



May 28, 2024

Traffic Safety Initiative

Jerrod Kinsman

Lieutenant, Police Services Special Operations Division

Dawn Downs

Managing City Attorney

Tyler Stamey

City Traffic Engineer

Dylan Lewan

Analyst I, GIS, Information Technology

Patty Netherton

Municipal Court Administrator



“Vision Zero” represents a commitment by the City of Fort Collins to work toward a total of zero fatal or serious-injury crashes on the City’s transportation network. Design, safety, and consideration of all modes of travel all play a part in this effort, and the City has included Vision Zero principles in long-range transportation plans.

- Given the costs and program approach, what is Council's feedback on what level of enforcement it would like to see staff pursue?
- What next steps would Council like to see?
- What feedback does Council have on timing of implementation and whether to move this initiative forward quickly or consider resources as part of 2025-2026 budget process?
- After covering the costs of the program, would Council like to see additional funds designated for enforcement, education, and engineering?



Address speed in Fort Collins, which is a key factor contributing to increases in injury/fatal crashes.

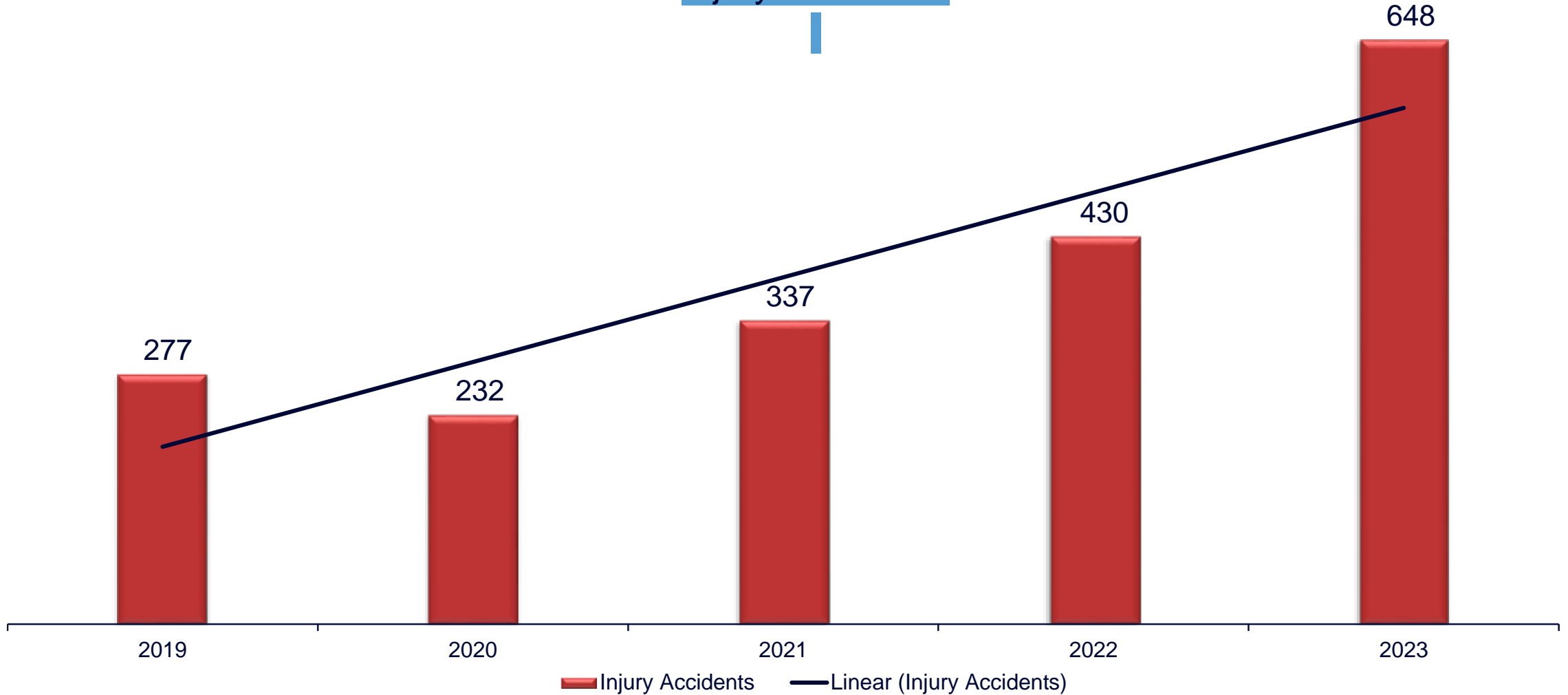


Update ordinance 1106 and 615 to reflect changes in State law.

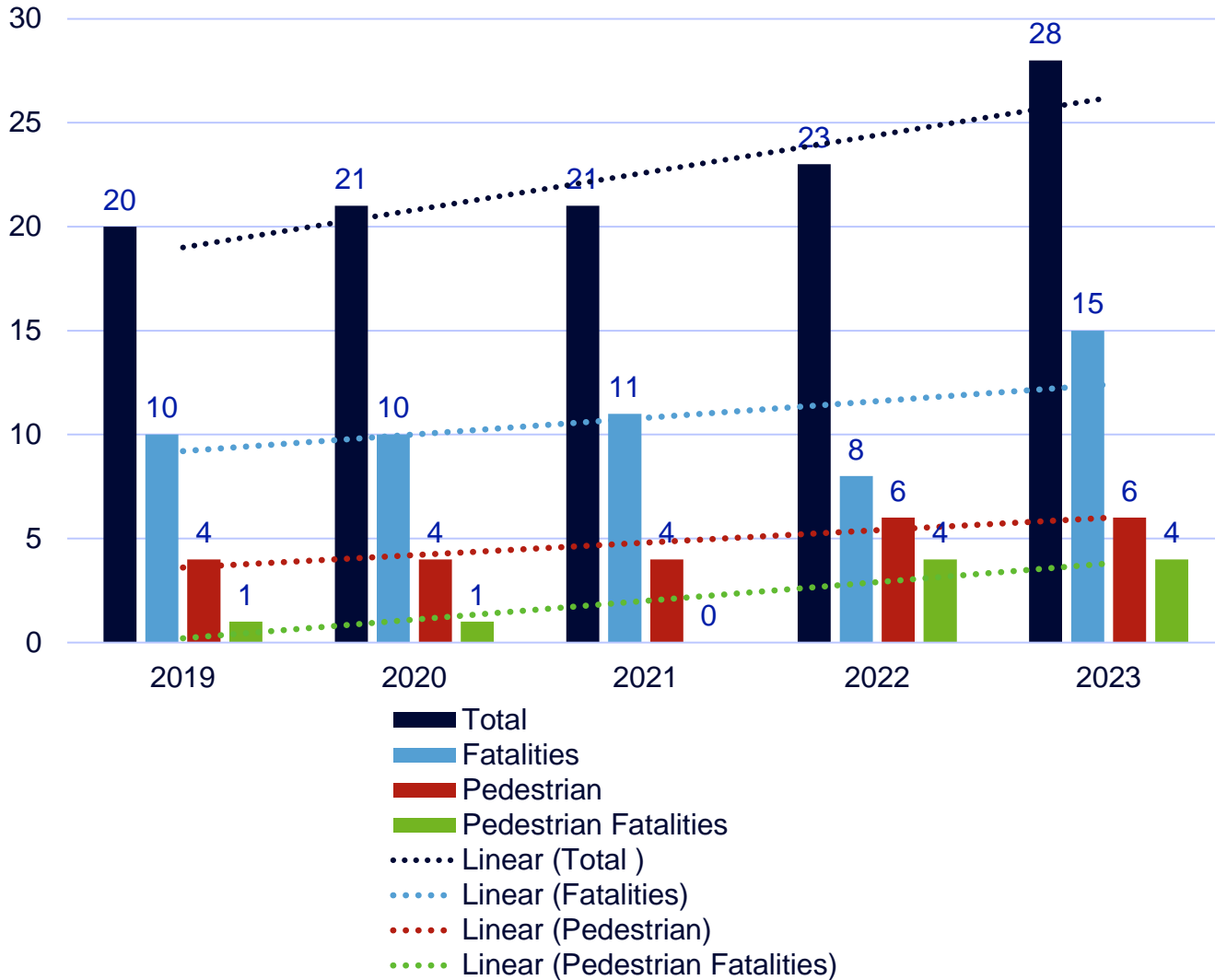


Provide options how to use funds to support additional traffic safety initiatives beyond enforcement alone.

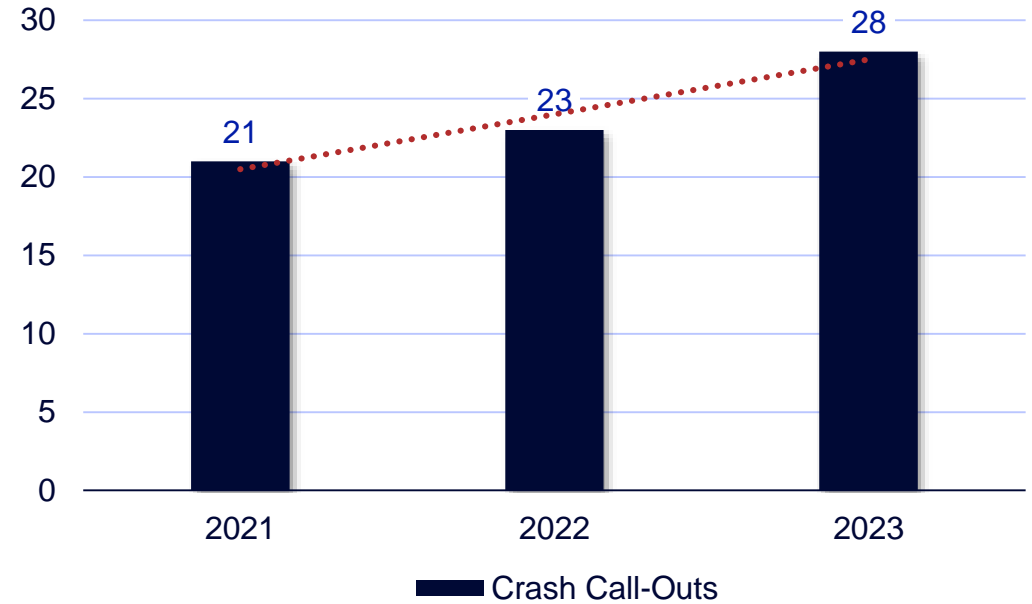
Injury Accidents



Police CRASH Team Responses by Category

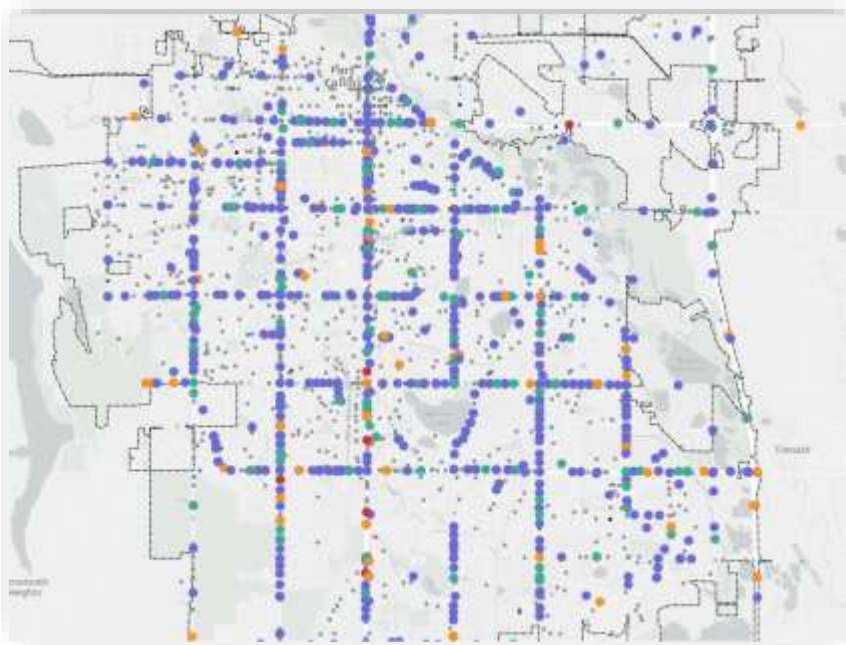


CRASH Call-Outs



\$64K

Police Overtime
Cost for CRASH
response in 2023

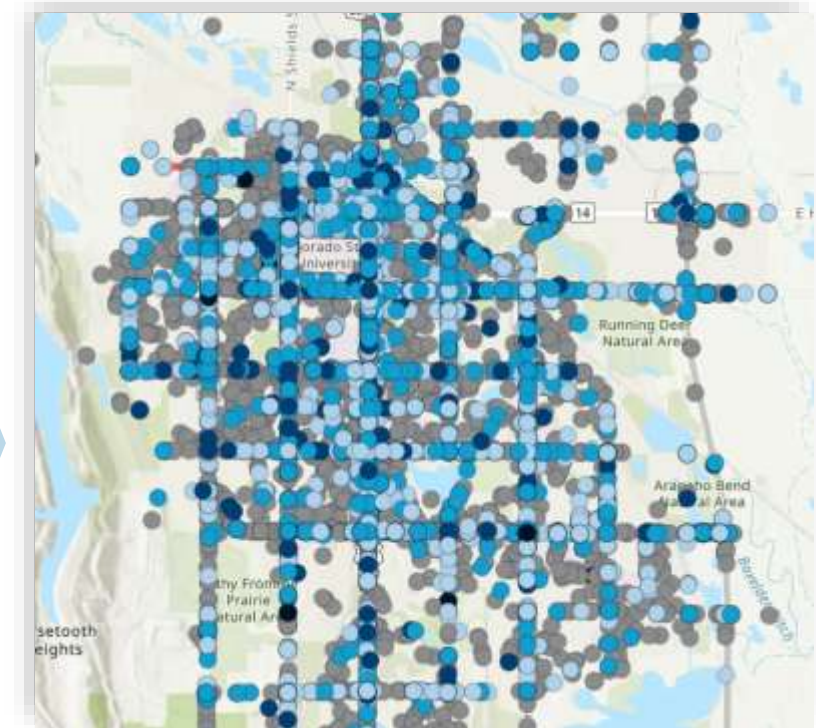


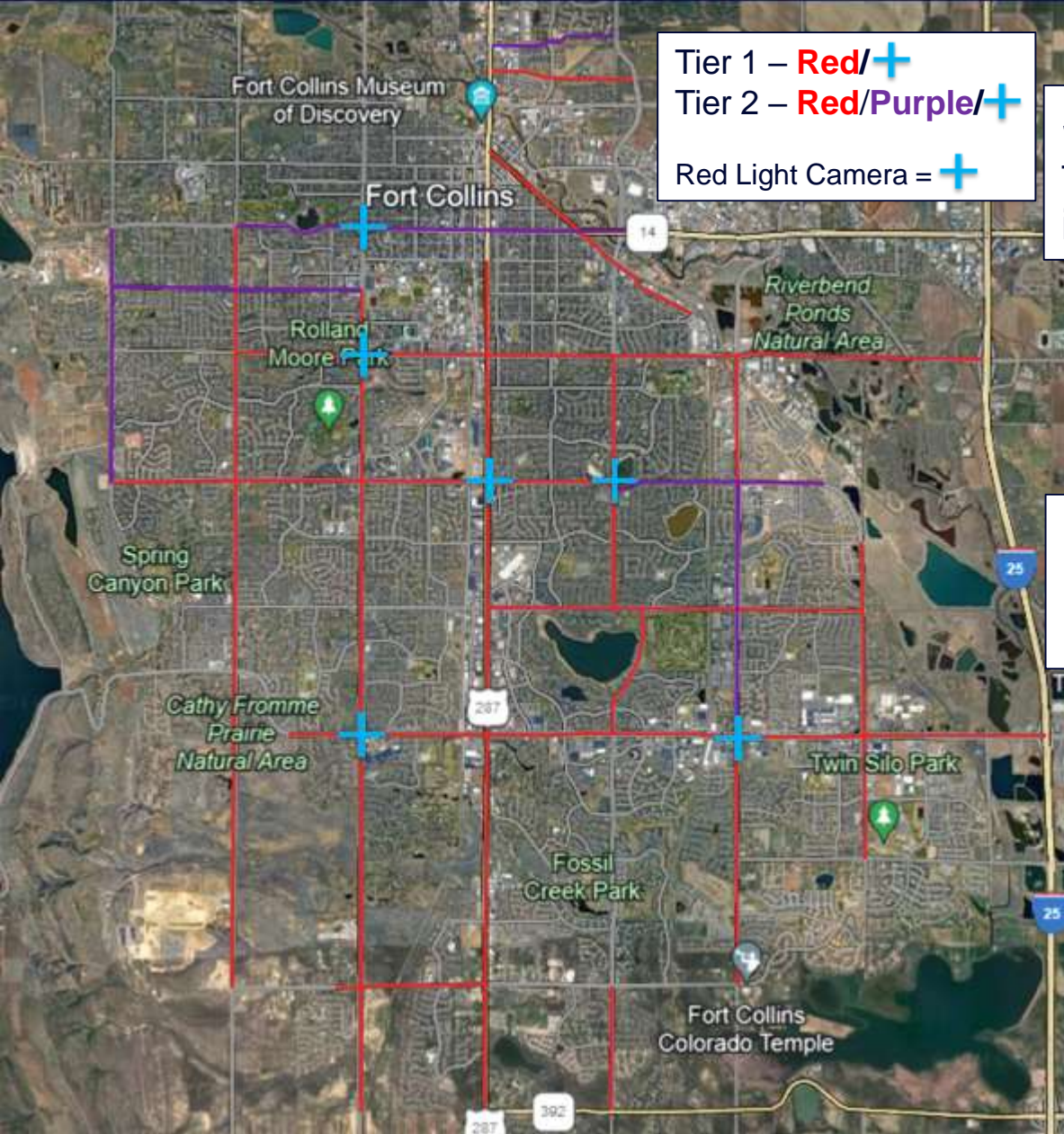
Enforcement Dashboard

<https://www.arcgis.com/apps/dashboards/167ab8042352432083e188e1c7c320d3>

Vision Zero Crash Dashboard

[Vision Zero Crash Dashboard \(arcgis.com\)](https://www.arcgis.com/apps/dashboards/167ab8042352432083e188e1c7c320d3)



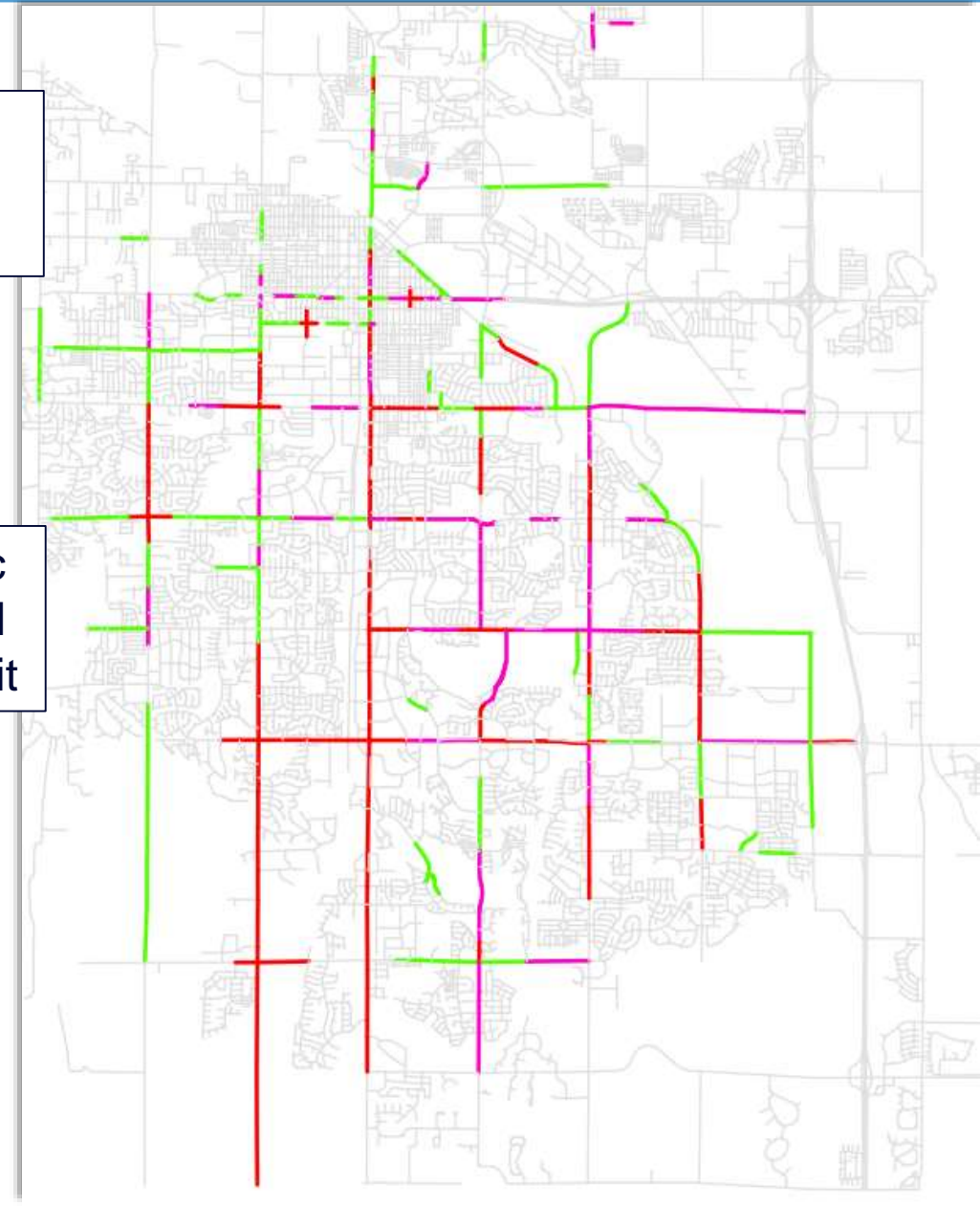


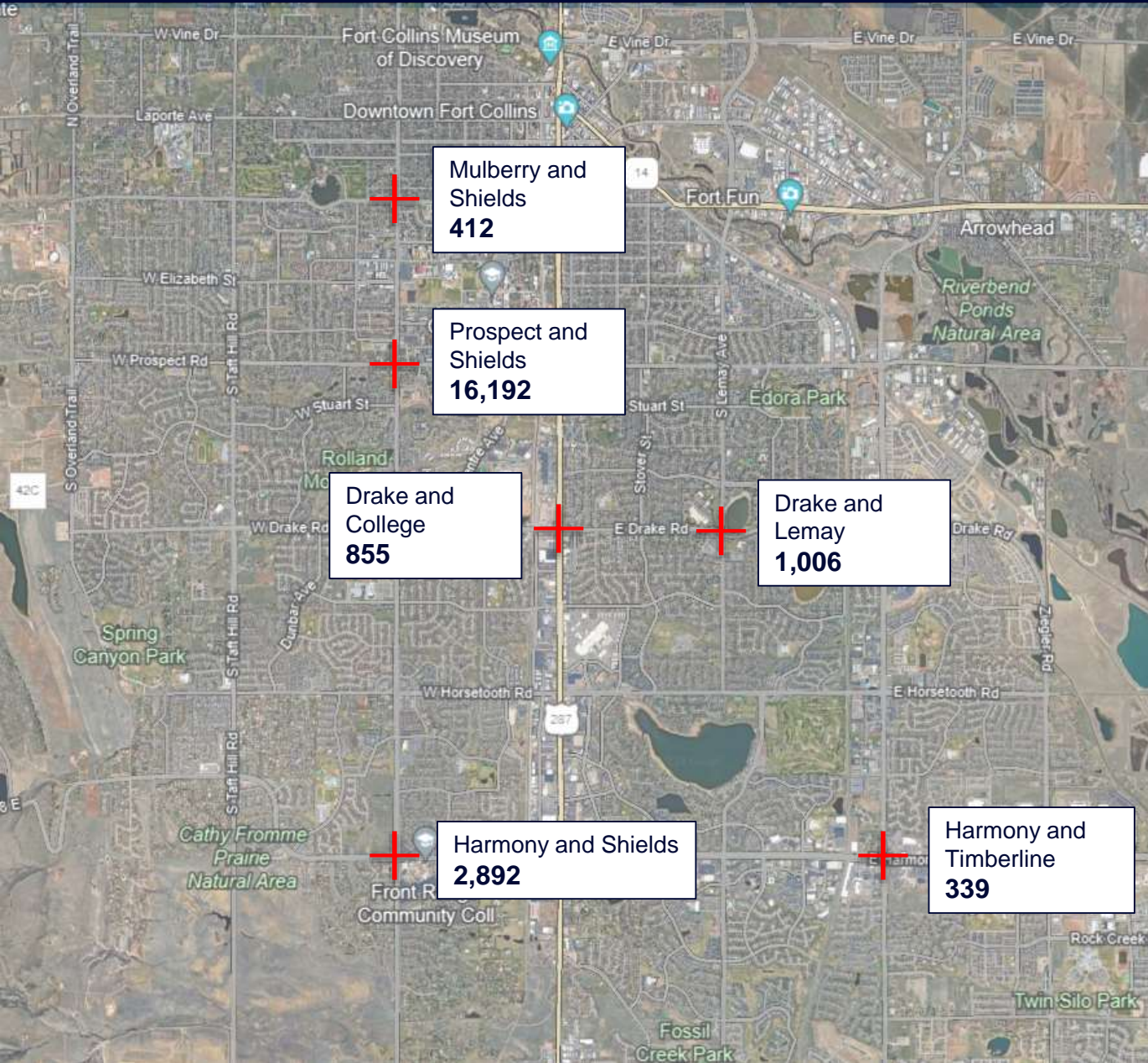
Tier 1 – Red/+
Tier 2 – Red/Purple/+
Red Light Camera = +

Suggested Map from Dashboard integration



Input from Traffic Safety Team and Police Traffic Unit





- Data reflects monthly average of red-light camera speed detections from 2019 to 2023.
- Drake/Lemay and Harmony/Shields are newer (fall of 2023) and only reflect monthly average from 2024.

Speeding
11+ MPH

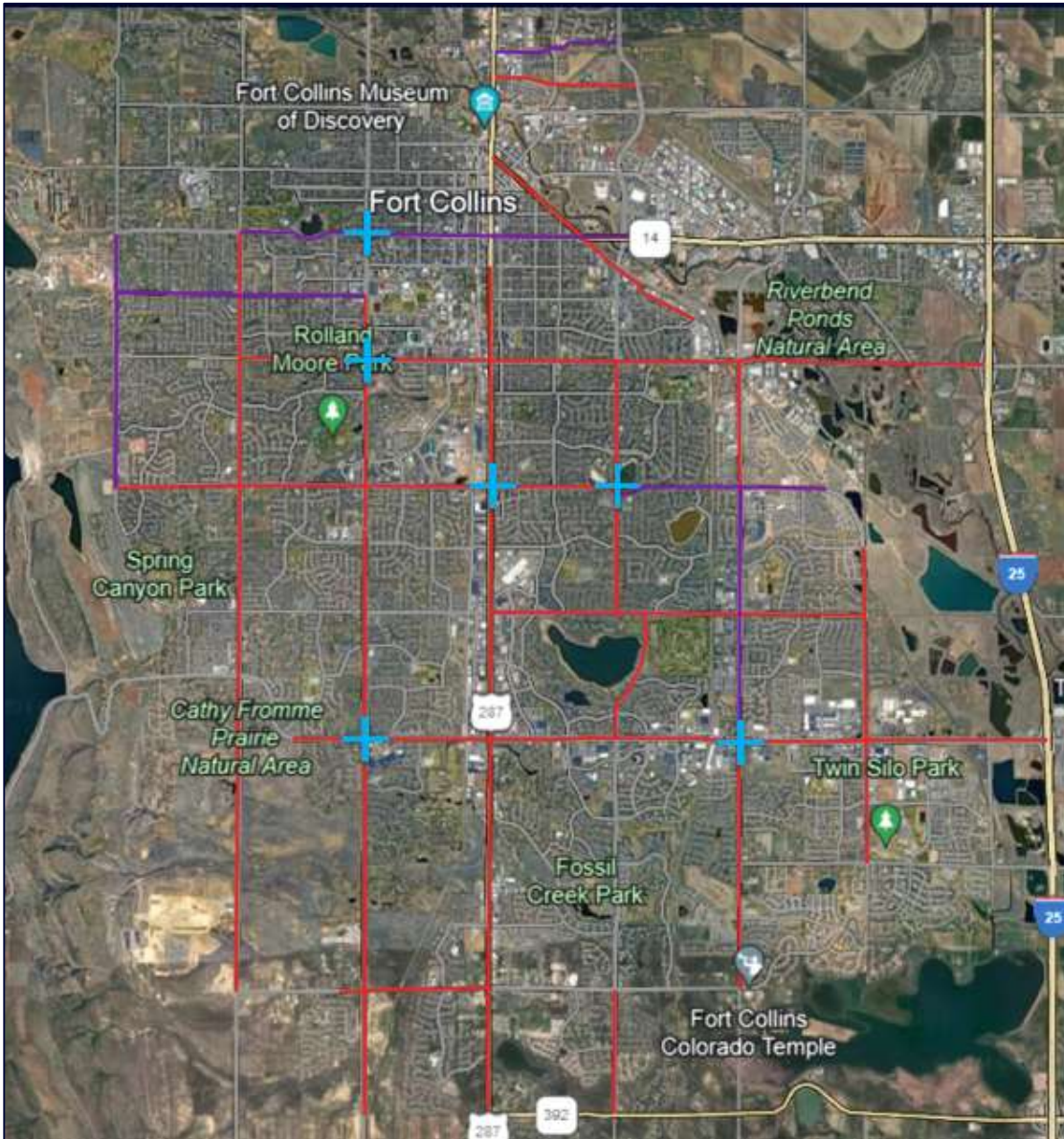
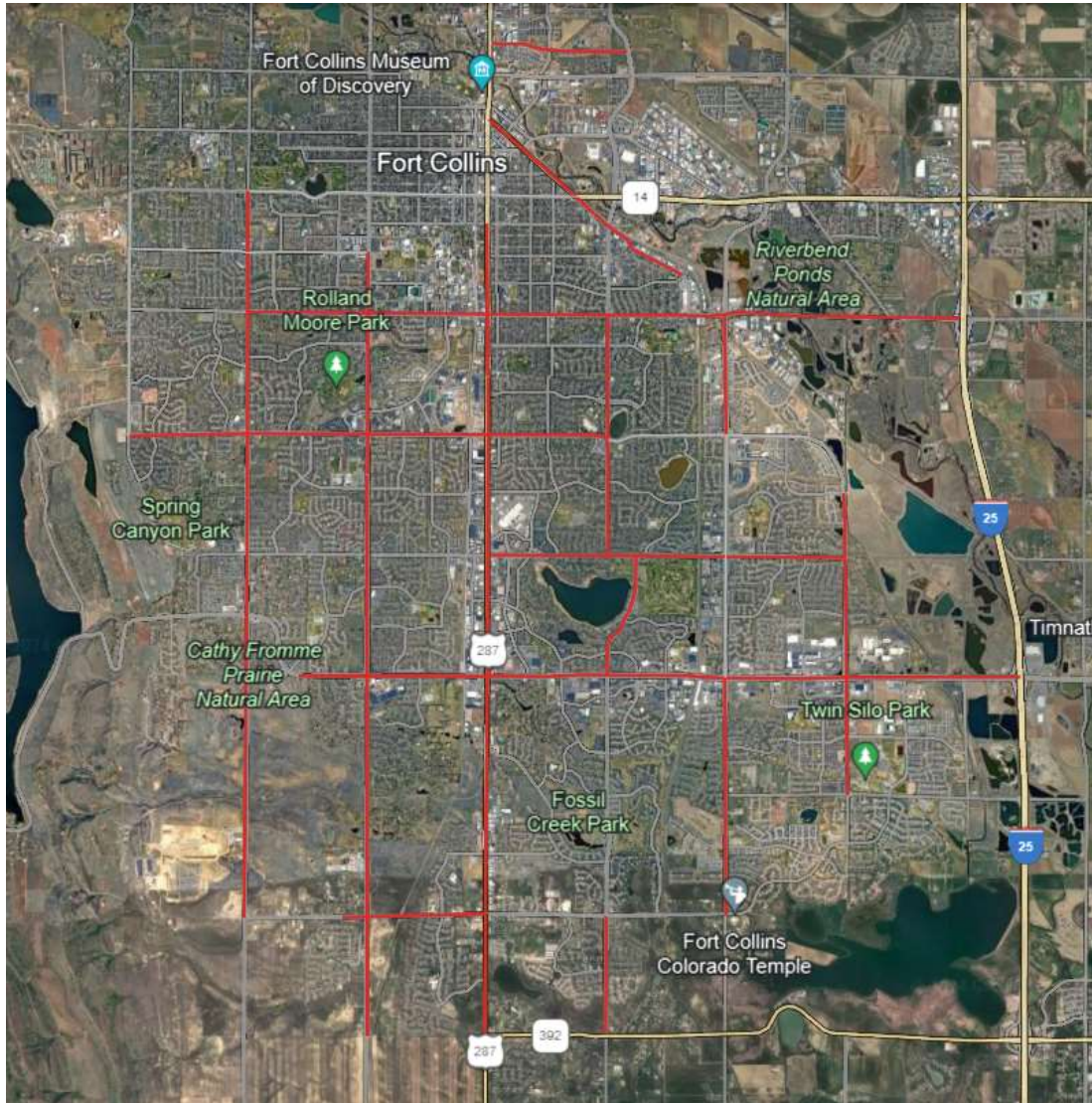
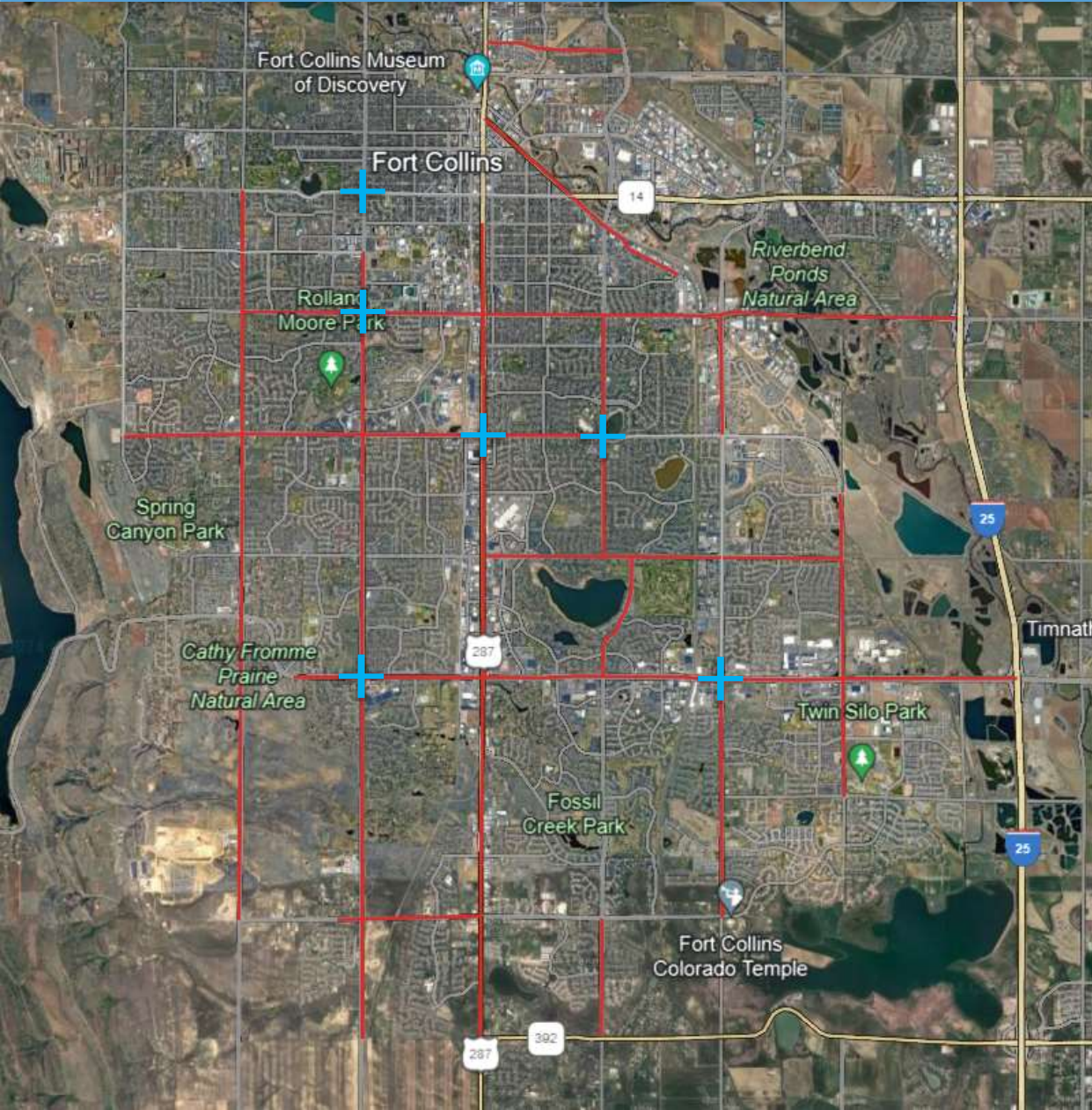


Figure 50. Top 25 Intersections With Most Excess Crash Costs (2020-2022)

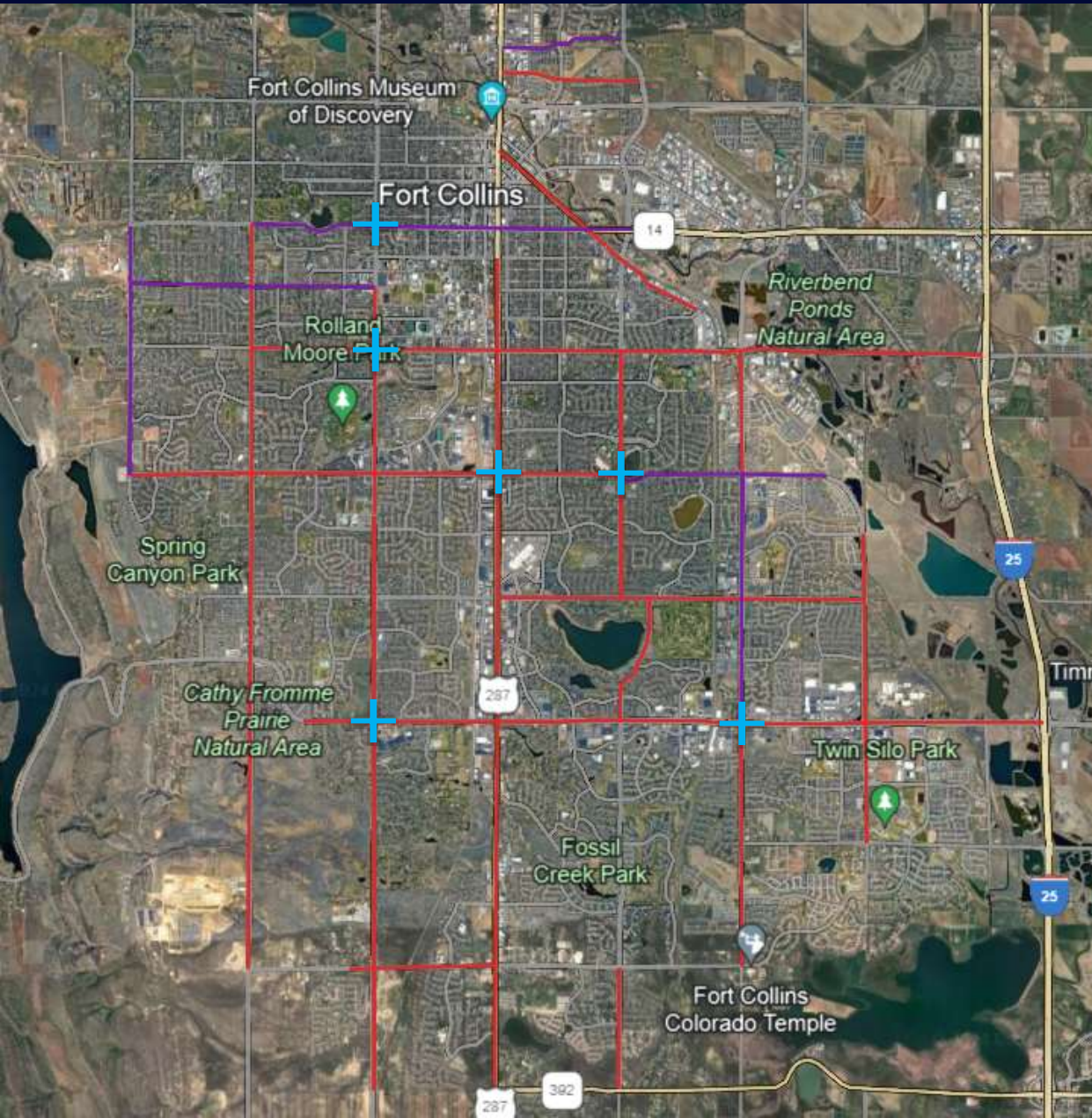


Vision Zero HIN correlates to recommended speed corridors



<i>Road</i>	<i>From</i>	<i>To</i>
Suniga Road	College Ave	Lemay Ave
Riverside Drive	College Ave	Pitkin St
Prospect Road	Taft Hill Road	I25
Drake Road	Overland Tr	Lemay Ave
Horsetooth Road	College Ave	Ziegler Rd
Harmony Road	Chokecherry Tr	I25
Trilby Road	Wainwright Dr	College Ave/287
Taft Hill Road	Mulberry St	Trilby St
Shields Street	Elizabeth St	Carpenter Rd
College Ave/HWY 287	Laurel St	Carpenter Rd
Lemay Avenue	Prospect Rd	Trilby Rd
Timberline Road	Prospect Rd	Drake Rd
Timberline Road	Harmony Rd	Trilby Rd
Ziegler Road	William Neal Pkwy	Kechter Rd

<i>Intersection (+300 feet)</i>	<i>Directions</i>
Mulberry and Shields	West and East
Prospect and Shields	North and South
Harmony and Shields	North and South
Drake and College	North and South
Drake and Lemay	North and East
Harmony and Timberline	East and West



Road	From	To
Suniga Road	College Ave	Lemay Ave
Riverside Drive	College Ave	Pitkin St
Prospect Road	Taft Hill Road	I25
Drake Road	Overland Tr	Lemay Ave
Horsetooth Road	College Ave	Ziegler Rd
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Trilby Road	Wainwright Dr	College Ave/287
Taft Hill Road	Mulberry St	Trilby St
Shields Street	Elizabeth St	Carpenter Rd
College Ave/HWY 287	Laurel St	Carpenter Rd
Lemay Avenue	Prospect Rd	Trilby Rd
Timberline Road	Prospect Rd	Drake Rd
Timberline Road	Harmony Rd	Trilby Rd
Ziegler Road	William Neal Pkwy	Kechter Rd
Conifer Street	College Ave	Lemay Ave
Mulberry Street	Taft Hill Rd	12 th St
Stuart Street	College Avenue	Lemay Avenue
Elizabeth Street	Overland Tr	Shields St
Drake Road	Lemay Ave	Miles House Ave
Overland Trail	Mulberry St	Drake Rd
Timberline Road	Drake Rd	Harmony Rd

Intersection (+300 feet)	Directions
Mulberry and Shields	West and East
Prospect and Shields	North and South
Harmony and Shields	North and South
Drake and College	North and South
Drake and Lemay	North and East
Harmony and Timberline	East and West



Transportable solution system called NK7. This is the same system used for camera radar vans. The system would capture:

- driver image
- plate image
- 2 scene images
- 12 second video



Speed Safety Cameras

Speed safety cameras are an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to reduce motorist speeding. Speed safety cameras use measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold. State law restricts the use of speed cameras in Colorado.



Current red-light cameras would have speed function activated to detect and issue citations for drivers traveling 11+ MPH through intersection.





Photo is taken of violation, vehicle and driver.



Vendor verifies violation and mails notice of civil penalty to registered owner.



Municipal Court receives a list of civil penalty notices mailed and violator either pays City online or proceeds through Court process.



Court process includes Prosecutors response to motions, review of discovery and evidence, and conducting hearings and trials in Court.

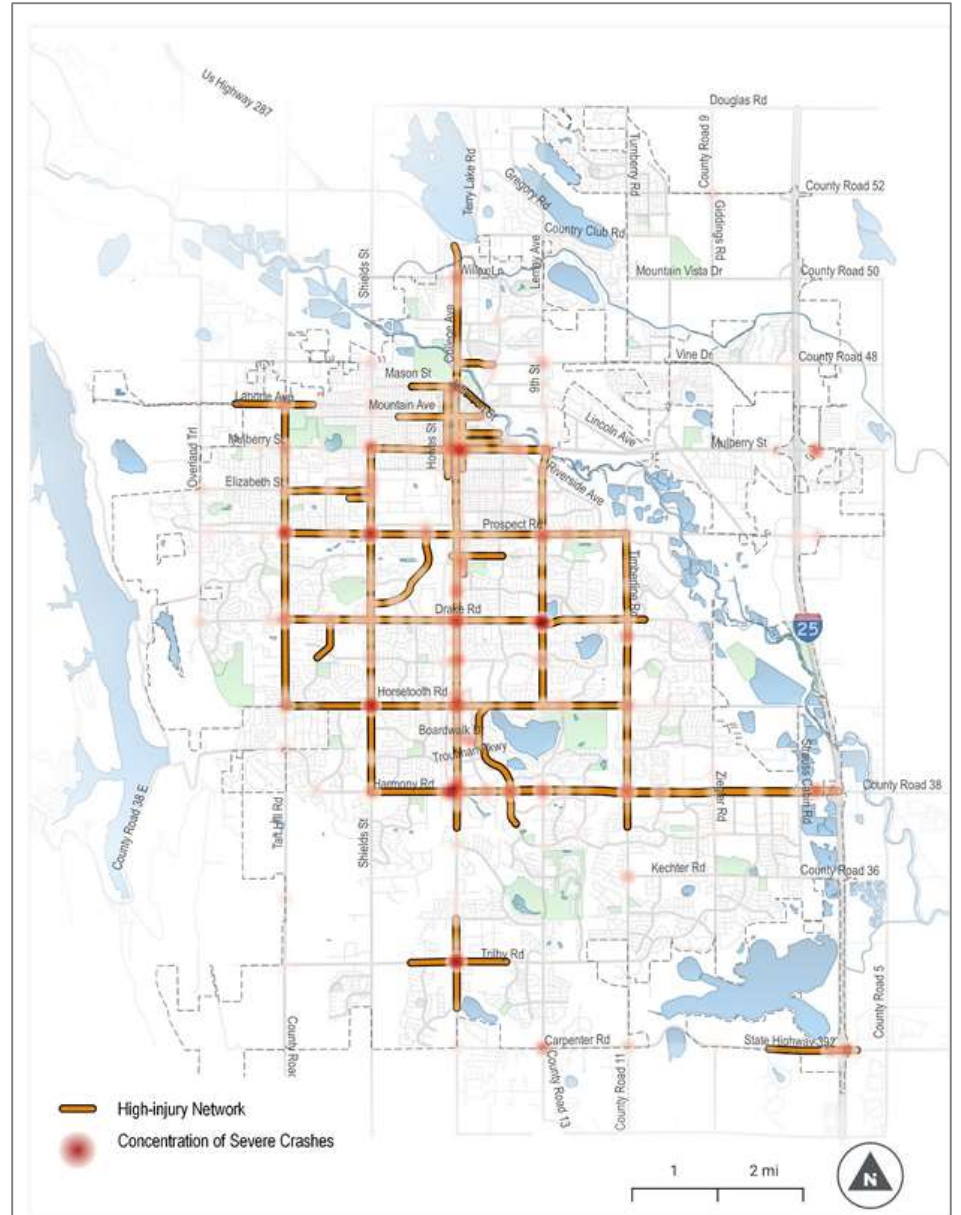
Center Equity

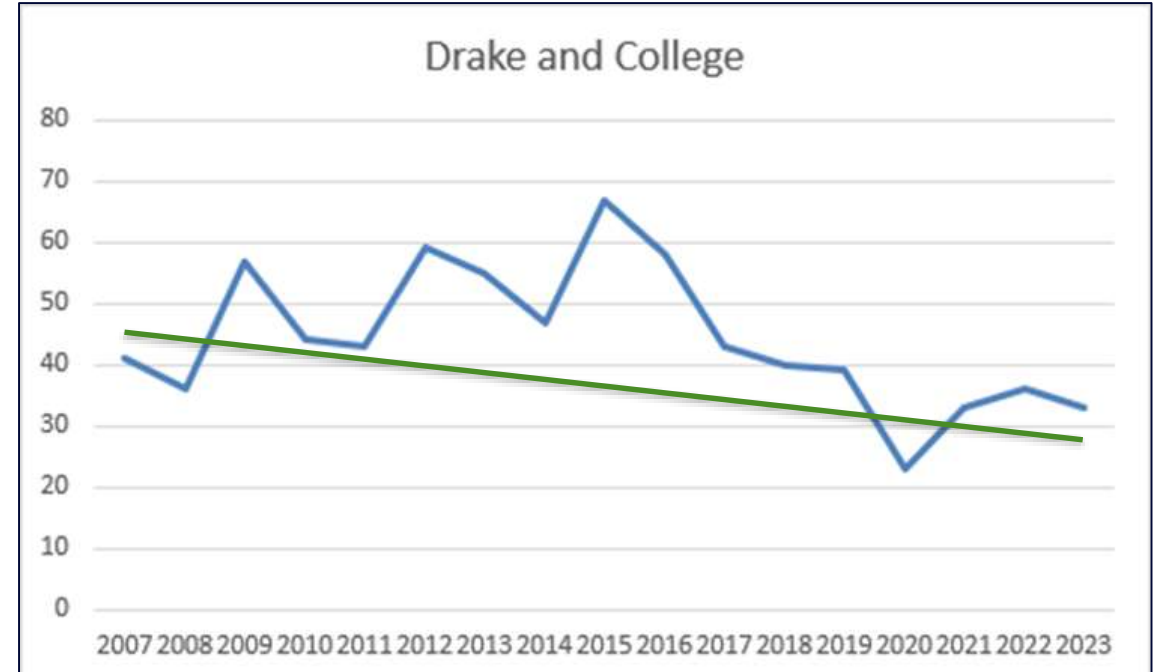
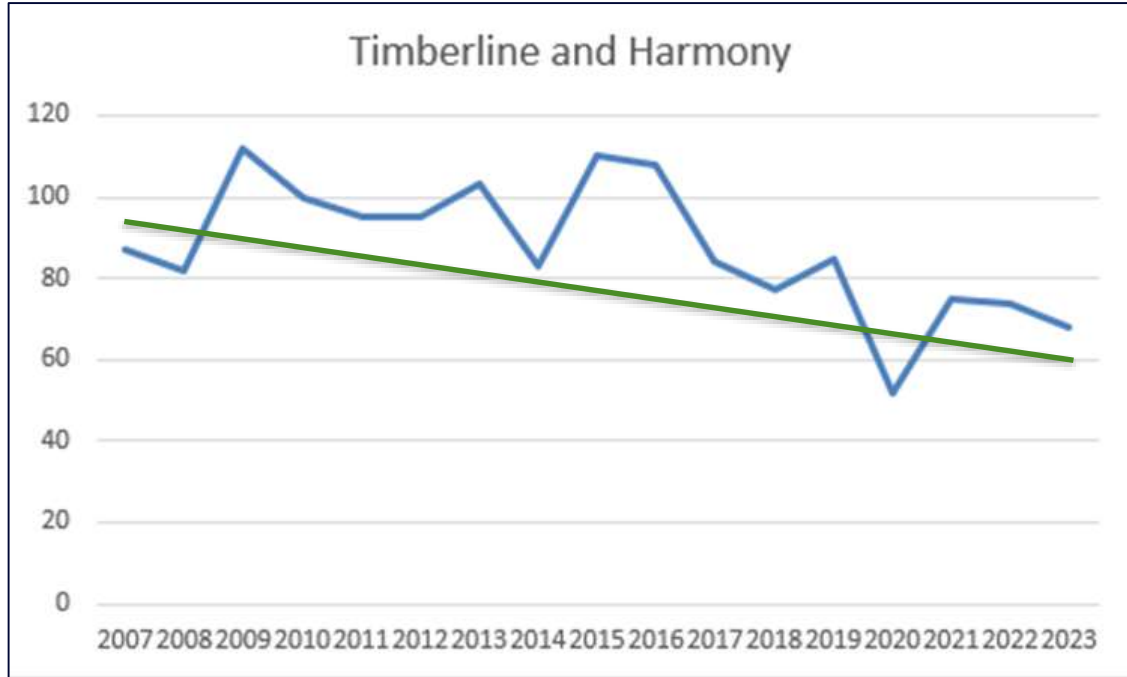
A Vision Zero initiative is successful when everyone is safe using Fort Collins' streets. An equitable Vision Zero process helps ensure improvement projects and programs reduce harm without increasing the burden on historically underserved communities.

Increase Data Transparency and Partnerships

Improving the accuracy, timeliness, and quality of crash data helps planners, engineers, and policymakers make better decisions about resource allocation and facility design. Data on the locations of severe crashes will help in prioritizing, implementing, and evaluating projects that support Vision Zero.

AVIS is indiscriminate, it does not differentiate between one person to the next. Data supports the need for additional layers of speed safety cameras along designated corridors.

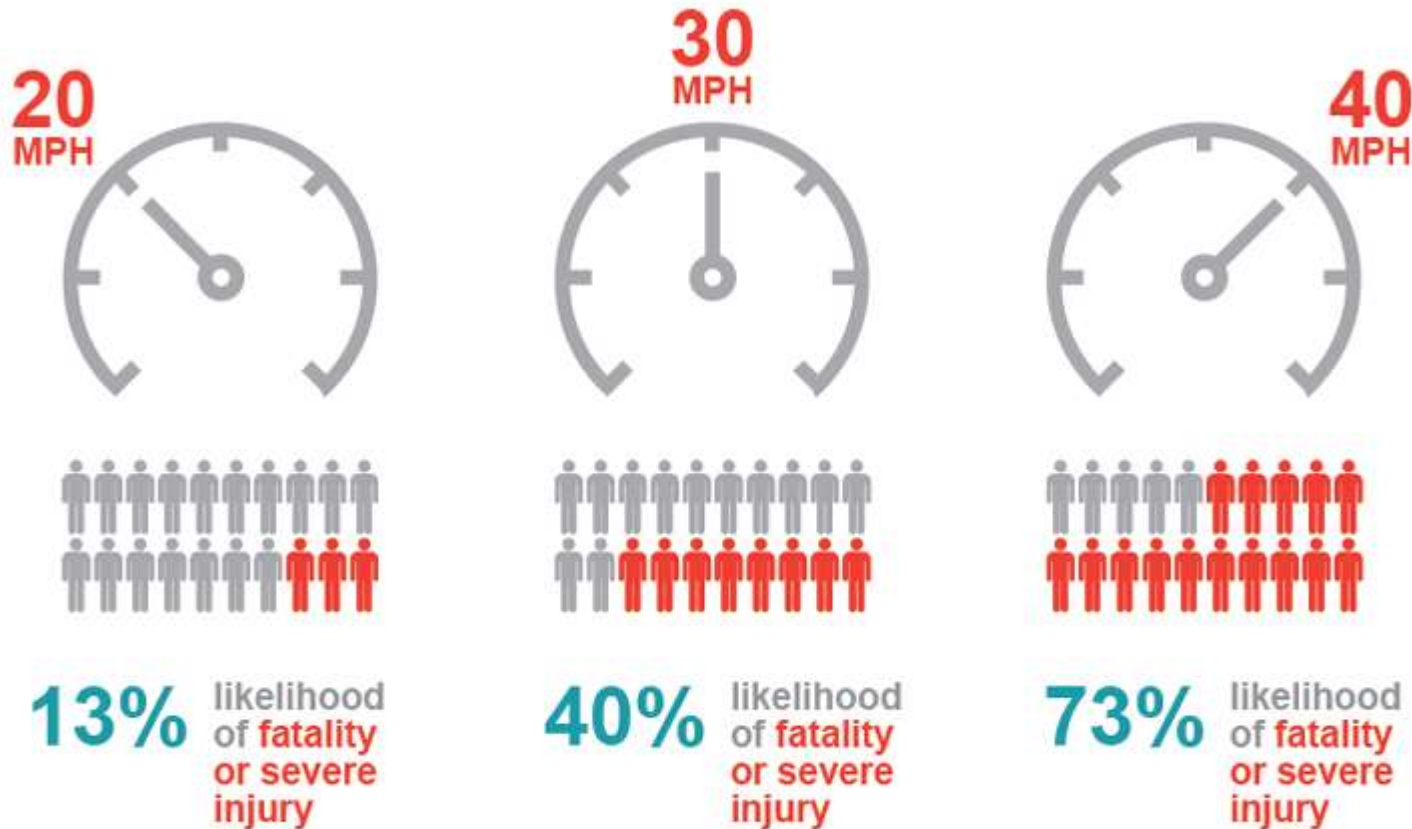




— Trend Line

Crashes at Red-light Camera Intersections

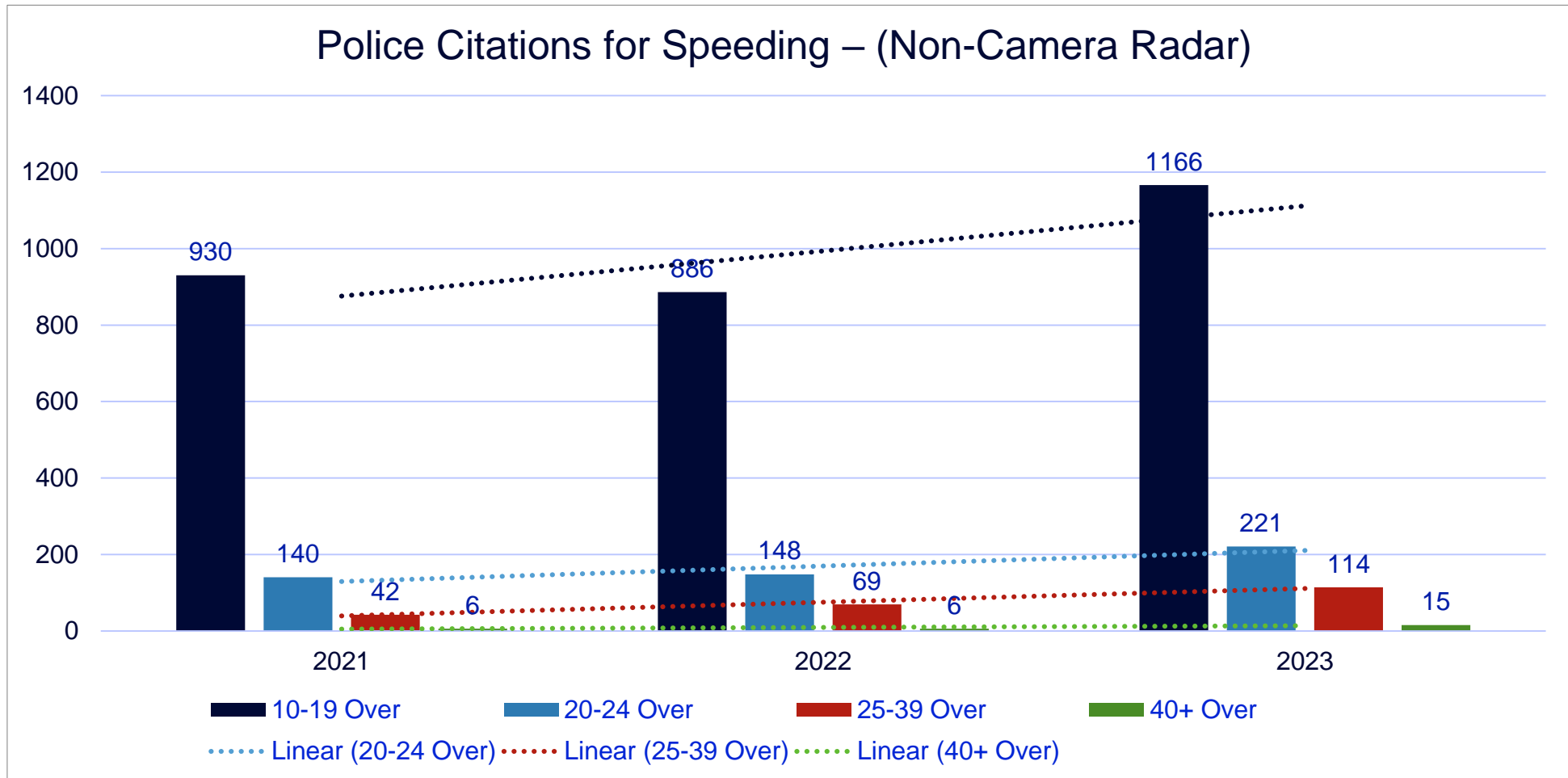
- Red-light intersections have proven downward trend in crashes at intersections.
- Speeding mid-block to between lights contributes to serious crashes at intersections.



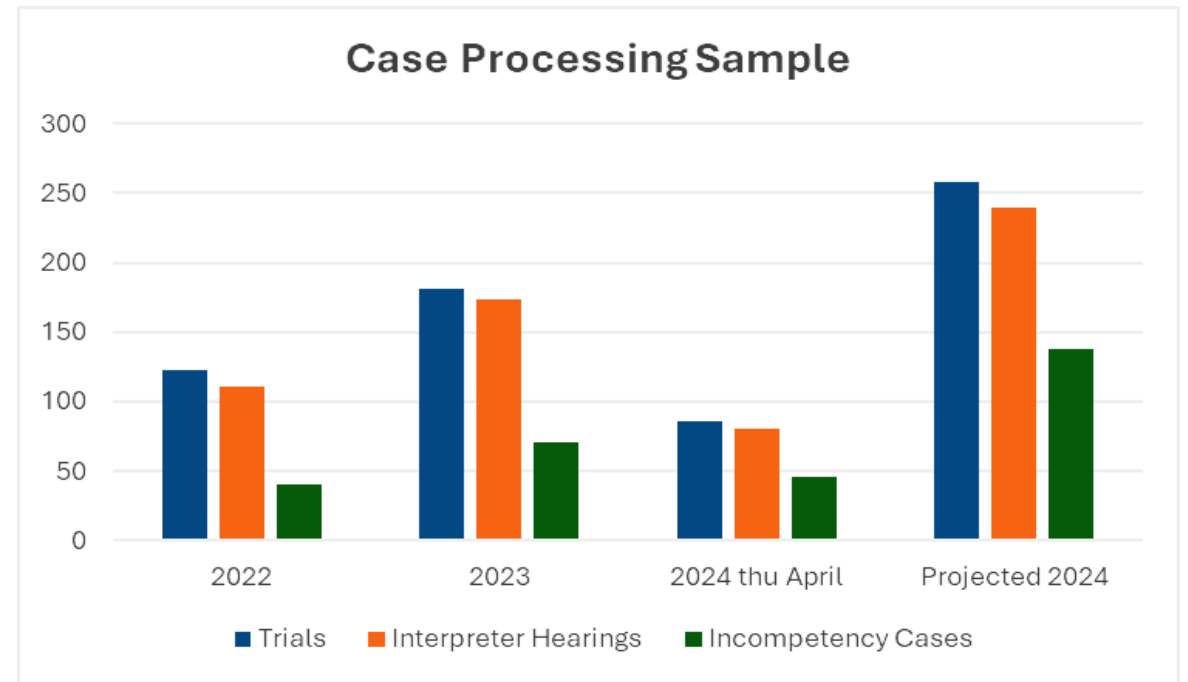
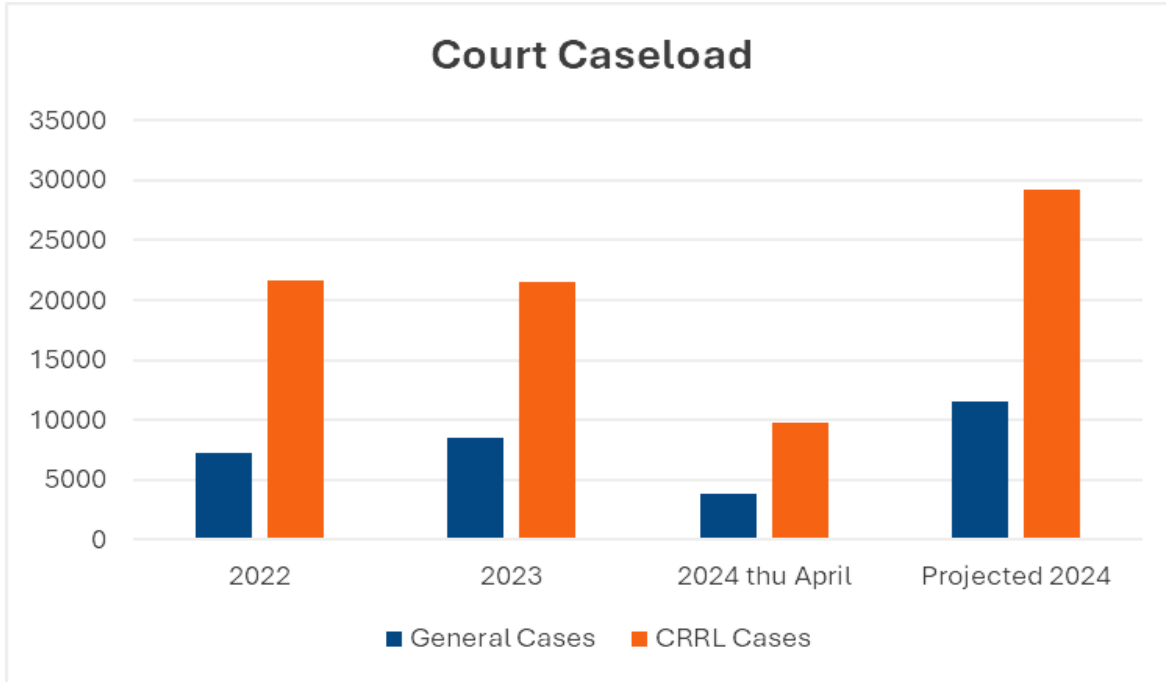
Actionable strategies should:

- Prioritize roadway design
- Focus on speed management
- Utilize impactful education strategies
- Ensure enforcement is equitable.

Source: Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report)*. Washington, D.C.: AAA Foundation for Traffic Safety.



Citations from traffic stops officers have made. Involves larger fines, points assessed and/or required court appearances.



- In 2024, the Court’s general caseload has increased by almost 1,300 cases, an average of 33% in the first 4 months of the year.
- Prosecution hourly increase per week to keep up with enforcement increase 42-60 hours a week.
- RLCR increase has also impacted CAO and Court staffing that were not previously resourced from RLCR funding.

Pending Off-cycle 2024 Enforcement Staffing Requests

- (1) full-time municipal court clerks - \$70,000
- (1) One City Attorney and (1) Legal Assistant \$232,000

Total personnel cost **\$302,000**

Personnel Requests for Speed Corridors

- (2) Full-time Municipal Court Clerks - \$154,000
- (1) Prosecutor and (1) Legal Assistant \$232,000
- (1) Data Analyst \$112,000
- (1) Vision Zero Coordinator \$126,000

Total Personnel Cost: \$624,000

- Municipal Court Clerks are based on a case load of 15,000 per year for each clerk.
- Prosecution staffing is based on the % of cases that go through the court process (motions, court appearances, and trial).

Municipal Court AVIS Citations

(YTD = Jan-Apr)	2023 YTD	2024 YTD	YTD % Change
Citations Issued	4522	7872	+42%
Citations Disposed	4223	7162	+42%
Dismissals	350	677	+48%
Trials Scheduled	44	88	+50%
Motions Filed	144	320	+55%
Cases Served by VM	270	292	+8%

Projected 2024 Total	Projected Increase with Corridors
30,000	40,000
	133% Increase

Red-light and Camera Radar cases year to date and projected with Corridor.

Proposed Automated Vehicle Identification System (AVIS) Financials – w/ FTEs and Corridors

	2021	2022	2023	2024	2025	2026
Current AVIS Revenue	\$1,211,000	\$1,164,000	\$1,150,000	\$1,604,000	\$1,888,000	\$1,944,000
Current AVIS Expenses	\$882,000	\$960,000	\$1,541,000	\$1,899,000	\$1,965,000	\$2,034,000
Proposed FTE Expenses (Corridors)	-	-	-	\$175,000 Additional FTEs (Court/CAO/PDT)	\$626,000	\$649,000
Additional FTE for Enforcement Caseload (Court/CAO only)	-	-	-	\$152,000	\$305,000	\$316,000
Additional Corridor Revenue	-	-	-	\$2,166,000	\$3,293,000	\$3,408,000
Additional Corridor Expense	-	-	-	\$329,000	\$564,000	\$571,000
Traffic Safety Fund Balance	\$1,163,000	\$1,367,000	\$976,000	\$2,191,000	\$4,064,000	\$6,151,000

Current Personnel Need

- Adopt all red-light camera intersection locations as corridors.
- Adopt speed corridors on suggested roadways (Tier 1 or 2) based on data.
- Update ordinance 1106 and 615 to reflect changes in law.
- Add two transportable Automated Vehicle Identification System (AVIS) units for speed enforcement in corridors, school zones, construction zones, residential areas, and roads adjacent to parks in accordance with State statute.
- Recommend funds to support additional personnel for traffic safety in Municipal Court, the City Attorney's Office, and PDT.
- Recommend surplus funds to support additional traffic safety initiatives, projects, equipment and services throughout all City departments in support of Vision Zero.
- Provide bi-annual updates to Council on the performance of the adopted speed corridors and adjust based on data and direction from Council.
- Police Services to establish a citywide multidisciplinary steering committee to meet and discuss priorities for traffic safety funds, management and process for requesting funds.

- Given the costs and program approach, what is Council's feedback on what level of enforcement it would like to see staff pursue?
- What next steps would Council like to see?
- What feedback does Council have on timing of implementation and whether to move this initiative forward quickly or consider resources as part of 2025-2026 budget process?
- After covering the costs of the program, would Council like to see additional funds designated for traffic enforcement, education, and engineering?

Questions

Additional Information Slides

(g) (I) The state, a county, a city and county, or a municipality shall not issue a NOTICE OF VIOLATION OR CIVIL penalty assessment notice or summons for a violation detected using an automated vehicle identification system unless the violation occurred within a school zone, as defined in section 42-4-615; within a residential neighborhood; within a maintenance, construction, or repair zone designated pursuant to section 42-4-614; or along a street that borders a municipal park; OR ALONG A STREET OR PORTION OF A STREET THAT A COUNTY OR MUNICIPALITY, BY ORDINANCE OR BY A RESOLUTION OF ITS GOVERNING BODY, DESIGNATES AS AN AUTOMATED VEHICLE IDENTIFICATION CORRIDOR, ON WHICH DESIGNATED CORRIDOR THE COUNTY OR MUNICIPALITY MAY LOCATE AN AUTOMATED VEHICLE IDENTIFICATION SYSTEM TO DETECT VIOLATIONS OF A COUNTY OR MUNICIPAL TRAFFIC REGULATION OR A TRAFFIC VIOLATION UNDER STATE LAW. BEFORE A COUNTY OR MUNICIPALITY BEGINS OPERATION OF AN AUTOMATED VEHICLE IDENTIFICATION SYSTEM IN AN AUTOMATED VEHICLE IDENTIFICATION CORRIDOR, THE COUNTY OR MUNICIPALITY MUST:

(A) POST A PERMANENT SIGN IN A CONSPICUOUS PLACE NOT FEWER THAN THREE HUNDRED FEET BEFORE THE BEGINNING OF THE CORRIDOR AND A PERMANENT SIGN NOT FEWER THAN THREE HUNDRED FEET BEFORE EACH CAMERA WITHIN THE CORRIDOR THEREAFTER OR A TEMPORARY SIGN NOT FEWER THAN THREE HUNDRED FEET BEFORE ANY MOBILE CAMERA;

(B) ILLUSTRATE, THROUGH DATA COLLECTED WITHIN THE PAST FIVE YEARS, INCIDENTS OF CRASHES, SPEEDING, RECKLESS DRIVING, OR COMMUNITY COMPLAINTS ON A STREET DESIGNATED AS AN AUTOMATED VEHICLE IDENTIFICATION CORRIDOR; AND

(C) COORDINATE BETWEEN THE LOCAL JURISDICTION, THE DEPARTMENT OF TRANSPORTATION, AND THE COLORADO STATE PATROL.

(II) For purposes of this paragraph (g) AS USED IN THIS SUBSECTION (2)(g), unless the context otherwise requires, "residential neighborhood" means any block on which a majority of the improvements along both sides

← Designation

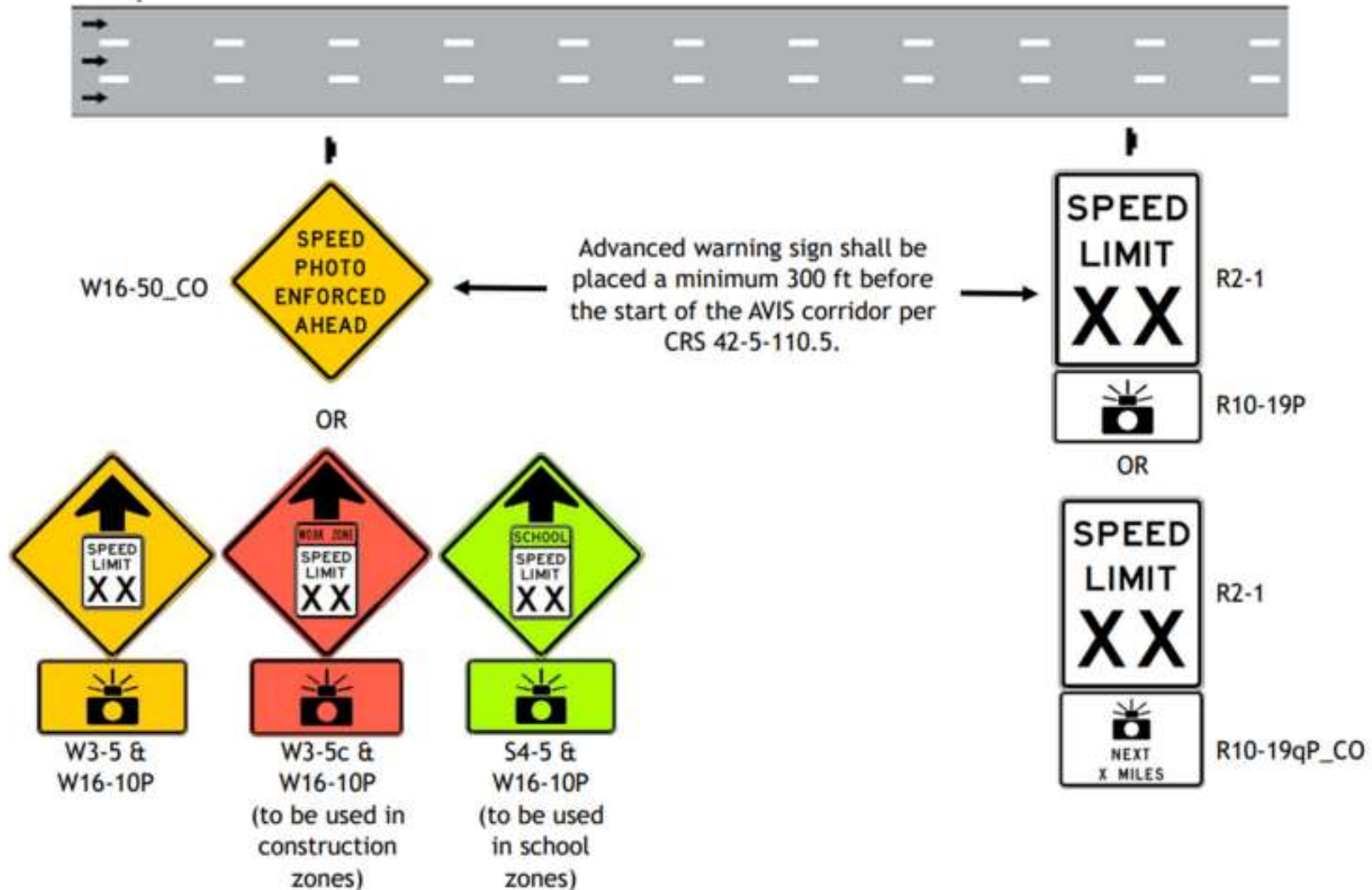
← Signage

← Data

← CDOT

Back

Automatic Vehicle Identification Systems (AVIS) Signage



Polis signs bill allowing more speed cameras across Colorado

By Nathaniel Minor · Jun. 6, 2023, 9:13 am

The legislation was supported by transportation safety advocates and Democratic lawmakers who argued more speed and red light enforcement cameras would lead to lower speeds and safer roads. Traffic deaths across the state hit a 40-year high in 2022 of 745 fatalities.



“Speeding vehicles are one of the most common concerns we hear in the cycling community, and it is a major factor contributing to crashes and fatalities on Colorado's roads,” Bicycle Colorado Executive Director Peter Piccolo wrote in an email. “We are pleased that the Governor prioritized road safety and signed this bill.”



Trusted evidence.
Informed decisions.
Better health.

It is estimated that by 2020, road traffic crashes will have moved from ninth to third in the world ranking of burden of disease, as measured in disability adjusted life years. The prevention of road traffic injuries is of global public health importance. Measures aimed at reducing traffic speed are considered essential to preventing road injuries; the use of speed cameras is one such measure.

Thirty five studies met the inclusion criteria. Compared with controls, the relative reduction in average speed ranged from 1% to 15% and the reduction in proportion of vehicles speeding ranged from 14% to 65%. In the vicinity of camera sites, the pre/post reductions ranged from 8% to 49% for all crashes and 11% to 44% for fatal and serious injury crashes. Compared with controls, the relative improvement in pre/post injury crash proportions ranged from 8% to 50%.

Accidents at Red-light Camera Intersections

BEFORE

AFTER

Shields and Mulberry						Shields and Mulberry					
Activation Date - 7/24/2020						Time Period - 7/24/2020 - 7/23/2023					
Time Period - 7/24/2017 - 7/23/2020						Time Period - 7/24/2020 - 7/23/2023					
Facilityid 117						Facilityid 117					
Before or After Before						Before or After After					
Count of Casetrackingid						Count of Casetrackingid					
Column Labels						Column Labels					
Row Labels	2017	2018	2019	2020	Grand Total	Row Labels	2020	2021	2022	2023	Grand Total
SHIELDS AND MULBERRY						SHIELDS AND MULBERRY					
Approach Turn	4	4	2	2	12	Approach Turn	2			2	4
Bicycle	1				1	Bicycle		1			1
Rear End	3	10	2	2	17	Fixed Object		1			1
Right Angle	3	3	2	1	9	Rear End	2		3	2	7
Side to Side-Same Direction		1	2		3	Right Angle		2	5		7
Grand Total	11	18	8	5	42	Side to Side-Same Direction	2	2	2	1	7
						Grand Total	4	6	12	5	27

Shields and Prospect						Shields and Prospect					
Activation Date - 9/23/2020						Time Period - 9/23/2020 - 9/22/2023					
Time Period - 9/23/2017 - 9/22/2020						Time Period - 9/23/2020 - 9/22/2023					
Facilityid 119						Facilityid 119					
Before or After Before						Before or After After					
Count of Casetrackingid						Count of Casetrackingid					
Column Labels						Column Labels					
Row Labels	2017	2018	2019	2020	Grand Total	Row Labels	2020	2021	2022	2023	Grand Total
SHIELDS AND PROSPECT						SHIELDS AND PROSPECT					
Approach Turn	4	4	4	6	18	Approach Turn	3	5	6	2	16
Bicycle	1			1	2	Bicycle	1	1			2
Fixed Object	1	1	1		3	Pedestrian		1			1
Overtaking Turn				1	1	Rear End	1	11	11	7	30
Pedestrian			1		1	Right Angle		1	2	6	9
Rear End	5	16	13	11	45	Side to Side-Opposite Direction			1		1
Right Angle		2	3	4	9	Side to Side-Same Direction		3	1	1	5
Side to Side-Opposite Direction	1				1	Grand Total	5	22	21	16	64
Side to Side-Same Direction		3			3						
Grand Total	12	26	22	23	83						