

2024 Annual Traffic Safety Report

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Introduction

This report covers the unincorporated roadways in Larimer County which the County has responsibility to maintain. Unincorporated Larimer County has 868 miles of roadways—102 miles in subdivisions, 80 miles of mainline road in urban areas surrounding communities, and 686 in rural portions of the county.

Colorado Health Information Dataset Mortality Statistics — Larimer County (2023) Cause of Death:

Cardiovascular Disease¹

512

Cancer

518

Influenza & Pneumonia¹

22

COVID-19¹

31

Drug Overdose

72²

All Larimer County Roadway

Fatalities, 2024³

35

Unincorporated Larimer County Roadway Fatalities, 2024

0

Sources:

- https://cdphe.colorado.gov/center-forhealth-and-environmental-data/registriesand-vital-statistics/vital-statistics-program
- ² https://cdphe.colorado.gov/registriesand-vital-statistics/state-unintentionaldrug-overdose-reporting-system-sudors/ colorado
- ³ https://www.codot.gov/safety/traffic-safety/data-analysis/fatal-crash-data

Larimer County strives to make roadways as safe as possible. The Traffic Safety Program Goal is to <u>reduce the number and severity of crashes on our roadways</u>.

Crashes are categorized into three classes by severity: Property Damage Only (PDO), Injury, and Fatal. A property damage only crash indicates that no one was injured or killed in the crash. In an injury crash at least one person was injured in the crash but no one was killed. In a fatal crash at least one person lost their life although there may also have been injuries sustained by other persons.

Property damage only crashes were up less than 1% from 2023. Injury crashes were up nearly 13% in 2024 compared to 2023. Larimer County saw 0 fatal crashes in 2024, a decrease from 3 in 2023.

Crashes and crash severity are often influenced by the choices people make. Examples of these choices include speeding, distracted driving, driving under the influence of alcohol or drugs, and seat belt or helmet use.

This report summarizes crashes in unincorporated Larimer County by a variety of factors that are focused on areas of interest and identification of trends to be addressed through safety

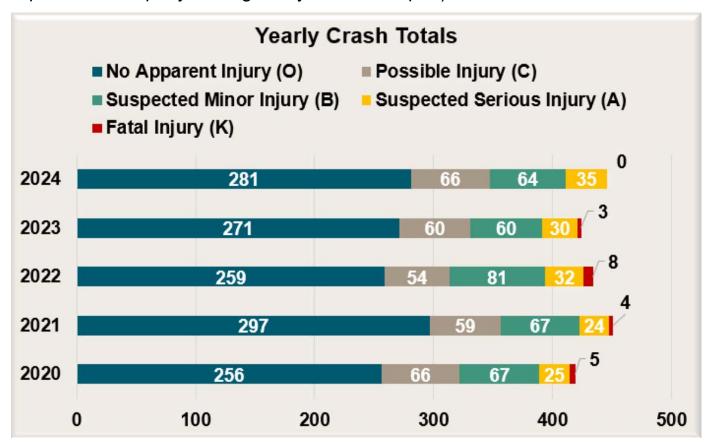
Crash Report Revision

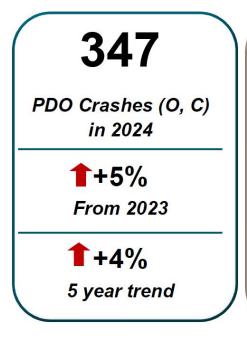
Previously, Larimer County crash reports listed a single "total injuries" number without specifying the severity or type of injuries. Now, the crash report will separate injury totals into specific categories to align more closely with the federal and state requirements. The categories will mirror the reporting officers crash report, the standard definitions in the Officers Crash Reporting Manual are as follows:

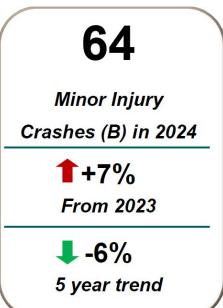
- No Apparent Injury (O): situation where there is no reason to believe that the person received any bodily harm from the crash. There is no physical evidence of injury and the person does not report any change in normal function.
- Possible Injury (C): injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
- Suspected Minor Injury (B): any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations.
- Suspected Serious Injury (A): any injury other than fatal which results in the type of injuries defined in the "Investigating Officer's Crash Reporting Manual". Examples include broken bones, sever lacerations resulting in significant blood loss, crush injuries, significant burns etc.
- Fatal Injury (K): A person dies within 30 days of the crash date as a result of injuries sustained in the crash.

Crash Report Totals

In 2024, there were 446 total crashes reported on unincorporated Larimer County roads. Of these, 0 were classified as fatal, 35 involved a serious injury, 64 involved a minor injury and 347 resulted in property damage only (66 possible injuries were reported as 'Property Damage Only' on crash report).



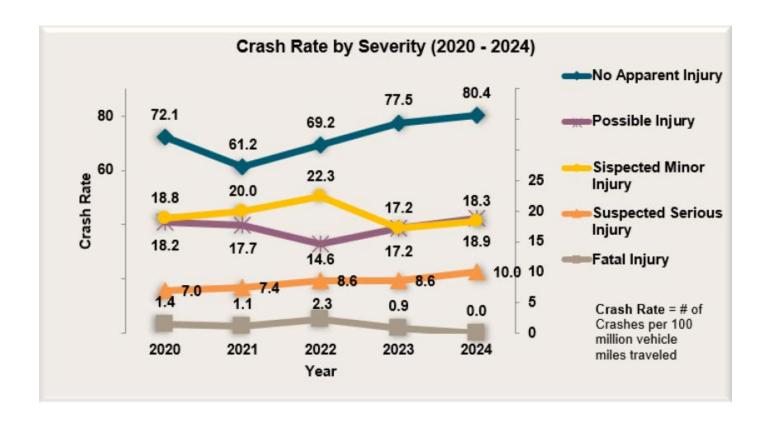






Crash Rates

To account for varying amounts of traffic, a measure of crash *RATE* is used in addition to crash *NUMBERS*. The crash rate is expressed in the number of crashes per 100 million Vehicles miles traveled. Larimer County rates are typically higher than US and Colorado rates due to its largely rural nature with higher speeds and narrower roadways and shoulders. Small changes in the number of crashes result in significant changes in crash rates.



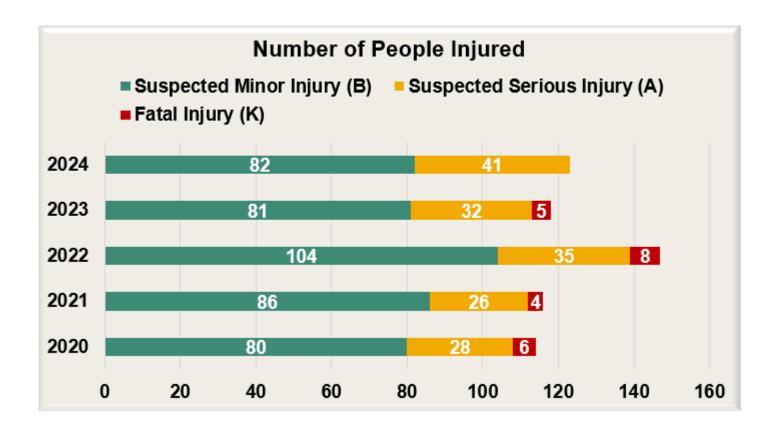
Crash Trends

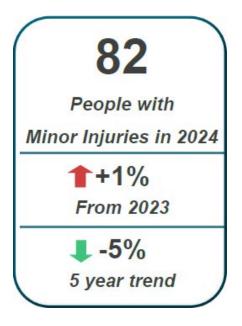
Crash data obtained directly from crash reports include a variety of details that can help identify key causes. A breakdown of significant crash characteristics for 2024 are shown below.

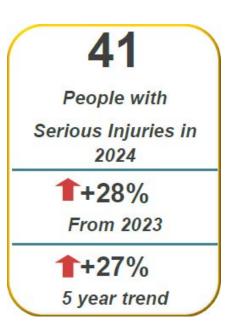
Crash Characteristics	2024	2023 to	5yr trend
Road departures	208	1 2%	1 2%
Intersection related	142	<u></u> -1%	<u></u> -1%
Distracted	57	-2 %	1 7%
Younger Drivers (<20)	69	15%	11%
Older Drivers (≥65)	52	13%	1 3%
Animals	43	1 87%	1 43%
No seat belt	33	1 74%	1 30%
Alcohol/Impaired	33	- -6%	- -16%
Motorcyclists	32	19%	-9%
Snow/ice	20	-41 %	- -42%
Commercial Trucks	18	1 29%	1 2%
Work zone	5	-17 %	1 9%
Railroad crossing	2	→ 0%	1 25%
Bicyclists	5	→ 0%	14%
Pedestrians Pedestrians	0	-100%	-100%

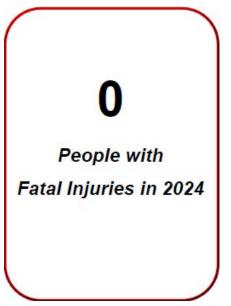
Number of People Injured

In 2024, 123 people were injured on unincorporated Larimer County roads. Of these, 41 people were seriously injured, 82 were minor injuries and 0 fatal injuries.



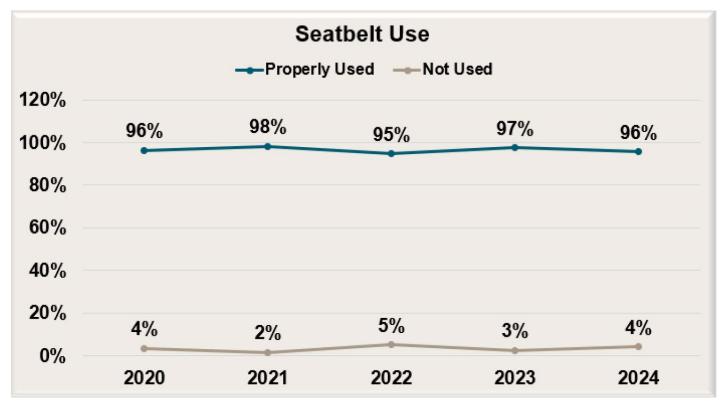


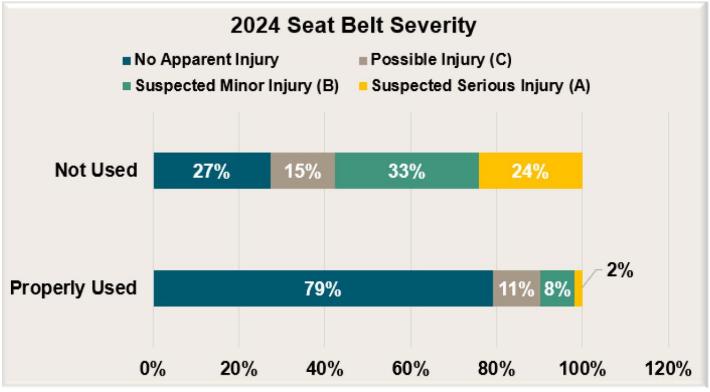




Seatbelt Use

Seatbelt usage is a key factor in traffic safety. In 2024, 96% of all crash victims on unincorporated Larimer County roads were wearing seatbelts at the time of the crash. Seatbelt usage can significantly affect injury severity as shown below.



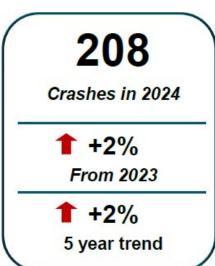


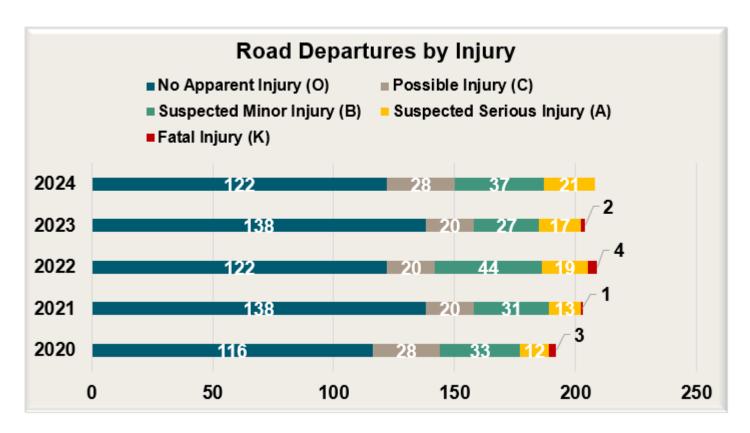
Roadway Departures

A roadway departure crash occurs when a vehicle leaves its travel lane and either runs off the road or crosses into oncoming traffic.

In 2024, 47% of all crashes (208 crashes) were reported as roadway departures.

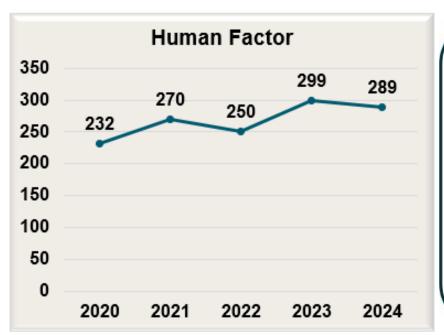


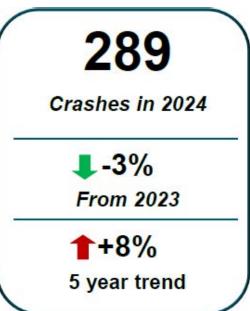




Human Factor

Human factors play a major role in crashes and are often the leading cause. These factors refer to the behaviors, conditions, and decisions made by road users, drivers, passengers, pedestrians, and cyclists - that contribute to crashes. In 2024, there were 289 crashes on unincorporated Larimer County roads that attributed a human factor as the main cause of the crash.



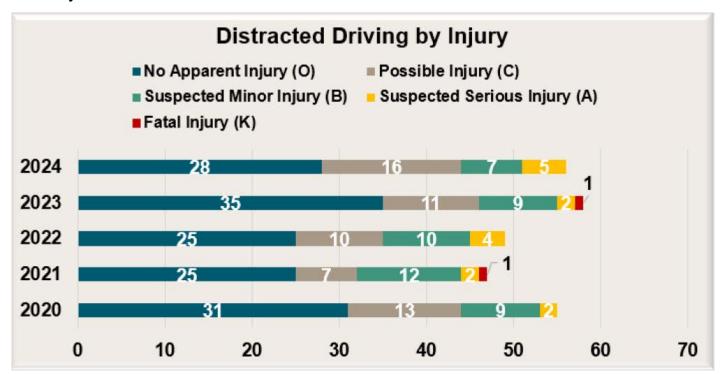


Human Factor	2024	2023 to 2024	5 Yr Trend
Looked/Did Not See*	88	1 +40%	Incomplete
Distracted	56	1 +4%	1 +47%
Aggressive Driving	31	-14 %	1 +10%
Driver Unfamiliar with Area	32	- -11%	1 +14%
Driver Inexperience	26	-42 %	-41 %

Distracted Driving

Distracted driving is a behavior that occurs when the driver attention is diverted from focus on driving to some other activity.

In 2024, there were 57 distracted driving related crashes on unincorporated Larimer County roads.



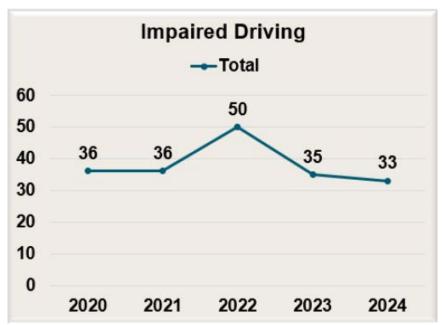
Top Distractions		
Distraction	2024	5 Yr Total
Other Exterior	24	76
Other Interior	25	73
Food, Object, Pet, etc.	0	56
Other Occupant	4	26
Eating/Drinking	2	15
Manipulating Vehicle Control	0	11
Cell Phone	0	6

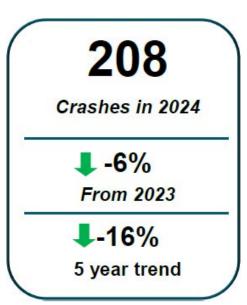
Impaired Driving

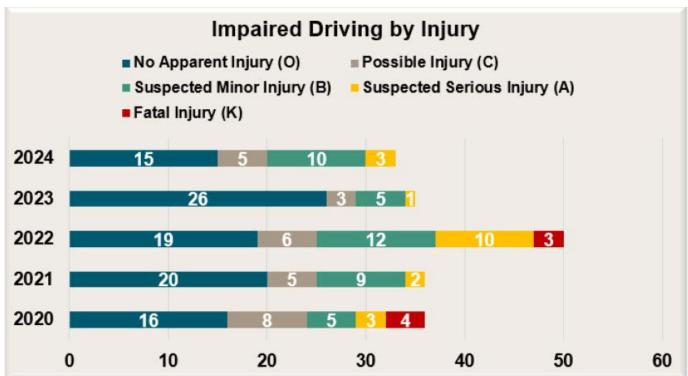
Impaired driving crashes involve drivers operating vehicles under the influence of alcohol, drugs or other substances that diminish cognitive and motor functions.

In 2024, 33 crashes in unincorporated Larimer County were caused by an impaired driver.

Young adults, particularly males aged 20—29 represent the highest demographic at 29%.

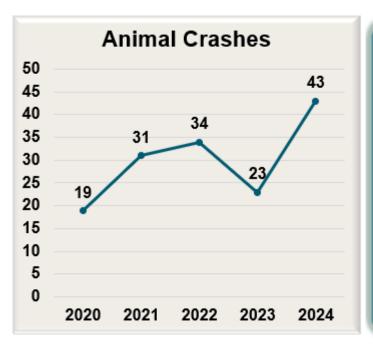




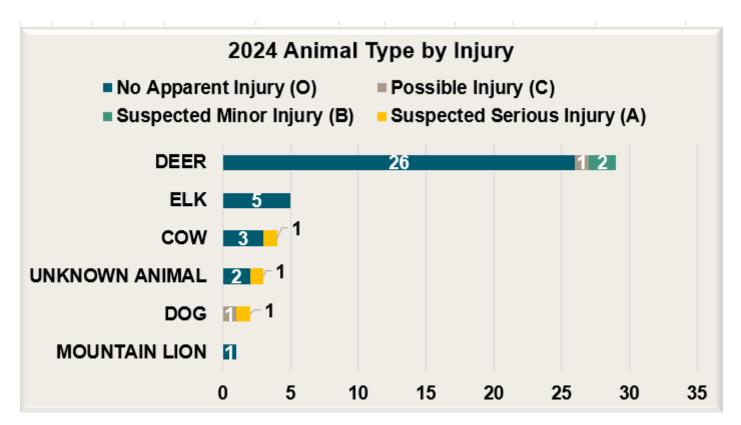


Animal Crashes

Animal related crashes are crashes were an animal played a significant cause in the crash. This can include hitting an animal, swerving to avoid an animal or an animal inside the vehicle causing the driver to crash. In 2024, there were 43 animal related crashes on unincorporated Larimer County roads.

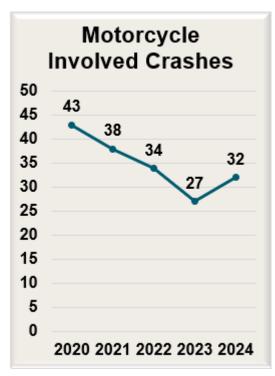


Top County Road	Roads 2024	
CR 74E	6	19
CR 019	4	11
CR 038E	2	10
CR 023	2	10
CR 017	1	7
CR 029	2	7

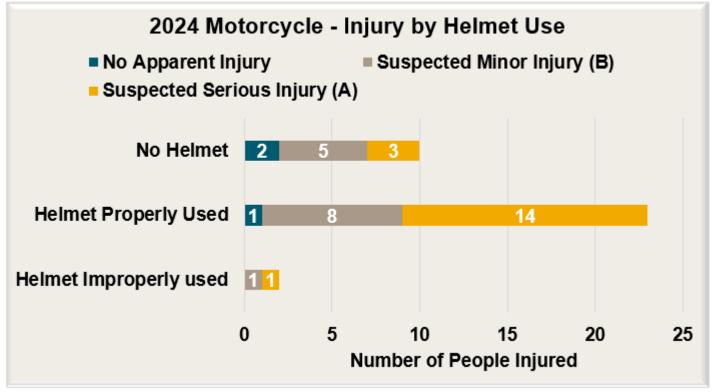


Motorcycle Crashes

Motorcycle crashes are a significant safety concern due to the vulnerability of riders and the limited protection motorcycles offer compared to enclosed vehicles. Theses crashes often result in severe injuries of fatalities, even at relatively low speeds or with helmet protection. In 2024, 32 motorcycle crashes resulting in 31 people injured were reported on unincorporated Larimer County roads.

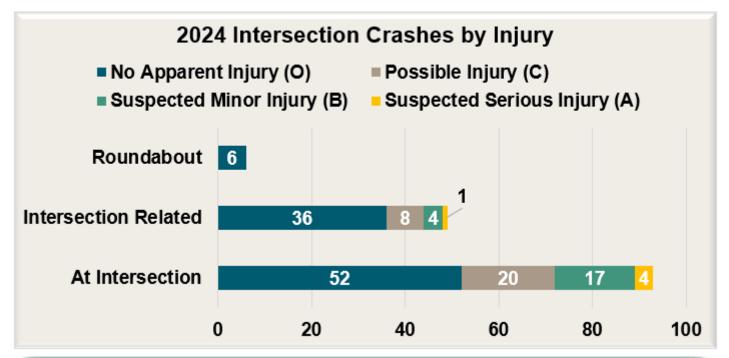






Intersections

Intersections are critical points within unincorporated Larimer County and are often associated with a high frequency of crashes. In 2024, there were 148 crashes on or related to intersections and roundabouts.



Top Intersections		
Intersection	2024	5 Yr Total
Lincoln Ave (CR 46E) @ Timberline Rd	12	53
CR 1 @ CR 18	2	22
CR 1 @ Crossroads BLVD (CR 26)	2	22
CR 54G @ Taft Hill (CR 19)	1	18
Lincoln Ave (CR 46E) @ Airpark Dr (CR 11C)	1	15
Lemay (CR 13) @ Country Club Rd (CR 50E)	3	12
Lincoln Ave (CR 46E) @ Link Ln (CR 11F)	3	11

Non-Motorist Crashes

Crashes involving non-motorized vehicles such as bicycles, pedestrians, and other human-powered modes-represent a significant safety concern, particularly in areas with mixed traffic conditions. In 2024, there were 5 bicycle and 0 pedestrian crashes on unincorporated Larimer County roads that resulted in 1 minor injury and 1 serious injury.

Location	Injury Type	
CR 54E 1500ft E of CR 25E	No Apparent Injury	
CR 8E W of Carvin Ct	Possible Injury	
Taft Hill Rd at 530 N Taft Hill Rd	Suspected Serious Injury	
Vista Grande Circle at La Paz Dr	Suspected Minor Injury	
CR 38E 1100ft W of Rim Rock Valley Ln	Unknown	
Location of Crashes		

A summary of each crash:

• TU1, a bicyclist, was traveling west on LCR 8E, just west of Carvin Court, on the right side of the #1 lane. TU2 was traveling west on LCR 8E, approaching TU1 from behind. TU2 began to safely pass TU1 on the left when TU1 attempted to make a U-Turn to go east bound. TU2 collided its passenger side front with the left side of TU1. TU1 rolled onto its right side and came to rest in the eastbound lane, facing south. TU2 came to rest in the eastbound lane, facing southwest, on its wheel's.

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Non-Motorist Crashes

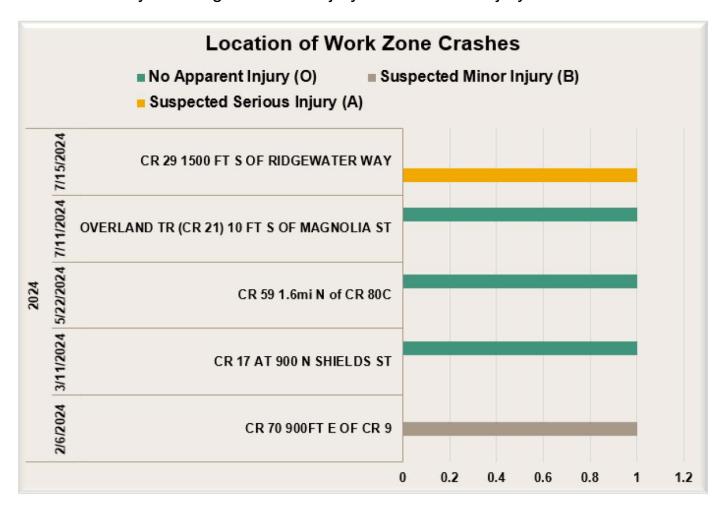
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- Vehicle 1, a straight-truck towing a trailer mounted wood-chipper, and Vehicle 2, a bicycle, were both traveling north in the 2100 block of North Taft Hill Road, just south of West Vine Drive. Vehicle 1 was in the northbound lane while Vehicle 2 was being ridden on the paved shoulder. Vehicle 1 veered onto the shoulder and collided its right front side with the left side of Vehicle 2. On impact, Vehicle 2 traveled 3.8' while rotating counterclockwise 1/2 turn. Vehicle 2 overturned onto its left side and came to rest on its left side, facing south west on the grass east of the road's edge. Driver 2, the bicycle rider was thrown from Vehicle 2 and traveled an additional 6.5 feet and where they came to rest on a metal utility cover on the ground, east of the roadway. Vehicle 1 was driven to a controlled stop on the right shoulder of the road after colliding with the bicycle.
- Traffic Unit #1 (electric motorbike) was traveling northbound on La Paz Drive approaching the stop sign at the intersection of Vista Grand Circle. Traffic Unit #2 was traveling eastbound on Vista Grand Circle, going straight. Traffic Unit #1 failed to stop at the stop sign and proceeded through the intersection as Traffic Unit #2 continued eastbound. As Traffic Unit #1 continued through the intersection, Traffic Unit #2's front end impacted the left side of Traffic Unit #1. After impact, Traffic Unit #1 overturned 1/4 time onto its right side and skidded for approximately 3 feet where it came to rest. Traffic Unit #2 came to a controlled stop.
- An unknown Traffic Unit 1 was traveling east on Larimer County Road 38E when it collided it's right side mirror with a bicyclist (TU2) on the roadway.
 TU1 continued from the scene and TU2 continued east for approximately 1,000 feet and came to final rest onto the right shoulder and awaited CSP arrival.
- Traffic Unit #1 was traveling westbound on Larimer County Road 54E. A
 Bicyclist was riding eastbound on Larimer County Road 54E. Traffic Unit
 #1 turned left in front of the Bicyclist. The Bicyclist collided with its front
 portion into the front right portion of Traffic Unit #1. Traffic Unit #1 and the
 Bicycle were moved from final rest prior to my arrival.

Work Zone

Work zone crashes occur in areas where road construction, maintenance, or utility work is underway. These zones present unique safety challenges due to altered traffic patterns, narrowed lanes, reduced speed limits, and the presence of workers and equipment near active roadways.

In 2024, there have been 5 crashes that occurred in work zones on unincorporated Larimer County resulting in 1 minor injury and 1 serious injury.



Summary of each crash:

 On February 6, 2024, on CR 70 900ft E of CR 9, Vehicle 1 was westbound on East Larimer County Road 70 when it entered a left-hand curve in the road. Vehicle 1 failed to negotiate the curve and skidded off the right side of the road where it collided its front with the rear of Vehicle 2, a mechanical street sweeper. Vehicle 2 was parked on the right shoulder. Vehicle 1 came to rest on its wheels, facing west with its front end engaged with the rear of Vehicle 2.

Work Zone continued on next page...

Work Zone

....Work Zone continued

- On March 11, 2024, on CR 17 near Willox Ln, Traffic unit #1 was traveling south on Shields Street, near Willox Lane, in the right lane. Traffic unit #2 was traveling directly behind traffic unit #1. Traffic unit #1 and traffic unit #2 both came to a stop in the lane. Traffic unit #1 then began to backup in the traffic lane and collided its rear to the front of traffic unit #2. Both vehicles moved to a private parking lot for safety.
- On May 22, 2024, Traffic Unit #1 and Traffic Unit #2 were northbound on Larimer County Road 59. TU2, a construction roller, was in a construction work area and was backing up. TU2's caution lights were activated. TU1 attempted to pass TU2 on the left in the oncoming lane of travel. TU1's front passenger side collided with the front driver side of TU2. Both vehicles drove to a controlled stop.
- On July 11, 2024, on Overland Tr 10ft S of Magnolia St, Traffic Unit #1 was
 traveling northbound on South Overland Trail. Traffic Unit #2 was traveling
 northbound on South Overland Trail in front of Traffic Unit #1. Traffic Unit
 #2 came to a stop for a construction flagger. Traffic Unit #1 swerved right to
 avoid Traffic Unit #2. Traffic Unit #1 collided with its front left into the rear
 right of Traffic Unit #2.
- On July 15, 2024, on CR 29 1500ft S of Ridgewater Way, Vehicle 1 was southbound on Larimer County Road 29 about .2 miles south of Ridgewater Way in a construction area where chip seal operations were being conducted on LCR 29. Vehicle 1 failed to negotiate a right hand curve in the roadway leaving 94.5 feet of skid going off the left side of the road. Vehicle 1 continued off road traveling 33.1 feet colliding with a delineator post. The rider of the motorcycle was ejected from the motorcycle traveling 16.4 feet colliding with a parked piece of construction equipment. Vehicle 1 traveled 15.9 feet coming to rest on its right side, 13 feet from the road edge facing east.

Project No. 327—County Rd 17

During 2024, CR 17 from just north of CR 50—Willox Ln to US 287 north of Fort Collins was reconstructed. Six foot paved shoulders were added to each side of the road which will provide separation for bicycles using the roadway and extra paved surface for vehicles pulling onto and off of CR 17 from driveway accesses along the road. A two-way center turn lane was added in the area south of US 287 where there are numerous residential and other accesses.



Radar Speed Feedback Trailers

During 2024 the Engineering Department continued deploying trailers with radar speed feedback signs on county roadways. Roadways included CR 15 north of SH 1, CR 29 and CR 27 west of Loveland, CR 9 south of SH 1 and CR's 63—Fish Creek Rd and 69—Tunnel Rd in Estes Park. The trailers are placed on a temporary basis on roadways where the county has documentation of excessive speeds or where there are multiple complaints of speeding.





2024 Intersection Improvements

12 inch Flashing Red Beacons were installed at the CR 21 and CR 14 and CR 15 at CR 2 intersections in southern Larimer County.

In addition to other signing improve -ments made at these intersections the flashing beacons were installed to highlight the stop condition at both of these T-intersections. The improvements were made in response to on going run off the road crashes at these T-intersections.

Signing improvements were also made to the CR 64 at CR 15 intersection in northern Larimer County including additional signs and pavement markings. The improvements were made in response to persistent westbound crashes with vehicles running off the T-intersection.

Project No. 339

Reconstruction of CR 9 and CR 70 including 6 to 8 foot wide paved shoulders and a roundabout at the CR 9 and CR 70 intersection was competed during 2024



Project No. 9089

As part of the 2024 re-surfacing program, a section of CR 28—57th St was widened to include 4 foot paved shoulders. There were previously no bike lanes on this section of road.

2024 Projects utilizing Highway Safety Improvement Program (HSIP) Grants



Traffic Signal Installation at US Highway 34 and CR 23H (Glade Rd)



Guardrail Installation along County Rd 38E nearThe South Bay Area at Horsetooth Reservoir

Larimer on the Move





Transportation Plan Update & Safety Action Plan

Larimer County was awarded funding through the Federal Safe Streets and Roads for All (SS4A) Grant Program to develop a Safety Action Plan. The County took the opportunity to combine this effort with an update to the Transportation Plan in a coordinated effort branded as "Larimer on the Move". This effort is a comprehensive initiative dedicated to creating a safer and more efficient transportation network for all users.

This Safety Action Plan focuses specifically on the safety needs of Larimer County's unincorporated areas, and the mainline county roads that are owned and maintained by Larimer County.

As part of the adoption of the Safety Action Plan, the County adopted a Vision Zero Commitment Statement:

"On roads and sidewalks under the jurisdiction of Larimer County, the goal is to eliminate traffic-related deaths by 2040 and traffic-related serious injuries by 2045."

The Safety Action Plan is organized around the five key Safe System objectives:

• Safer People • Safer Vehicles • Safer Speeds • Safer Roads • Post-Crash Care

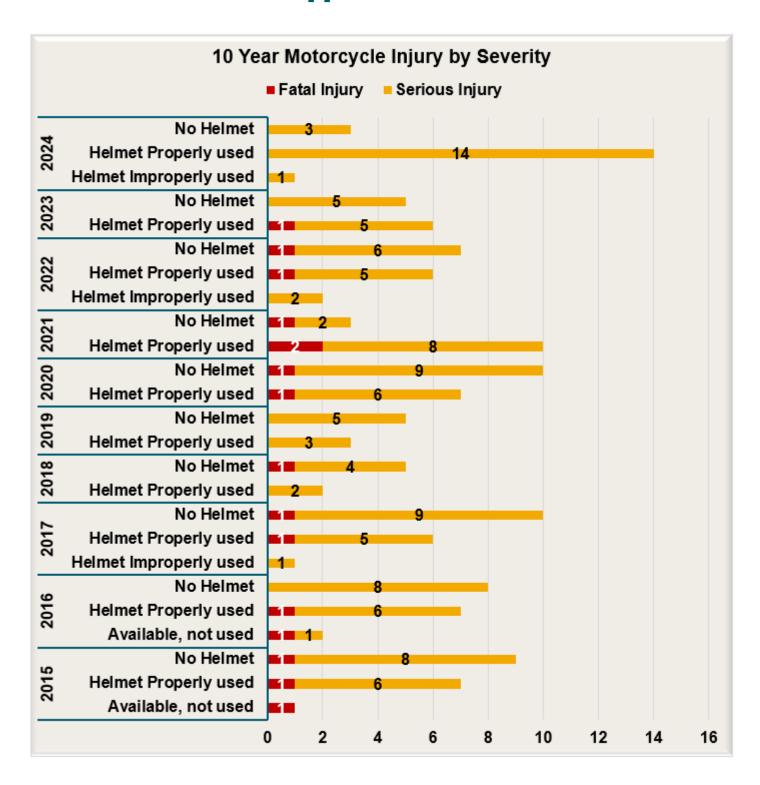
The Plan emphasizes actions to improve road safety, manage speeds, and protect people, recognizing that each of these strategies plays a crucial role in creating a safer, more efficient transportation system.

The Safety Action Plan was adopted in March 2025 and the Transportation Plan update will be completed later this summer.

Appendix A 2024 Fatal Crash Descriptions

There were no reported Fatal Crashes on county maintained roadways during 2024.

Appendix B



Contact Us

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