

# Vision Zero Site Visit

**Present:** Jerome Rouser (NFRMPO), Alex Gordon (NFRMPO), Derek Smith (CSU PD), Aaron Fodge (CSU), Lance McRory (Traffic), David Kaes (FC PD), Dave Dixon (Bike Fort Collins), Anna Kelso (FC Moves), Rachel Ruhlen (FC Moves), Starlyn Haneman (neighbor), Seth Haneman (neighbor)

**Date:** 2023 01 23

**Location:** Magnolia St & Loomis Ave

## CONTEXT

**Incident:** In August, a driver eastbound on Magnolia St ran the stop sign at Loomis Ave and struck a bicyclist traveling southbound on Loomis Ave who was injured. The driver and the bicyclist are CSU students.

**Crash history:** Since 2009, 9 right-angle crashes have occurred. One crash involved three vehicles. One crash involved a bicyclist and one involved a pedestrian; both of these crashes resulted in injuries. In addition to the 9 right-angle crashes, there was a crash involving a parked vehicle. This intersection is not on the High-Injury Network.

**Intersection:** This is a partially controlled intersection with marked crosswalks on all legs. East-west travel on Magnolia St has stop signs; north-south travel on Loomis Ave does not stop. All four legs have bike lanes and Magnolia St has buffered bike lanes. All four legs have sidewalks although the south side of Magnolia St west of Loomis Ave does not have sidewalk. Travel lanes are 10 feet wide. Sidewalks are standard width; the verge between the sidewalk and the road is wide and contains mature trees. Curb ramps are in good condition and equipped with tactile bumps. Sidewalk and road surfaces are in good condition. All four legs have on-street parking.

**Land use:** Old Town is a quiet residential area of single-family homes close to downtown and CSU campus. It has a street grid and has some of the oldest housing stock in Fort Collins.

**Traffic volume:** The average daily traffic on Loomis Ave is 1,518 (2022 count) and on Magnolia St 2,002 (2018 count east of this intersection).

**Bicycle generators:** Loomis Ave is part of the Centre Bikeway and serves CSU campus from the north. Magnolia St was recently designated as Magnolia Bikeway.

**Pedestrian generators:** Dunn Elementary is nearby and several students and parents observed the crash when it occurred. In response, parents placed flags on posts for children to carry when they cross the street. The flags are gone but a flag container is still attached to a post.

**Other traffic considerations:** This intersection is one block north of the signalized intersection of Loomis Ave and Mulberry St. Mulberry St is an arterial.

**Site visit conditions:** Daylight, cloudy, no precipitation. There was snow on the ground.

## Observations

While nearby Mulberry St carries the majority of traffic in and out of downtown, local east-west streets like Magnolia St also serve downtown. Local streets in this grid, including Magnolia St, generally have stop signs every other block. The stop signs on Magnolia St at this intersection are oversized. Due to the size of the intersection, they are located far to the right of the driver's sightline. There are no stop bars, which are infrequent in Fort Collins. Neighbors present at the site visit reported:

- They frequently observe drivers run the stop sign.
- They observe drivers stop at the stop sign but, unable to see past the parked cars, then pull forward before proceeding.
- They observe drivers speed up when the signal one block away (Loomis St and Mulberry St) is green, because it can be a very long wait at the red light.

The intersection is oversized. The presence of snow showed that much of the intersection area is not used. Pedestrians have a long crossing distance. Sign placement, including the stop sign, is far away from the driver's sightline because of the size of the intersection.

Participants observed parked cars and mature trees as possible obstacles to visibility. These features can also reduce travel speeds.

Suggestions to reduce crashes at this intersection included:

- Bulb-outs and/or pork chop islands
  - Could be done with inexpensive paint, vertical delineators, and/or rubber curbing that can be adjusted, for example if they initially create too tight a radius for turning movement
  - Could be coupled with asphalt art in the excess pavement
  - Could be made standard at intersections of bikeways
  - Contract the intersection so that parked cars and trees do not hinder visibility
  - Allow placement of stop signs closer to the driver line of sight
  - Pork chop islands may encourage fast right turns
- Add a "CROSS TRAFFIC DOES NOT STOP" sign to the east-west streets that cross Loomis Ave at all intersections between Mulberry Rd and Mountain Ave.
- Use a stamped crosswalk to draw attention to pedestrians.
- Add buffered bike lanes to Loomis Ave where it is part of the Centre Bikeway.

Other suggestions to improve operations of these corridors included:

- Plow the bike lanes
- Fill the sidewalk gap on the south side of Magnolia St