409
Mobile Camera Citations	
2023	12289
2024	16631
2025	11205
Speed Corridor Fixed Red Light Camera Citations	
2024	128
2025	36305

DUIs	
2023	424
2024	428
2025	525

Education and Outreach Efforts

- Hero Fest – Annually, officers have participated in Hero Fest, highlighting the agency’s resources for traffic safety. The Team has brought the CRASH Scene response vehicle and police motorcycles to the festival in past years. The TEU consciously engages in conversations about traffic safety with the Fort Collins community during this event.



- Coffee with a Cop – (many examples, multiple occurrences in a year)
 - In one example, the TEU partnered with the CSO’s for books and badges and also with FC Moves to host a *Coffee with a Cop* event. This partnership and the outreach event specifically focused on traffic, pedestrian, and bicycle safety.



- Muffins & Motors – The TEU hosted an informal event at the Starbucks near Horsetooth and Mason where there were multiple discussions regarding traffic safety and community concerns. Staying true to the theme of the event, the team brought muffins, coffee and police motorcycles to supplement the conversation.



- The TEU partnered with Poudre School District and FCPS School Resource Officers to make an informational video regarding school bus stop arm laws. This educational video was created in both English and Spanish.



- Hash Browns & Heroes (annually) – an event hosted by Chick-Fil-A to promote public safety and allow the community to meet first responders. We have attended this event multiple times to engage with the public and promote traffic safety.



- Restorative Traffic Circles (RTC) – The TEU participates in the program monthly as part of its broader Vision Zero education efforts. RTC is administered through Municipal Probation and is designed to educate high-risk, high-point drivers, particularly younger drivers, on the real-world impacts of their driving behavior.

Participants who qualify are offered an opportunity to reduce fines and point assessments in exchange for completing the program. RTC uses a panel-based and discussion-driven format, incorporating perspectives from law enforcement, insurance professionals, and community members directly impacted by traffic incidents. Officers contribute by explaining the purpose of traffic enforcement and illustrating the consequences of unsafe driving.

- First Responder Day at Zach Elementary School – school outreach to educate juveniles on seat belt safety, interacting with traffic safety (i.e. – use of crosswalks and watching for cars), and a conversation about a police officer’s role in traffic safety.
- Chief Chat radio show – Chief Swoboda regularly supports traffic safety initiatives and educates the motoring public in our community during his weekly radio show.
- While many efforts related to traffic safety and Vision Zero are led by the TEU, it should be noted there is a concerted effort and support for this initiative across the agency and all members play a part in the implementation and results of those efforts.

Social Media

- Road Safe Campaign – focused on motorcycle safety, Slow Down Fort Collins and pedestrian safety awareness.
 - Posters and rack cards were delivered to 12 motorcycle shops in Fort Collins and Loveland in 2024.
 - Posters were installed at 5 bus shelters in Fort Collins



- Vertical banners were installed for a 2-week timeframe during Spring Break 2025



- 500 Slow the FOCO Down bumper magnets were made; most have been given out at a variety of engagements.



Multiple Facebook posts were made to support safety efforts, including:

- School Zone Safety Stop arms & Pedestrians (8/18/23 & 8/23/23)
- Excessive Speed 103 mph in a 40 mph zone (11/12/23)
- Move Over Law (12/2/23)
- Excessive Speed (1/11/24, 2/4/24, 3/6/24, 3/18/24)
- Speed Post with a tow (5/21/24)
- Seatbelt posts (5/28/24 & 6/4/24)
- Excessive Speed (7/23/24)
- Road Safe/Slow Down Fort Collins (8/27/24 & 9/24/24)
- School Bus Traffic Safety (10/1/24)
- Photo Radar (10/17/24)
- Pedestrian Safety Post (10/22/24)



- Photo Radar (2/4/25)
- 2024 Year End Highlight – Traffic Safety (2/18/25)
- Work Zone/Roadway Safety (4/24/25)
- Smart Steps (Crosswalk/roadway safety) (7/23/25)
- Muffins & Motors (9/23/25)
- Micromobility Post (11/4/25)
- 2025 Year End Report Traffic (3/24/26)

Grants for Traffic Safety

The TEU has recognized the need to support traffic safety in our community by better funding efforts. While still balancing enforcement, outreach, education, and CRASH investigations, the team manages several grants to supplement enforcement efforts and bolster resources.

The grants range from funding for increased DUI enforcement to staffing operations to tackle seat belt violations and dangerous speeding. Other grants include funding equipment to impact traffic safety – including a recent grant submission for additional LiDARs (speed measurement tool) and drug-based portable saliva tests for impaired drivers.

- High Visibility grant- DUI Enforcement
 - \$25,474 (awarded, FY26)
 - \$29,688,88 (requested, FY27)
- Speed/seat belt enforcement (Click It or Ticket)
 - \$22,000 (awarded)
- Equipment to conduct traffic enforcement
 - \$21,096.78 (requested)
- Digital ticket writing software grant
 - \$171,613 (awarded)
- Safer Speeds grant
 - \$80,000 (awarded, FY27)

May 12, 2026

VISION ZERO

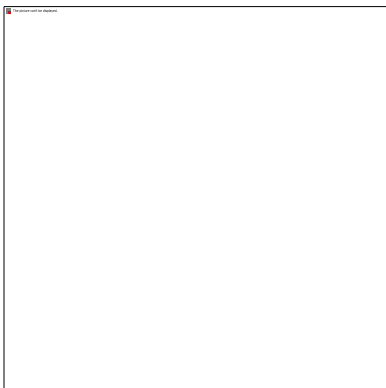
City Council Work Session

Drew Brooks
Aaron Iverson
Tyler Stamey
y Volesky

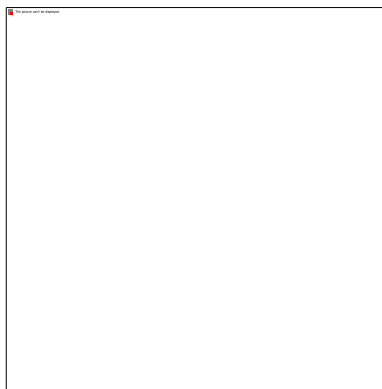


- 1. What questions or additional input would Council like to provide on the Action Plan for 2026-2027?**
- 2. What questions or additional information would Councilmembers like regarding the impacts/tradeoffs of Vision Zero?**

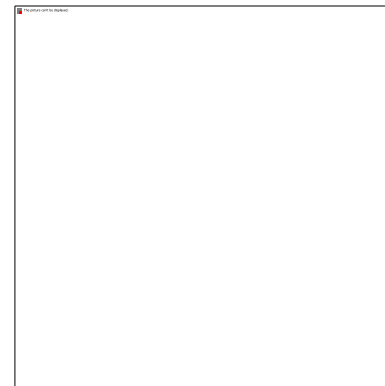
Item 2. Life Systems Principles



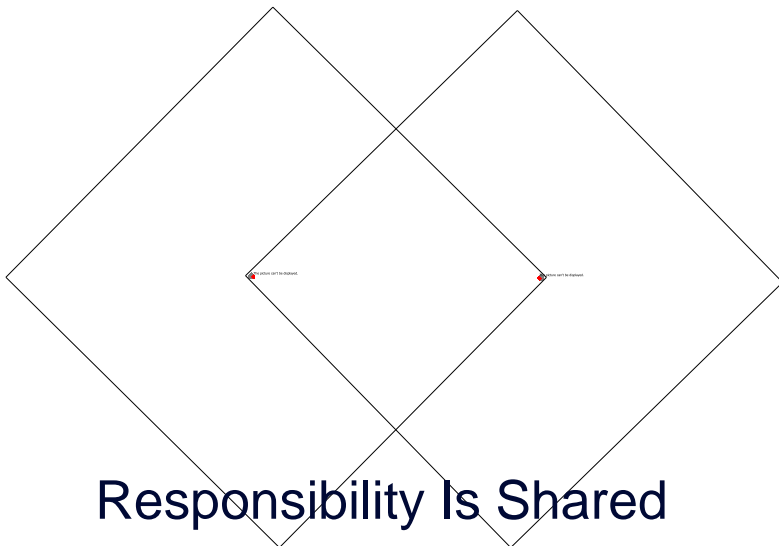
Death/Serious Injury Is Unacceptable



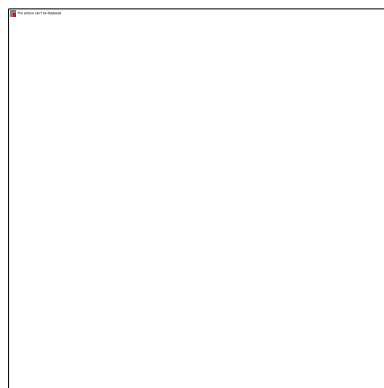
Humans Make Mistakes



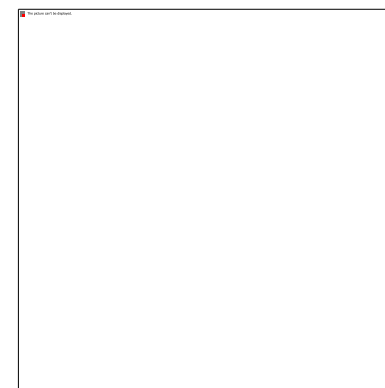
Humans Are Vulnerable



Responsibility Is Shared



Safety Is Proactive



Redundancy Is Crucial

VISION ZERO

“By 2032, no one dies or has a serious injury while traveling in Fort Collins”

Adopted by City Council March 2023

Adopted Plan Goals

Focus on Vulnerable Road Users

Support Mode Shift to Reduce Motor Vehicle Trips

Promote a Culture of Traffic Safety

Prioritize Safer Speeds and Multimodal Places

Increase Data Transparency and Partnerships

Center Equity

Adopted Plan Goals

Identified Actions (examples)

Focus on Vulnerable Road Users

Support Mode Shift to Reduce Motor Vehicle Trips

Transit ridership, biking and walking infrastructure, education and encouragement

Promote a Culture of Traffic Safety

Vision Zero project checklist, automated enforcement, shared safety messaging

Prioritize Safer Speeds and Multimodal Places

Road diets, protected intersections, studies to reenvision corridors, update codes, standards

Increase Data Transparency and Partnerships

Task force, crash data dashboard, before and after studies

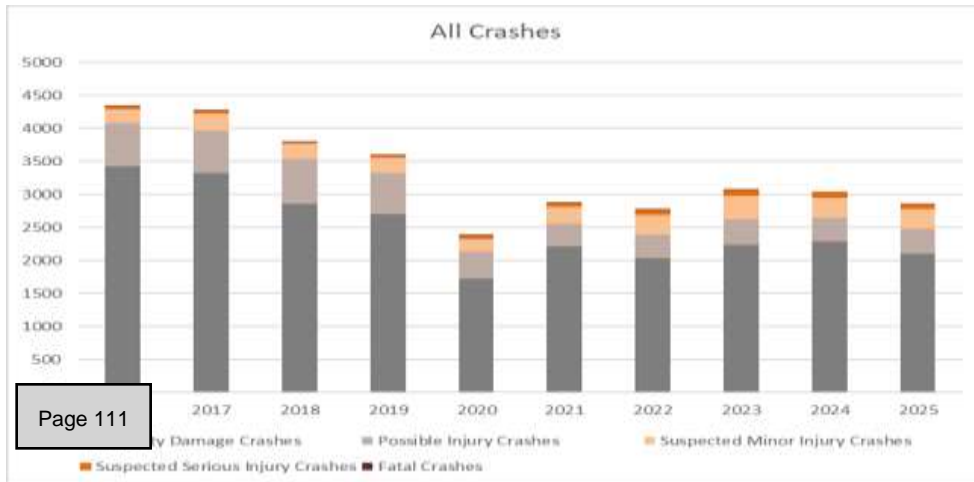
Center Equity

School safety assessments, health equity index used for prioritization, education

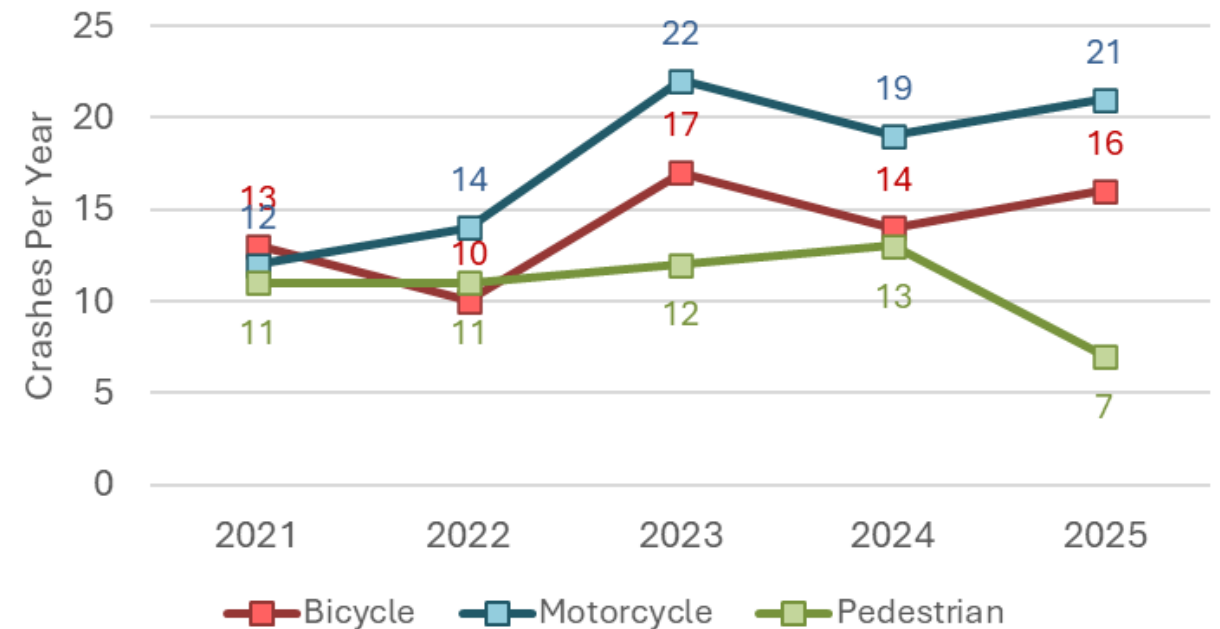
VULNERABLE ROAD USERS

Vulnerable road users are involved in **7%** of all crashes but **50%** of serious injury/fatal crashes

- ✓ **Crashes involving vulnerable road users** (people riding bicycles, walking or using motorcycles) tend to be **more severe** than those involving only motor vehicles.
- ✓ There was a **decrease in serious injury/fatal crashes** for pedestrians in 2025.



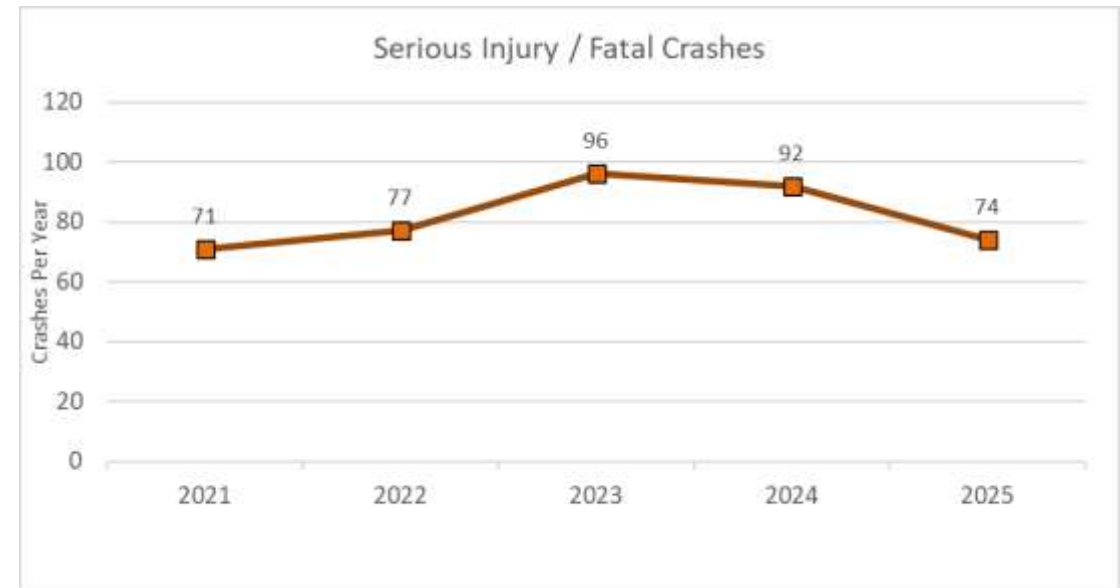
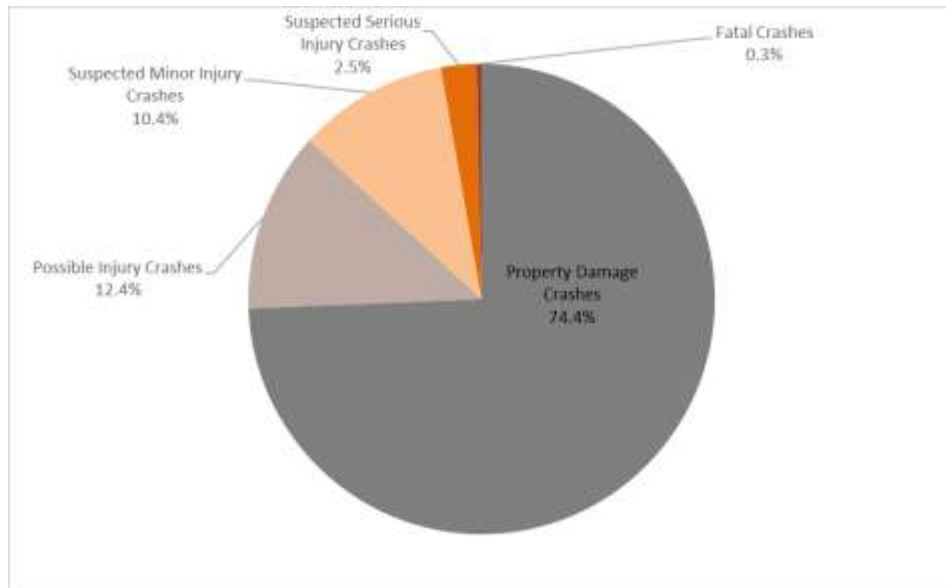
VULNERABLE ROAD USER SEVERE CRASH TRENDS



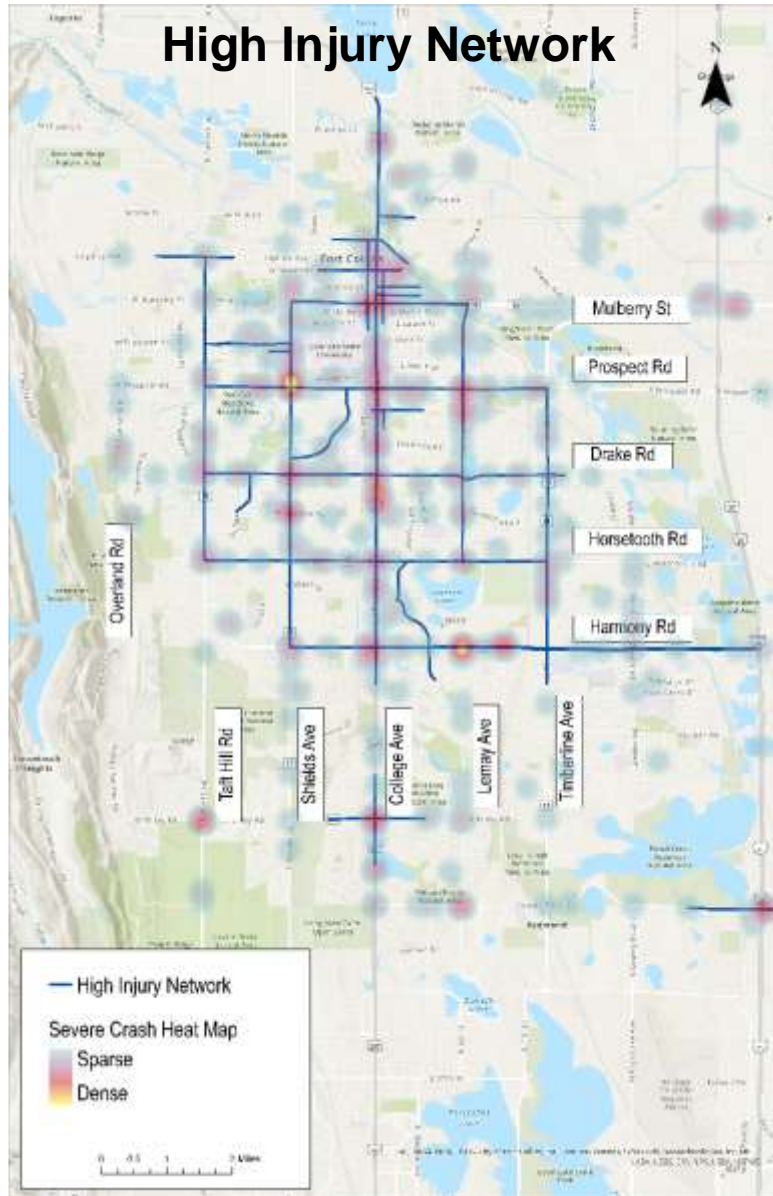
Source: 2025 Fort Collins Crash Data

SEVERE CRASH TRENDS

Compared to 2024, serious injury/fatal crashes are **down 20%**



- ✓ In 2025, there were **74 crashes involving a serious injury or fatality.**
- ✓ The overall annual societal cost in Fort Collins of these crashes is **\$211 million.**
- ✓ **74%** of crashes do not involve an injury.





Shields Street and Prospect Road



College Avenue and Swallow Road

Vision Zero Action Plan



Accelerate progress toward Vision Zero:

- The City's Vision Zero Plan aims to eliminate all traffic-related fatalities and serious injuries by 2032. This data-driven approach focuses on safer street designs, lower speeds and community education, emphasizing efforts that benefit the most vulnerable road users (cyclists, pedestrians and motorcyclists), such as updating speed limits and accelerating improvements near schools and on arterial roads.



	Q3 2026	Q4 2026	Q1 2027	Q2 2027	Q3 2027	Q4 2027
Safe Speeds Implementation	[Dark Blue]				[Light Blue]	[Light Blue]
27/28 Resourcing Strategy	[Dark Blue]		[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]
School Safety Assessments	[Light Blue]	[Light Blue]	[Dark Blue]			
Street Design Standards*	[Dark Blue]				[Light Blue]	[Light Blue]

*linked to “Promoting affordability and sustainable growth”

Action	Measure
Targeted enforcement	Speeds Vehicle noise reduction DUI reduction Seat Belt usage
Community Engagement	Number of events Social media interactions
Assess Programs	Determine effectiveness of enforcement efforts
Automated enforcement	Reduced traffic speeds Reduced severe crashes
Update speed limits	Standardization of speed limits
Infrastructure/Countermeasures	% of HIN implementing countermeasures Before/After studies

Camera Radar Program

- Current vendor contract expires December 2026
- RFP (Request For Proposals) being finalized now, will go out mid-May



Several identified improvements/changes being sought with the next vendor:

- Increased deployment flexibility
 - Work Zones
- Deployment Options
 - Light Poles rather than median placement
- Safety/concerns
 - Flash for photos
- Hybrid options
 - Speed, red light

All with the end goal of meeting the Cities' needs to realize the goal of Vision Zero

Countermeasure	Measure	Potential Tradeoffs
Protected intersections	Reduced traffic speeds through intersections Reduced vulnerable road user crashes	Emergency response time Maintenance Parking removal Traffic flow Truck turning
Quick build	<i>Metric tied to specific countermeasure</i>	Emergency response time Maintenance
Reduced lanes and widths	Reduced traffic speeds Reduced severe crashes	Emergency response time Maintenance Traffic flow
Reduced turning radii	Reduced traffic speeds through intersections	Cost Emergency response time Truck turning
Roundabouts	Reduced turning movement severe crashes	High upfront cost
Signal timing	Reduced turning movement severe crashes	Cost Traffic flow

Action	Measure
Seek Federal and State Grants	Secured grants such as: Safe Streets and Roads and Colorado Energy Office grants
Speed camera revenue	Align revenue generation with resource allocation
Consider 2050 Climate Tax	Support GHG reduction and Vision Zero outcomes
Reorganization within Transportation Depts.	Efficiency and reallocation of staff capacity
Program/Service Level Adjustments	Realign service levels to increase capacity for Vision Zero

Action	Measure
Accelerate completion of school safety studies	Number of studies completed
Finalize implementation plan of recommended improvements	Number of infrastructure projects as recommended for each school. Stand-alone and related capital projects.

Action	Measure
Update Larimer County Urban Area Street Standards (LCUASS)	Updates support Vision Zero and balance with Council priority of promoting affordability and sustainable growth
Update other related codes and plans (land use code, traffic code, Master Street Plan)	Updates support Vision Zero and balance with Council priority of promoting affordability and sustainable growth

Action	Measure
High Injury Network Improvements (such as signal timing and quick builds)	Improved traffic flow, crash reduction
Additional Awareness or Education Efforts: (in addition to efforts like Slow the FoCo Down)	Number of classes/contacts, increased community awareness

Vision Zero Action Plan Summary



Safe Speeds Implementation	27/28 Resourcing Strategy	School Safety Assessments	Street Design Standards	Proposed: Additional Actions
<p>Actions</p> <ul style="list-style-type: none"> • Enforcement • Speed limits • Engagement • Evaluation • Infrastructure <p>City Council Inputs</p> <ul style="list-style-type: none"> • Confirm alignment on focus • Community connections 	<p>Actions</p> <ul style="list-style-type: none"> • Budget alignment • Grants • Tax allocations • Reorganization <p>City Council Inputs</p> <ul style="list-style-type: none"> • Budget adoption • Inform grant applications 	<p>Actions</p> <ul style="list-style-type: none"> • Studies • Improvements • Coordination <p>City Council Inputs</p> <ul style="list-style-type: none"> • Confirm alignment on focus • Community connections 	<p>Actions</p> <ul style="list-style-type: none"> • Audit existing • Update standards • Align with affordable sustainable growth priority <p>City Council Inputs</p> <ul style="list-style-type: none"> • Adopted updates • Align across priorities 	<p>Proposed: Actions</p> <ul style="list-style-type: none"> • HIN operations • Enhanced education <p>City Council Inputs</p> <ul style="list-style-type: none"> • Confirm alignment on focus • Community connections

- 1. What questions or additional input would Council like to provide on the Action Plan for 2026-2027?**
- 2. What questions or additional information would Councilmembers like regarding the impacts/tradeoffs of Vision Zero?**

Item 2.



Thank you!

6. ALL SIGNS PLACED IN HARDSCAPE SHALL HAVE A SLEEVE INSTALLED.

REC. NO. 91044554

EX 'BIKE LANE' SIGN
(PROTECT IN PLACE)

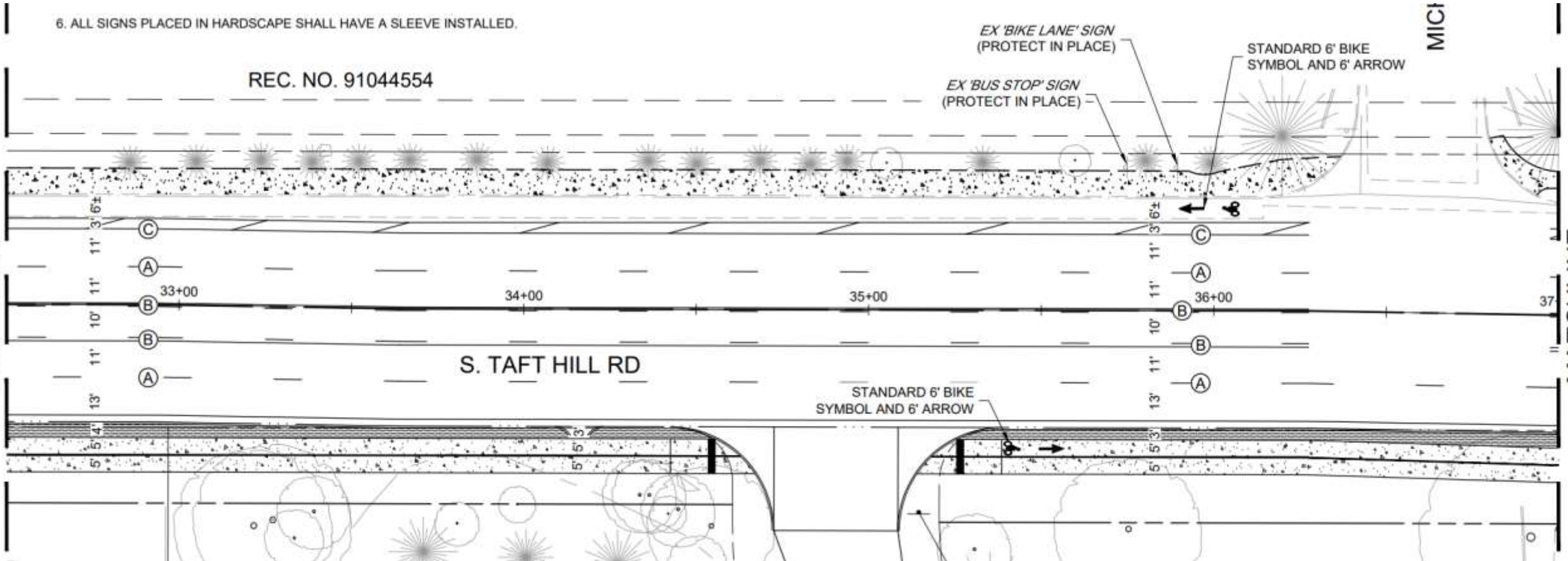
EX 'BUS STOP' SIGN
(PROTECT IN PLACE)

STANDARD 6' BIKE
SYMBOL AND 6' ARROW

MICI

MATCHLINE

MATCHLINE



Enforcement – Education – Engagement

- Utilization of Grant funding – targeted enforcement
 - Speed
 - Vehicle noise
 - DUI
 - Seat Belts
- Assessment of on-going data to determine effectiveness of enforcement efforts
- Continued engagement
 - Events
 - Socia Media



File Attachments for Item:

3. Role of Community Engagement in Policy Making

The purpose of this item is to share the City's engagement process when seeking input from community members. The aim is to build a consistent process and shared language around how community input is sought during the policy development process and to seek input from City Council on this process.

WORK SESSION AGENDA

ITEM SUMMARY

City Council



STAFF

Amanda King, Chief Communications & Engagement Officer
 Heather Young, Senior Community Engagement Manager

SUBJECT FOR DISCUSSION

Role of Community Engagement in Policy Making

EXECUTIVE SUMMARY

The purpose of this item is to share the City's engagement process when seeking input from community members. The aim is to build a consistent process and shared language around how community input is sought during the policy development process and to seek input from City Council on this process.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. Does the role engagement plays in the policy development process align with the feedback you have provided?
2. What other feedback does Council have about the role of engagement in Council decisions?

BACKGROUND / DISCUSSION

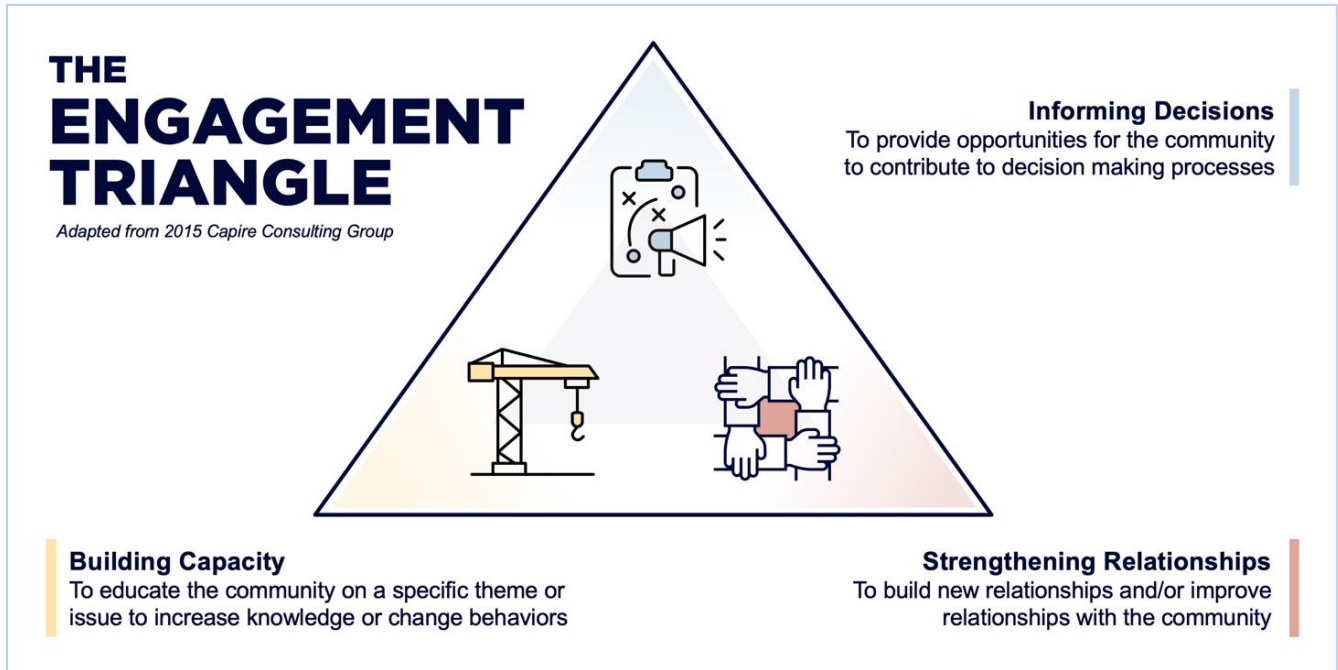
Background

The City of Fort Collins has developed its approach to community engagement over more than a decade, shaped by Council direction. Engagement is a core function of the City and plays an important role in shaping decisions, building trust and strengthening relationships with the community. Over the past decade, the City has expanded its commitment to engagement. Key milestones include the first Public Engagement Strategic Plan in 2012, creation of a Public Engagement Guide in 2016, Council's Reimagine Community Engagement priority in 2019, a related Council work session in 2020, updates connected to communications and equity work in 2021 and 2024 and the 2025 Public Engagement Assessment. This history provides context for the current effort to build a clear, consistent, efficient and effective approach across the organization that helps ensure community member perspectives are included in decision-making processes.

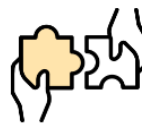
Defining Engagement

Engagement is a broad term that can mean many things. Our working definition as a City for engagement: the strategies, processes, tools and techniques used to plan and conduct public participation, outreach, education, events and relationship management. The Engagement Triangle, adapted from Capire

Consulting Group (2015), is used as a high-level framework to describe three common outcomes of engagement: informing decisions, building capacity, and strengthening relationships.



- Informing decisions: This includes how we seek input from the community to make decisions. The City most often refers to this as public participation and adopted the International Association of Public Participation spectrum for this.



Level	Inform	Consult	Involve	Collaborate	Empower
Promise	Keep you informed	+ listen to and show how input considered	+ include input directly in alternatives	+ your advice and recommendations in solutions	+ we will implement what you decide
Example	City-led communications campaign	City-led survey or listening session	City-led advisory group, task force	Co-led Civic Assembly gives recommendation to Council	Community-led Civic Assembly makes decision, Citizen-initiated ballot measure

- Building Capacity: This includes informing or educating the community on certain topics, often to encourage behavior change. This is commonly achieved through education, outreach and events. Communications, marketing and public relations are also important for this work.
- Strengthening Relationships: Relationships are key to successful engagement and are critical for centering diverse community voices regularly and over time. When engagement is less transactional and more relational, we see better outcomes.

Why does engagement matter?

City organizations exist to provide services in their communities. Understanding community needs and desires is crucial for making informed, sustainable decisions. The National Civic League defines the importance of these relationships and processes as civic capital, “the formal and informal relationships, networks, and capacities that communities use to make decisions and solve problems.” They include seven components of civic capital that relate directly to engagement – engaged residents, inclusive community leadership, collaborative institutions, embracing diversity and equity, authentic communication, culture of engagement and shared vision and values. In an increasingly polarized political environment, building trust with community members through understanding community perspectives is crucial. While agreement on an issue is not always possible or feasible, understanding shared perspectives helps us move forward as a community together.

The City’s vision for engagement is to create a clear, inclusive, and trustworthy process that helps community members take part in the conversations and decisions that affect their lives. Engagement is meant to do more than share information. It is intended to build trust, improve customer experience, connect community perspectives to Council actions, and make sure people are well informed and have meaningful access to participate. This vision also emphasizes partnership with community groups, reducing barriers to participation, and working toward solutions with the people most affected by City decisions. Overall, the goal is for community members to feel welcomed into civic processes, understand how to participate, and see how their input influenced the outcome. This reflects the City’s values of partnership, service, integrity, belonging, safety and wellbeing, and sustainability, and aligns with the International Association for Public Participation framework, which holds that people affected by a decision should have a meaningful role in the process and should be told how their participation shaped the decision.

2025 Public Engagement Assessment

In 2025, the City conducted an assessment to evaluate the current system of engagement, identify opportunities for improvement and develop recommendations to support staff and improve the community’s experience with City processes. Drivers for this assessment included Council input, budget constraints and a desire for increased effectiveness and efficiency. The assessment revealed that engagement is happening across many parts of the organization, but practices, tools, and relationships are often spread across service areas. The assessment identified a need for clearer purpose, earlier planning, and better-defined roles so that community members experience a more predictable process and staff have a clearer way to plan, coordinate, and report engagement. This direction also aligns with City goals related to trust, belonging, access, and meaningful opportunities for people to participate in decisions that affect their lives.

The assessment also highlighted guiding principles that inform how we implement engagement as a City. These include:

- The City organization as part of the community: The City aims to work with the community, not just for the community. This means building reciprocal relationships, partnering on solutions, and shaping decisions in ways that are more community-centered and more likely to build trust.
- Start with what we have: The City will begin by making better use of existing staff, tools, and systems before seeking new resources. This includes strengthening training, coordination, collaboration, and use of current technology.
- Build culture to build capacity: The City is leading this work through culture, recognizing that strong engagement depends on shared values, ethics, and staff judgment rather than one fixed method. Clear guidelines are also important because they create common expectations and shared language for staff, leaders, elected officials, and community members.

- A focus on relationships: The City sees lasting relationships with residents, community groups, businesses, and partners as essential to better decisions and better service. This principle shifts engagement away from one-time transactions and toward ongoing relationships that support thoughtful and sustainable decision-making.
- A focus on simplicity: Engagement can involve complex issues, but the process around it should be as clear and simple as possible. The City will work toward straightforward roles, systems, and communication to reduce confusion and improve alignment.
- Make evidence-based decisions: Engagement work at the City is grounded in feedback, analysis, and alignment with broader City priorities. The City intends to continue using data, learning, and collaboration to guide engagement improvements over time.

Role of Engagement in Policy Development

In the policy development process, engagement is intended to support decision-making by bringing community perspectives into key stages of work, especially during issue identification, problem definition and scoping, and development of policy options. Feedback staff have heard from Council is that engagement should be thoughtful and strategic, reflect broader community perspectives, build trust, and begin early enough to inform the work before decisions are finalized. As proposals move closer to Council deliberation and final action, the level and method of engagement may change, but it remains important to be clear about the decision to be made, who the decision maker is, what role the community will have, and how input will be used.

This work session is intended to share a consistent process and shared language for how community engagement fits into policy development and to seek Council feedback on that approach. In future Council discussions, staff proposes using a more consistent summary of the policy question, decision point, public role, engagement approach, what was heard, and how community input affected the proposal.

NEXT STEPS

Next steps are to understand Council perspectives on the role of engagement in the policy development processes and to include engagement in upcoming Council topics as appropriate.

ATTACHMENTS / LINKS

1. Presentation

Engagement and City Council – Work Session

Amanda King

Chief Communications &
Engagement Officer

Heather Young

Senior Community
Engagement Manager



01

Engagement Overview

02

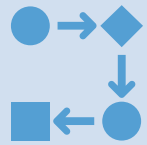
What we've heard from Council

03

How engagement fits into the policy development process



Item 3. Discussion Questions



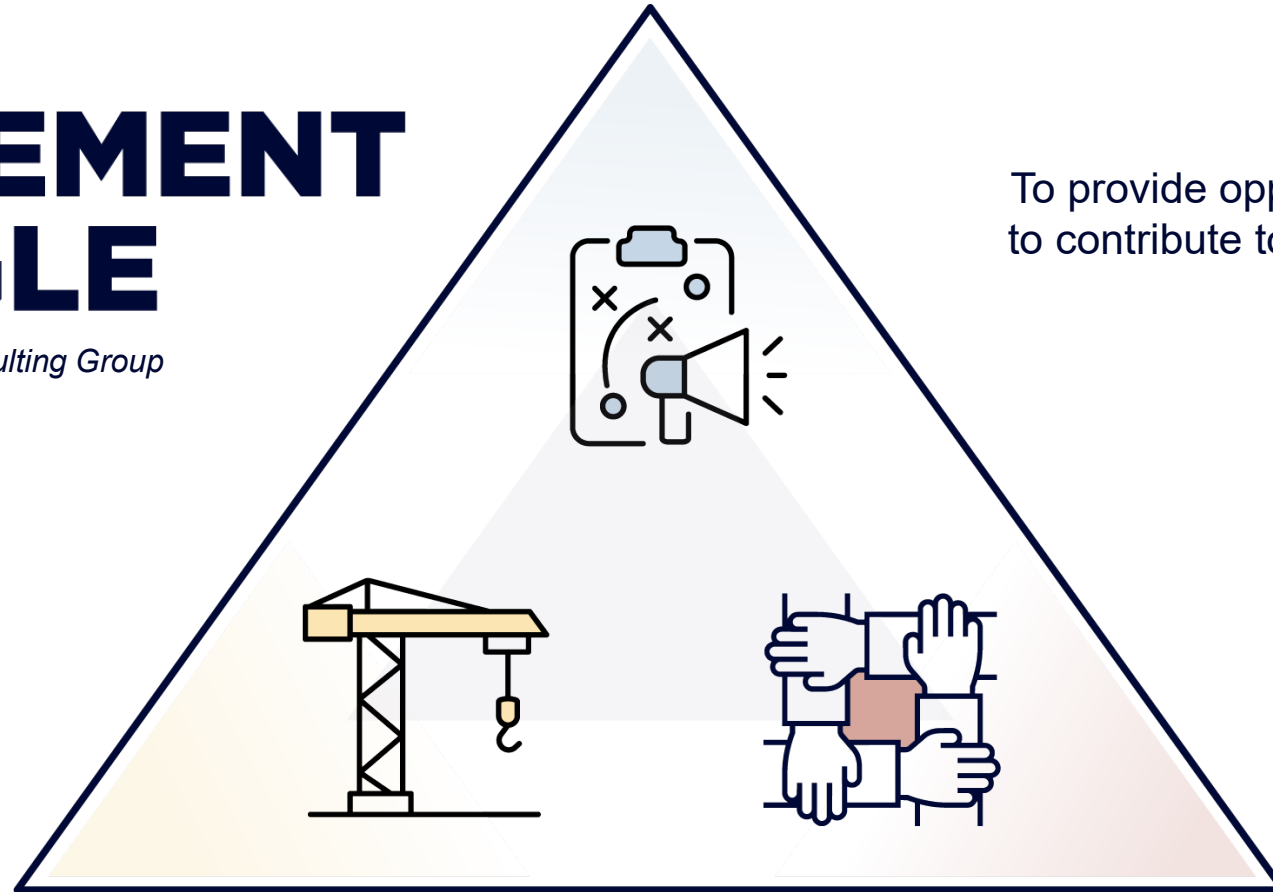
Does the role engagement plays in the policy development process align with the feedback you have provided?



What other feedback does Council have about the role of engagement in Council decisions?

THE ENGAGEMENT TRIANGLE

Adapted from 2015 Capire Consulting Group



Informing Decisions

To provide opportunities for the community to contribute to decision making processes

Building Capacity

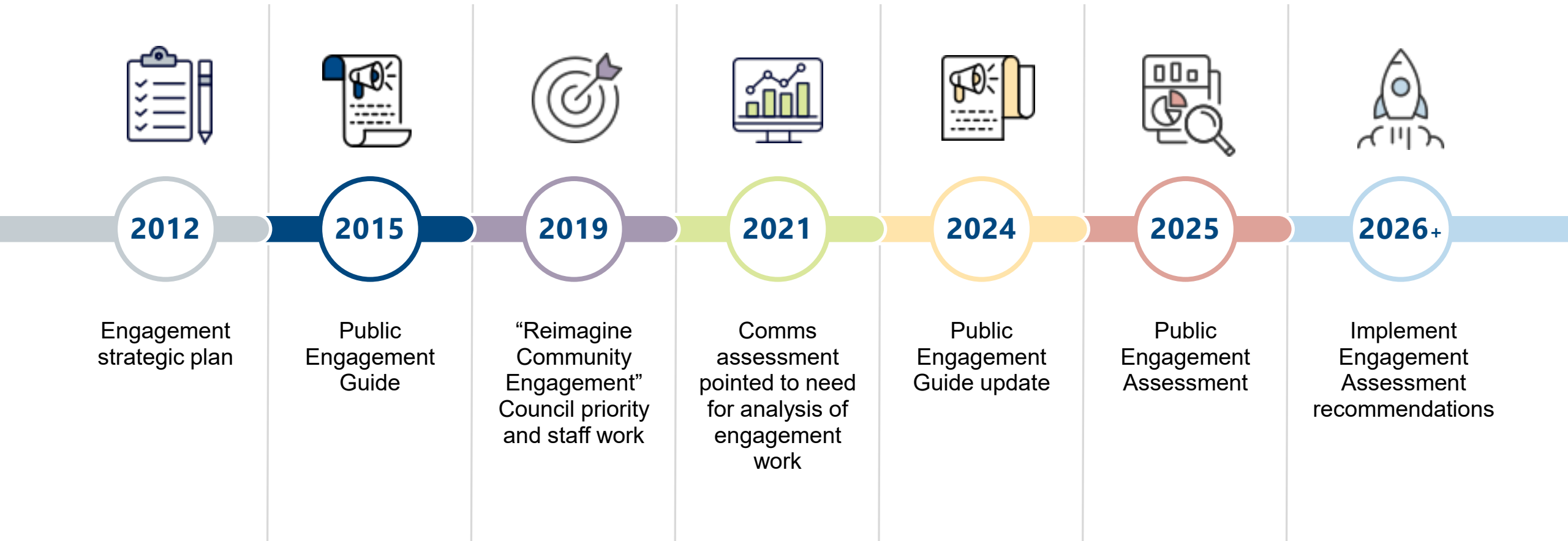
To educate the community on a specific theme or issue to increase knowledge or change behaviors

Strengthening Relationships

To build new relationships and/or improve relationships with the community

P2: The Public Participation Spectrum

Level	Inform	Consult	Involve	Collaborate	Empower
Promise	Keep you informed	+ listen to and show how input considered	+ include input directly in alternatives	+ your advice and recommendations in solutions	+ we will implement what you decide
Example	City-led communications campaign	City-led survey or listening session	City-led advisory group, task force	Co-led Civic Assembly gives recommendation to Council	Community-led Civic Assembly makes decision, Citizen-initiated ballot measure



Principles Guiding Engagement



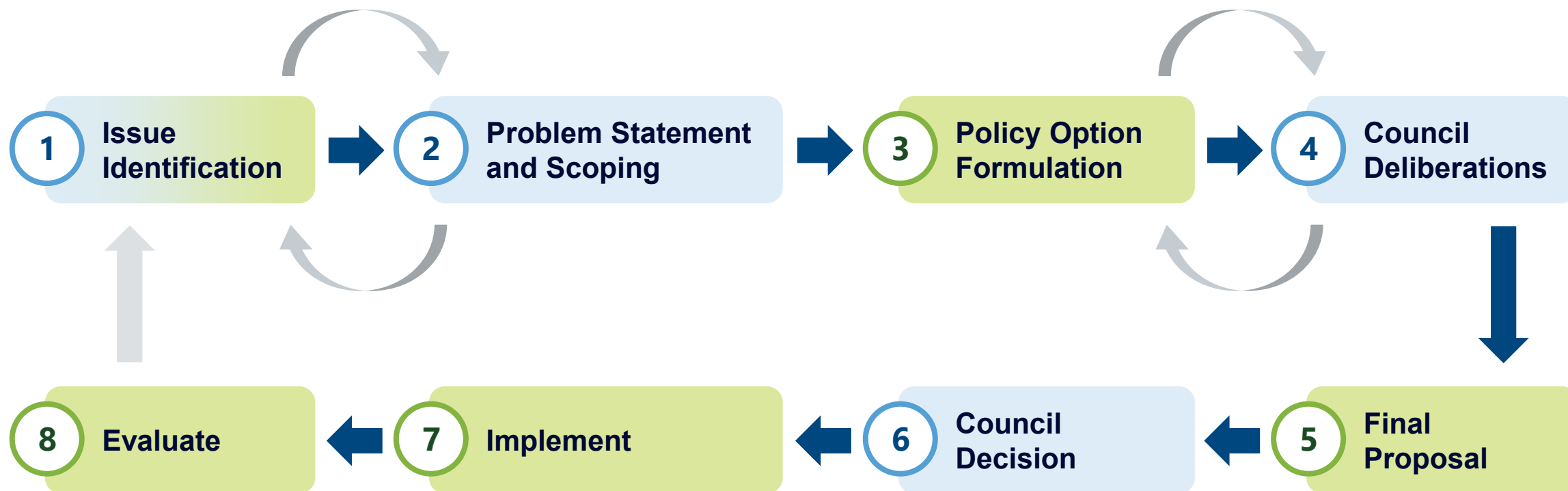
Item 3. Feedback we've heard from Council about Engagement



- Deliberative, thoughtful and strategic
- Represents larger community perspectives
- Builds trust with the community
- Engagement moves upstream in the process and is right-sized

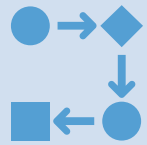
Item 3. Policy Development Process

City staff manages process



Key information to enhance staff-council alignment on engagement

- Project/policy problem to solve
 - Decision to be made
 - Decision maker
 - Desired outcome of engagement
 - The community's role (IAP2 spectrum and promise)
 - Audience(s)
 - Engagement Strategy (+high level tactics)
 - Timeline (engagement phases, milestones)
-
- If engagement as already been conducted:
 - What we heard
 - Who we heard it from/who did you reach?
 - The impact it had on the decision
 - Questions for Council



Does the role engagement plays in the policy development process align with the feedback you have provided?



What other feedback does Council have about the role of engagement in Council decisions?

Item 3.

1) Issue Identification:

- Received grant to integrate health into housing in policy making (Home2Health process)
- Council and City leaders decided to update Affordable Housing Strategic Plan

2) Problem Statement and Scoping:

- Broad engagement to understand how housing affordability crosscuts several community issues

3) Policy option formulation:

- Community Guides Program
- Community Workshops
- Stakeholder Meetings

4) Council Deliberations: Council Work Sessions and Regular Meetings**5) Final Proposal:** Community submitted comments**6) Council Decision:** Council unanimously voted to pass plan**7) Implementation:**

- Hired Housing Manager
- Launched Rental Housing program
- Land use code updates
- Housing Needs Assessment (presented to Council in March 2026)
- Housing Action Plan (2026)

8) Evaluate

- Impact of land use code incentives (e.g., Basic Development Review)
- Outputs of Rental Housing program
- Administrative changes needed to enable effective implementation

Informing Decisions

- Our City platform
- Public comment at Council meetings
- Boards & Commissions participation
- Community survey
- Police Chief's community advisory committee
- Run for Office

Building Capacity

- City Works 101
- Take a tour (Traffic Ops, Water Treatment, etc.)
- Attend a program (FC Moves, Natural Areas, Utilities, etc.)
- Shop local
- Ride along with parking services

Strengthening Relationships

- Volunteer
- Enjoy community spaces and resources (Recreation Centers, Natural Areas, Parks, etc.)
- Attend an event
- Get to know your neighbors