



Safe Streets Task Force

City of Gunnison

December 8, 2022

Why is Traffic Safety a Top Priority?



“Traffic crashes are not accidents. They are preventable events. They represent personal, family and community tragedies regardless of fault”

-Joanne Fairchild, Portland Trauma Nurse

What is Vision Zero?

All built on the same ideas.

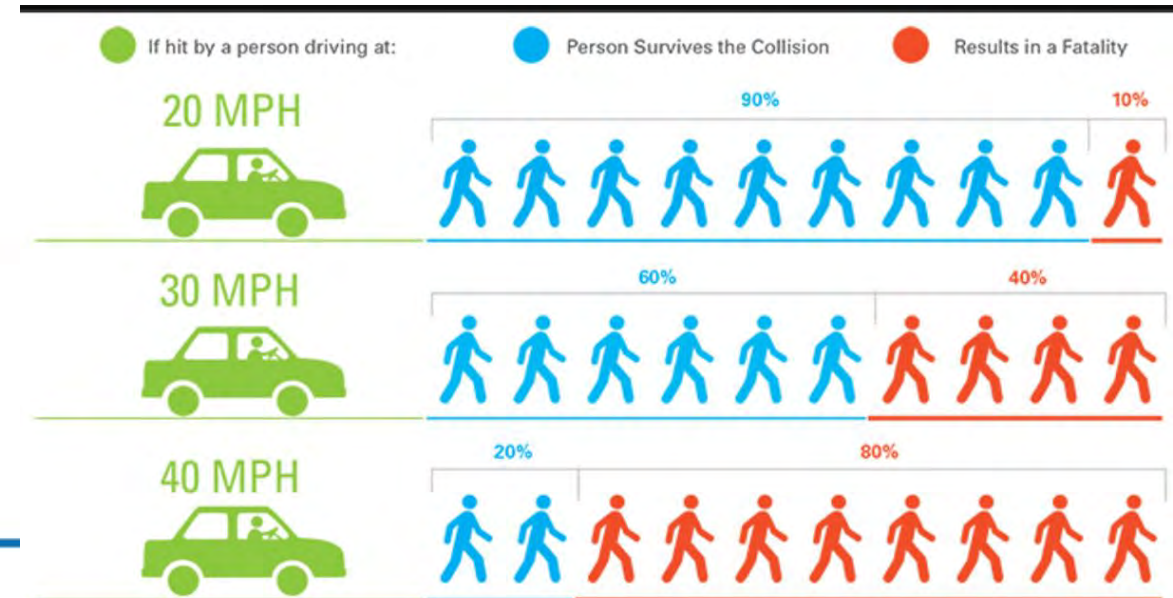
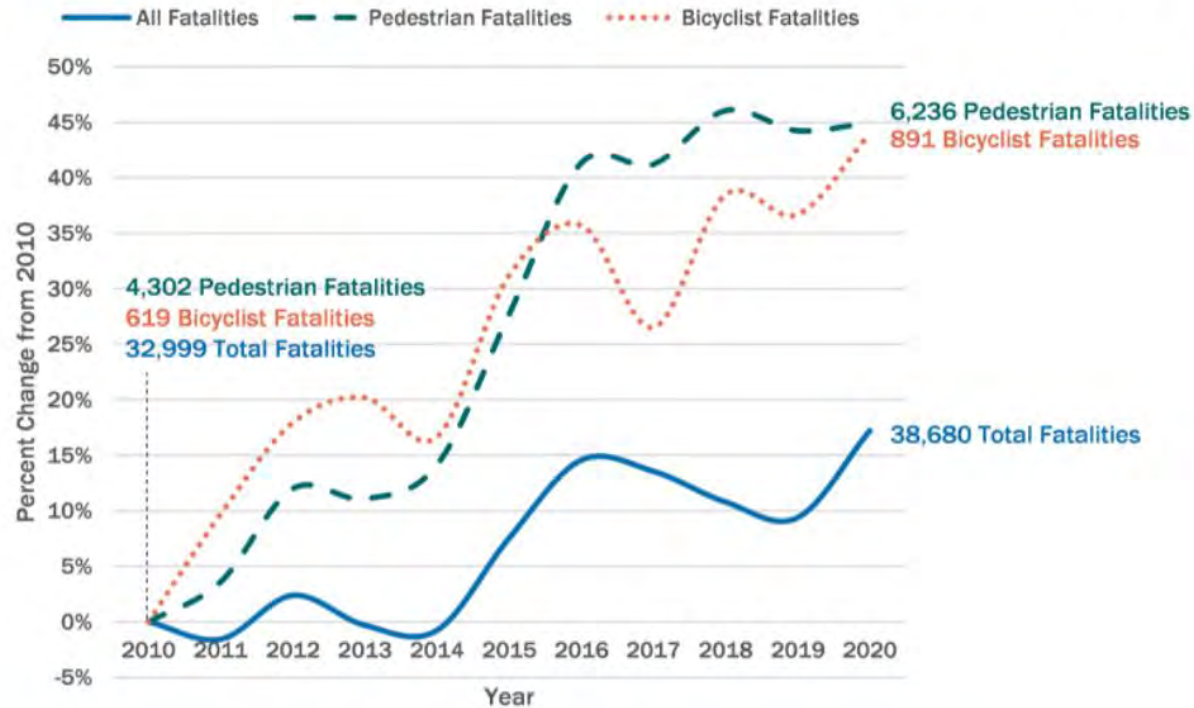


- Everyone has the right to move safely with the community
- Designer, policy-makers, enforcement officers, drivers and pedestrians share responsibility to ensure a safer system
- Crashes or collisions, not accidents.
- Focus on preventing and mitigating fatal and severe crashes
- Integrate human failing into approach
- More than just engineering and physical improvements
- Cost should not matter when saving lives

Crash Trends Nationally

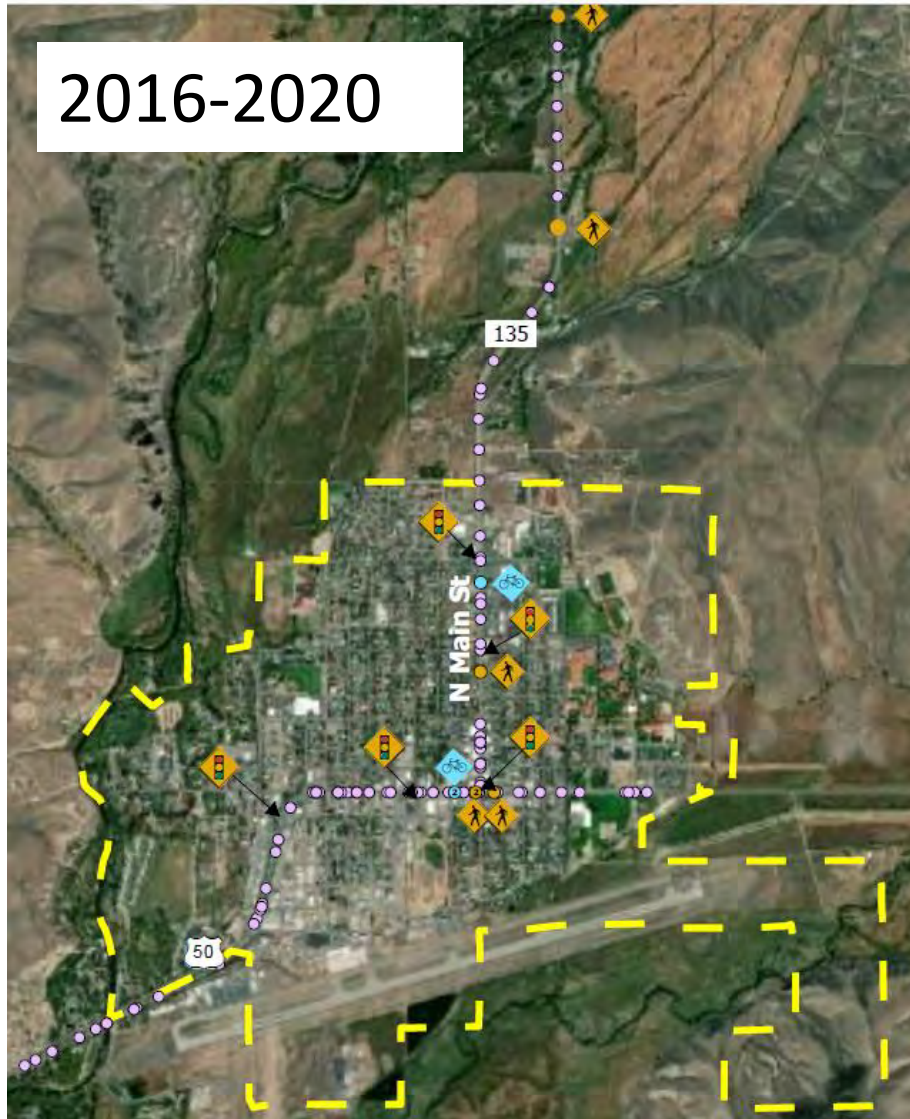
Fatalities among **all users** have been increasing.

Fatalities among **pedestrians** and **bicyclists** have been increasing even faster.



Serious Pedestrian and Bicycle Injury & Fatal Crashes in Gunnison

2016-2020



Pair of accidents result in injury and one fatality

Times Staff Report

The following is the currently available information from the Gunnison Police Department regarding two recent accidents. The *Times* will report more details as they become available.

On Aug. 2, 2022, at approximately 11:50 a.m., the Gunnison Police Department responded to a medical call at a construction site on the east side of the City of Gunnison, 2401 E. New York Ave., in the Gunnison Rising development.

Emergency Medical Services (EMS) were called to a construction accident. A Gunnison police officer was met by individuals working at the construction site who were providing medical aid to a severely injured

54-year-old male coworker.

Law enforcement assisted with medical aid prior to EMS arrival. EMS arrived and continued emergency resuscitation efforts, however, the injured male succumbed to his fatal injuries. The Gunnison County coroner and Gunnison Police Department are investigating the death and at this time it appears to be a tragic accident. The deceased 54 year old male is a resident of the Gunnison Valley.

On Aug. 6, 2022 at approximately 10 p.m. officer(s) with the Gunnison Police Department responded to the intersection of Main St. and Georgia Ave. for a vehicle/pedestrian accident. The Gunnison County Sheriff's Department also responded to

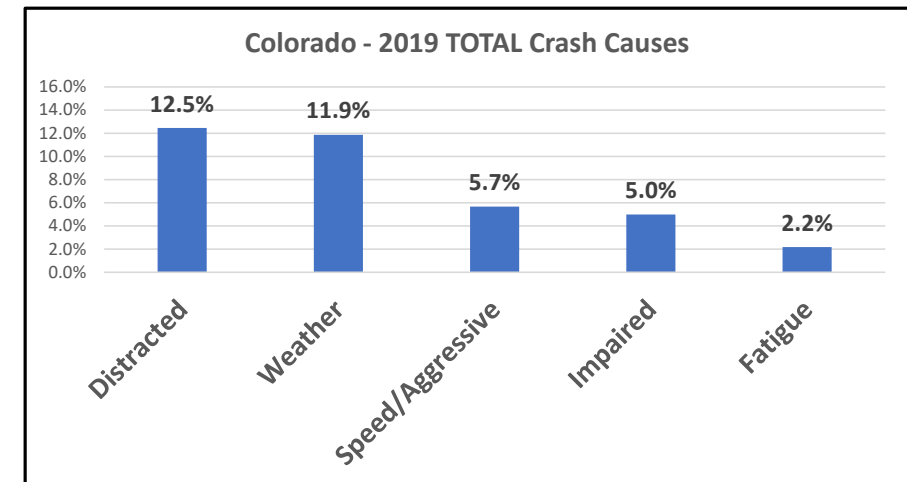
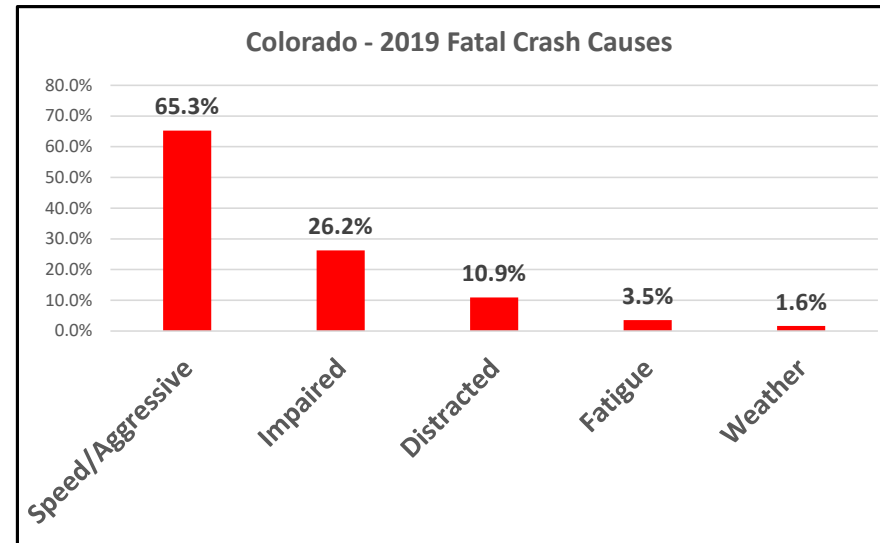
assist.

A 50-year-old Gunnison resident was struck by a vehicle in the crosswalk on the south side of the intersection. The pedestrian was transported by Gunnison Emergency Services to Gunnison Valley Hospital. The driver of the vehicle, 74-year-old Texas resident, Albert Wharton was issued a summons for Careless Driving Causing Injury and Failed to Yield the Right-of-Way to Pedestrian in a Crosswalk. The driver exhibited no signs of impairment during the accident investigation.

If you have any information about these incidents, or any other criminal act, please contact the Gunnison Police Department at 970.641.8200, extension 1.

Factors in Serious Crashes

- Speeding
- Distracted Driving
- Impaired Driving
- Reckless Driving
- Fatigued Driving
- Weather



Source: 2019 CDOT Crash Data

Why do we need a Plan?

- To outline a way to reduce crashes and reduce risk
- To be proactive in integrating safety into all aspects of the City's transportation network planning, operations, design and maintenance
- To raise public awareness
- To improve the quality of life in the City for residents, visitors and workers
- To improve public health
- To reduce the economic losses to the City and community that stem from traffic crashes

How we used to get around....

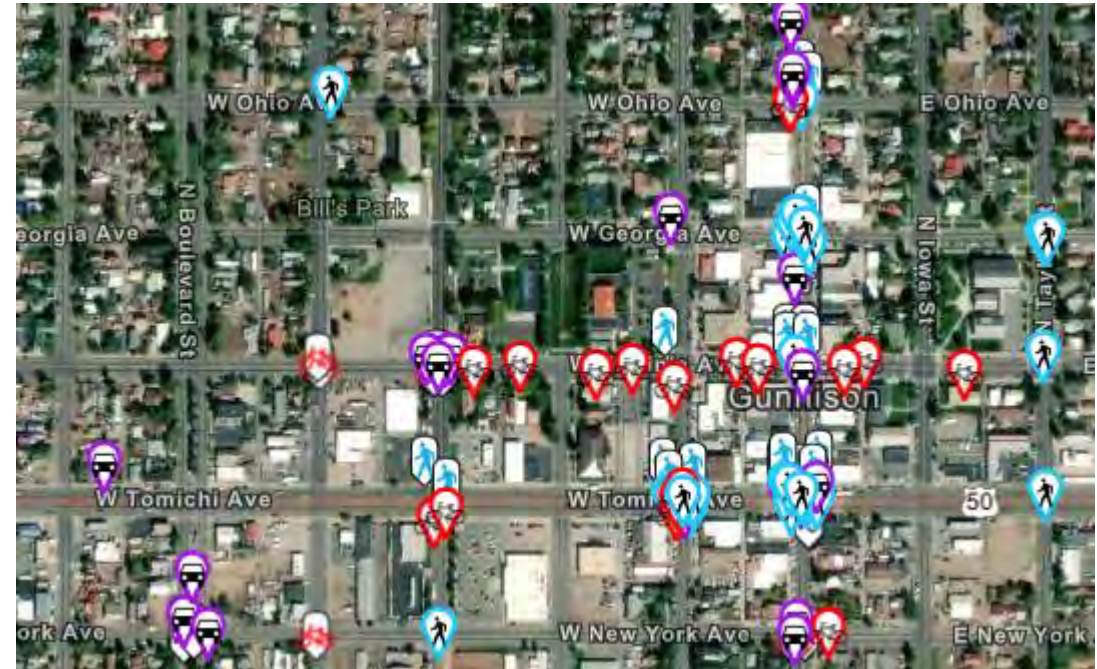


Our transportation network is not just for cars



What's happening already in Gunnison?

- Citywide Safe Streets Project
 - Community Input
- CDOT Coordination
- Hwy 50 / Hwy 135 Access Control Plans
- Gunnison 2030 Comprehensive Plan
- Non-Motorized Transportation Plan



The Six Es



Enforcement

- Targeted Enforcement Priorities (CSP/ City Police)
 - Speeding / Aggressive Driving
 - Distracted Driving
 - Impaired Driving
 - Red Light Running
- Target High Crash (High Injury) Areas
 - Move away from Complaint-Driven Enforcement
 - Ped/Safety Audits
 - Public Crash Data Portal

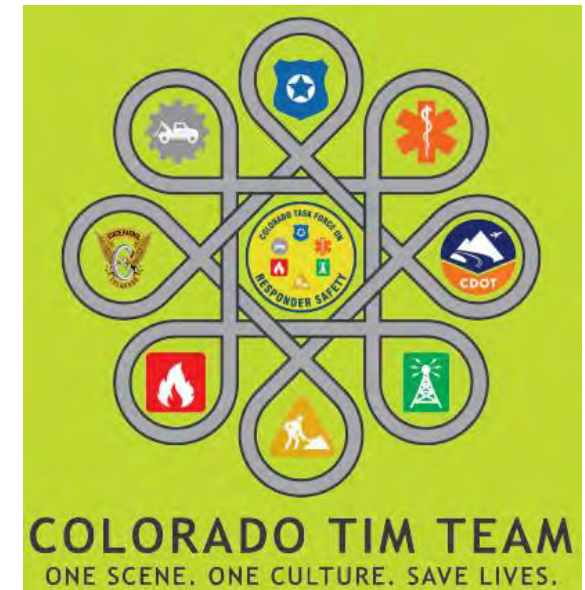


Emergency Management

- Crash and Incident Response – City/ County EMS
- Incident Management Plan (e.g. construction/ weather/ crash road closures and detours)
 - Communication Plan
 - Involve All Agencies
 - Lines of Authority / Collaboration
 - Crash Data Documentation and Accuracy
- Reduce Emergency Response Time
- Signal Preemption
- Temporary Traffic Control



**US 50 CONSTRUCTION
CHECK WEBSITE FOR
CLOSURE SCHEDULE
WWW.PROJECT.COM**



Education & Encouragement

- Improve Understanding of Vehicular / Ped / Bike Laws and Best Practices
 - Community Events
 - Safe Routes to Schools
 - Walk and Bike Audits
 - Business Support
 - Online Data and Information
 - Community Task Forces
- Set by Example
 - City Staff Take Drivers Test Each Year
- Track Changes by Crash Type and Causes



SafeRoutes
Colorado Safe Routes to School



Engineering (Design, Operation and Maintenance)

- Traffic Control Devices
 - Signals (timing, phasing)
 - All-Way Stops
 - Roundabouts
 - Pedestrian-Activated Beacons
 - Lighting
- Maintenance
 - Signing and marking
 - Roadside vegetation
 - Snow removal
- Design and Construct Complete Streets
 - Accommodate all roadway users
 - Traffic Calming to manage traffic volumes and speeds
- Capital Improvement Projects
 - Resurfacing/ rehabilitation
- New Development/ Roadway Construction
 - Design standards
 - Site Plan Review
 - Access Management



Case Studies – Peer Examples of Vision Zero

Following a traffic-safety study, Glenwood looks to CDOT, funding

News [FOLLOW NEWS](#) | September 18, 2022

Cassandra Ballard
Glenwood Springs Post Independent



LAKE TAHOE REGION SAFETY STRATEGY

TAHOE REGIONAL PLANNING AGENCY



SIGNALIZED INTERSECTION

LEADING PEDESTRIAN INTERVAL AT TRAFFIC SIGNAL

Leading pedestrian intervals (LPIs) allow pedestrians to start crossing in advance of turning motorists. The treatment makes pedestrians more visible to turning vehicles, making drivers more likely to yield to pedestrians crossing the street.

WHY WAS THIS CHOSEN FOR TAHOE?

- Multilane crossings along mixed land use corridors were noted as a pedestrian risk factor in the Tahoe Region.
- LPIs give pedestrians a head start, making them more visible to motorists.

PLACEMENT CONSIDERATIONS

- LPIs provide a minimum head start of 3-7 seconds, depending on crossing distance.
- May be combined with curb extensions to improve visibility of pedestrians to motorists at high-conflict intersections.
- LPIs can be implemented in combination with signs reminding motorists that turning vehicles are required to yield to pedestrians.

CRASHES

APPLICABLE TYPES
**PEDESTRIANS
AND BIKES**

60%
POTENTIAL
CRASH
REDUCTION*

PLANNING-LEVEL COST

\$1K-2K
PER CROSSING

EXPECTED DESIGN LIFE

20
YEARS

HSIP ELIGIBILITY

100%

0%

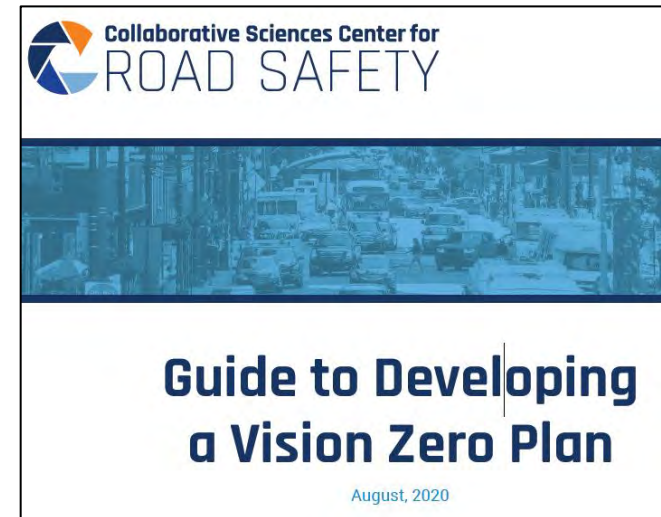
* Caltrans "Local Roadway Safety Manual," Version 1.4, June 2018

What are we asking from you?

- Input, input and input
- What are the key emphasis areas?
- What goals can we set?
- How should we measure our success
- Continued involvement – spread the word

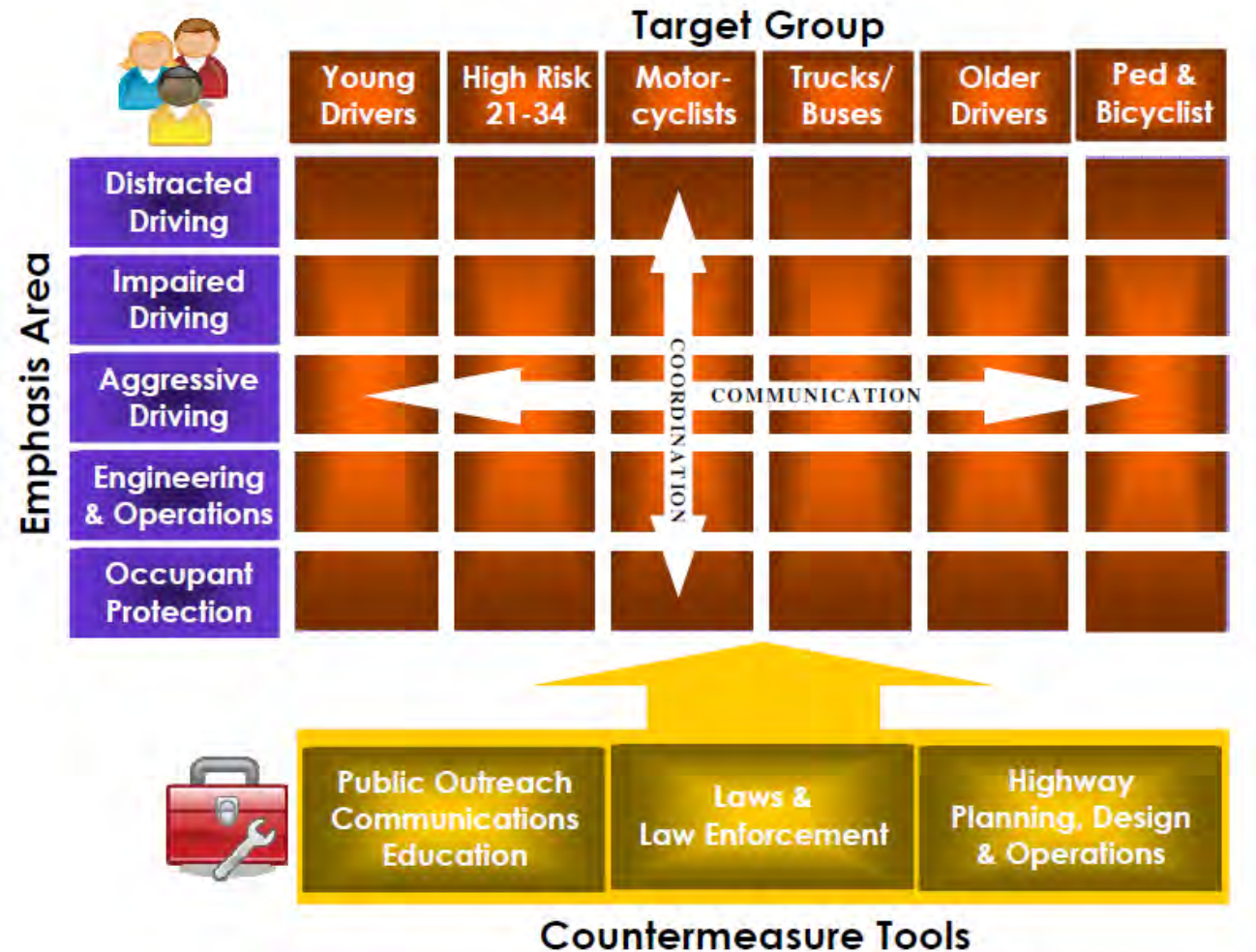
City of Gunnison Safe Streets Plan

- Set Vision Zero goal and timeline
- Prioritize safety and accessibility for all street users
- Collaboration and leadership to improve safety and mobility through the “Five E’s”
- Define an approach to safer streets to enhance quality of life
- Prioritize community engagement and outreach
- Assessment of crash data and existing street design
- Assessment of best practices and other existing Vision Zero plan
- Develop an Action Plan with goals, strategies, tools measurement and reporting



What should be our areas of emphasis?

- Building a sustaining leadership, collaboration and accountability
- Collecting, analyzing and using data to understand trends and causes
- Prioritizing community engagement (Safe Routes to School Walk and Bike Days)
- Speed enforcement
- Adopting a resolution committing to Vision Zero
- Quick Win Safety Operational and Design Improvements
- Coordination with Gunnison County/CDOT Safe Streets for All



Refine Emphasis Areas

- **Goal:** broad primary outcome
- **Objective:** define measurable change
 - Increasing/decreasing statistic
- **Strategy:** how to accomplish objectives, general approach
 - X in order to X
- **Tactic:** specific tool or activity
 - Due date and person responsible

Goal: Citywide Safe Streets in Gunnison

Objective:

Objective:

Objective:

Objective:

Strategy:

Strategy:

Strategy:

Strategy:

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Strategy:

Strategy:

Tactics:

Tactics:

Tactics:

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Tactics:

1 REDUCE SPEEDING

- Why is this important?
 - greater speed increases both the likelihood of a collision occurring and serious injury or fatality as an outcome

2 REDUCE DISTRACTED/AGGRESSIVE DRIVING

- Why is this important?
 - Today's drivers are inundated with distractions; the meals and drinks that typified "distracted driving" two decades ago are now joined by ever-more-capable smartphones, infotainment screens, digital billboards, and more.
 - Unlike speeding—which is readily measured from outside a vehicle—distracted driving is more difficult for law enforcement to detect, especially at the high speeds when its consequences are most severe.

3 IMPROVE ENGINEERING & OPERATIONS

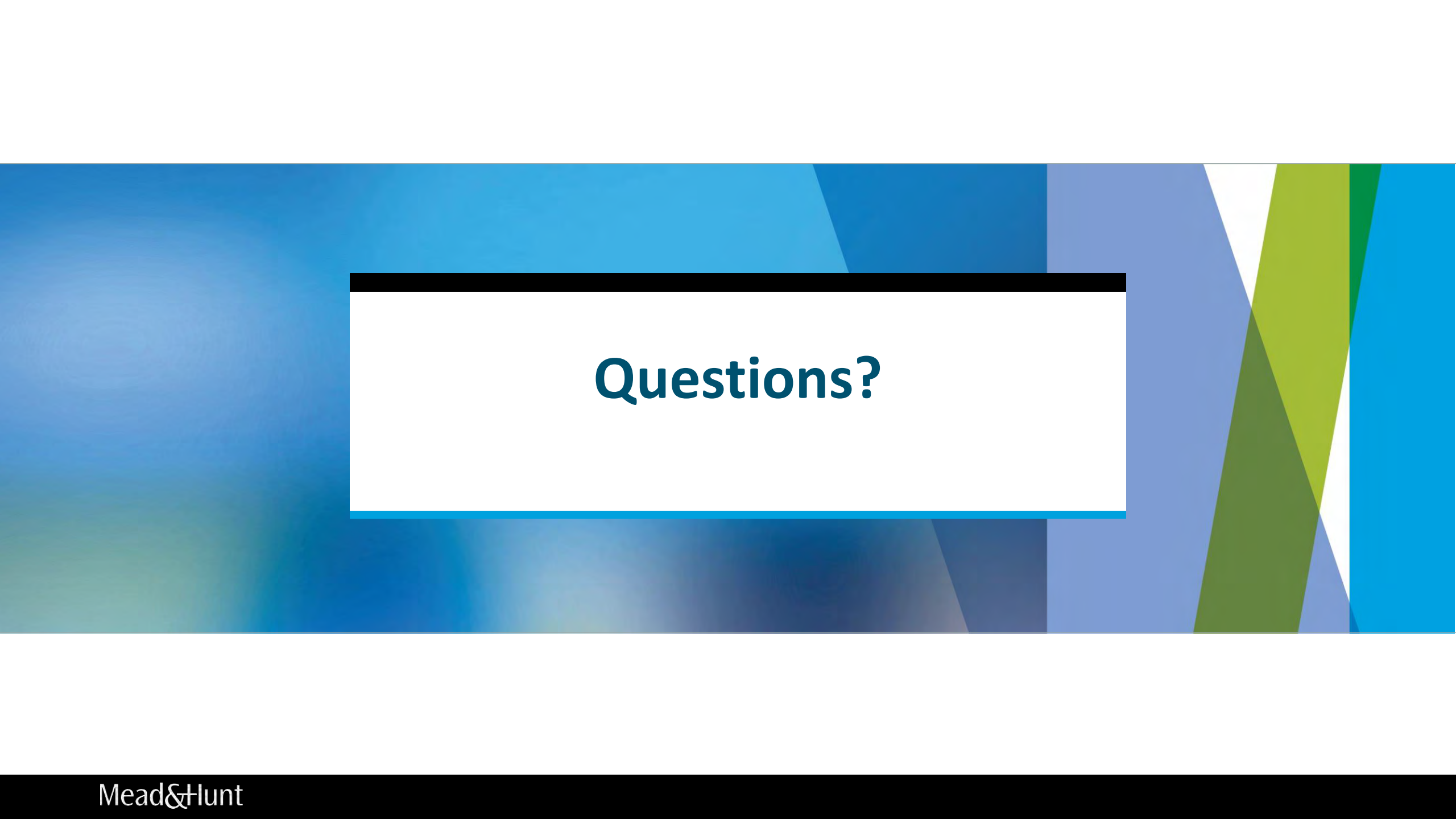
- Why is this important?
 - The built environment can be designed in a way that reduces risks for people and reduces severity in the event of a crash.

4 ENHANCE ENFORCEMENT

- Why is this important?
 - Traffic enforcement reduces crashes, prevents crime, helps solve some specific crimes, and reduces harm to people and property in the community

Schedule and Next Steps

- Student field walk (secondary and college)
- Other stakeholder input (RTA, Rec and Parks)
- Hot Spots and Quick Win Concepts
- Engineering design standards
- Strategies, actions and goals
- Technical Stakeholder Coordination (CDOT and Gunnison County)
- Task Force Meeting #3
- Final Open House
- Council / Commissioners Presentation
- Final Report



Questions?