

TRANSPORTATION BOARD

TYPE OF MEETING – REGULAR

November 16, 2022, 6:00 p.m.

Virtual Meeting Via Zoom

7. NEW BUSINESS

a. Vision Zero Plan – Rachel Ruhlen

Rachel Ruhlen, FC Moves, defined Vision Zero as being zero traffic fatalities and serious injuries and noted it differs from the more traditional safe systems approach and emphasizes safety prioritization in policies and designs. She discussed the crash data analysis which is in the Safety in the City report published annually by Traffic Operations. She noted vulnerable road users are disproportionately represented in severe crashes and stated ten percent of the roads in Fort Collins account for forty percent of all severe crashes.

Ruhlen noted the overarching goal for the Vision Zero Plan is to protect vulnerable road users. She outlined the proposed strategies to build redundancy into the system, including engineering and mode shift, and requested input on the proposed strategies.

Members commented on the ‘centering equity’ strategies, including related to involving youth in roadway design. York commented on trainings not being particularly effective and stated older leaders need to do things properly first.

Dyrdahl commented on using automated enforcement rather than in-person enforcement. She asked if red light cameras have shown to help with crashes at intersections. Ruhlen replied she will look into that.

Chair Hart commented on the importance of focusing on underserved communities and noted automatic traffic enforcement is already occurring and Vision Zero does not need to implement that.

Gavaldon concurred with prioritizing underserved communities, which he stated should occur regardless.

Owens asked about the extent of the existing automatic traffic enforcement and commented on advocacy for more automatic traffic enforcement as a way to reduce in-person bias in underserved communities. He also commented on a study that showed automatic traffic enforcement was disproportionately negatively impacting underserved communities due to infrastructure allowing for increased placement of those devices.

Chair Hart stated it seems anecdotally that red light cameras do little to improve safety.

Ruhlen requested input on the strategies related to increased data transparency and partnerships.

York stated the only way to get people to buy in to making changes is when data that it works can be shown.

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Gavaldon stated he would like to see data first, then recommendations and direction followed by after studies to show success or failure. He also stated rapid response meetings following fatal accidents should be a matter of course and information should be published.

Ruhlen requested input on the strategies related to promoting a culture of traffic safety.

Chair Hart stated promoting a culture of traffic safety should be how things are done.

Ruhlen requested input on the strategies related to testing solutions without a large time and cost commitment by using temporary and quick build treatments. She noted this relates to using things like tape, paint, flexible bollards, and other temporary treatments.

Ruhlen requested input regarding designing for safer speeds and multi-modal places strategies.

Gavaldon commented on the success of the asphalt art projects in traffic calming and suggested more of those projects could be beneficial.

Ruhlen requested input on the final category of supporting mode shift.

Chair Hart commented on the importance of engaging City staff in trainings and facilitated conversations to better understand Vision Zero goals and roadblocks.

Ruhlen outlined next steps for the draft action plan to be presented at a Council work session in February with adoption in the spring.