

Executive Summary

Roadway Safety Matters

The City of Fort Collins strives to provide a safe and efficient transportation system for people using all modes of travel. Safety for roadway users is a top priority and in 2016 the City became the first public local entity to join the Colorado Department of Transportation (CDOT) Moving Towards Zero Deaths initiative.

Making progress towards Zero Deaths requires a comprehensive and focused effort by multiple departments within the City, the community and individuals to be dedicated to and responsible for roadway safety.

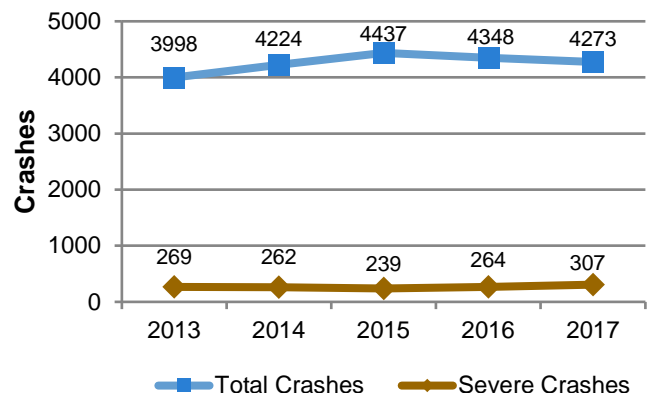
This report is a detailed review of the City's roadway safety. It includes overall data, crash type analysis, specific location evaluation and trends, and discusses strategies, programs, projects and initiatives for improving safety.



The data presented in this report shows that the City's fatal collision rate remains among the lowest of both similar Colorado cities, as well as peer cities nationwide. Regardless, during 2017 there were still 294 crashes involving a non-incapacitating or incapacitating injury, and 13 individuals lost their lives as a result of a traffic crash. The number of fatal crashes is an all-time high for the City. The societal cost of these crashes was more than \$190 million dollars.

Overall Crash Trends

There were 4,273 reported traffic crashes in 2017. This is 1.7% lower than 2016, and continues a downward trend over two years. Almost 80% of all crashes do not result in any injuries (property damage only). Severe crashes (non-incapacitating injury, incapacitating injury or fatal) are trending upwards.



Crash Locations

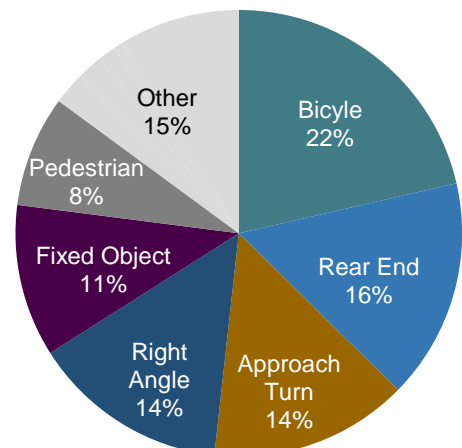
More than 70% of all crashes occur at intersections and/or driveways. Almost half of all crashes (49%) occur at signalized intersections.

Crash Types

Rear end crashes make up nearly half (44%) of all crashes, but most are minor crashes (only 2.4% of all rear end crashes are severe crashes).

Driving Under the Influence (DUI) crashes represent 4% of all crashes, more than 10% of severe crashes, and 18% of incapacitating or fatal crashes. Forty-eight percent of all severe fixed object crashes involve alcohol. Drivers below the age of 35 are significantly over-represented in alcohol related crashes.

For severe crashes, 86% are the result of one of six types of crashes as shown at right. Each crash type is reviewed in more detail in the report.



Severe crashes by type

Crash Trends

Bike and Pedestrian Crashes

Bicycle and pedestrian crashes account for only 4.2% of all crashes, but 24% of severe crashes, indicating the vulnerability of these road users. Both bike and pedestrian crashes are showing encouraging trends.

Total bike crashes are down 21% and severe bike crashes down almost 8% since 2013 (5 years). Eighty-nine percent of bike crashes occur at intersections or driveways. Twenty-five percent of all bike crashes involve wrong way riding by the cyclist. These statistics allow for targeted strategies with significant potential benefits.

Pedestrian crashes are also down, with total crashes down 18% and severe pedestrian crashes down 35% since 2013 (5 years).

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Approach Turn Crashes

Approach turn crashes are indicating a concerning trend, with total approach turn crashes up 31% in five years. Staff is working on a targeted effort including the installation of flashing yellow arrows by time of day at specific locations to address this concern.

Intersection Evaluations

Traffic Operations staff is using the approach detailed in the national Highway Safety Manual (HSM) to evaluate more than 250 intersections to identify locations that have higher than expected crash frequency, and those with identified crash types and/or trends. This year's report includes a section on intersections with the greater increasing or decreasing crash frequency.

Improving Roadway Safety

Improving roadway safety involves both big and small initiatives and involves road users, vehicles, infrastructure, technology and emergency response.

Engineering efforts include low cost improvements, capital projects, and longer term multi-modal planning. A number of these projects have resulted in significant crash reductions.

Education and encouragement efforts include a broad range of programs, classes, outreach and information for people of all ages.

Enforcement involves the City's Police Services Department which undertakes everything from DUI campaigns to Bike Safety Week. Police Services partners with Fort Collins Municipal Court in the Bicycle Traffic Citation Course.

Evaluation is the keystone to continuing to refine the program in a manner that is data driven and focused on proven crash reduction strategies.

28% reduction in annual crashes at Shields / Elizabeth after completion of the intersection improvement project.

Next Steps

Traffic Operations and other City staff will continue to utilize the information in this report to identify areas of focus for coming years. Further refinements and analysis can identify the most proven strategies and provide targeted information for various initiatives.

The next step in Towards Vision Zero is to develop an Action Plan. The plan, to be created in the next year, will be comprehensive, multi-departmental and include community based set of actions that reflects the understanding that all of us have a role in decreasing serious injury and fatal crashes.