



LARIMER COUNTY ENGINEERING DEPARTMENT

2022 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 884 miles of roadways—104 miles in subdivisions, 79 miles of mainline road in urban areas surrounding communities, and 700 in rural portions of the county.

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



Colorado Health Information Dataset Mortality Statistics — Larimer County (2022)

Cause of Death:

Cardiovascular Disease¹
690

Cancer
528

Influenza & Pneumonia¹
13

COVID-19¹
241

Drug Overdose
84

**All Larimer County Roadway
Fatalities¹**
32

**Unincorporated Larimer County
Roadway Fatalities, 2022**
8

Source: ¹www.colorado.gov/pacific/coepht/death-data-statistics

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 down over 9% from 2021. Injury crashes were up nearly 18% in 2022 compared to 2021. Larimer County saw 8 fatal crashes resulting in 8 fatalities in 2022, an increase of 3 from 2021.

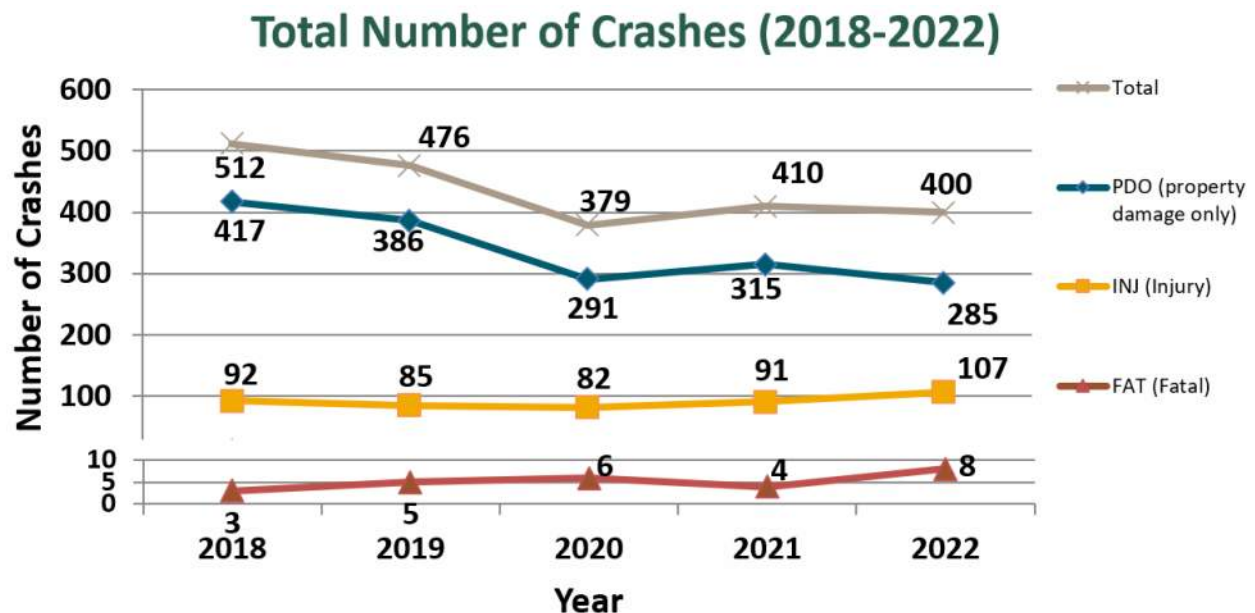
Crashes and crash severity are often influenced by the choices people make. Examples of these choices include speeding, distracted driving, driving under the influence of alcohol or drugs, and seat belt or helmet use.

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 improvements and education.

2022 Crash Trends

In 2022, there were 410 crashes on unincorporated roads in Larimer County which is an increase of 8% from 2021 at 400 crashes. The total number of crashes is below the most recent 5 year average of 435 crashes.

There were 8 fatal crashes in 2022 which is an increase from 2021 of 4 deaths and 54% over the 5 year average of 5.2 deaths per year.



Fatal crashes: 8 crashes (8 fatalities) **Increased 100%** from 2021

Injury crashes: **Increased 18%**

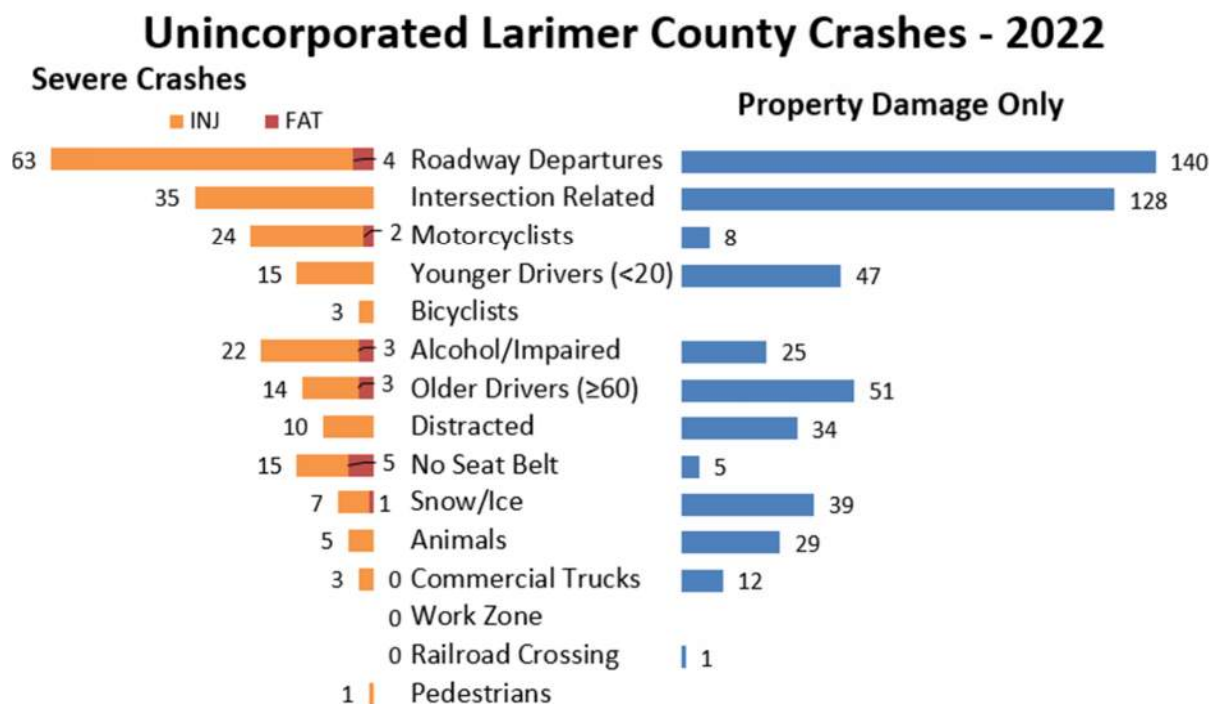
Property Damage Only: **Decreased 3%**

The increase in injury and fatal crashes follows the same trend in crashes in Colorado and the United States which have seen sharp rises in these types of crashes. These rises are especially troubling in light of the continuing improvements in car safety and significant efforts address roadway safety concerns. Some factors which may be contributing to this increase are highlighted in this report.

Overall Crashes

The Traffic Safety Annual Report summarizes the general trends in roadway safety, analyzes specific areas of interest, and monitors ongoing traffic safety efforts in the County. Crash data is obtained directly from Colorado State Patrol crash reports and other law enforcement entities as needed.

Charts below show the number of crashes in 2022 relative to a variety of factors. Crashes may be listed in more than one category.



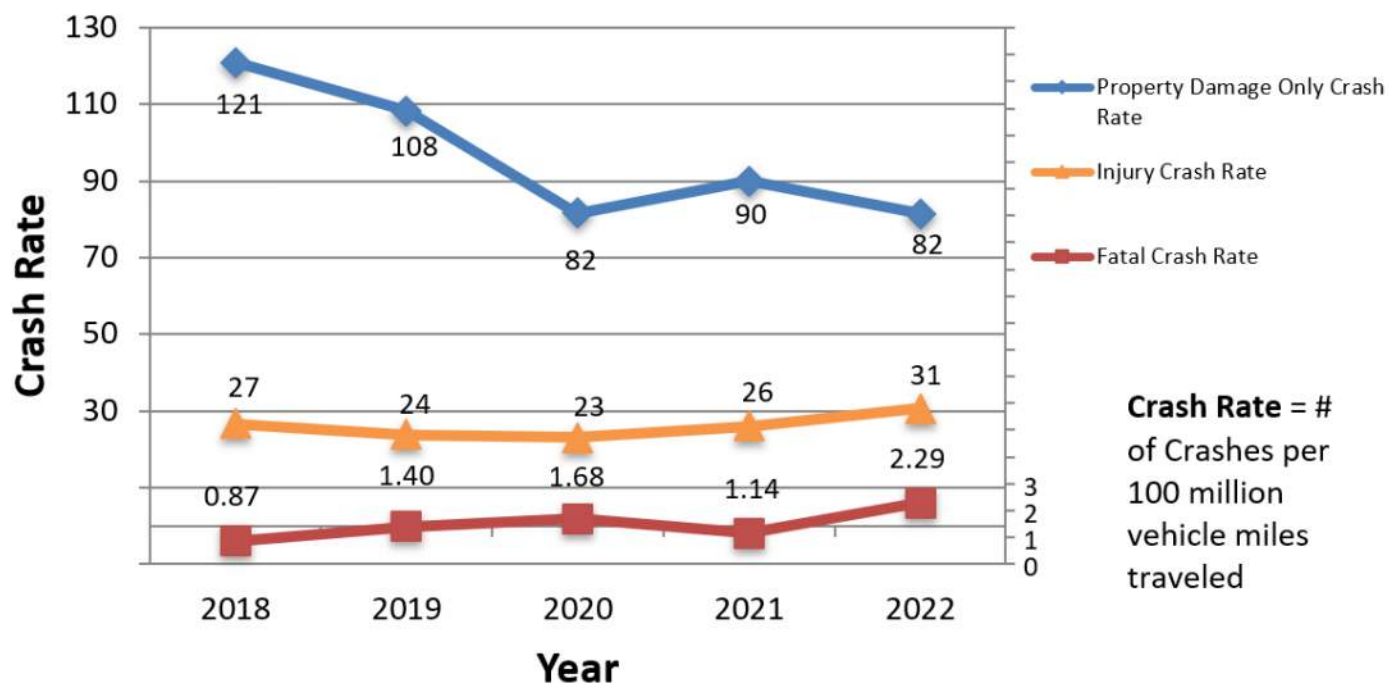
| Crash Characteristics | % Change between 2021 and 2022* | 5 Year Trend* | 2018 Total | 2019 Total | 2020 Total | 2021 Total | 2022 Total |
|-----------------------|---------------------------------|---------------|------------|------------|------------|------------|------------|
| Roadway Departures | 2% | -5% | 253 | 230 | 191 | 203 | 207 |
| Intersection Related | 7% | 3% | 174 | 182 | 122 | 152 | 163 |
| Motorcyclists | -11% | -8% | 38 | 31 | 44 | 38 | 34 |
| Younger Drivers (<20) | -7% | -7% | 76 | 75 | 53 | 67 | 62 |
| Bicyclists | -40% | -42% | 10 | 4 | 4 | 5 | 3 |
| Alcohol/Impaired | 39% | 8% | 43 | 60 | 43 | 36 | 50 |
| Older Drivers (≥60) | -7% | -12% | 88 | 79 | 77 | 73 | 68 |
| Distracted | -4% | -21% | 71 | 63 | 55 | 46 | 44 |
| No Seat Belt | 127% | 34% | 21 | 19 | 17 | 11 | 25 |
| Snow/Ice | 74% | -2% | 63 | 59 | 45 | 27 | 47 |
| Animals | 10% | 4% | 36 | 43 | 19 | 31 | 34 |
| Commercial Trucks | -32% | -11% | 17 | 14 | 16 | 16 | 15 |
| Work Zone | -100% | -100% | 4 | 3 | 10 | 2 | 0 |
| Railroad Crossing | 0% | 0% | 0 | 1 | 2 | 1 | 1 |
| Pedestrians | 0% | -17% | 2 | 0 | 2 | 1 | 1 |

* % Change is based on # of crashes not % of yearly crashes

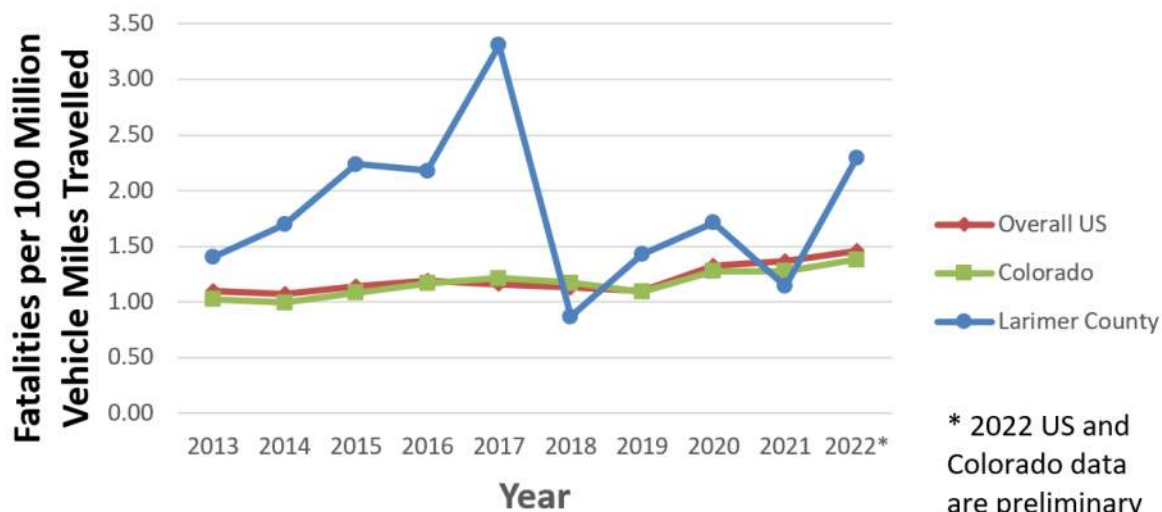
Crash Rates

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. Small changes in the number of crashes result in significant changes in crash rates.

Crash Rate by Severity (2018-2022)



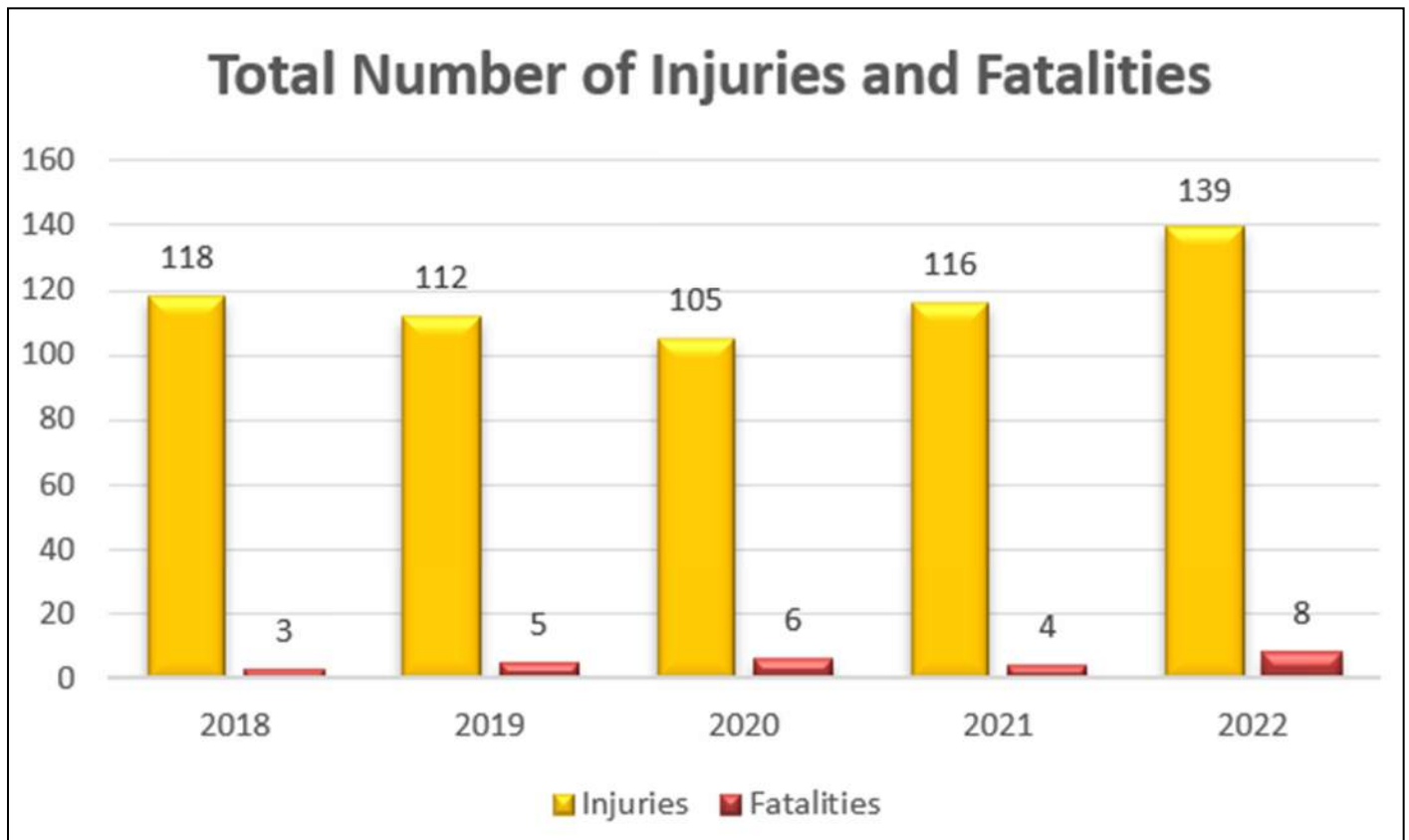
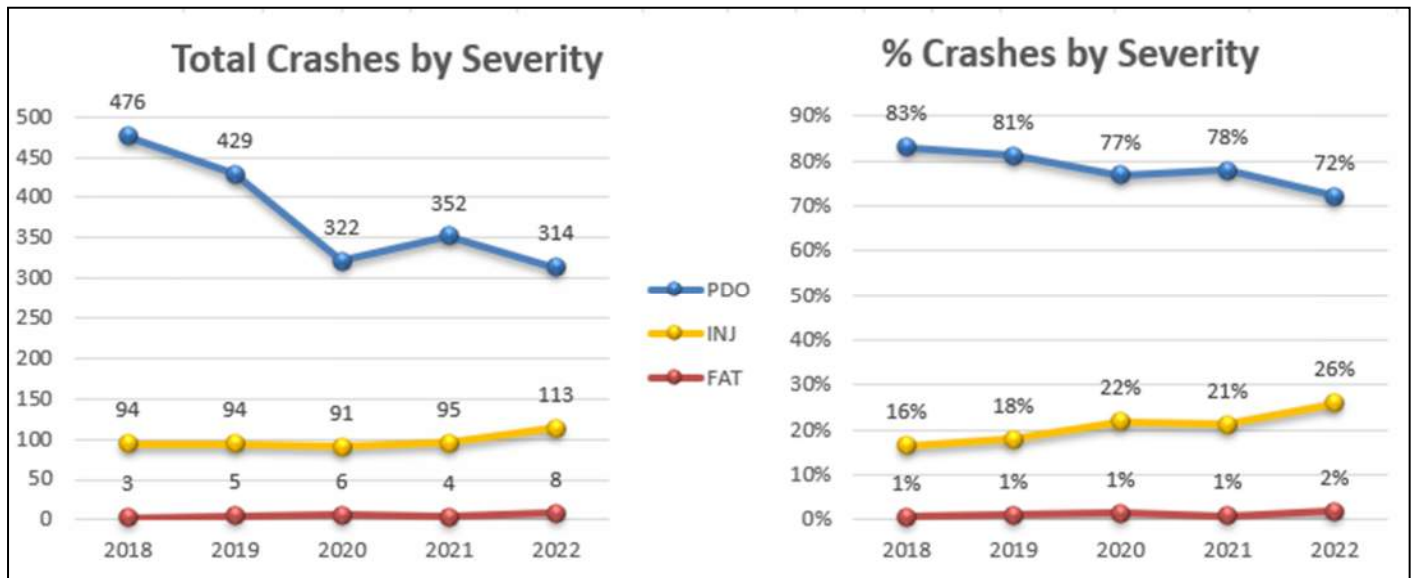
Comparison of Fatal Crash Rates



Serious Crash Review

A serious crash is defined as a crash resulting in evident injury or death.

In 2022, there were 121 serious crashes on Unincorporated Larimer County Roads which resulted in 8 fatalities and 139 injuries (the most in 5 years).

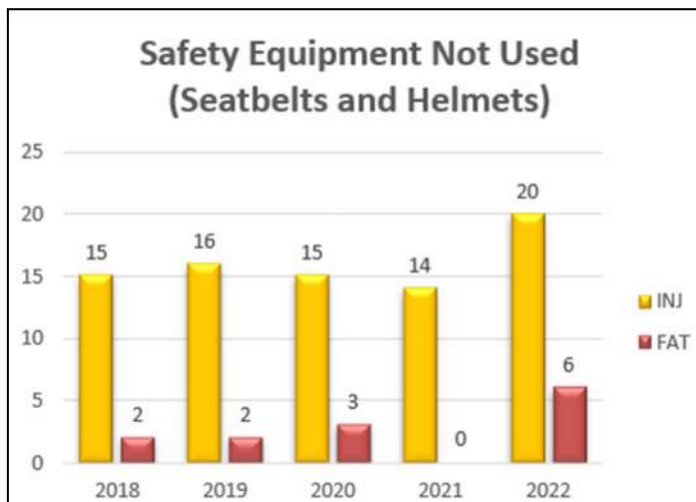
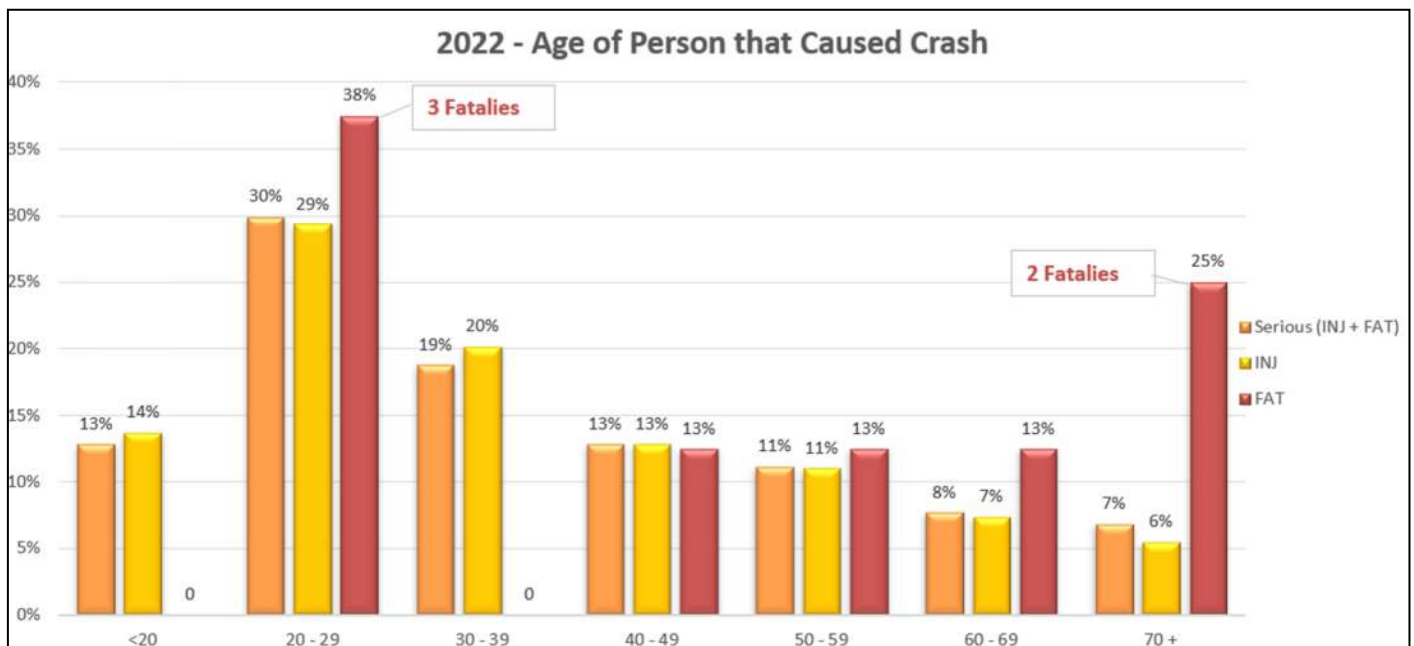


Serious Crash Breakdown

In 2022, the most significant contributions to serious crashes were age, safety equipment not used (seatbelts and helmets) and excessive speeds. A breakdown of serious crashes is shown in graphs below.

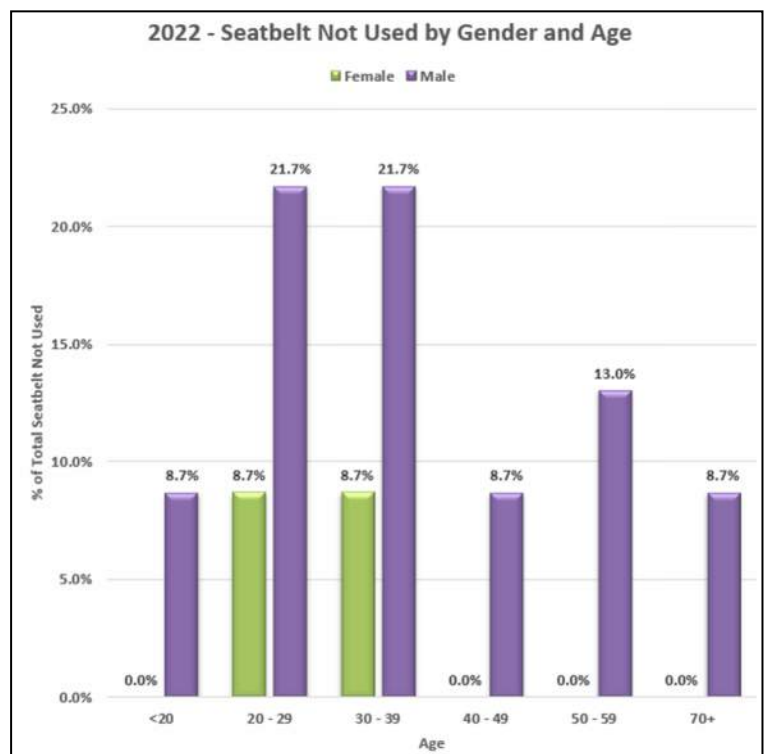
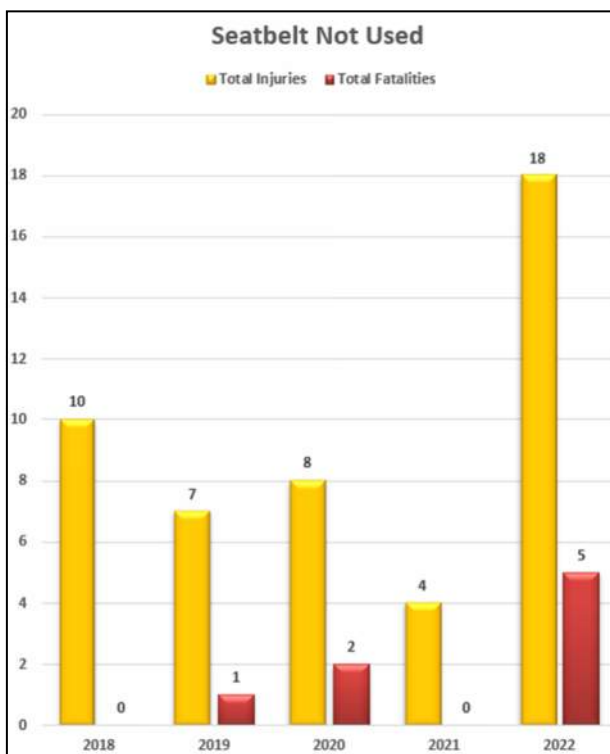
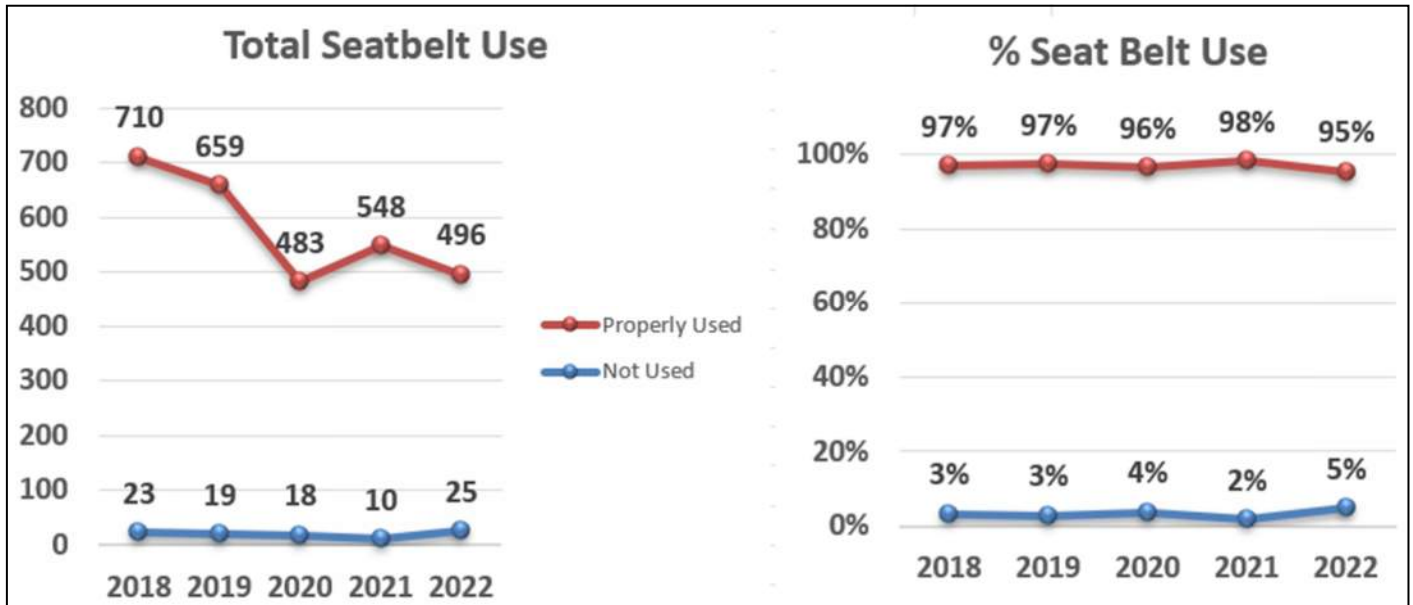
Most notable statistics of serious crashes:

- All 8 fatalities were caused by male drivers.
- Younger drivers (<30 years of age) caused 43% of serious crashes.
- 6 out of 8 fatalities did not use any safety equipment.
- 6 out of 8 fatalities were caused by drivers exceeding the speed limit.



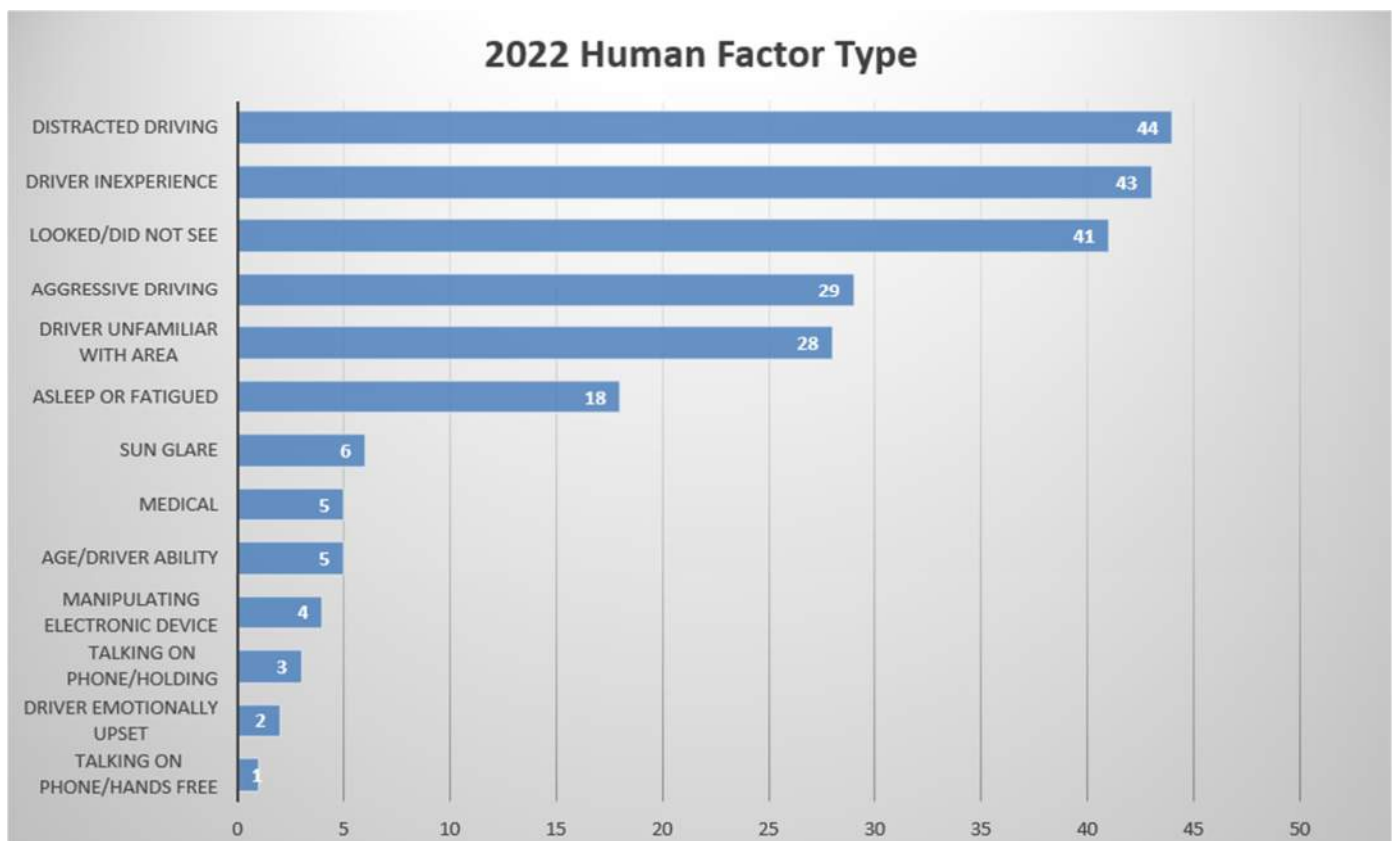
Seatbelt Use

In 2022, the data from the traffic crash reports show that 25 people were not using their seatbelts at the time of the crash, this resulted in 18 injuries and 5 fatalities. According to the 2022 Colorado Statewide Seat-belt Study prepared by the Colorado Department of Transportation, the statewide seatbelt usage is 87% and Larimer County is at 88%. Shown below are the seatbelt usage rates of Unincorporated Larimer County Roads per the 2018 - 2022 Traffic Crash Reports.



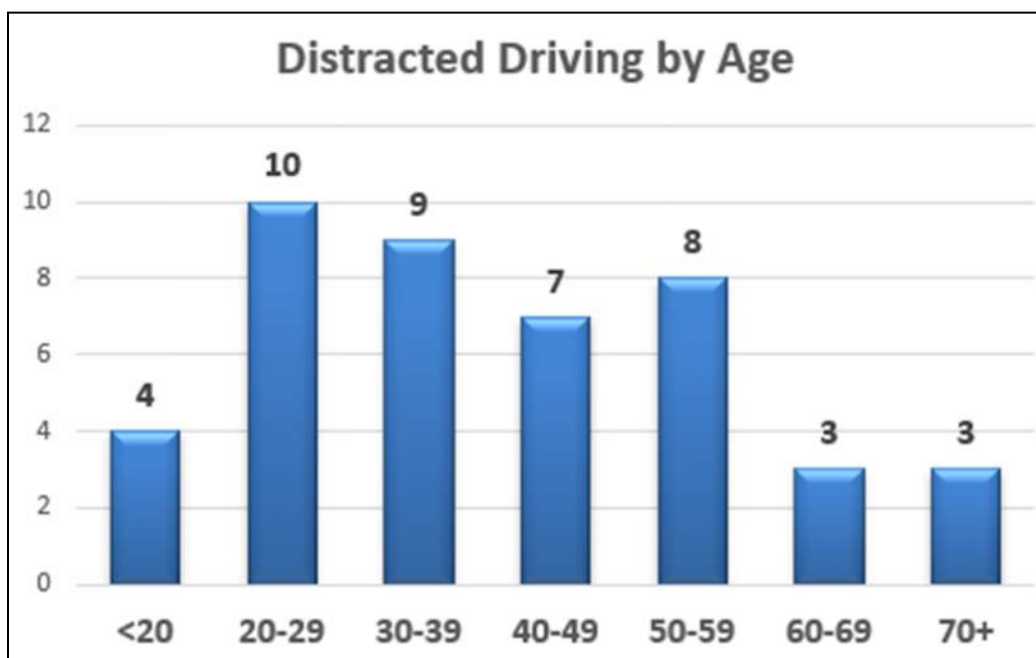
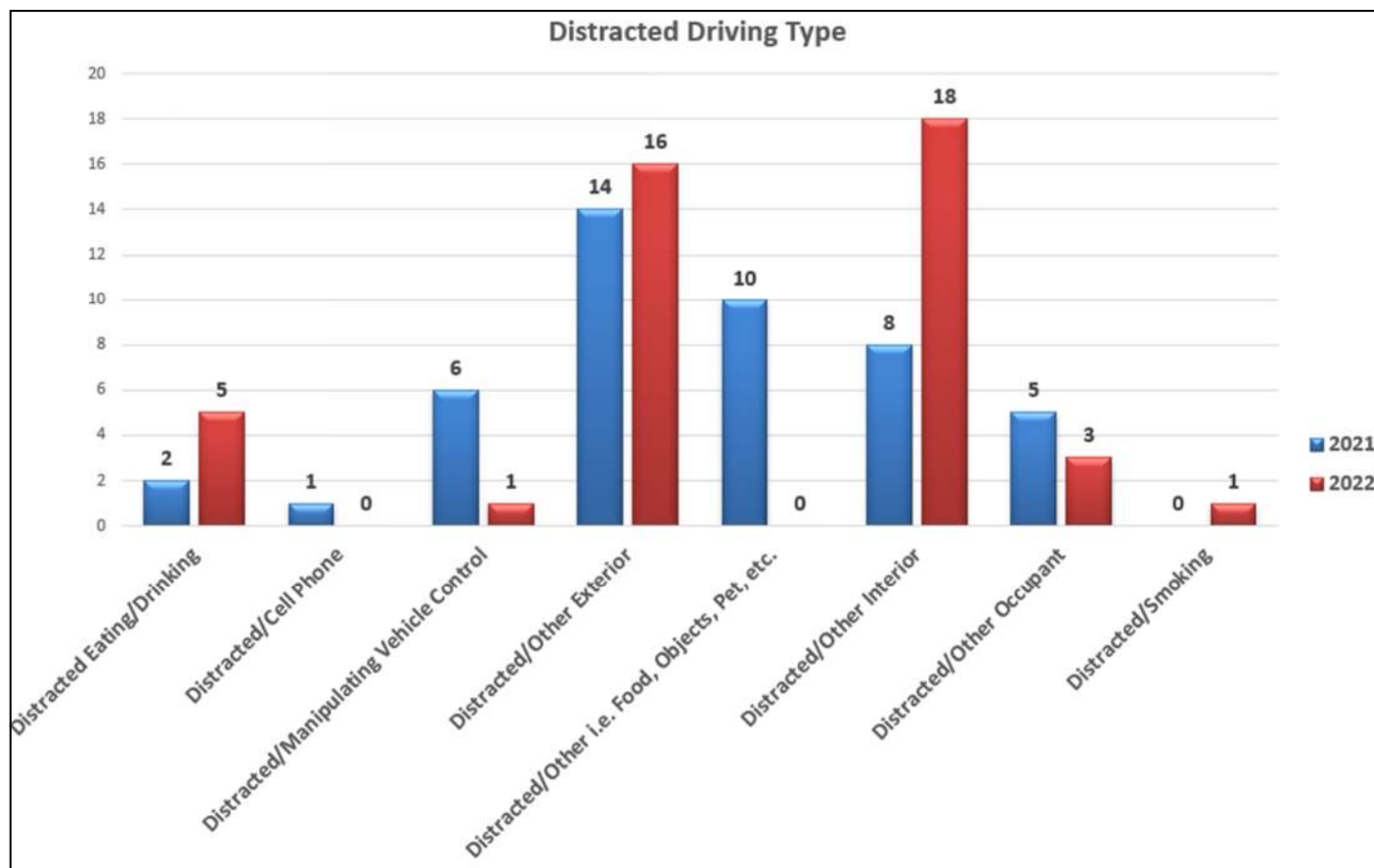
Human Factor

Driving is about human interaction with the Vehicle, the natural elements and other drivers on the roads. In 2022, there were 251 crashes (58% of total crashes) that had a human factor listed on the Traffic Report. Distracted Driving has remained the highest cause for the last 5 years.



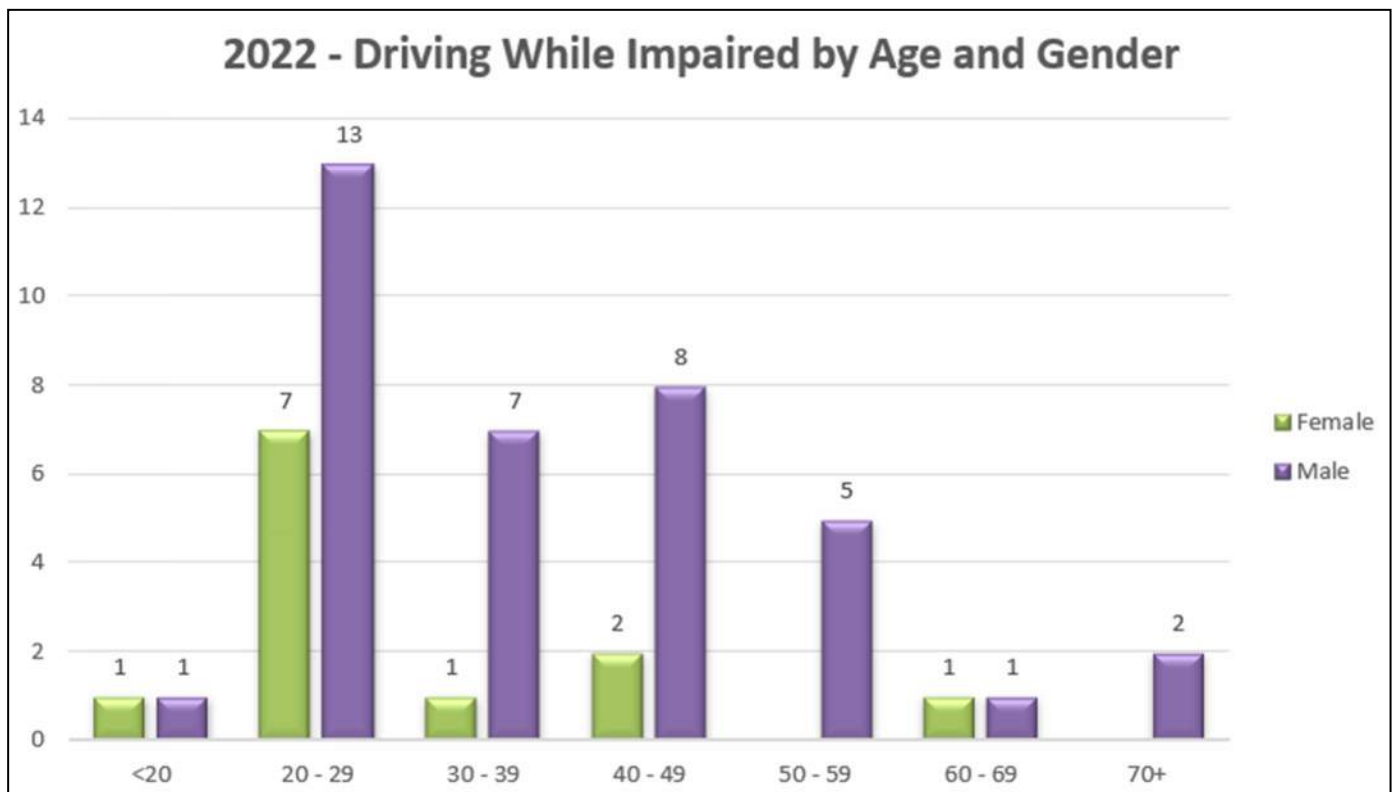
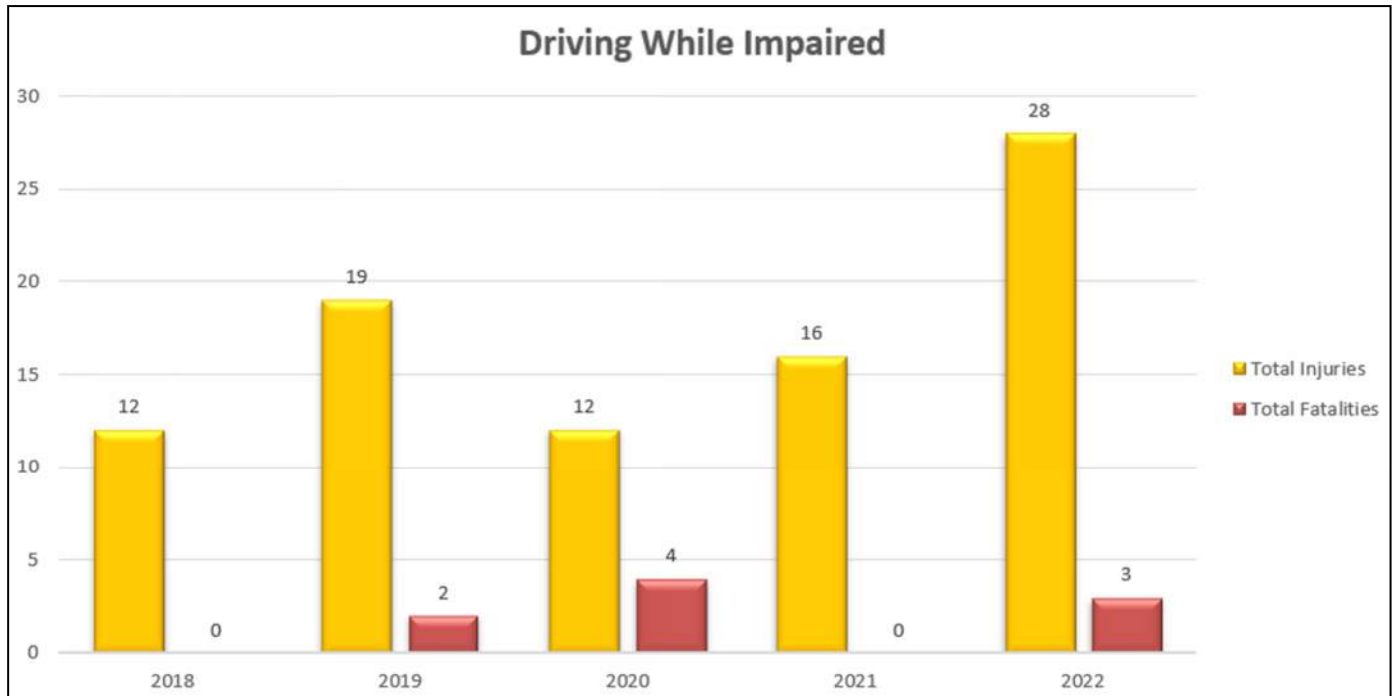
Distracted Drivers

In 2022, Distracted Driving was listed as the highest cause of crashes caused by a Human Error. A Breakdown of the type of distracted driving is shown below. Note: Distracted Driving Type reporting was changed in 2021, so the chart shows only last 2 years.



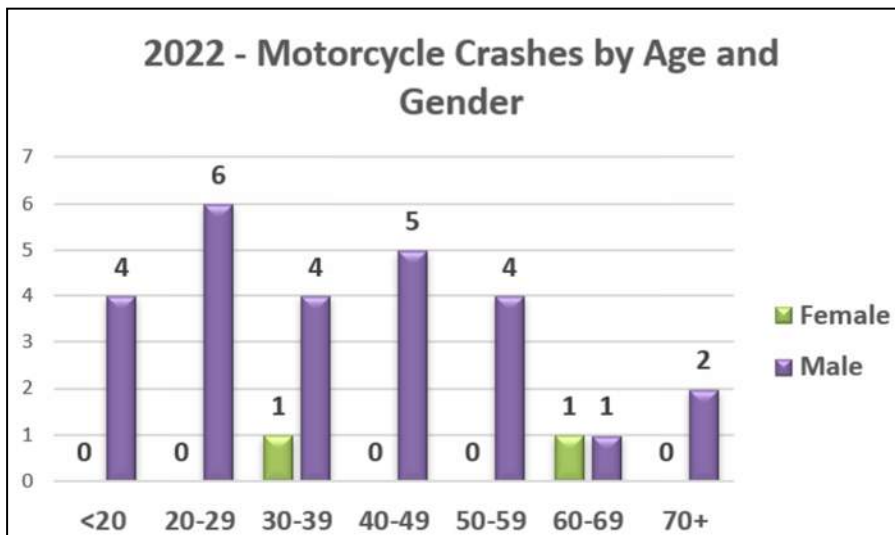
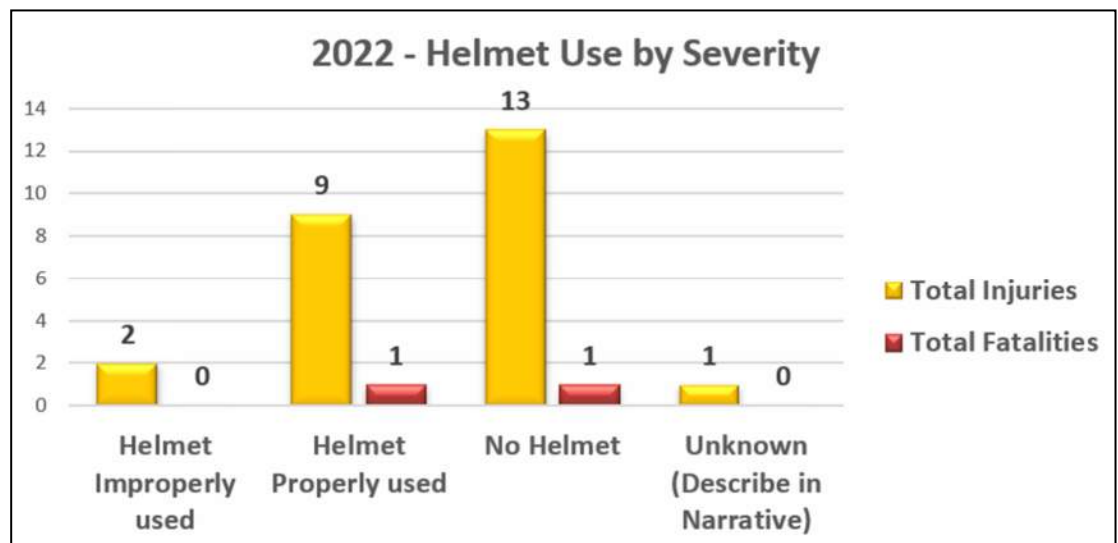
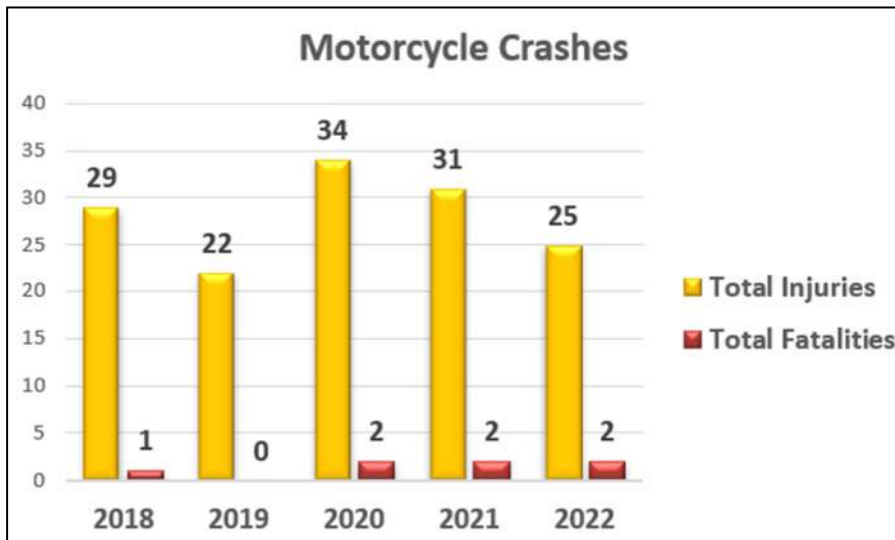
Impaired Drivers

In 2022, Driving While Impaired caused 49 total crashes which resulted in 28 injured people and 3 deaths.



Motorcycle Crashes

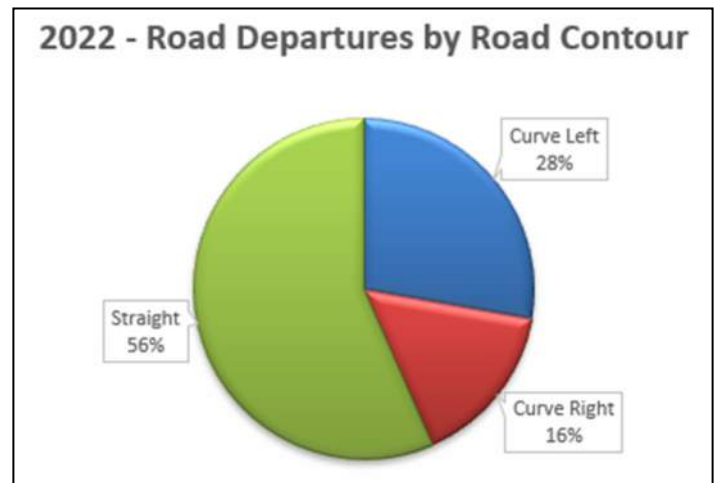
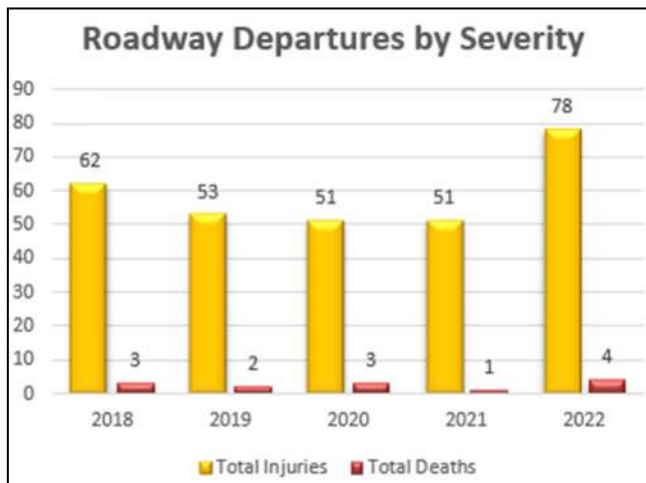
In 2022, there were 29 motorcycle crashes which resulted in 25 injured people and 2 deaths on Unincorporated Larimer County Roads.



Roadway Departures

In 2022, 48% of all crashes (207 crashes) involved a Vehicle leaving the roadway. Roadway Departures led to 67 serious crashes resulting in 78 people injured and 4 deaths (highest totals in 5 years). In 2022, 3 out 4 Road Departure Fatalities occurred on dark, unlit roads.

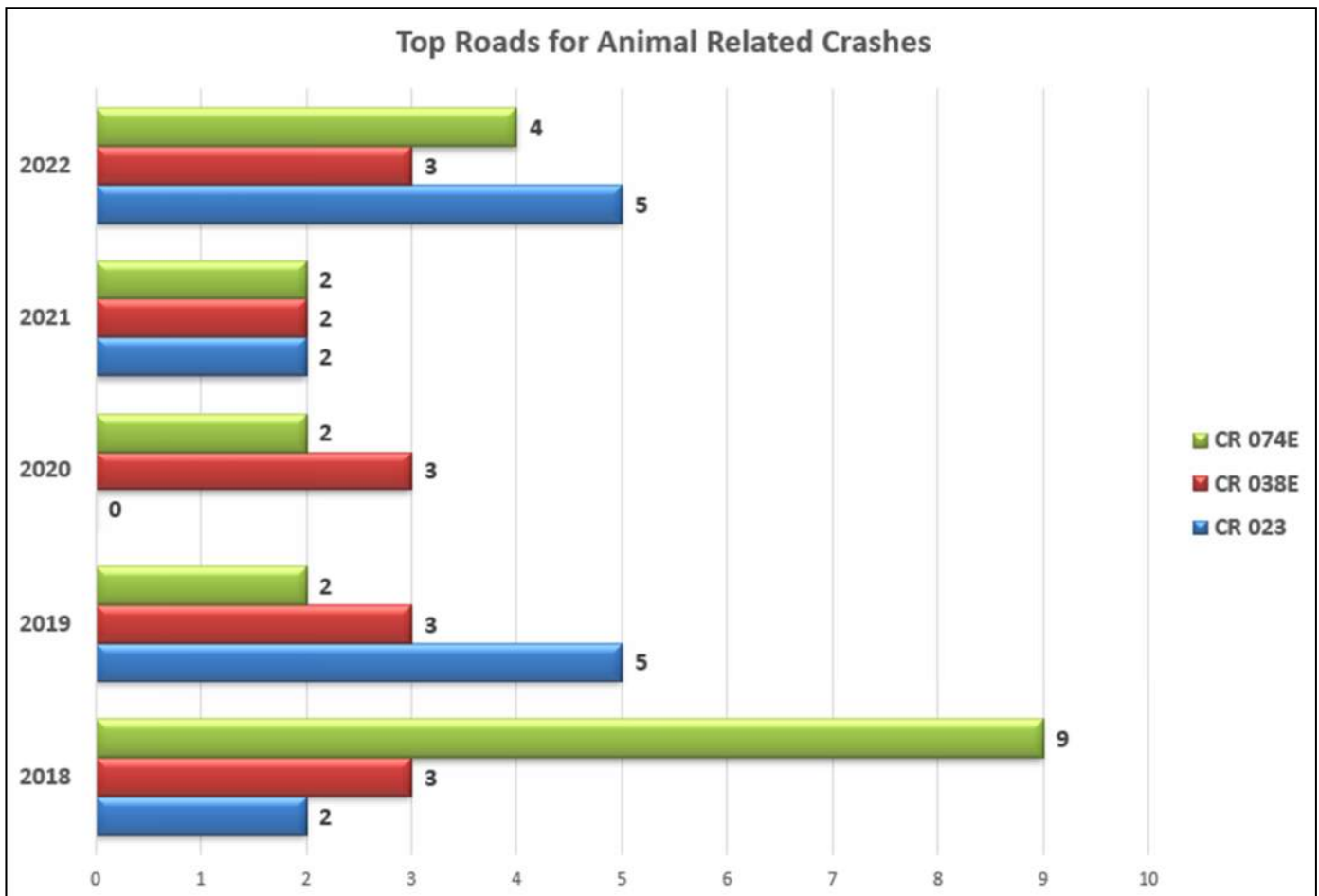
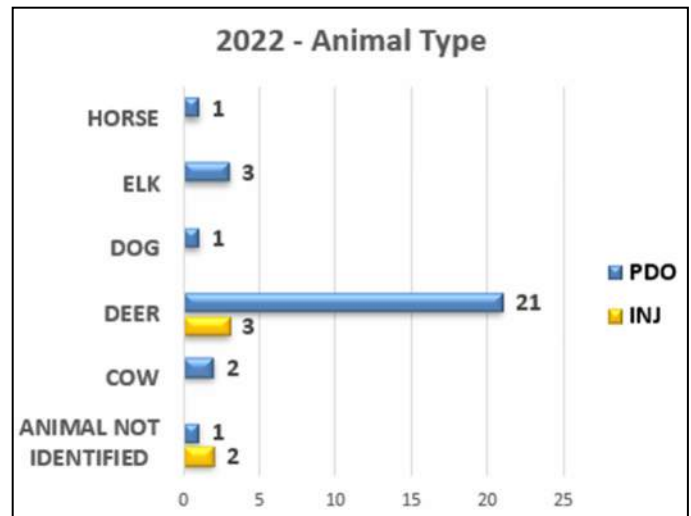
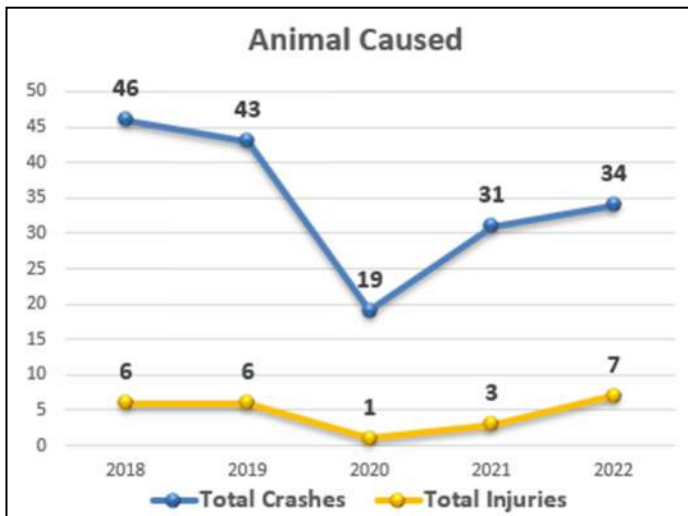
Larimer County is in the process of reviewing all horizontal curves and turns on the Larimer County road system. Safe advisory speeds are being reviewed and adjusted. Locations that would benefit from additional signing are being upgraded with additional chevron or large arrow warning signs at the curve locations.



Animal Involved Crashes

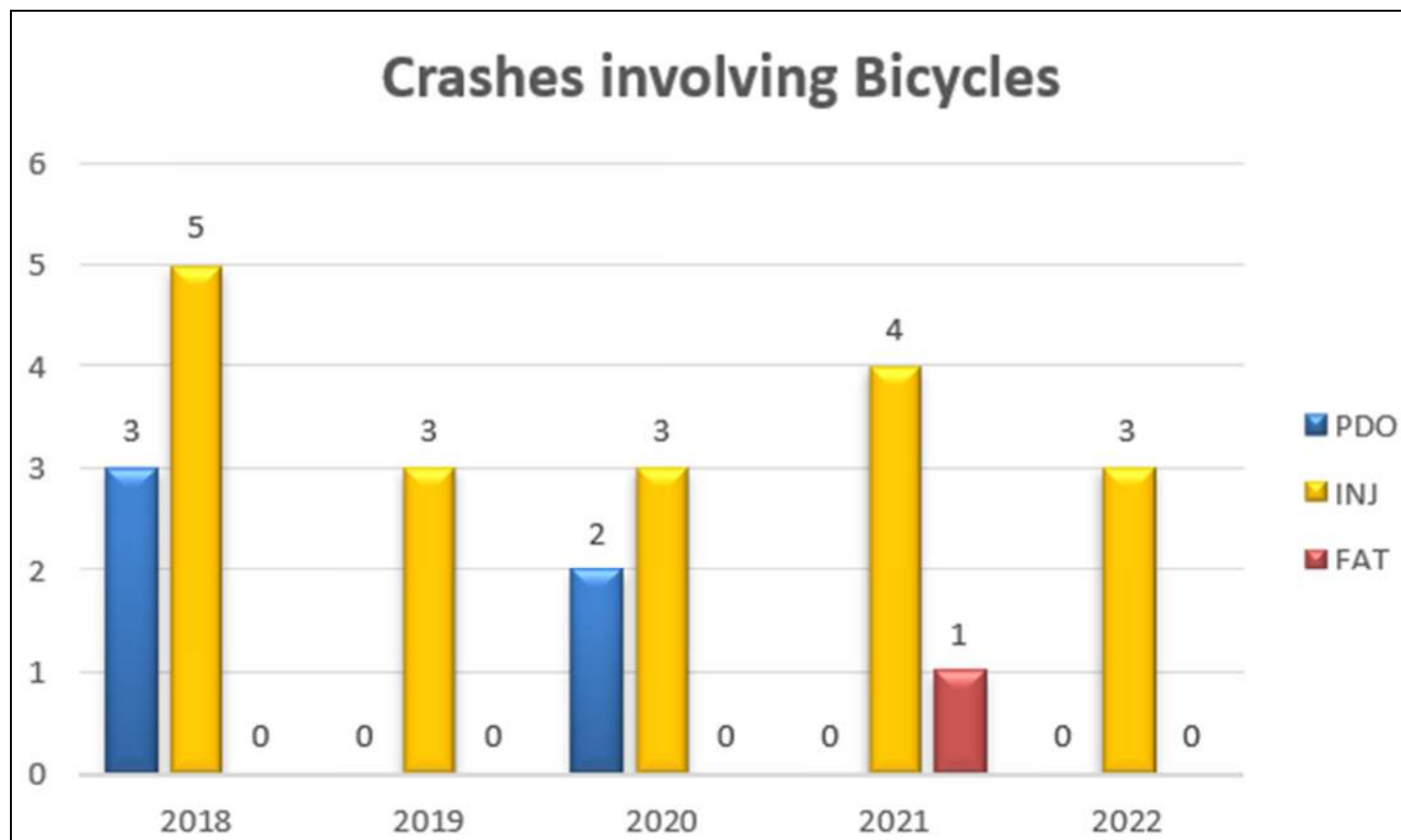
Animal related crashes are crashes where an animal played a significant cause in the crash, this can include hitting an animal, swerving to avoid an animal or an animal inside the Vehicle causing driver to crash.

In 2022, on the Unincorporated Larimer County Roads there were 34 animal caused crashes resulting in 7 injured people.



Bicycle Crashes

In 2022, on the Unincorporated Larimer County Roads there were 3 crashes involving bicycles resulting in 3 people injured.

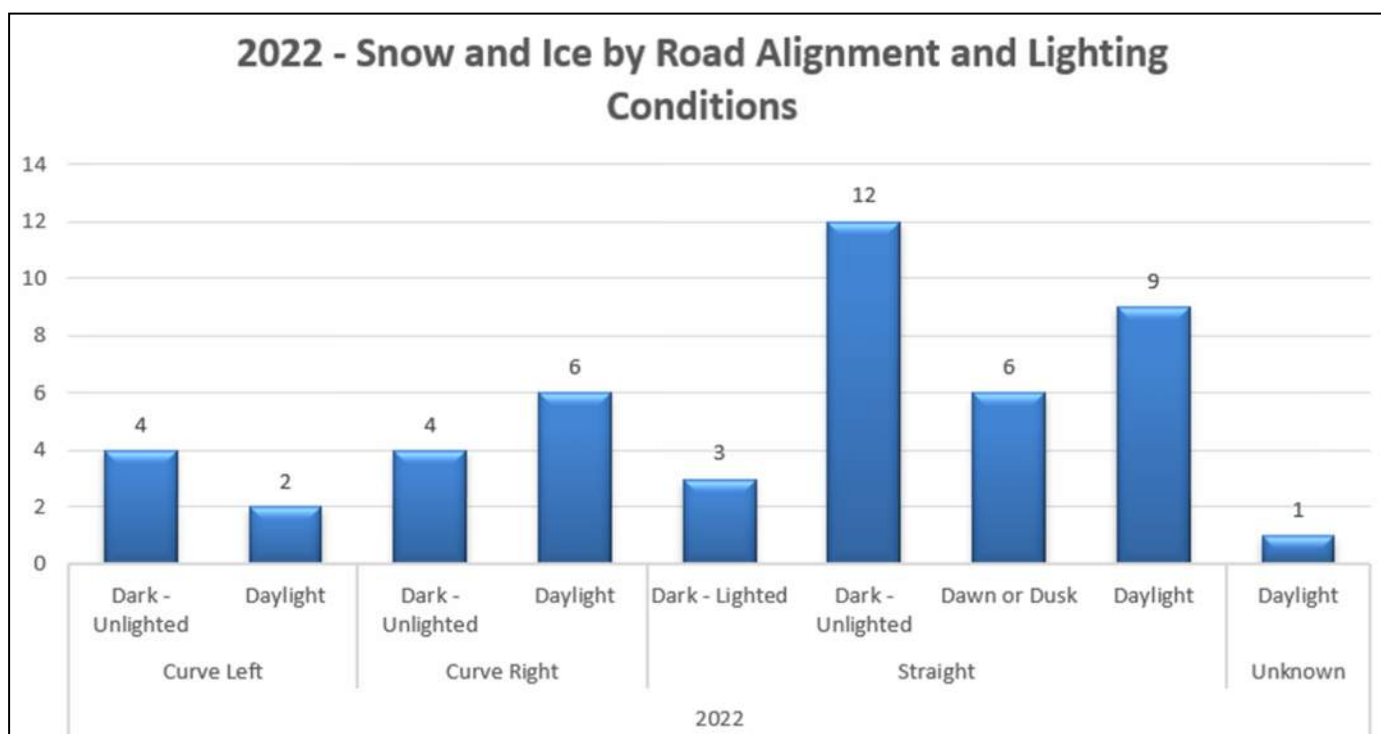
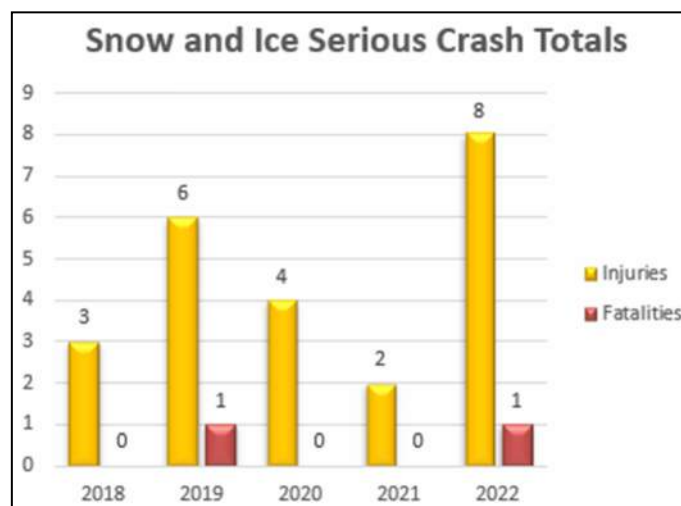
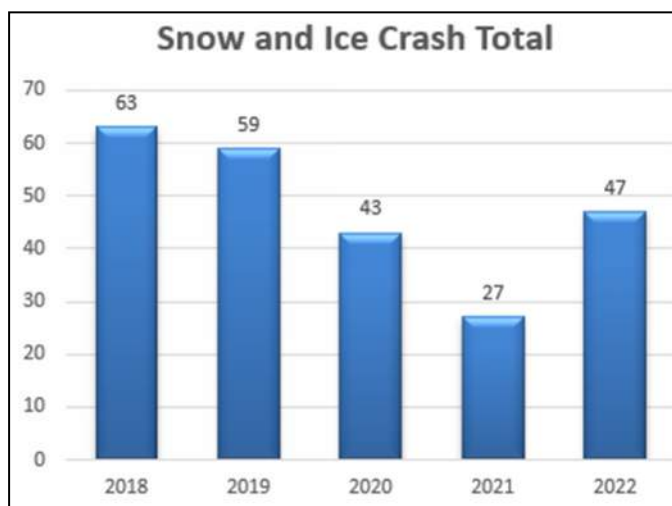


Larimer County Bicycle Signs Project

The Colorado Department of Transportation approved new bicycle signing for placement along public roadways. The law applies on all public roadways whether they are signed or not. The county worked with the bicycle community regarding the new signage for bicycles and locations on Larimer County roadways with significant bicycle traffic. The county installed the new bicycle signs on several roadways through out the county. Sign installation took place in the southern and central portions of the county in 2021. The project was completed with sign installation in the northern area of the county in 2022.

Snow and Ice

In 2022, the snow and ice crashes rose to 47 crashes up from 27 in the previous year. Serious crashes increased to 8 crashes resulting in 8 injuries and 1 fatality. A breakdown of snow and ice crashes is shown below.



Traffic Safety Mitigation

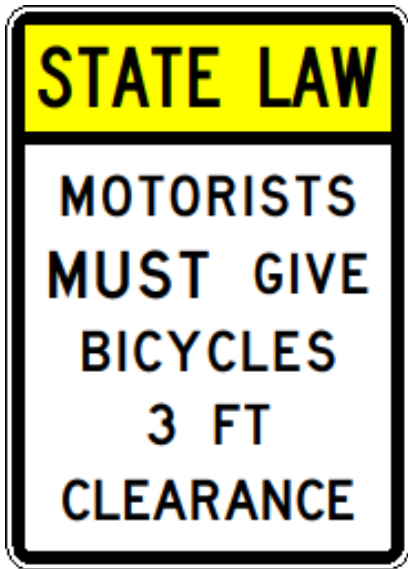
Deployment of Radar Speed Feedback Trailers on County Road

During 2022, the Engineering Department started deploying speed radar feedback trailers along several county roads. Roadways included CR 72 - Owl Canyon Rd, CR 54 - Douglas Rd, CR 9 - Summitview Dr and CR 28 - 57th St. The trailers are placed on a temporary basis on roadways where the county has documentation of excessive speeds or the county is receiving multiple complaints of speeding from residents.



2022 Overlay Program—County Rd 74E and County Rd 82. As part of the 2022 overlay project, additional paved shoulders were added to three sections of road. In addition to receiving a new driving surface, shoulder widening increased the paved shoulder width to 4 feet on 4.8 miles of CR 74E and 3.2 miles of CR 82.

Traffic Safety Mitigation (continued)



The Third and Final phase for the placement of new bicycle signs approved by the Colorado Department of Transportation for placement on public roadways in Colorado was completed in the northern area of Larimer County in April of 2022.

2023 Capital Projects:

CR 70 (Owl Canyon Rd) and CR 9—Project No. 339 This project involves reconstruction and widening of CR 70, the Owl Canyon Rd, from CR 9 to I-25, and CR 9 from CR 70 north to the location of the new Larimer County Landfill. The roadwork will include widening of the roadways to accommodate additional bike lanes, the addition of auxiliary turning lane improvements at the CR 7 intersection and reconstruction of the CR 9 and CR 70 intersection into a roundabout. This project was delayed from 2022. Construction will start during 2023.

CR 17 (Shields St) from CR 50 (Wilcox Ln) to US 287 - Project No. 327: Construction work should begin in 2023. The north end of the project will have a continuous two-way center turn lane in an area that has several residences and accesses. The project will also add 6 foot paved shoulders in each direction. This project will eliminate a gap in paved shoulders for bike lanes on CR 17 north and south of this section, CR 50—Wilcox Ln and US 287 all have additional paved shoulder area for bike lanes.

CR 8 and CR 21 Intersection: - Project No. 336: This construction project will replace the current two-way stop intersection with a roundabout. There have been numerous crashes at this intersection during the past 10 years. Increasing traffic moving through the intersection along with some sight distance limitations contribute to the ongoing crashes at the intersection. Nationally and in Larimer County, conversion of conventional intersections to roundabouts has led to significant reductions in serious crashes at those intersections. This project should lead to a reduction in serious crashes and increase safety at this intersection.

Safety Grant Funding

Larimer County has actively pursued safety grant funds to leverage needed safety improvements. Safety grants for recently completed capital projects provided nearly \$3.6M to aid in safety improvements. Approximately \$3.7M in safety grants have been awarded over the next three years.

2023 Projects

- US Hwy 34 and Glade Rd (CR 23H) intersection signalization - \$550,800 from HSIP grant
- CR 38E west of South Bay area guardrail - \$217,800 HSIP grant.
- CR 73C at Munsee Rd guardrail - \$22,500 HSIP grant
- Safety Grant through Safe Streets For All (SS4A) funding - \$240,000 to begin work to establish a safety action plan for Larimer County.



Upcoming Projects

- Shields Street (CR 17) from Willox (CR 50) to US 287 widening and shoulder improvement (2022) – \$760,000 from TAP and STBG grants
- 57th Street (CR 28) and US 287 pedestrian improvements (2022) - \$1,090,000 from TAP grant
- CR 56 NW of Travis Road/CR 17 guardrail (2024) – 138,600 from HSIP grant
- Red Feather Lakes Road (CR 74E) at North Fork Poudre River bridge guardrail (2024) - \$79,200 from HSIP grant
- CR 38E west of Horsetooth Mountain Park guardrail (2024) - \$117,000 from HSIP grant
- Centennial Road (CR 23) curve 0.2 mi north of CR 42C high friction treatment (2024) - \$21,600 - HSIP grant
- CR 69 and CR 74E Guardrail (3 locations) (2025) - \$288,000 HSIP grant
- CR 50E (Bingham Hill) Shoulder Widening (2025) - \$384,000 HSIP grant



Grant Sources include the Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Surface Transportation Program (STP Metro), and Surface Transportation Block Grant Program (STBG)

Appendix A

2022 Fatal Crash Descriptions/Locations

Eight Fatal Crashes

County Rd 23: The crash occurred on County Rd 23 approx. 2,000 ft south of CR 42C on April 11, 2022 at 5:52PM. A northbound Vehicle, Buick Encore, failed to negotiate a left turn in the roadway. The Vehicle ran off the east side of the roadway, down a steep embankment and continued north in a downhill direction.. The Vehicle collided with a trash can, and then impacted an embankment for a private driveway at 3180 S. Centennial Dr.. The Vehicle went airborne over the driveway and hit a gate for the residence while airborne. The Vehicle impacted the ground 55 ft north of the driveway with it's front end and began to roll downhill end over end. The Vehicle rolled at least 1 and 1/2 times coming to rest on it's top. Driver Action was listed as a lane violation. Estimated Vehicle speed was 55MPH with a posted speed limit of 35 MPH on CR 23. The road surface was a dry paved asphalt surface. The crash occurred in a dark unlighted area. The driver was a 29 year old male. The crash may have occurred earlier in the night and was not discovered until the morning.

County Rd 11H (Boise Ave). The crash occurred on County Rd 11H (Boise Ave) on June 10, 2022 at 5:52PM. . Vehicle No. 1, a northbound motorcycle, was passing a non-contact Vehicle. The motorcycle was accelerating in the southbound lane. Southbound Vehicle No. 2 attempted to move right to avoid Vehicle No. 1. Vehicle 1 collided with it's front side with left front side of Vehicle No. 2 Vehicle No. 1 skipped off of Vehicle No. 2 and moved back to the northbound lane where it lost control and fell over. The rider was ejected from Vehicle No. 1 and both the Vehicle and the rider tumbled northbound with rider coming to rest on the east side of CR 11H. The motorcycle came to rest on the east side of CR 11H and ignited a fire. Vehicle 2 travelled a short distance and came to rest on the right side of southbound CR 11H. Estimated speed for Vehicle No. 1 was 50 MPH and Vehicle No. 2 was 35 Miles Per Hour with a posted speed limit on CR 11H of 35 Miles Per Hour. The crash report was coded with an Agency Code of D00—Driving Under the Influence Driver No. 1 action listed as Improper Passing on Left and most apparent contributing factor was Aggressive Driving. The asphalt surface was dry on a clear day. The motorcycle rider (Vehicle No. 1) a 26 year old male was killed in the crash. The 46 year old female driver of Vehicle No. 2 was injured in the crash.

County Rd 74E. The crash occurred on County Rd 74E 2/10 mile west of Milepost 21 on June 18, 2022 at 10:15 PM. A 1998 red GMC Sierra pickup travelling eastbound on CR 74E left the right side of the road and began to rotate in a counter clockwise direction. The Vehicle went into a passenger side broadside skid and re-entered the roadway. The Vehicle crossed both lanes and existed the left (north) side the roadway. The Vehicle continued down an embankment and struck a tree with the right front quarter panel. The Vehicle rotated in a clockwise direction, tripped on the embankment and rolled one time ejecting the driver. The Vehicle came to rest on it's roof in a northern direction. Driver of the Vehicle came to rest partially under the roof of the Vehicle. The crash report was coded with Agency Code D00—Driving Under the Influence. Driver Action listed as Lane Violation and Over Correcting / Over Steering. The 55 year old male driver was killed in the crash. ETOH/Marijuana use suspected and the driver was not wearing a seatbelt.

2022 Fatal Crash Descriptions—continued

County Rd 69B (Tunnel Rd—aka Highway 66) The crash occurred on County Rd 69B at the intersection of Blue Spruce Dr on September 8, 2022 at 9:46 AM. Vehicle 1, a Toyota Rav4, was travelling westbound on CR 69B, Vehicle 2, a GMC Sierra pickup was also travelling west on CR 69B, slowing to make a left turn onto Blue Spruce Dr, access road for the Blue Spruce Village condos. Vehicle 1 passed on the left in the eastbound lane. Vehicle 1 sideswiped the left side of Vehicle 2 with it's right side. Vehicle 1 travelled off the south side of CR 69B just west of the intersection. Vehicle 1 struck a large boulder with it's front end on the south side of CR 69B and went airborne. Vehicle 1 then hit a fence and utility box before hitting another large boulder and coming to rest on it's wheels facing west on top of the large boulder. Vehicle 2 drove to a controlled stop on the north shoulder of CR 69B. The road surface was a dry, paved asphalt roadway., weather conditions were clear. Driver action was listed as improper passing on the left. The driver of Vehicle 1, a 79 year old male, was killed in the crash. Air bags did deploy, but the safety belt was not used.

County Rd 27: The crash occurred on County Rd 27 approx. 630 feet north of County Rd 24H on October 1, 2022 at 4:00AM.. A southbound Honda Civic was rounding a shallow left curve in the roadway. The Vehicle was travelling too fast to negotiate the curve and began to rotate counter-clockwise. The Vehicle continued to rotate until sliding broadside and sliding off the left side of CR 27. The Vehicle collided it's right side with a tree located off the east side of CR 27, rotated sharply and came to rest on it's wheels facing south, next to the tree. The 21 year old male passenger in the right, rear seat was killed in the crash and was not wearing a safety belt. The 20 year old male driver and a 21 year old male passenger were injured in the crash. The driver was not wearing a safety belt. The 21 year old male right front seat passenger was wearing a safety belt. The driver was cited for Vehicular Homicide while driving under the influence of alcohol. Vehicle speed was estimated at 55 MPH with a posted speed limit of 35 MPH. Driver action listed as speeding and most apparent contributing factor was aggressive driving.. The road surface was a wet, asphalt surface with rain and it was dark.

County Rd 43: The crash occurred on County Rd 43 approx. 0.65 miles north of US Highway 34 near Drake on October 18, 2022 at 4:44 PM. Vehicle 1, a Suzuki motorcycle, was southbound on CR 43 rounding a right curve in the roadway. Vehicle 2 , a GMC Sierra pickup, was northbound rounding the same curve . Vehicle 1 attempted to pass a non-contact Vehicle by moving into the northbound lane over a solid yellow lane marking. Vehicle 1 collided it's front and left side with the left side of Vehicle 2. Vehicle 1 tumbled south to final rest in the southbound lane coming to rest on its left side. Vehicle 2 applied it's brakes upon seeing Vehicle 1 come into it's lane and skid to a stop in the northbound lane. The 40 year old male driver of the motorcycle was killed in the crash. Driver action was listed as improper passing on left and most apparent contributing factor was aggressive driving. The road surface was a dry asphalt surface with clear weather conditions.

2022 Fatal Crash Descriptions—continued

County Rd 74E: The crash occurred County Rd 74E approx. 800 feet west of Mountain Shadow Dr on November, 18, 2022 at 12:45PM. Vehicle 1, a Chevy Avalanche travelling westbound on County Rd 74E, was on an uphill right hand curve that started to go downhill. Vehicle 2, a Chevy Tracker was eastbound on CR 74E. Vehicle 1 spun out of control clockwise on an icy, snow covered road surface. Vehicle 1 rotated out of it's lane and into the eastbound lane directly in the path of Vehicle 2, Vehicle 1 rotated approx. 90 degrees to the left when it's left rear collided with the front, left front of Vehicle 2. Vehicle 1 rotated back counter-clockwise from the impact and travelled NW into the westbound right turn lane where it came to rest on its wheels. After contact, Vehicle 2 rotated counter-clockwise and traveled east where it came to rest on its wheels facing west in the eastbound lane. Road conditions for the asphalt road were listed as icy/slushy/wet with cloudy weather and the crash occurred during daylight hours. Driver 1, a 68 year old male was cited for Careless Driving Causing Death. Drive actions were listed as driving too fast for conditions and lane violation. The 68 year old male driver of Vehicle 2 was killed in the crash. Both drivers and passenger in Vehicle 1 were wearing seatbelts.

Storm Mountain Drive: The crash occurred on Storm Mountain Drive, a public road in Larimer County, but not a county maintained road. The date was November 25, 2022 and the time of crash was 1:59PM. Location on Storm Mtn Drive was approx. 0.5 mi SW of Palisade Mtn Drive. Vehicle 1 a 1953 Ford pickup was travelling NE bound uphill on the Storm Mtn Rd. Vehicle 1 stalled and began to roll backward, southbound, downhill. Vehicle 1 went off the left side of the roadway and dropped into an embankment. Driver 1 fell out of the Vehicle and landed underneath the side of the Vehicle. The door on the driver's side was closed using a vice-grip, which made the door swing open if slightly touched. Vehicle 1 came to rest on top of the driver in the embankment on all 4 wheels facing NW. The driver was pronounced dead at the scene. The driver was a 73 year old male. The road surface was a dry non-paved surface, The crash occurred during daylight hours with clear weather. Crash report indicated the seat belt was not used.

Private Road Crash—Blue Mountain Trail: This crash occurred on a private road that is not maintained by the county. The crash was on Blue Mountain Tr approx. 1.46 mi north of Dry Creek Rd on September, 3, 2022 at 4:15PM. Vehicle 1, a 2003 Toyota Tundra pickup, was travelling northbound on Blue Mountain Tr. Vehicle 1 ran off the right side of the road, down a steep ravine and collided with a large boulder with it's front. Vehicle 1 began to roll in an easterly direction down the ravine. Vehicle 1 rolled at least 2 times and then collided with another large boulder with it's passenger side coming to rest on it's wheels next to the boulder Driver 1 was ejected from the Vehicle out the passenger window and came to rest near the right front of Vehicle 1. The driver of Vehicle 1, a 71 year old female was killed in the crash. The driver was not wearing their seat belt. Estimated Vehicle speed was 25 MPH and driver action was listed as lane violation. The non-paved road surface was dry. The crash occurred during daylight with clear weather conditions.

Appendix B

County Rd 21 and County Rd 8 Intersection

Crash Data related to Low Cost Safety Improvements

| | | Number Crashes Per Year | | | | | | | |
|----------------------------|---------------------|--|-------|-------|-----------|-------|--------|---------------|---|
| Segment | Time Frame | PDO | INJ | FAT | Total Avg | Minor | Severe | Date Improved | Notes |
| CR 21 at CR 8 Intersection | Type of Improvement | Thermoplastic Pavement Markings, Crossroad warning signs, Cross Traffic Deos Not Stop signs added to Stop sign posts | | | | | | | Average of 5years before improvements and 5 years after |
| | Before Improvements | 1.40 | 0.40 | 0.00 | 1.80 | 1.40 | 0.40 | 12/19/2014 | |
| | After Improvements | 1.20 | 1.00 | 0.20 | 2.00 | 1.20 | 1.20 | | |
| | Change | 14% | -150% | -100% | -0.11% | 14% | -200% | | |
| CR 21 at CR 8 Intersection | Type of Improvement | Addition of Amber flashers on CR 8 and Red flasheres on CR 21 | | | | | | | Average of 5years before improvements and 1.5 years after |
| | Before Improvements | 1.60 | 1.00 | 0.20 | 2.80 | 1.60 | 1.20 | 9/7/2021 | |
| | After Improvements | 1.33 | 1.33 | 0.00 | 2.67 | 1.33 | 1.33 | | |
| | Change | 17% | -33% | -100% | -5% | 17% | -11% | | |

During the past few years, there has been a steady crash problem at the County Rd 8 and County Rd 21 intersection. The crash issues started around 2010 and led to the installation of several low cost safety improvements over the years. Factors that have contributed to the crashes include increasing traffic at the intersection particularly on County Rd 8, and sight distance issues due to buildings , trees and other plants located near the intersection. There have been many requests for a 4-way stop at this intersection, but volume warrants for a 4-way stop have not been met and there are concerns with peak hour backups with a stop condition on County Rd 8, which carries 4 times as much traffic as County Rd 21.

Low cost safety improvements have included oversize signs, additional signs, addition of Cross Street Traffic Does Not Stop signs on the stop sign posts, trimming back trees and other plants, the addition of pavement markings including Stop Ahead, Stop and Stop Bars, relocation of the Stop Bars closer to the intersection and in 2021, 24 hour solar flashers were added to the Stop signs on County Rd 21 and the Crossroad warning signs on County Rd 8.

Despite an overall reduction in crashes with these treatments, there continued to be an issue with serious crashes at this intersection. It was recommended that more extensive improvements through a capital project would be required at this intersection. The project was added to the county's capital improvement program. An analysis of the intersection determined that changing the intersection to a single lane roundabout would be the best improvement . That project is scheduled to begin construction in 2023. The conversion of traditional intersections to roundabouts have resulted in large reductions in serious crashes at Larimer County intersec-

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