

# WORK SESSION AGENDA ITEM SUMMARY

City Council



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## STAFF

Drew Brooks, Deputy Director PDT  
Aaron Iverson, Manager FC Moves  
Tyler Stamey, City Traffic Engineer  
Kristy Volesky, Police Assistant Chief

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## SUBJECT FOR DISCUSSION

### Vision Zero

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## EXECUTIVE SUMMARY

The purpose of this item is to discuss advancing Vision Zero as a City Council priority. The presentation will highlight Vision Zero background information, work plan items currently underway or identified, and key next steps.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. What questions or additional input would Council like to provide on the Action Plan for 2026-2027?
2. What questions or additional information would Councilmembers like regarding the impacts/tradeoffs of Vision Zero?

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## BACKGROUND / DISCUSSION

Vision Zero is a transportation safety approach to eliminate serious injury and fatal crashes. Traffic safety has always been a priority for the City. Even before adoption of the Vision Zero Action Plan in 2023, Fort Collins was the first city to sign on to the Colorado Department of Transportation's Moving Toward Zero Initiative in 2016. The Vision Zero Action Plan establishes the goal of zero serious or fatal crashes on the transportation system by 2032, a goal that embraces the idea that no serious or fatal crashes should be acceptable regardless of the conditions or distractions that roadway users experience (see Vision Zero Action Plan link in Attachments/Links).

The overarching goal of the Vision Zero Action Plan is to focus on vulnerable road users, people outside of a motor vehicle who may be driving a motorcycle, walking, biking, using a wheelchair or utilizing another micromobility device.

Underneath this overarching goal, the Plan identified Transformative and Supporting Actions in five goal areas:

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

While protecting vulnerable road users is an overarching goal, most recommendations and their anticipated outcomes improve safety for all road users. The sections that follow review progress, summarize resources supporting the effort, outline the work plan, and identify next steps.

## **Progress**

Some key activities and accomplishments advancing the City toward Vision Zero include:

- Infrastructure and operations
- Progress and crash tracking dashboard
- Capital projects checklist
- Before and after studies
- Crash analysis to understand trends
- Traffic enforcement, education, and outreach

This is a subset of the work and staff are continuing to compile a comprehensive account of all Vision Zero progress across departments. Ultimately, the goal is to build a Progress Dashboard for tracking and transparency.

### 1. Infrastructure and operations

Transformative Action #4 is “Implement engineering countermeasures and design streets to manage traffic speeds”. Completed projects and studies are described in annual Safety in the City reports (see Safety in the City reports in Attachments/Links, 2024 report page 15-17, 2025 report page 23). Infrastructure improvements involve several steps that typically take several years: identification of the problem, development of the concept, design of the project, and construction. At any time, many projects are in several stages of development. Projects may involve multiple phases and multiple funding sources.

### 2. Progress and crash tracking dashboards

Transformative Action #9, “Perform annual analysis, before & after studies, and **documentation on Vision Zero progress** to celebrate successes and identify areas for improvement” recommended creating a **progress dashboard** (see Progress dashboard link in Attachments/Links). An initial progress dashboard recently developed shows:

- High Injury Network
- Speed Corridors
- Completed projects and studies

High Injury Network and Speed Corridors: Arterial roads (fast, busy, multilane roads) make up most of both the High Injury Network and the Speed Corridors (see Maps and Progress dashboard link in Attachments/Links). The two maps are similar because severe crash history was used to identify both High Injury Network and Speed Corridors. They are different because Speed Corridors were identified from a combination of severe crash history and speed data and because the High Injury Network was determined separately for each mode (motor vehicles and motorcycles, bicycles, and pedestrians) and the top tier of each mode was combined into a single High Injury Network.

Completed projects and studies: More information about completed projects and studies in the progress dashboard is available in pop ups that appear when the user clicks on the individual project or study.

Supporting Action 4.5 is “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”. The **crash dashboard** was completed in 2023 and is updated daily. It shows all crashes in the previous five years as well as most crashes to date in the current year (see Crash dashboard link in Attachments/Links).

### 3. Capital projects checklist

Transformative Action #7 of the Vision Zero Action Plan, “Include Vision Zero analysis as part of planning process for all infrastructure projects”, recommends creating a Vision Zero checklist to institutionalize prioritizing safety first in all stages of capital project planning and development, and project review. The checklist has been in use for over a year and used for about 15 projects (see Capital Project Checklist in Attachments/Links). Engineering staff provided feedback on this checklist:

- Most checklist items were being done already on most projects, especially those with grant funding that had similar requirements.
- Coordination with transit and consideration of placemaking were two new elements.
- The checklist helps standardize what’s considered for all projects, regardless of funding source.
- The checklist prompts early coordination, preventing surprise expenses later in the design process.
- The checklist institutionalizes consideration of all the elements that will endure through staff changes.

This checklist will be used on all projects, including those intending to expand capacity. Projects to expand capacity will be scrutinized in light of the Goal Area “Support Mode Shift to Reduce Motor Vehicle Trips”.

*Support Mode Shift: Promoting sustainable transportation such as walking, biking, and using public transit will help the Fort Collins community reduce dependency on motor vehicles. Motor vehicles are involved with nearly all severe traffic crashes; therefore, the development of safe multimodal street networks, and programs and policies that increase the use of sustainable modes and decrease the use of motor vehicles can help the community achieve Vision Zero.  
(from Fort Collins’ Vision Zero Action Plan)*

### 4. Before and after studies

Transformative Action #9 is “Perform annual analysis, **before & after studies**, and documentation on Vision Zero progress to celebrate successes and identify areas for improvement.” Before and after studies measure the effectiveness of infrastructure projects and operations improvements, informing future projects. Several studies are highlighted in Safety in the City reports (2024 report page 18-19, 2025 report page 22). For example, protected left turns reduced crashes by 90% at College and Trilby. Signal operations such as protected left turns and increased pedestrian phases have been the low-hanging fruit,

easier to implement at lower cost than other countermeasures. Further signal operation changes may not be as easy and inexpensive because they will require updated infrastructure, like signal cabinets, poles and mast arms.

#### 5. Crash analysis to understand trends

Transformative Action #9 is “**Perform annual analysis**, before & after studies, and documentation on Vision Zero progress to celebrate successes and identify areas for improvement.” The original purpose of the annual Safety in the City reports was crash analyses to identify patterns and trends to inform enforcement, operations, programs and infrastructure. Crash patterns and trends are used in prioritization of locations as well as selection of countermeasures.

Safety in the City reports analyze crashes to identify the most common crash types and patterns of crash factors, drivers, vehicles and environments (Safety in the City 2024 page 2-9, 2025 page 6-14). A key element of the analysis is the Top 50 Excess Crash Cost intersections, those intersections that experience more severe crashes than expected based on characteristics such as number of lanes and traffic volume (Safety in the City 2024 page 13, 2025 page 18). These intersections are opportunities to have a big impact on reducing severe crashes. Future analyses will include overall crash hot spots as well, because all severe crashes should be eliminated whether they exceed expected numbers or not.

#### 6. Traffic enforcement, education, and outreach

Enforcement, education, outreach and post-crash care complement our roadway infrastructure and operational improvements. These activities include “Slow the FoCo Down” campaign, Safe Routes to School programming, Fort Collins Friendly Driver classes, automated enforcement and first responder training, equipment and systems.

Fort Collins Police Services has made a concerted effort to support Vision Zero through a variety of efforts such as supporting and expanding automated speed enforcement, increased traffic enforcement, DUI saturation efforts, scheduling changes to increase coverage, and numerous outreach efforts that engage the community to hear their concerns related to traffic safety (see Police Vision Zero Accomplishments in Attachments/Links).

### **Resources**

Federal, state and local funds and local staff support Vision Zero efforts.

#### 1. Federal and state funding sources

Examples of federal and state funding programs for recent grant awards the City has received include:

- US Department of Transportation Federal Highway Administration
  - Safe Streets and Roads for All
    - This program is unlikely to be renewed after this year. The City received grants in 2023 and 2024 for supplemental planning and demonstration projects supporting Centre Avenue Demonstration Project, Safer Streets Northwest study, Lake Street Demonstration Project, Code and Standards Update, and Harmony Road corridor study.
    - City is applying for implementation and supplemental planning in 2026 to support Shields Street systemic improvements, school transportation safety studies, and post-crash care equipment and training.

- Colorado Department of Transportation
  - Highway Safety Improvement Program
    - HSIP is a long-standing federal program administered by states that funds smaller projects, with a set-aside for bicycle and pedestrian systemic improvements. The City has been awarded HSIP funding every year.
  - Safe Routes to School
    - City received SRTS grants in 2023 and 2024 for crossings near Zach Elementary, sidepaths and crossing near Irish Elementary.
  - Community Clean Transportation Assistance Program
    - CCTAP was created by Nonattainment Area Air Pollution Mitigation Enterprise. The City received grants for Taft Hill Road sidepaths and the Connecting North College study.
- Colorado Energy Office
  - Local IMPACT Accelerator
    - The City received an IMPACT grant for policy updates and Laurel Street protected intersections and bike lanes.
- North Front Range Metropolitan Planning Organization (NFRMPO)
  - Transportation Alternatives Program
    - TAP is a federal program administered by NFRMPO. The City received a TAP grant in 2023 for Laporte Avenue.

## 2. Local funding sources

The City leverages local funds for federal and state grant match, sometimes mixing several grant sources to fund different elements of a project. For example, a Safe Routes to School grant provided funding for sidepaths on Vine Drive and Irish Drive and a crosswalk at Vine Drive while a Highway Safety Improvement Program grant is funding the rectangular rapid flashing beacon at the new Vine Drive crosswalk.

Match requirements range from 5% to 50%, so local dollars can be magnified considerably when used as local match. However, federal grants come with requirements that increase the cost of projects and partially offset the leveraging power of local funds. Local match can be cash or in-kind, such as staff capacity. Local funds can also directly fund improvements, especially those smaller in scope.

Local funds include:

- Community Capital Improvement Program
  - CCIP has separate Bike, Ped, or Arterial Intersections buckets that are often a good fit for safety projects.
- 2050 Climate Tax
  - Capitalizes on the intersect of climate, active modes, and traffic safety

- Repaving program
  - Routine repaving is an opportunity to implement some countermeasures at lower cost than if countermeasures were installed at other times.
- Speed camera revenue
  - If successful, speed cameras would generate no revenue because no one would be speeding

### 3. Local funding sources

Reorganization and reallocation can provide non-cash resources for Vision Zero.

- Reorganization
  - Example: Engineering and FC Moves merger
  - Supports planning and coordination between departments
- Reallocating staff time to Vision Zero
  - Potential example is annual neighborhood traffic speed study
- Reallocating resources from other programs
  - Potential example is Neighborhood Traffic Mitigation Program
    - Funds crosswalks and speed bumps on neighborhood roads
    - Most severe crashes occur on the High Injury Network, not on neighborhood roads
    - 2026 funds are already committed to neighborhoods that have gone through the application process
    - Availability of 2027 funds uncertain

### **Work Plan**

Each year, Safety in the City reports works in progress and upcoming efforts (2024 report page 19, 2025 report page 23). The proposed work plan below contains key strategies and efforts that are ongoing, near term (in the next two years) or long term that advance Vision Zero.

#### 1. Ongoing

- Automated enforcement
  - This program is self-supporting. It has had an initial high impact but is likely to have diminishing returns with expansion. While revenue fell short of expectations during the first two years, a new contract may result in more revenue to support Vision Zero efforts. Some residents are uncomfortable with the technology and revenue transparency.
- Before/after studies
  - Evaluation is important to determine how well countermeasures worked. Speed data are available immediately while crash data are available one year after project completion. Even projects that underperform compared to expectations can inform future projects.

- Education campaign
  - Slow the FoCO Down is an education campaign that is popular with residents and complements other efforts.
- Signal timing on the High Injury Network
  - Examples of signal timing changes are protected left turns, leading pedestrian intervals, increased pedestrian phasing, and corridor timing. The easiest opportunities have been completed. Other opportunities will require cabinets, poles, and mast arms.

## 2. Near term (2 years)

- Communications coordination
  - The new centralized engagement effort will provide resources and standardized processes. Staff are developing Vision Zero materials and resources for multiple programs and projects for consistent messaging. A new effort is cross departmental coordination of communications, engagement, outreach, and education.
- Evaluate speed limits on the High Injury Network
  - Reducing speed limits will require replacement of speed limit signs. On its own, this may not reduce traffic speeds, but it allows other speed reduction countermeasures.
- Motorcyclist education
  - Many motorcycle drivers involved in severe crashes do not have the motorcycle endorsement on their license. City staff can work with agencies that provide training to provide more local opportunities for motorcyclists to get the endorsement.
- Quick build countermeasures on the High Injury Network
  - Quick build projects are less expensive than concrete work. They require design, materials, labor. They have potential for high localized reduction in severe crashes.
- Reallocation resources
  - Reallocating resources can improve efficiency and increase staff capacity for Vision Zero.
- Safe Systems training
  - Training can ground staff in Safe Systems approach. Resources for training have not yet been identified.
- Standards update
  - A Safe Streets for All grant is supporting updates to street standards (LCUASS), traffic code, and development code to align with Vision Zero. These updates will allow other speed reduction countermeasures, such as narrowing lane widths, and could facilitate requiring bicycle and pedestrian infrastructure with new development.
- Vision Zero dashboard
  - A dashboard supports planning and coordination between departments.

### 3. Long term (>2 years)

- Permanent infrastructure countermeasures on the High Injury Network
  - Permanent infrastructure lasts longer than quick build projects. Like quick build, it requires design, materials, labor and has potential for high localized reduction in severe crashes.

### **NEXT STEPS**

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- Refine work plan based on Council feedback
- Expand Vision Zero Task Force
- Implement action items, monitor and adjust as needed

### **ATTACHMENTS / LINKS**

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1. Maps
2. Safety in the City reports
3. Capital projects checklist
4. Police Vision Zero Accomplishments
5. Presentation
6. Vision Zero Action Plan: <https://www.fortcollins.gov/files/sharedassets/city/v/1/planning-development-amp-transportation/fc-moves/vision-zero-action-plan-2023.pdf>
7. Crash dashboard:  
<https://fcgov.maps.arcgis.com/apps/dashboards/5244bcd8f4164f52983baa0419253a3c>
8. Progress dashboard:  
<https://fcgov.maps.arcgis.com/apps/mapviewer/index.html?webmap=45cdad6a6e3f45d29a52deb9443ed40a>