



WORK SESSION AGENDA ITEM SUMMARY

City Council

STAFF

Tyler Stamey, City Traffic Engineer
Rachel Ruhlen, Transportation Planner

SUBJECT FOR DISCUSSION

Vision Zero Action Plan.

EXECUTIVE SUMMARY

The purpose of this work session is to present the draft Vision Zero Action Plan to City Council for feedback in advance of adoption hearings. Vision Zero is a vision of zero traffic deaths and serious injuries by 2032. The Vision Zero Action Plan is a new approach to roadway safety that expands existing efforts to improve traffic safety. The plan identifies key opportunities to significantly improve and expand the city's traffic safety efforts. The project team incorporated feedback received from the community during the December 9 – January 13 public comment period into the draft Vision Zero Action Plan.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. Do Councilmembers support the plan's vision and goals?
2. Do Councilmembers support the plan's transformative and supporting actions?
3. What feedback do Councilmembers have on the plan's actions and implementation strategy?

BACKGROUND / DISCUSSION

Background

In 2016, Fort Collins became the first municipality to join the Colorado Department of Transportation's Moving Towards Zero Deaths initiative. However, traffic deaths and serious injuries continue to occur despite that commitment and despite existing traffic enforcement, operations, and capital projects. In 2021, eleven people lost their lives while traveling on Fort Collins' streets and 332 crashes resulted in serious injuries or deaths.

The City of Fort Collins is developing a Vision Zero Action Plan to renew its commitment to creating safer streets where no one is at risk of losing their life or being seriously injured. The City funding used to develop the plan was from the FC Moves program budget. The consulting firm Toole Design Group supported the development of this plan as an amendment to the Active Modes Plan contract. The project kicked off in April 2022 and is anticipated for City Council to adopt in Spring 2023.

Vision Zero is an approach to transportation safety that accepts no loss of life or serious injury on our transportation system. Vision Zero takes the Safe System approach to prioritize safety in decision-making

processes. The Safe System approach is different from conventional ways of addressing traffic safety because it recognizes that while humans make mistakes when using our roads, death and serious injury are not acceptable outcomes. Responsibility for a safe road system should be shared, proactive, and redundant to prevent people from being killed or seriously injured on roadways. Under Vision Zero, City leadership, engineers, transportation planners, land use planners, law enforcement, policymakers, and road users all have a shared responsibility to prevent fatal and serious injury crashes from occurring. The principle of redundancy recognizes that law enforcement cannot prevent all road user mistakes. Other layers of protection - in addition to law enforcement - are needed to prevent severe crashes.

Strategic Alignment

The Vision Zero Action Plan is strategically aligned with other key plans and initiatives including:

- **City Plan**

Principle T 10: Support and enhance safety for all modes.

Other outcome areas including Neighborhood Livability & Social Health, Environmental Health, and Safe Communities

- **Transportation Master Plan**

Safety Vision Statement: Safety is a key priority when planning, implementing and operating transportation elements in the city, as exemplified through the City's Vision Zero commitment to reduce and eliminate serious injury and fatal crashes.

- **City Council 2021 – 2023 Priorities**

Improved traffic compliance

- **Active Modes Plan**

Goal: Eliminate active mode fatalities and serious injuries by 2032

Big Move: Safe and Comfortable Travel

- **Transportation Capital Projects Prioritization Study (TCPPS)**

TCPPS, which is under development, identifies the top priority capital road projects every ten years. Safety is a heavily weighted criterion.

Community Engagement

Development of the Vision Zero Action Plan drew from community input received on recent related efforts such as the Active Modes Plan (a Vision Zero visioning question was included during Active Modes Plan engagement) and the Transportation Capital Projects Prioritization Study as well as 1,118 service requests received on neighborhood safety concerns/issues, new signals or pedestrian crossings, roadway safety concerns, or school safety concerns through Access Fort Collins.

A Technical Advisory Committee, composed of City staff from thirteen departments and members of nine partner agencies, provided feedback at key junctures throughout the plan development. Importantly, the Technical Advisory Committee included staff who are already engaged in traffic safety efforts, including enforcement, operations, and capital projects. Thus, the Action Plan builds on existing programs and initiatives.

The Bicycle Advisory Committee, Transportation Board, and other interested City Boards and Commissions were also engaged and provided input. Finally, the draft plan received 43 comments during the public input phase December 9, 2022 – January 13, 2023.

Vision and Goals

The plan vision and goals guide actions, prioritization, and implementation. The plan is oriented around the year 2032, ten years after the kickoff of plan development. The plan vision and goals were informed by input from the public, the Technical Advisory Committee, and City Boards and Committees.

Vision

Fort Collins' vision is that by 2032, no one dies or has a serious injury while traveling on Fort Collins' streets.

Goals

The Action Plan has the overarching goal to focus on vulnerable road users as a fundamental part of making roads safer for all road users. Vulnerable road users are people using the transportation system outside of a traditional passenger car. They may be riding a motorcycle, using a wheelchair, walking, bicycling, or using other micromobility devices. Making roads safer for vulnerable road users makes the roads safer for everyone.

The five individual goals are:

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

High Injury Network and Top Crash Types

A geospatial crash analysis of crash data from 2017 through 2021 was used to identify the High Injury Network (HIN) – the street segments with the greatest share of severe crashes, those crashes resulting in serious injury or death. Arterial roads represent 91 percent of the HIN, collector roads represent 6 percent, and local streets represent 3 percent. The HIN includes 8 percent of the roads in Fort Collins, however, those roads account for 63 percent of all severe crashes.

Six crash types comprise 87% of severe crashes:

- Approach Turn
- Bicycle-related
- Rear-end
- Right Angle
- Fixed-object
- Pedestrian-related

Actions

Under the five individual goal areas are 11 Transformative Actions and 22 Supporting Actions. Transformative Actions are the most impactful to achieving Vision Zero and Supporting Actions complement Transformative Actions. The Technical Advisory Committee developed the actions and prioritized them as Transformative or Supporting with input from City Boards and Committees.

The eleven Transformative Actions, organized by goal area, are:

- **Support mode shift**
 1. Increase transit frequency and make service improvements consistent with the Short-Term Plan in the Transit Master Plan
 2. Install or upgrade full pedestrian and bicycle networks and treatments consistent with the Active Modes Plan and Pedestrian Needs Assessment
 3. Promote alternatives to driving through the Shift Your Ride Program
- **Prioritize safer speeds and multimodal places**
 4. Implement engineering countermeasures and design streets to manage traffic speeds
 5. Test solutions without a big time and cost commitment with temporary and quick-build treatments
- **Promote a culture of traffic safety**
 6. Review and revise standards and policies that are roadblocks to Vision Zero goals
 7. Include Vision Zero analysis as part of planning process for all infrastructure projects

- **Increase data transparency and partnerships**

8. Create a Vision Zero program with dedicated staff who can apply a safety lens to all planning, design, and resource allocation decisions
9. Perform annual analysis, before & after studies, and documentation on Vision Zero progress to celebrate successes and identify areas for improvement

- **Center equity**

10. Prioritize HIN projects and routine maintenance in historically underserved communities identified using Larimer County's Health Equity Index to create self-enforcing roadways and reduce reliance on in-person traffic enforcement
11. Neighborhood/Community grants to fund infrastructure projects with community involvement and engage historically underserved communities

In addition to the 11 Transformative Actions, 22 Supporting Actions were identified and organized by goal area.

The 22 Supporting Actions, organized by goal area, are:

- **Support Mode Shift**

- 1.1 Continue fare-less transit services through Transfort and implement the Transit Master Plan
- 1.2 Prioritize trail investments to promote trails for transportation
- 1.3 Evaluate night-time transit hours and transit stop amenities

- **Prioritize Safer Speeds and Multimodal Places**

- 2.1 Implement geometric intersection treatments with proven safety benefits
- 2.2 Implement signal and/or operational modifications that are proven to reduce severe crashes
- 2.3 Evaluate all bus stop locations for the installation of pedestrian crossings

- **Promote a Culture of Traffic Safety**

- 3.1 Work with a broad range of agencies and organizations to promote traffic safety, such as CSU, school resource officers, mental health organizations
- 3.2 Work with the media to more accurately report traffic crashes and avoid victim-blaming
- 3.3. Pair roadway design changes with communication on why changes are needed, and include branded Vision Zero signage during project construction
- 3.4 Engage City staff in trainings and facilitated conversations to better understand Vision Zero goals, and roadblocks and opportunities for successful implementation
- 3.5 Support the establishment of a victims' advocacy organization such as a local chapter of Families for Safe Streets
- 3.6 Incorporate safety features in City fleet vehicles and expand safe driver training and awareness among people who drive City fleet vehicles
- 3.7 Fully staff the Traffic Enforcement Unit

- **Increase Data Transparency and Partnerships**

- 4.1 Expand current group of safety stakeholders into an interdisciplinary Vision Zero Task Force and continue regular meetings to review data and ongoing traffic safety performance and determine strategies for improvement
- 4.2 Work with Colorado Department of Transportation (CDOT) and Larimer County to provide more timely statewide or region-wide crash data
- 4.3 Convene rapid response meetings after all severe crashes, investigate how roadway design contributed to the crashes and implement near-term safety improvements as appropriate to subject location and other locations with similar characteristics
- 4.4 Partner with medical and substance abuse organizations to share data and strategies
- 4.5 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
- 4.6 Advocate for policies regulating automated vehicles that advance Vision Zero safety goals

- **Center Equity**

- 5.1 Pilot a diversion program with education to encourage safe behaviors over more punitive measures such as fines

5.2 Engage youth to raise awareness of Vision Zero and solicit their input on programs and street design projects

5.3 Expand use of automated traffic enforcement (speed, red-light cameras) in place of in-person traffic enforcement and deploy throughout the HIN; any revenues received from fines should be used to improve traffic safety.

Countermeasures

Countermeasures to address the six top crash types are:

- Backplates with Retroreflective Borders
- Bicycle Lanes
- Bikeways at Intersections
- Chicanes and Pinch Points
- Corner Islands and Turn Wedges
- Corridor Access Management
- Crosswalk Lighting and Daylighting
- Curb Extensions
- Hardened Centerlines
- Leading Pedestrian Interval
- Medians
- No Turn on Red Restrictions
- Pedestrian Hybrid Beacon
- Pedestrian Recall Signal Timing
- Pedestrian Refuge Island
- Protected Turn Phase
- Raised Crossings and Intersections
- Road Diet/Roadway Reconfiguration
- Lane Narrowing
- Roundabouts
- Speed Safety Cameras
- Traffic Signal Timing

Funding

While implementation will require some additional resources, including one new FTE, this plan largely looks to existing programs and processes and how those can be adjusted to align with the goal of Vision Zero. This plan does not contain an inventory of projects or programs with cost estimates. Most costs are one-time expenditures. With new federal funding streams that prioritize safety – and require communities to have safety action plans – this is an advantageous time to leverage local match to receive federal funds.

Resources required for each Transformative Action were estimated as high, medium, or low. While some Transformative and Supporting actions may require additional funds, some do not require funding beyond what would be required for existing plans and programs, staff time, or a small amount of additional funding. A key Transformative Action that will require additional resources is a full-time dedicated staff position. Funds for this and other actions requiring additional resources will be pursued through the BFO process and external grants.

Conclusion

The Vision Zero Action Plan stems from existing traffic safety efforts in enforcement, traffic operations, and capital projects and extends previous efforts such as the Active Modes Plan and the Transportation Capital Projects Prioritization Study. New federal funding streams that prioritize safety require Action Plans in place for eligibility. Through implementation, the Vision Zero Action Plan will help Fort Collins achieve the vision of zero traffic deaths and serious injuries. The actions and countermeasures provide a high-level

framework for implementing this citywide vision and making every traveler safer – people inside and outside of motor vehicles.

NEXT STEPS

The project team will incorporate feedback from Councilmembers into the Vision Zero Action Plan in preparation for adoption hearings, to be scheduled for Spring 2023.

ATTACHMENTS

1. Draft Vision Zero Action Plan 02.14.23
2. Public Input and Responses to draft Vision Zero Action Plan 02.14.23
3. Endorsement from the Senior Advisory Board 12.14.2022
4. Transportation Board Minutes 11.16.2022 (excerpt)
5. Bicycle Advisory Committee Minutes 11.28.2022 (excerpt)
6. Presentation