2026

City of Fountain
Safety Action Plan

City of Fountain
Safety Action Plan

Prepared for:

116 South Main Street
Fountain, Colorado 80817

Prepared by:

March 2026

Acknowledgements

The 2026 City of Fountain Safety Action Plan (SAP) is a critical step toward achieving zero deaths and severe injuries on Fountain streets by 2045. The City of Fountain would like to dedicate this plan to the people who have lost their lives or have been severely injured through traffic crashes.

Thank you to the City of Fountain staff, agency partners, and community organizations that assisted in the City of Fountian SAP.

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Message from the Mayor

Dear Residents of Fountain,

As your mayor, I am writing to express my strong support for the 2026 City of Fountain Safety Action Plan (SAP). I am dedicated to providing a safe environment for people who live, work, visit, and travel through our community. This plan is a critical step towards achieving our goal of eliminating fatal and severe injuries on Fountain's streets by 2045.

The development of the City of Fountain 2026 SAP has been a collaborative process, one that reflects the values of our community. We have actively sought and incorporated input from residents, stakeholders, and our own City staff. Through our project website, powered by online Comment Form, Comment Map, and Community Safety and Safety Priorities surveys, we have listened to your concerns and priorities. This public input has been bolstered by stakeholder input gathered from the Oversight Committee and Task Force. Your feedback has been instrumental in shaping the plan's strategies and objectives.

The Fountain SAP embraces a Safe System Approach, recognizing that traffic safety is a shared responsibility. It focuses on creating safer roads, speeds, vehicles, and behaviors, all within a system that mitigates the impact of human error. By addressing all these factors, we can create a transportation network that is more forgiving and ultimately safer for everyone.

The 2026 City of Fountain SAP outlines a range of strategies to improve safety, including:

- Enhancing infrastructure for pedestrians and bicyclists
- Managing speeds to reduce the severity of crashes
- Improving intersection safety through design and technology
- Focusing on behavioral changes through education and enforcement

These strategies are data-driven and tailored to meet the needs of the City of Fountain.

The implementation of this plan will require ongoing collaboration and commitment. However, the potential benefits are immense. By working together, we can create a safer, healthier, and more vibrant community for all. I urge every resident to support the 2026 City of Fountain SAP and join us in our efforts to make Fountain a city where traffic fatalities and severe injuries are no longer a reality.

Sincerely,

Sharon Thompson
Mayor, City of Fountain

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List of Abbreviations & Definitions

AASHTO – American Association of State Highway and Transportation Officials

ACP – Access Control Plan

AT – Approach Turn

Ave – Avenue

Blvd – Boulevard

CDOT – Colorado Department of Transportation

CSP – Colorado State Patrol

DiExSys - Diagnostic **Ex**pert **Sys**tems (Vision Zero Suite developer)

Dr – Drive

DUI – Driving Under the Influence

EB – Eastbound

EMS – Emergency Medical Services

FARS – Fatal Analysis Reporting System

FHWA – Federal Highway Administration

FD – Fire Department

HIN – High Injury Network

HSM – Highway Safety Manual

ITE – Institute of Transportation Engineers

KPI – Key Performance Indicators

KSI – Fatal (Killed) and Serious Injury [Crashes]

LOSS – Level of Service of Safety

LOSS Severity – Level of Service for Safety Weighted Crash Severity

NB - Northbound

NCHRP – National Cooperative Highway Research Program

NHTSA – National Highway Traffic Safety Administration

OC – Oversight Committee

PD – Police Department

PedSafe – Pedestrian **Safe** (connected vehicle technology crash avoidance system)

Pkwy – Parkway

PPACG – Pikes Peak Area Council of Governments

PSC – Proven Safety Countermeasures

PW – Public Works

RRFB – Rectangular Rapid Flashing Beacon

SAP – Safety Action Plan

SB – Southbound

SD – School District

SRTS – Safe Routes to School

Site Session – Website Session

SSA – Safe Systems Approach

SS4A – Safe Streets and Roads for All

SSC – Speed Safety Cameras

St – Street

TF – Task Force

TMP – Transportation Master Plan

TRB – Transportation Research Board

V-Room – Virtual Room (for online presentation of Public Open Houses)

VRU – Vulnerable Road User

VSL – Variable Speed Limits

VZS – Vision Zero Suite (software and database used for crash analytics)

WB – Westbound

Vision Zero Commitment

A Vision of No Fatalities

The City of Fountain is committed to reducing fatal and serious injury crashes across its transportation network. With the City's adoption of its first ever transportation safety plan, it has committed to the safety and welfare of its citizens, business owners, and guests. The City will translate the Safety Action Plan's (SAP) Vision, into tangible improvements on the ground. The Plan provides a clear path from planning and analysis to action—identifying the policies, projects, stakeholders, and resources needed to create a safer, more connected transportation system for all. This plan is the first step in meeting the City's vision of no traffic fatalities and no serious injuries by the Year 2045.

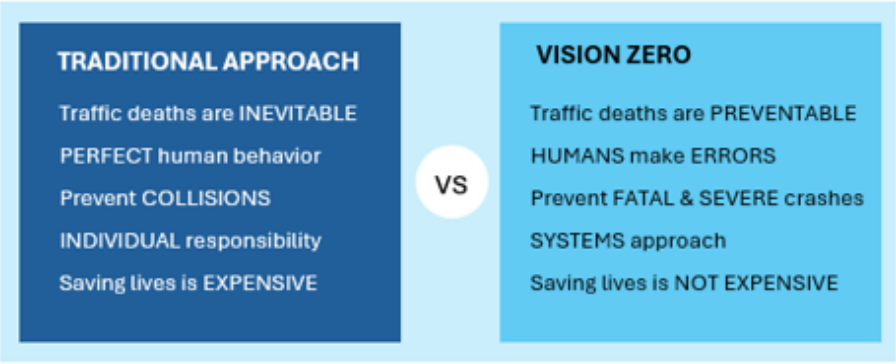
Vision Statement

The City of Fountain is committed to becoming a thriving community connected by safe streets to achieve the Vision Zero goal of no traffic fatalities and no serious injuries on its streets and roadways regardless of mode of transportation.

The SAP serves as a roadmap for actionable items and is intended to guide decisionmakers, project partners, and community members as Fountain moves toward achieving its vision for transportation safety. By prioritizing data-driven improvements, strengthening partnerships, and coordinating funding resources, the City will be better prepared to implement high-impact safety projects efficiently and effectively.

A Different Approach

While the goal of zero roadway fatalities and severe injuries among all road users by 2045 is a bold and sometimes daunting and potentially unobtainable goal, setting that goal publicly is important to making real advancement. Our bold vision demands equally bold action that starts with setting a clear approach to guide City plans, policies, and programs. Fountains vision is in concert with national and international Vision Zero initiatives to eliminate all traffic fatalities and severe injuries, while improving mobility for all.



A Vision Zero approach prioritizes proactive actions over reactive ones-following the principle that a systemic approach with multiple layers of safety actions will save lives.

A Collaborative Approach

To support the development of the Safety Action Plan (SAP), the City of Fountain convened a multidisciplinary Safety Task Force to foster meaningful cooperation among key governmental agencies and community stakeholders. The Task Force included representatives from the City of Fountain; El Paso County Public Works and Sheriff's Office; the Colorado Department of Transportation and Colorado State Patrol; Fort Carson Army Post; the Pikes Peak Area Council of Governments (PPACG); Colorado School Districts 3 and 8; and the Citizen Roadway Focus Group. The City of Fountain ensured broad internal participation, with members from Public Works, Police, Fire/EMS, Transportation, Planning, and Economic Development.

The City strongly values cross-agency collaboration, and the Safety Task Force is expected to continue meeting regularly following adoption of the plan. Ongoing coordination with regional partners and community stakeholders will be central to successful SAP implementation. As PPACG completes its own regional Safety Action Plan, there is an opportunity to align efforts and strengthen partnerships—both with PPACG and other regional agencies—to advance shared Vision Zero goals.

The Safe Systems Approach

Fountain's SAP follows the Safe System Approach identified in the Safe Streets for All (SS4A) program. It is a holistic, proactive roadway safety framework built on the principle that human mistakes are inevitable, but severe and fatal crashes are not. It shifts the focus from preventing all crashes to preventing *death and serious injury* by designing a transportation system that anticipates errors and minimizes their consequences. This approach emphasizes shared responsibility among planners, engineers, policymakers, and road users, and is organized around five interconnected elements:

- **Safe Roads**, which promote forgiving designs that reduce crash severity.
- **Safe Speeds**, ensuring travel speeds align with the context and safety needs of all users.
- **Safe Vehicles**, which incorporate devices that protect occupants and vulnerable road users.
- **Safe Road Users**, supporting responsible behaviors through education and programs.
- **Post Crash Care**, ensuring rapid and effective emergency response.

Together, these elements help create safer, more resilient transportation networks that systematically reduce fatal and serious injury crashes.

Resolved Commitment

The City of Fountain expresses its strong support for the Safe Streets for All (SS4A) Safety Action Plan, recognizing its vital role in advancing a safer, more resilient transportation system for all roadway users. We have adopted a City Resolution affirming our commitment to reducing serious injuries and fatalities on local streets by adopting data-driven strategies, collaborative community engagement, and proven safety measures outlined in the safety plan. Through this commitment, the City pledges to incorporate the Plan's recommendations into local policies, project prioritization, and program implementation to ensure meaningful, sustained progress toward a safer future for all residents.

In addition to the resolution, the City amended its Strategic Plan to incorporate meaningful actions to reduce serious injuries and fatalities on our local roads. This will allow City Council to receive annual progress reports towards the City's vision of zero fatalities and serious injuries by 2045.

The executed resolution included as Appendix A – Guiding Resolution, confirms the City's support and commitment to The Fountain Safety Action Plan goals and objectives and as the pathway to move the needle toward ZERO fatal and serious injury crashes in the City.

SAFETY ACTION PLAN GOALS

GOAL 1 - ELIMINATE ALL ROADWAY AND SERIOUS INJURY FATALITIES.

Objective 1: Implement Vision Zero principles to attain no roadway deaths for any mode of transportation by 2045.

Objective 2: Establish and maintain a data-driven program to identify, address, and monitor high-crash locations and areas with elevated risk.

Objective 3: Implement a tiered approach to classify and prioritize safety projects based on cost, impact, and feasibility.

GOAL 2 – INTEGRATE SAFETY INTO ALL TRANSPORTATION PROJECTS.

Objective 1: Incorporate benefit-cost analysis into project selection to ensure funding prioritizes the most effective safety improvements.

Objective 2: When applicable, apply proven safety countermeasures in project development that will reduce crash frequency and severity, with emphasis on conflict reduction and speed management.

Objective 3: Embed safety considerations into every phase of project development, from corridor planning to long-term maintenance.

Objective 4: Ensure long-term maintenance of safety enhancements through dedicated planning, funding, and performance tracking.

GOAL 3 – BUILD A MULTIMODAL CULTURE OF SAFETY.

Objective 1: Expand public education, targeted enforcement, and emergency response capabilities to reinforce safer behaviors and faster post-crash care.

Objective 2: Adopt a Complete Streets Policy and require all new development and growth to incorporate its principles that support safe travel for all modes.

Objective 3: Adopt a minimum emergency response time and ensure it is maintained as the City continues to grow.

GOAL 4 – TRACK PROGRESS AND PROMOTE ACCOUNTABILITY:

Objective 1: Develop and implement a performance monitoring framework to measure safety outcomes, evaluate project effectiveness, and adjust strategies based on results.

Objective 2: Report progress transparently to leadership, stakeholders, and the public to sustain long-term commitment and trust.

Executive Summary

In November 2024, the City of Fountain secured $188,160 in federal Safe Streets for All grant funding to address serios safety concerns within the City. These funds, matched with $47,040 in local funds for a total of $235,200, were used to develop this Vision Zero focused Fountain Safety Action Plan, with the goal of reducing traffic fatalities and severe injuries and creating safer roads for Fountain residents and visitors.

For the most recent five-year period for which data was available (2019-2023), prior to receiving the grant, Fountain was tied with Wheatridge for the second highest fatal crash rate for Colorado cities of similar size. More recent data for the City of Fountain included 8 serious injury crashes and 1 fatal crash and 7 serious injury crashes and 3 fatal crashes in 2023 and 2024, respectively. The 2025 crash data was not available for this effort.

Fatal Crash Rates per 100,000 Population for Colorado Cities			
City	Population	Average Fatal Crashes/Year	Fatal Crash Rate
Brighton	45,776	5.4	11.8
Wheat Ridge	32,263	3.0	9.3
Fountain	28,108	2.6	9.3
Montrose	21,003	1.4	6.7
Englewood	33,634	2.0	5.9
Pueblo West	34,337	2.0	5.8
Lafayette	31,002	1.8	5.8
Littleton	45,465	2.6	5.7
Northglenn	38,520	1.6	4.2
Windsor	42,840	1.2	2.8
Evans	22,461	0.6	2.7
Louisville	24,641	0.2	0.8
Average for Colorado Cities	33,368		5.9

This Fountain Safety Action Plan was developed using a data-driven analysis to understand where the City may strategically deploy its resources to attain the collective goal of reducing serious injuries and fatalities on city streets and roads. The plan recognizes that while most crashes only involve motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling, or riding a motorcycle.

Why Vision Zero?

- Vision Zero believes loss of life is not an acceptable price to pay for mobility.
- Vision Zero seeks to eliminate traffic fatalities and severe injuries on the transportation system by providing a proactive and multifacted approach.
- The goal of Vision Zero is to integrate safety principles consistently, in collaboration with our partners, during planning, design, and implementation of transportation improvement projects and programs citywide.
- The City of Fountain is committed to becoming a thriving community connected by safe streets to achieve the Vision Zero goal of no traffic fatalities and no serioud injuries on its streets and roadways regardless of mode of transportation.
- The City of Fountain hopes to achieve its goal of no traffic fatalities and no serious injuries on its streets and roadways by 2045.

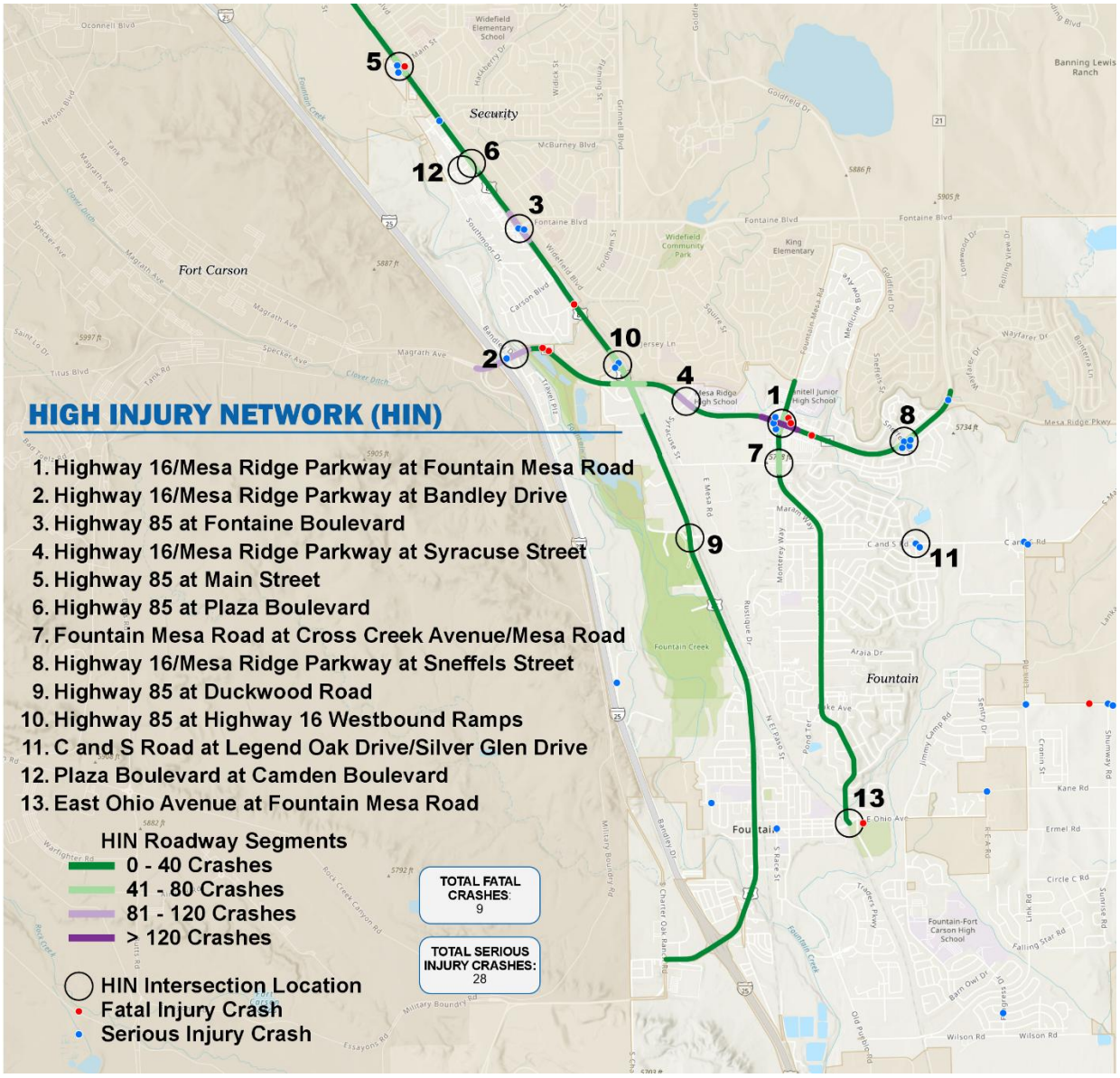
Need for a Safety Plan

Within the analysis period of 2020-2024 there were 9 fatalities and 28 serious injuries on Fountain's roadways. With these realities affecting the lives of our loved ones, designing mobility in cities with safety in mind is a key component towards systematically eliminating fatalities and promoting a higher quality of life in Fountain. To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, the Fountain Safety Action Plan was developed, rooted in the core elements of Vision Zero and the Safe System Approach (SSA).

Vision Zero is a road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable. We can reach the Zero Goal in the region by following the core elements of Vision Zero within the Safe System Approach-which acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. More information about Vision Zero and the Safe System Approach is provided in Chapter 01 - Introduction.

What are Fountain's Transportation Safety Issues?

This Fountain SAP was developed using a data driven analysis to understand where the City may strategically deploy its resources to attain the Vision Zero goal. Assessing crash data, including the types of crashes, behavioral factors leading to crashes, and elements of the built environment provide the framework to identify future roadway improvements to create safer streets. A High Injury Network (HIN) recognizing crash trends was identified to prioritize efforts in order to efficiently reduce serious crashes and injuries. Programmatic and physical improvement strategies were then identified and prioritized. Additional details about crash trends in the City are provided in Chapter 2 – Crash Trends and Analysis.



Stakeholder and community input were a critical component for identifying transportation safety issues within the City. City staff and leadership committed to the Fountain Safety Action Plan by supporting the plan development process and informing the public about the importance of traffic safety and the goal of reducing traffic fatalities and serious injuries. Chapter 3 – Public Engagement describes the public engagement that was conducted as a part of this plan, and how that feedback was incorporated in the final recommendations.

How will Fountain get to Zero Traffic Deaths and Serious Injuries?

There is not a single solution to reach zero traffic deaths and serious injuries. It is recognized that achieving Fountains Vision Zero goals and objectives will require a multidisciplinary and collaborative approach. Chapter 4—Policy Review and Chapter 5—Toolkit and Prioritization provide details on the engineering and non-engineering approaches such as enforcement and engagement that the City will implement to help reach its goal of reducing serious injuries and fatalities. Together, these chapters identify and prioritize recommended actions that include policies, programs and physical improvements.

The Fountain SAP is firmly grounded in a rigorous, data-driven approach and vetted in feedback received from stakeholders and the community. Analyzing crash trends along with community and roadway characteristics provided the foundation for understanding road user behavior and the elements of the built environment that have led to serious crashes. Data was complied, analyzed, and mapped to identify causational relationships and corresponding solutions were identified to help decision makers understand safety concerns and take action to mitigate them. In addition to physical changes to the roadway system, lighting upgrades, intersection improvements, pedestrian or bicycle improvements, behavioral strategies and community-wide strategies were identified and prioritized. Additional details are included in Chapter 6—Plan Recommendations.

How will Fountain Track Progress to Vision Zero?

The City will use its Safety Dashboard to monitor continued progress toward achieving the Vision Zero goal. The underlying dashboard database will be updated as new data becomes available, annually or semi-annually. For the annual Strategic Plan assessment, the City will assess progress toward Vision Zero goals by comparing crash trends to the prior year and the trends documented in the Safety Action Plan and report back to City Council the findings.

What actions does the City need to take?

Through the planning process, the SAP has identified priority areas and countermeasures to be applied to HIN corridors and other priority locations, as outlined in Chapter 6—Plan Recommendations. By focusing on high-incidence locations, the City of Fountain and partner agencies (e.g., CDOT, Fort Carson, El Paso County, and Police and Fire) are well-equipped to pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented.

01

Introduction

1. Introduction

In 2024, Fountain was awarded a Safe Streets for All (SS4A) grant to develop its first transportation safety focused action plan. This first-ever City of Fountain Safety Action Plan (SAP) identifies safety concerns, provides a toolkit of solutions, and establishes a prioritized program of actions to effectively move the needle toward ZERO fatal and serious injury crashes in the City. The framework to accomplish this goal was developed through comprehensive safety analysis, focused community engagement, impartially distributed safety actions, and transportation policy reform. Together actionable strategies and projects identified by this Safety Action Plan will improve transportation safety for the citizens of Fountain.

This new transportation safety plan will help the City of Fountain position itself to achieve its "Vision Zero" goal by reducing the number of deaths and severe crashes. At its core, this goal is inspired by the belief that traffic collisions are preventable, and even one loss of life is too many. The plan has been developed through a data-driven process improving safety in the city through first analyzing crash data for the region to understand where, why, and how crashes occur. The plan will guide Fountain and partner agencies in improving safety through implementation of recommended countermeasures based on the safety data analysis, community and stakeholder feedback, and a prioritized list of projects.

No one entity or agency can fix road safety problems alone. This Safety Action Plan was developed through a coordinated planning effort led by the City of Fountain's Engineering Department in partnership with stakeholders including the Colorado Department of Transportation, the El Paso County Public Works Department, the Pikes Peak Area Council Governments, Fort Carson, Widefield School District 3, Fountain-Fort Carson School District 8, the Colorado State Patrol, and other local stakeholder groups. With this Action Plan, the City of Fountain has joined communities around the world that are working to stop traffic deaths and serious injuries through the Safe System Approach. This plan:

- **Identifies High Injury Networks (HIN)**, including intersections, local streets, state highways, and vulnerable user locations with the highest risk of fatal and serious injury crashes. The thirteen HIN intersections prioritized by Fountain's HIN have experienced 58.3% of all City of Fountain crashes in the past five years (2020-2024), including 53.6% of serious injury crashes and 55.5% of all fatal crashes.

- **Augments data-driven analysis with qualitative analysis** by engaging stakeholders and the community and incorporating their feedback and review of the HIN and safety concerns.

- **Identifies barriers and opportunities** to reach Vision Zero goals by reviewing existing and proposed policy.

- **Recognizes the transportation needs of underserved communities** that may have been disproportionately affected by traffic crashes. The Highway 85/Santa Fe Avenue corridor, located within a historically underserved area of the City, has experienced 43.8% of all HIN intersection crashes, and 30% of all City of Fountain serious-injury or fatal crashes. This corridor is prioritized for corrective actions as part of the SAP Implementation Plan.

- **Prioritizes feasible projects that will have the greatest safety impacts**. Fountain will collaborate with our regional partners to implement changes and monitor long-term progress on safety.

SAP Components

The SAP includes all required elements needed to qualify for future SS4A implementation funding. Specifically, it includes leadership and policy commitment to Vision Zero aspirations, safety analysis, public engagement, planning/stakeholder involvement and collaboration, equity considerations, strategy and project selection, ongoing progress tracking and transparency with the SAP and its information being made available to the public. Specifically, the SAP includes:

- An analysis of crash data from the past five years, including identification of high-incident locations and a summary of the key factors contributing to crashes, particularly those involving serious injuries and fatalities.

- A systemic review of roadway characteristics and risk factors that may increase the likelihood of future crashes.

- An evaluation of existing plans, policies, and roadway design standards to determine where updates could help reduce serious injuries and sustain a goal of zero fatalities.

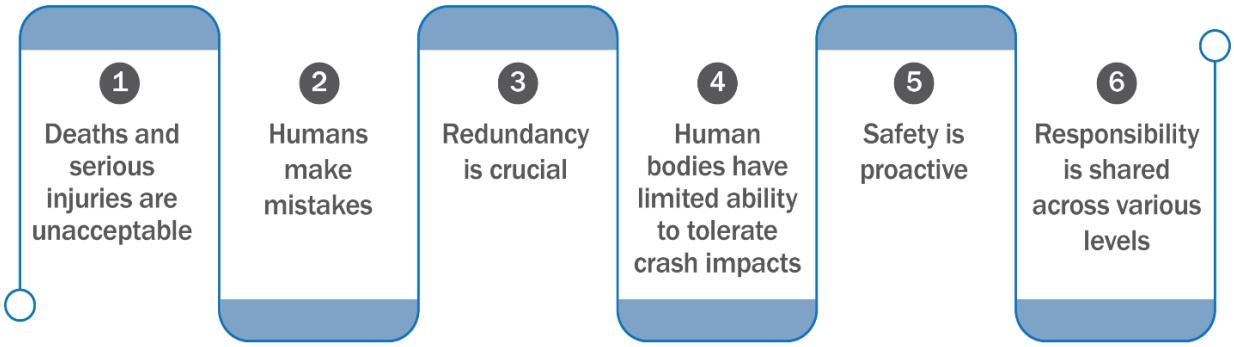
- A summary of community and stakeholder engagement efforts and how that input helped shape and prioritize recommendations.

- Recommended countermeasures to address high-crash locations and areas within the roadway network that present elevated future risk.

- Guidance on next steps for tracking implementation and measuring the effectiveness of the SAP over time.

Safe Systems Approach Principles

FHWA's Safe Systems Approach for transportation safety aims to eliminate fatal and serious injuries for all road users. It embraces six key principles:



Cities can apply the Safe System Approach by making a clear commitment that traffic /deaths and serious injuries are unacceptable and by designing streets that anticipate human error while preventing those mistakes from resulting in severe harm. By layering multiple defenses across safe roads, safe speeds, safe vehicles, safe users, and strong post-crash response, cities create redundancy in the system so that if one safeguard fails, others still protect people from fatal or serious crashes.

Safe Systems Approach

Safe Systems Approach Overview

FHWA's Safe Systems Approach acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. While road users are responsible for their own behavior, there is a shared responsibility with those who design, operate, and maintain the safety of the transportation system, including the automotive industry, law enforcement, elected officials, and government agencies. In a Safe System, road system designers and operators take on the highest level of ethical responsibility to design and build our transportation system in a way that encourages safer behavior and provides safety redundancies.

SAFE SYSTEMS OBJECTIVES

- SAFER PEOPLE
- SAFER VEHICLES
- POST CRASH CARE
- SAFER ROADS
- SAFER SPEEDS

Safe Systems Approach Objectives [1]

- **Safer People**: Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer Vehicles**: Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.
- **Post Crash Care**: Partner with law enforcement and emergency response to identify strategic investments in crash response, crash assessment, and crash reporting.
- **Safer Roads**: Prioritize roadway design changes that address the factors contributing to severe injury and fatal crashes.
- **Safer Speeds**: Use a multidisciplinary approach that induces drivers to travel at speeds appropriate for the context that will reduce injuries even when human error leads to crashes.

The City has already embraced elements of the Safe Systems Approach with adoption and implementation of *Goal #11 – Provide for the safe and convenient circulation of motorists, cyclists, and pedestrians throughout the City of Fountain*, as part of the its Comprehensive Development Plan, and by inclusion of a supporting goal as part of the City's Strategic Plan: *to improve the conditions of city-wide transportation infrastructure to support **road safety**, encourage economic development, and improve traffic flow, focused principally on major City transportation corridors, then residential areas*. With the adoption of the SAP, the City will also be adopting a resolution favoring the implementation of a Vision Zero goal to eliminate transportation fatalities and severe crashes on the City's roadways by 2045 and a Strategic Plan amendment requiring annual reports on the progress toward the zero fatalities and severe crashes goal.

Regionally, the Pikes Peak Area Council of Governments (PPACG) concurrently developed an SAP covering El Paso, Park and Teller counties. The development of both projects included direct collaboration and participation of shared stakeholders. Additionally, comments received on the Fountain SAP that were outside its jurisdiction have been shared with the PPACG consultant team. As with this plan, the PPACG plan is targeted to end traffic-related fatalities and severe injuries on the transportation network by emphasizing the Safe Systems Approach.

[1] Source: Adapted from Federal Highway Administration, 2024.

02

Crash Trends and Analysis

2. Crash Trends and Analysis

Fountain Crash Trends

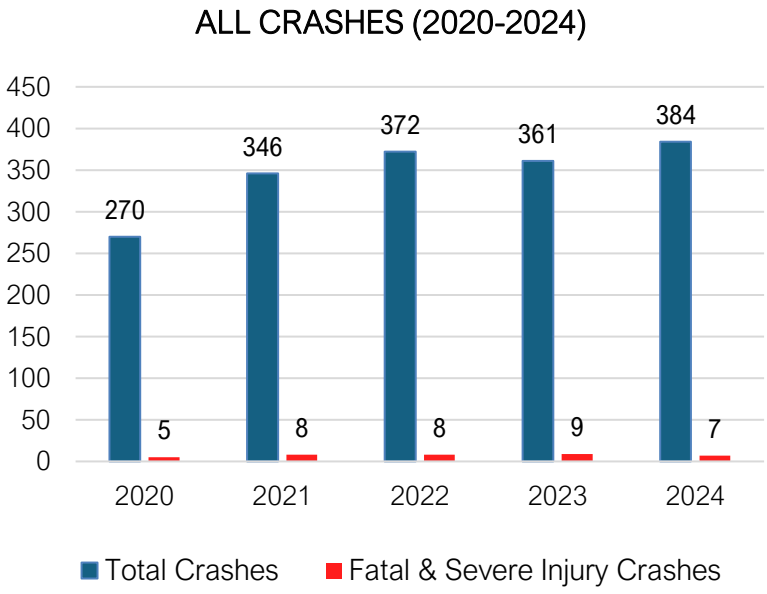
Five-Year (January 2020- December 2024) Crash Trends Summary

A comprehensive strategy to improve roadway safety requires an understanding of local crash trends and the various factors contributing to such incidents. The data used for this analysis was sourced from DiExSys Vison Zero Suite[2]. The data was diagnosed and geocoded, and relevant contextual information was incorporated with the base data. The analysis considered the number, location, and type of crashes that occurred, and its proportional propensity for similar type of conditions to determine Level of Service of Safety (LOSS) at various locations across the City. Contextual information included enhanced road conditions data and social vulnerability data. The purpose of this evaluation was to identify crash patterns and trends as well as top crash locations for inclusion in the SAP. The following is an overview of the City of Fountain's roadway network crash trends:

YEARS OF CRASH DATA	TOTAL CRASHES	TOTAL FATAL CRASHES	TOTAL SERIOUS INJURY CRASHES
2020-2024	1,733	9	28

CRASHES BY YEAR:

Over the 5-year analysis, the total number of crashes varied with the highest number of annual crashes (384) in 2024 and the lowest number of crashes (270) in 2020, likely due to the lower number of trips made during the pandemic year. In review of severe crashes, a different trend is noted, with the highest number of severe injury and fatal crashes (KSI) (9) occurring in 2023 and the lowest number of KSI crashes occurring in 2020 (5).

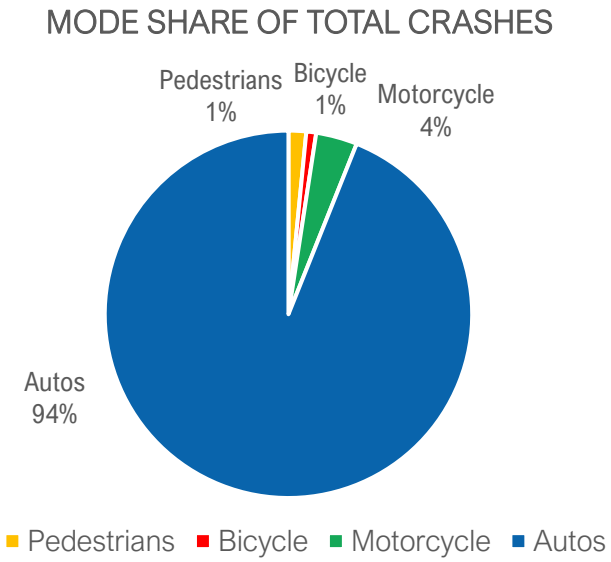


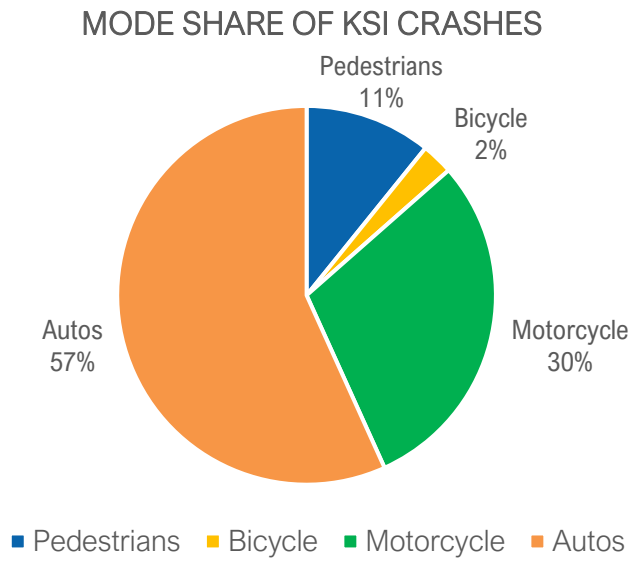
[2] DiExSys Vision Zero Suite (VZS) is a Highway Safety Manual (HSM)-compliant safety management system that uses predictive analytics and pattern recognition to facilitate data-driven road safety management. Website: https://roadsafetyanalytics.com/

The crash data included City-owned and maintained roads and Colorado Department of Transportation (CDOT) state highways within the city limits. Private roads were not included because Fountain does not have jurisdiction over these facilities.

CRASHES BY MODE:

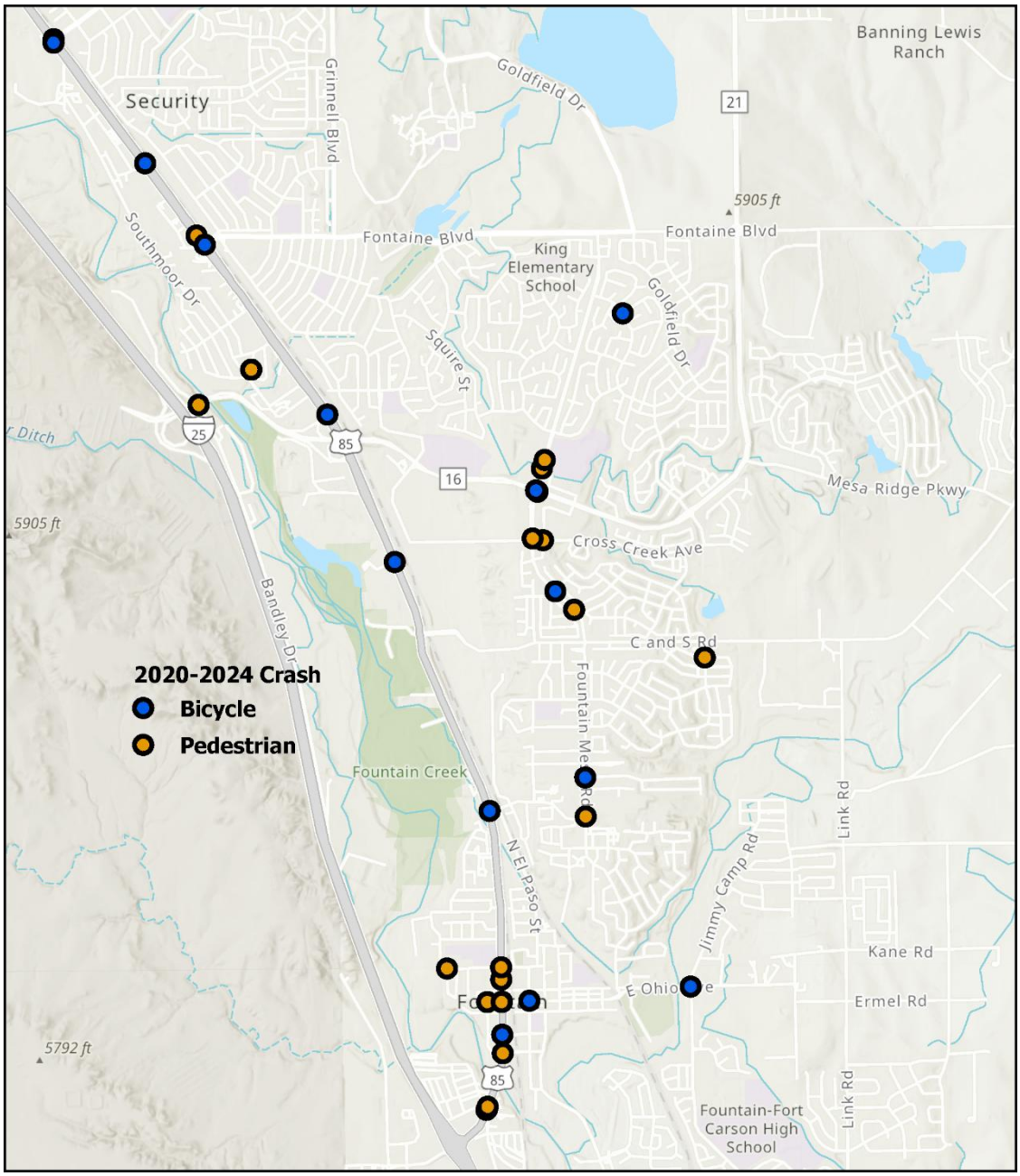
- **Pedestrian:** Pedestrian-involved crashes made up 1% of all crashes, but 11% of KSI crashes, and 15% of every pedestrian-involved crash resulted in a fatality or serious injury.
- **Bicycle:** Bicycle-involved crashes made up 1% of all crashes and 2% of KSI crashes, and 1% of every bicycle-involved crash resulted in a fatality or serious injury.
- **Motorcycle**: Motorcycle-involved crashes made up 4% of all crashes, but 30% of KSI crashes, and 18% of every motorcycle-involved crash resulted in a fatality or serious injury.
- **Automobile-Only:** Crashes involving automobiles made up 94% of all crashes and 57% of KSI crashes, but only 1% of automobile-only crashes resulted in a fatality or serious injury.





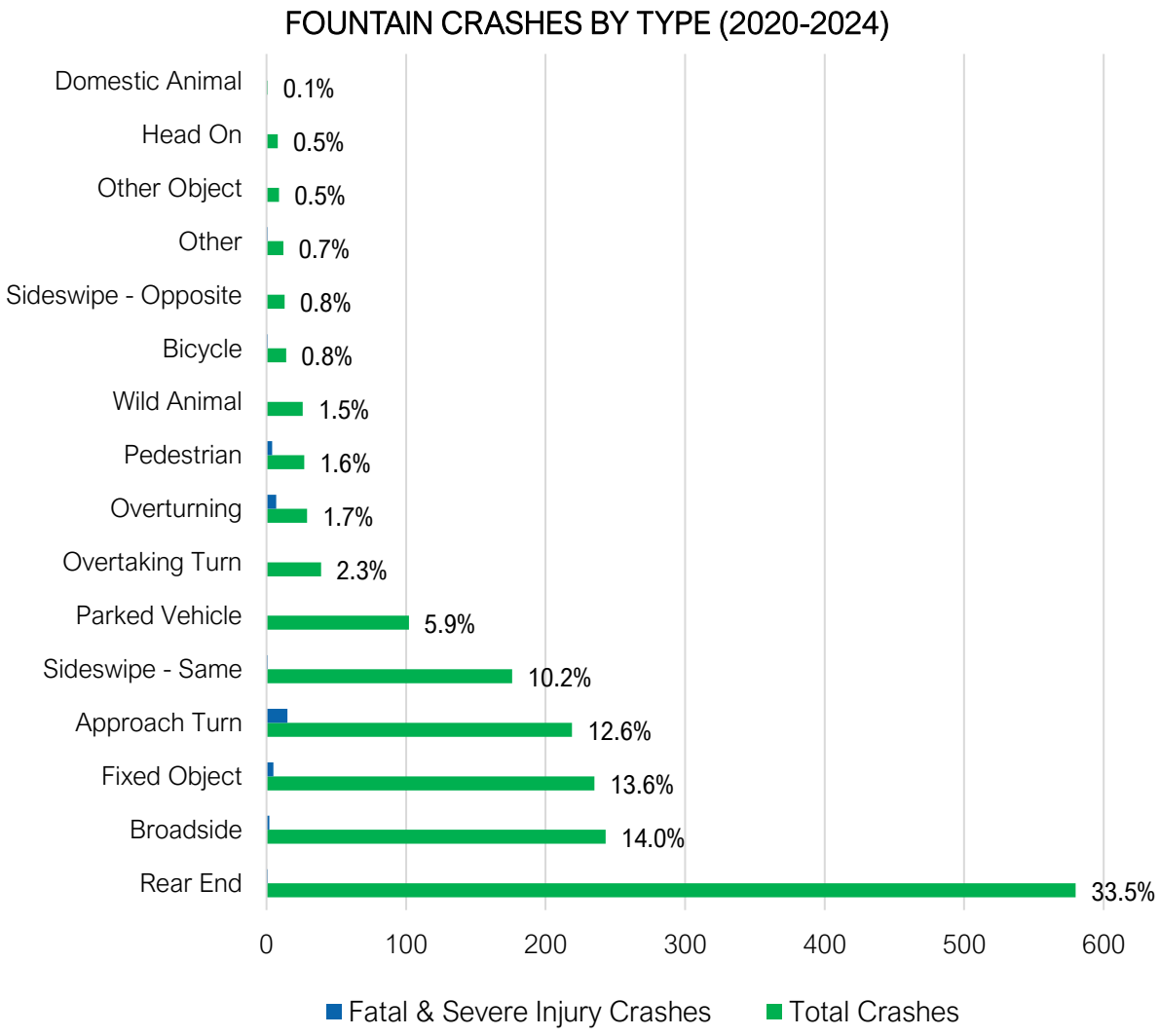
PEDESTRIAN – BICYCLE CRASH LOCATIONS:

During the 2020-2024 five-year analysis period, pedestrian and bicycle involved crashes (41) made up for 2% percent of total crashes. Of these bicycle and pedestrian involved crashes, five (15%) resulted in either serious injury (3) or fatalities (2). As shown on the map below, pedestrian and bicycle involved crashed for this five-year period occurred on three HIN corriodors: Santa Fe Avenue/Highway 85 (44%), Fountain Mesa Road (20%), and Mesa Ridge Parkway/Highway 16 (15%), The remaining 22% of pedestrian and bicyle involved crashes occurred on E Ohio Avenue (5%) and various other city streets (17%).



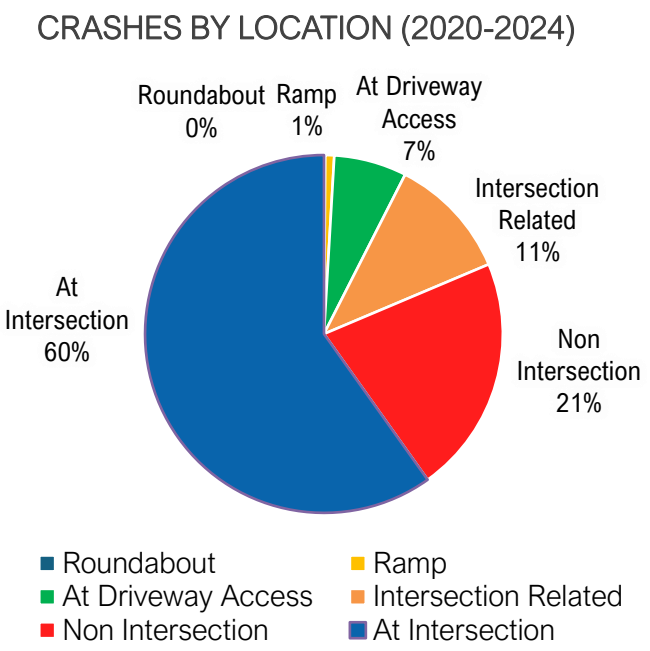
CRASHES BY TYPE:

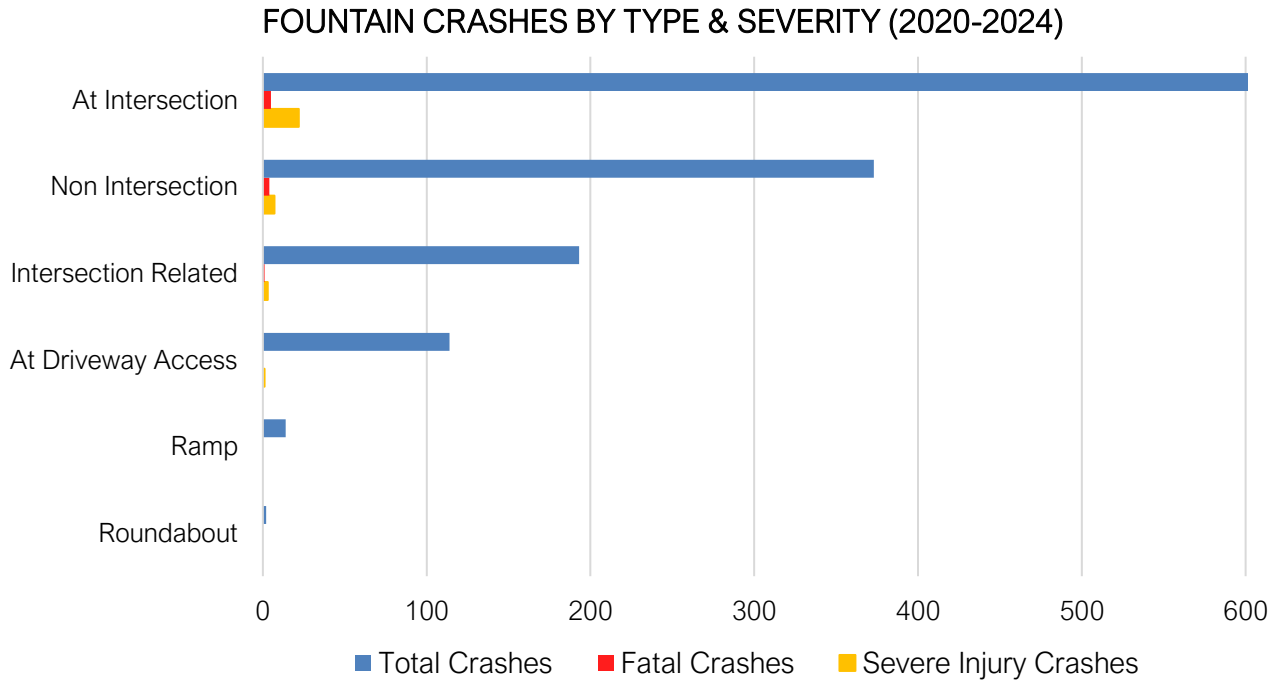
Rear End crashes were the most common type of crashes (33.5%), followed by Broadside crashes (14%), Fixed Object crashes (13.6%), Approach Turn crashes (12.6%), and Same Direction – Sideswipe crashes (10.2%). The top five crash types comprise 83.9% of all crashes and 64.9% of all KSI (fatality) crashes, and the most common crashes resulting in a fatality or serious injury are Approach Turn crashes (40.5%) and Overturning crashes (18.9%). While a relatively small share of total crashes (2.4%), bicycle-involved and pedestrian involved crashes make up 13.5% of all KSI crashes.



CRASHES BY LOCATION:

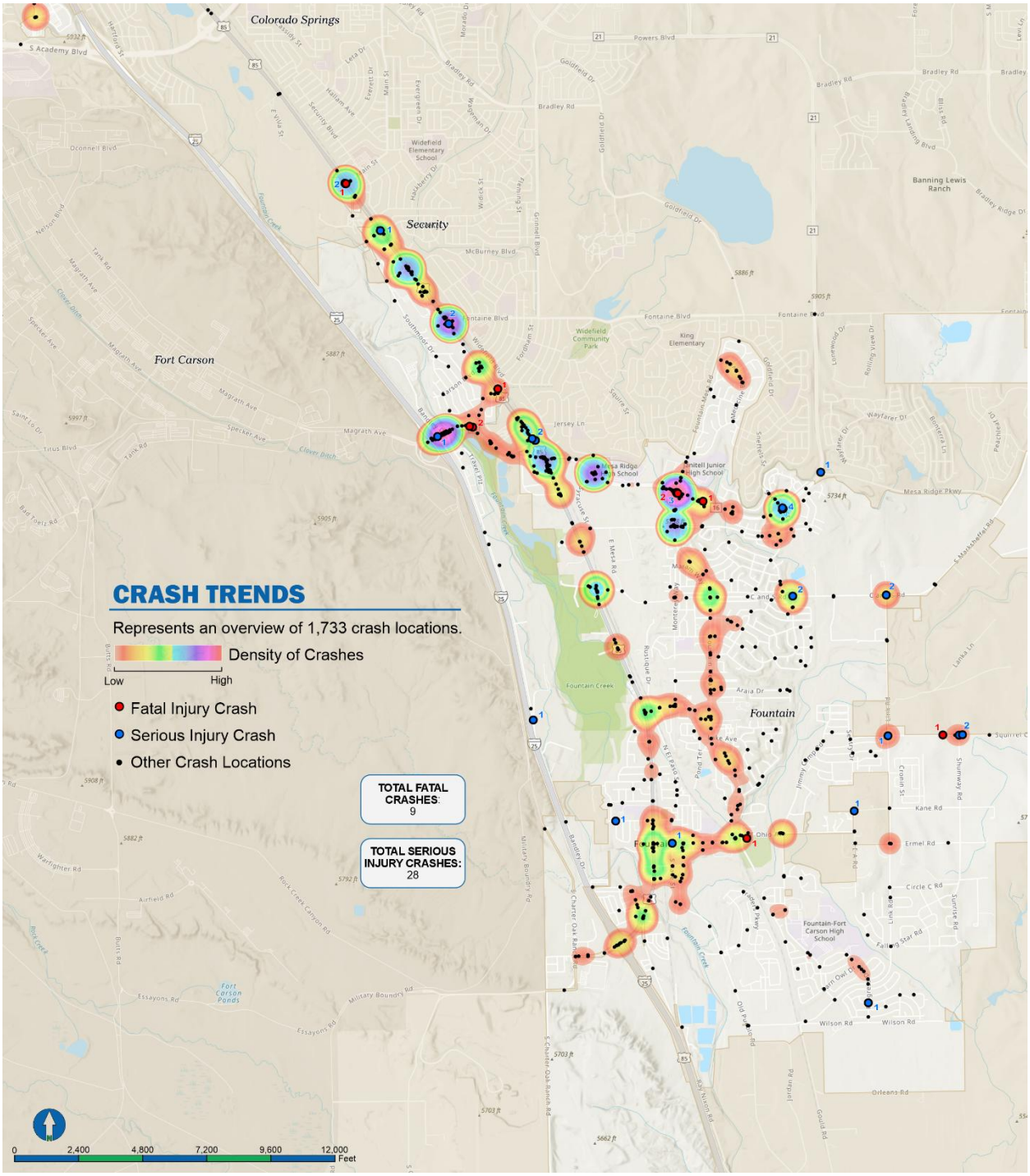
The majority of all crashes (59.8%) occurred at an intersection. Another 11.1% of all crashes were categorized as occurring in proximity to an intersection (intersection-related), for a total of 70.9% of all crashes at intersections or intersection-related. Only 21.5% of all crashes in Fountain occurred away from an intersection or a driveway access.





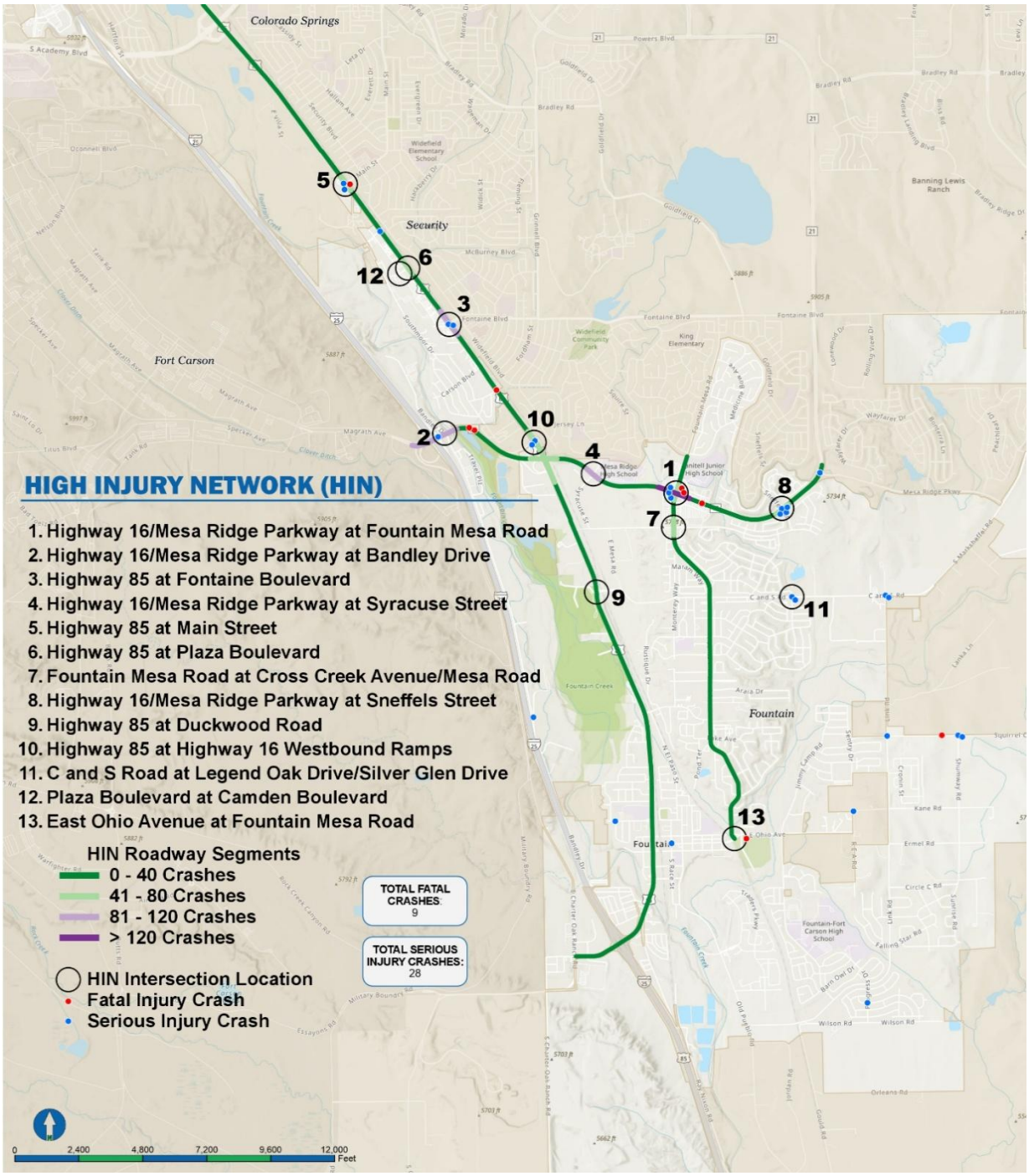
CRASH DENSITY HEAT MAP

The Crash Density Map below locates all crashes for the five-year period from 2020 to 2024. Colored markers are used to identify fatal crashes and severe injury crashes, and shading is used to depict density of crashes.



High Injury Network

As part of the Fountain SAP, a High Injury Network (HIN) was identified and ranked to inform the implementation of safety projects. The HIN includes road segments and intersections of city-owned and CDOT-owned roads with the highest concentrations of historic crashes resulting in injuries or fatalities. The HIN was identified based on review and analysis of crash data for the period from (2020 - 2024).



CRASH ANALYSIS (2020-2024)

Crash Analysis Summary – Top Intersections

Crash analysis for the Fountain Safety Action Plan identified high-frequency serious injury and fatal crash intersections. The LOSS, the current best practice for crash assessment, was used to identify and prioritize high-injury intersections, LOSS reflects how the intersection is performing in regard to its expected crash frequency and severity at a specific level of AADT and context. Total LOSS provides a measure of potential for crash reduction where:

- LOSS 1 - Indicates low potential for crash reduction,
- LOSS 2 - Indicates low to moderate potential for crash reduction,
- LOSS 3 - Indicates moderate to high potential for crash reduction, and
- LOSS 4 - Indicates high potential for crash reduction.

A second LOSS measure – LOSS Severity – evaluates the seriousness of crash outcomes. Higher LOSS Severity values, driven by fatalities and injuries, reflect the frequency and severity of crashes at the intersections. Crash data and LOSS for the top 13 intersections based on analysis of five years of data (2020-2024) are summarized in the table below. The City-owned intersections (4) appear in blue text.

Top Intersections 2020-2024 (city locations in blue)						
Major Street	Minor Street	Total	INJ	FAT	LOSS Total	LOSS Severity
Highway 16/Mesa Ridge Parkway	Fountain Mesa Road	179	62	2	4	4
Highway 16/Mesa Ridge Parkway	Bandley Drive	100	18	0	4	4
Highway 85/Santa Fe Avenue	Fontaine Boulevard	90	24	0	4	3
Highway 16/Mesa Ridge Parkway	Syracuse Street	62	17	0	4	3
Highway 85/Santa Fe Avenue	Main Street (Security-Widefield)	58	22	1	3	4
Highway 85/Santa Fe Avenue	Plaza Boulevard	38	8	0	4	3
Fountain Mesa Road	Cross Creek Avenue/S Mesa Road	35	7	0	4	3
Highway 16/Mesa Ridge Parkway	Sneffels Street	35	12	0	3	3
Highway 85/Santa Fe Avenue	Duckwood Road	28	9	0	3	3
Highway 85/Santa Fe Avenue	Highway 16 WB Ramps	28	9	0	3	3
C and S Road	Legend Oak Drive/Silver Glen Drive	11	2	0	4	3
Plaza Boulevard	Camden Boulevard	10	3	0	4	4
E Ohio Avenue	Fountain Mesa Road	10	0	0	4	2

Total Crashes (Top 13 Intersections)	684	193	3
Total Crashes (All Intersections)	1230	317	5
Percent of Intersection Crashes Represented by Top 13 Intersections	56%	61%	60%

Highway 85/Santa Fe Avenue Corridor (Top 13 Intersections)	5 intersections
Highway 16/Mesa Ridge Parkway (Top 13 Intersections)	4 intersections
City Streets (Top 13 Intersections)	4 intersections

High Injury Network Crash Experience (2020-2024)

The crash experience of intersections, roadway corridors, and the vulnerable road user network included in the crash tables below show that the Highway 16/Mesa Ridge Parkway, Highway 85/Santa Fe Avenue, and Fountain Mesa Road corridors overshadow the number of crashes in the city, thus defining Fountains HIN. This data shows that multiple modes, crash types, and crash locations are shared by these high-crash incidence corridors and intersections. Vulnerable Road User (VUR) crashes include both HIN and Non-HIN locations. City-owned intersections (4), corridors (1), and locations that have experienced serious injury or fatal crashes involving pedestrians and bicycles (4) appear in blue text.

Top HIN Crash Experience Summary (2020-2024)

HIN INTERSECTIONS (Locations in blue text are under Fountain jurisdiction)

Major Street	Minor Street	Crashes by Severity		
		Total	INJ	KSI
Highway 16/Mesa Ridge Parkway	Fountain Mesa Road	179	62	4
Highway 16/Mesa Ridge Parkway	Bandley Drive	100	18	0
Highway 85/Santa Fe Avenue	Fontaine Boulevard	90	24	2
Highway 16/Mesa Ridge Parkway	Syracuse Street	62	17	1
Highway 85/Santa Fe Avenue	Main Street (Security-Widefield)	58	22	3
Highway 85/Santa Fe Avenue	Plaza Boulevard	38	8	0
Fountain Mesa Road	Cross Creek Avenue/S Mesa Road	35	7	0
Highway 16/Mesa Ridge Parkway	Sneffels Street	35	12	3
Highway 85/Santa Fe Avenue	Duckwood Road	28	9	0
Highway 85/Santa Fe Avenue	Highway 16 WB Ramps	28	9	2
C and S Road	Legend Oak Drive/Silver Glen Drive	11	2	0
Plaza Boulevard	Camden Boulevard	10	3	0
E Ohio Avenue	Fountain Mesa Road	10	0	0

HIN CORRIDORS (Locations: Non-Intersection)

Corridor	Included # of HIN Intersections	Total	INJ	KSI
Highway 16/Mesa Ridge Parkway	4	376	109	8
Highway 85/Santa Fe Avenue	5	242	72	7
Fountain Mesa Road	2	45	38	0

VULNERABLE ROAD USER CRASHES (Locations with Bicycle/Pedestrian Injuries and Fatalities)

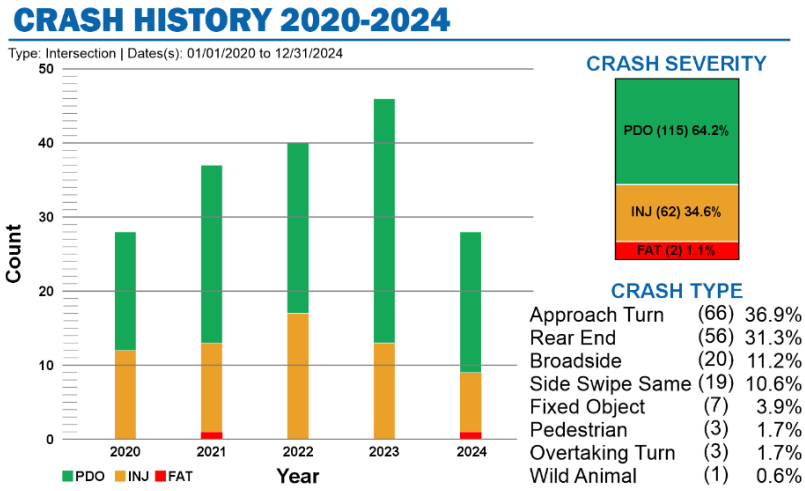
Location	Bicycle/Pedestrian Involved	Total	INJ	KSI
Highway 85/Santa Fe Avenue	Pedestrian	11	10	0
Fountain Mesa Road	Pedestrian	6	5	0
Highway 16/Mesa Ridge Parkway	Pedestrian	5	3	5
Alabama Avenue	Pedestrian	1	1	1
Highway 85/Santa Fe Avenue	Bicycle	7	5	0
Fountain Mesa Road	Bicycle	2	2	0
E Ohio Avenue	Bicycle	2	2	1

Crash Analysis Detail – Top Intersections 2020-2024

More detailed analysis findings are summarized below by intersection. Analysis details are followed by recommended improvements targeted at reducing the number and severity of crashes at these intersections.

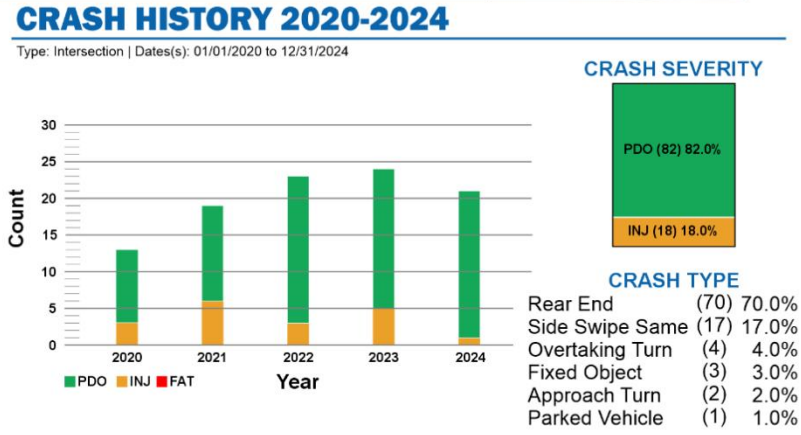
1 - Highway 16/Mesa Ridge Parkway & Fountain Mesa Road

Hwy 16/Mesa Ridge Pkwy & Fountain Mesa Rd - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Severity	Injury (INJ)	28.51%	62	34.64%	96.94%	True
Crash Type	Approach Turn	16.02%	66	36.87%	100%	True
Lighting Conditions	Dark - Lighted	22.15%	56	31.28%	99.82%	True



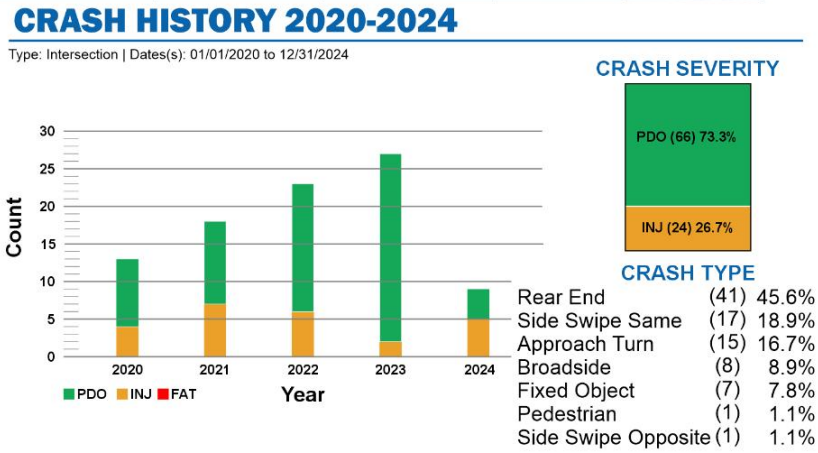
2 - Highway 16/Mesa Ridge Parkway & Bandley Road

Hwy 16/Mesa Ridge Pkwy & Bandley Dr - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Type	Rear End	51.31%	70	70%	100%	True
Crash Type	Sideswipe	10.56%	17	17%	98.32%	True
Lighting Conditions	Dark - Unlighted	0.93%	5	5%	99.96%	True
Number Of Vehicles	3 or More Vehicle Accidents	9.46%	17	17%	99.42%	True



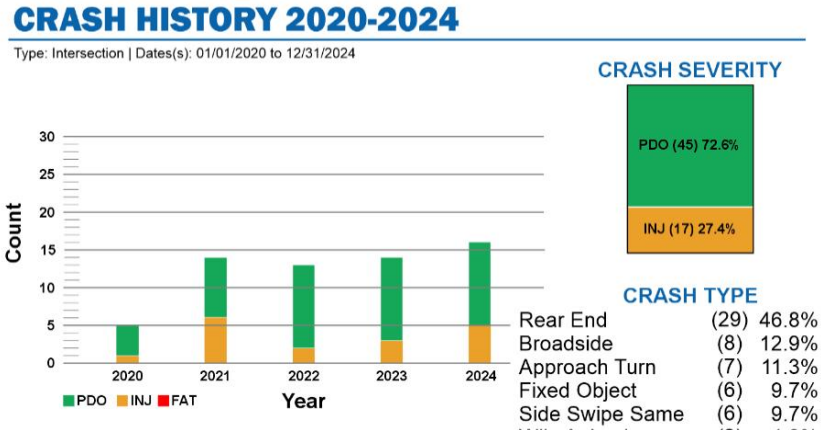
3 - Highway 85/Santa Fe Avenue & Fontaine Boulevard

Hwy 85/Santa Fe Ave & Fontaine Blvd - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Location	Off Road	2.95%	8	8.89%	99.89%	True
Crash Location	Off Road Right	1.51%	5	5.56%	99.75%	True
Crash Type	Sideswipe	2.35%	17	18.89%	100%	True
Crash Type	Total Fixed Objects	2.47%	7	7.78%	99.82%	True
Number Of Vehicles	Single Vehicle Accidents	3.49%	7	7.78%	98.64%	True



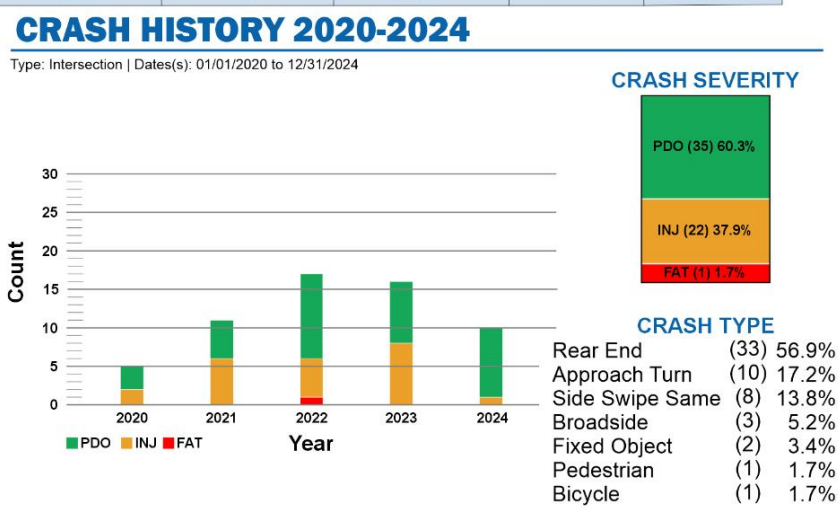
4 - Highway 16/Mesa Ridge Parkway & Syracuse Street

Hwy 16/Mesa Ridge Pkwy & Syracuse St - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Location	Off Road	4.2%	6	9.68%	98.49%	True
Crash Type	Total Fixed Objects	4%	6	9.68%	98.82%	True
Number of Vehicles	Single Vehicle Accidents	4.68%	9	14.52%	99.94%	True



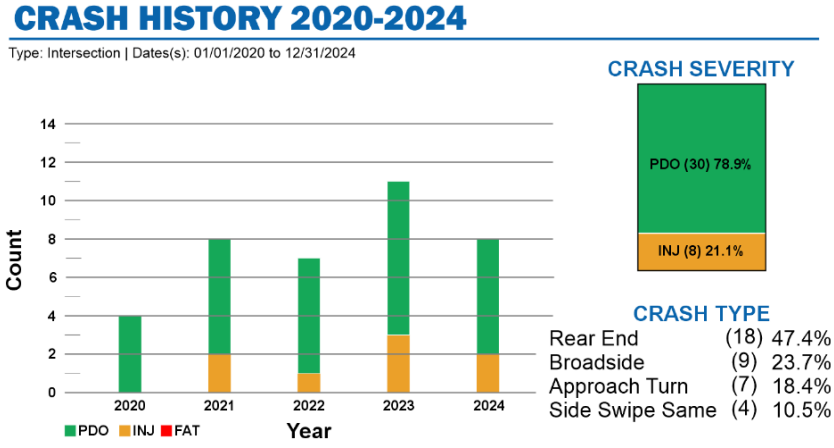
5 - Highway 85/Santa Fe Avenue & Main Street (Security-Widefield)

Hwy 85/Santa Fe Ave & Main St - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION #OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Condition Of Driver	Alcohol	3.54%	5	8.62%	98.35%	True
Crash Severity	Injury (INJ)	28.51%	22	37.93%	95.56%	True
Number Of Vehicles	3 or More Vehicle Accidents	7.64%	8	13.79%	96.88%	True



6 – Highway 85/Santa Fe Avenue & Plaza Boulevard

Hwy 85/Santa Fe Ave & Plaza Blvd - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION #OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Location	On Road	90.98%	38	100%	100%	True
Crash Type	Broadside	10.18%	9	23.68%	99.61%	True
Lighting Conditions	Dark - Lighted	17.17%	11	28.95%	97.83%	True

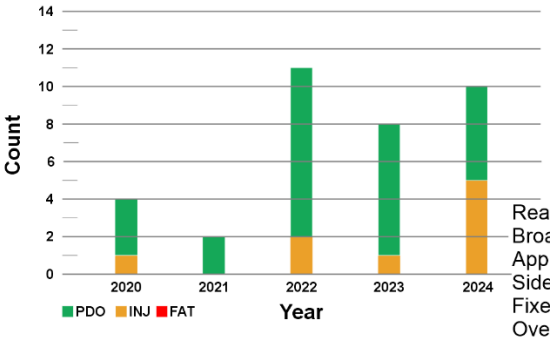


7 – Fountain Mesa Road & Cross Creek Avenue/S Mesa Road

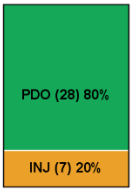
Fountain Mesa Rd & Cross Creek Ave/Mesa Rd - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
N/A	N/A	N/A	N/A	N/A	N/A	N/A

CRASH HISTORY 2020-2024

Type: Intersection | Dates(s): 01/01/2020 to 12/31/2024



CRASH SEVERITY



CRASH TYPE

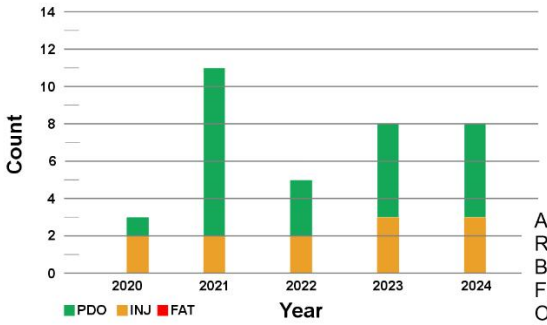
Rear End	(11)	31.4%
Broadside	(7)	20.0%
Approach Turn	(7)	20.0%
Side Swipe Same	(4)	11.4%
Fixed Object	(2)	5.7%
Overtaking Turn	(2)	5.7%
Pedestrian	(1)	2.9%
Head On	(1)	2.9%

8 – Highway 16/Mesa Ridge Parkway & Sneffels Street

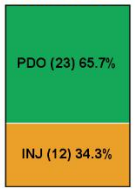
Hwy 16/Mesa Ridge Pkwy & Sneffels St - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Type	Approach Turn	16.02%	13	37.14% %	99.94%	True
Number Of Vehicles	3 or More Vehicle Accidents	7.64%	5	14.29%	95.25%	True

CRASH HISTORY 2020-2024

Type: Intersection | Dates(s): 01/01/2020 to 12/31/2024



CRASH SEVERITY

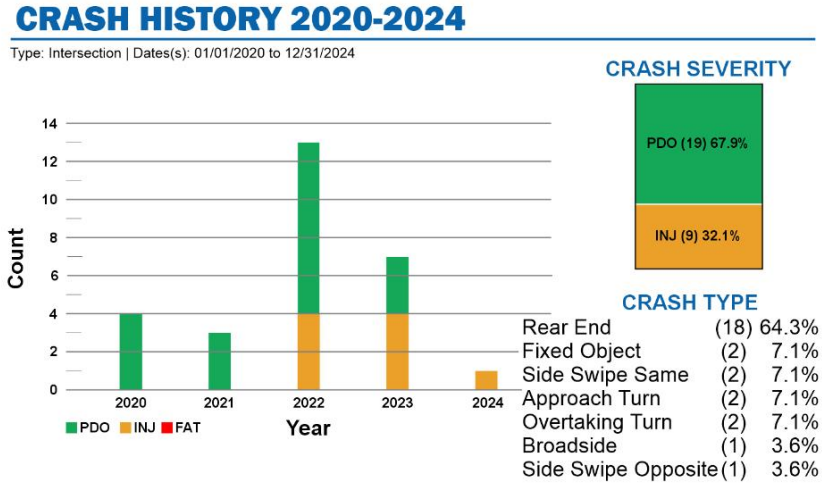


CRASH TYPE

Approach Turn	(13)	37.1%
Rear End	(9)	25.7%
Broadside	(8)	22.9%
Fixed Object	(3)	8.6%
Overturning	(1)	2.9%
Side Swipe Same	(1)	2.9%

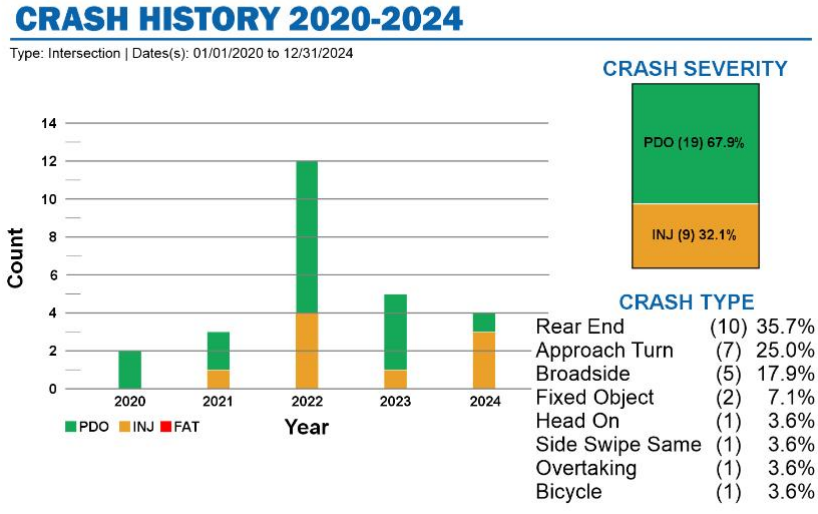
9 – Highway 85/Santa Fe Avenue & Duckwood Road

Hwy 85/Santa Fe Ave & Duckwood Rd - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION #OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Lighting Conditions	Dark - Unlighted	4.18%	4	14.29%	99.44%	True



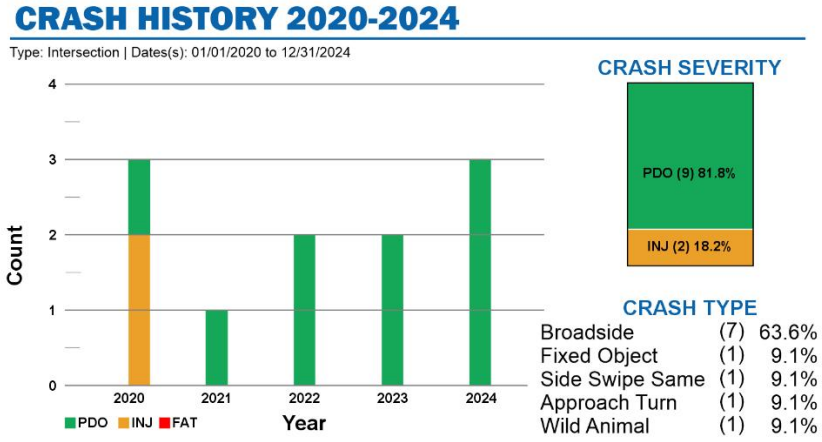
10 – Highway 85/Santa Fe Avenue & Highway 16 WB Ramps

Hwy 85/Santa Fe Ave & Hwy 16 WB Ramps - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION #OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Type	Broadside	10.18%	5	17.86%	94.08%	True
Crash Type	Approach Turn	16%	7	25%	93.29%	True
Lighting Conditions	Dark - Lighted	17.17%	7	25%	90.36%	True
Number Of Vehicles	3 or More Vehicle Accidents	9.12%	4	14.29%	89.38%	True
Road Conditions	Snowy Roads	4.36%	2	7.14%	87.86%	True
Road Conditions	Icy Roads	5.04%	3	10.71%	94.96%	True
Weather Conditions	Snow or Sleet or Hail	8.05&	4	14.29%	92.99%	True



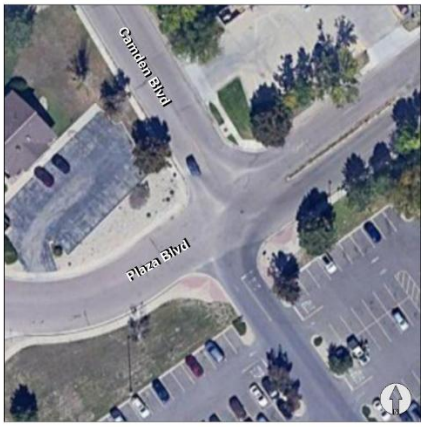
11 – C and S Road & Legend Oak Drive/Silver Glen Drive

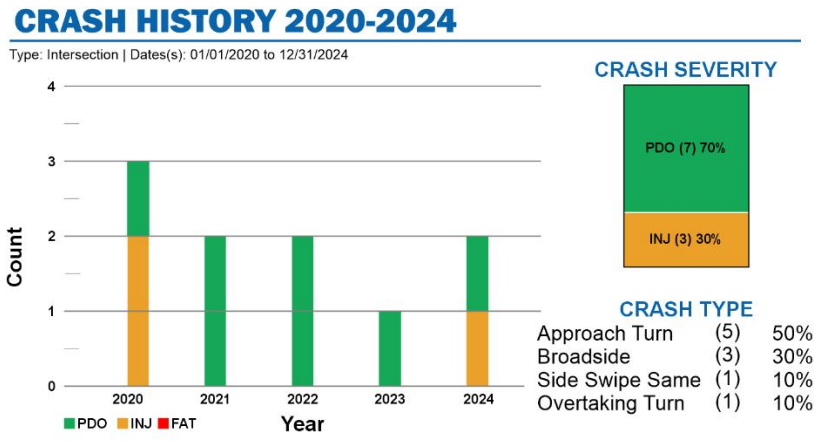
C and S Rd & Legend Oak Dr/Silver Glen Dr - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Type	Broadside	31.98%	7	63.64%	99.33%	True



12 – Plaza Boulevard & Camden Boulevard

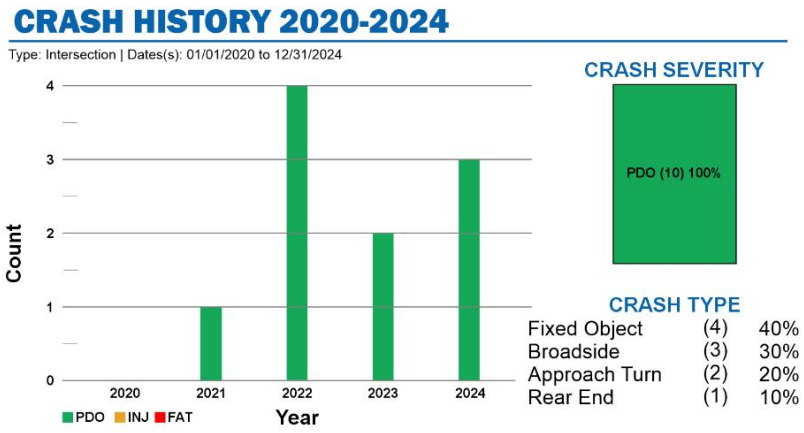
Plaza Blvd & Camden Blvd - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Location	On Road	87.98%	10	100%	100%	True
Crash Type	Approach Turn	2.4%	5	50%	100%	True
Number of Vehicles	2 Vehicle Accidents	83.65%	10	100%	100%	True





13 – E Ohio Avenue & Fountain Mesa Road

Ohio Ave & Fountain Mesa Rd - Crash Patterns						
CATEGORY	TRAIT	STATEWIDE AVERAGE % OF CRASHES	THIS LOCATION # OF CRASHES	THIS LOCATION % OF CRASHES	CUMULATIVE PROBABILITY	IS PATTERN
Crash Location	On Road	16.76%	4	40%	98.42%	True
Crash Type	Total Fixed Objects	15.79%	4	40%	98.77%	True
Lighting Conditions	Dark - Lighted	6.24%	3	30%	99.77%	True
Number Of Vehicles	Single Vehicle Accidents	18.32	4	40%	97.7%	True



03

Public Engagement

3. Public & Stakeholder Engagement

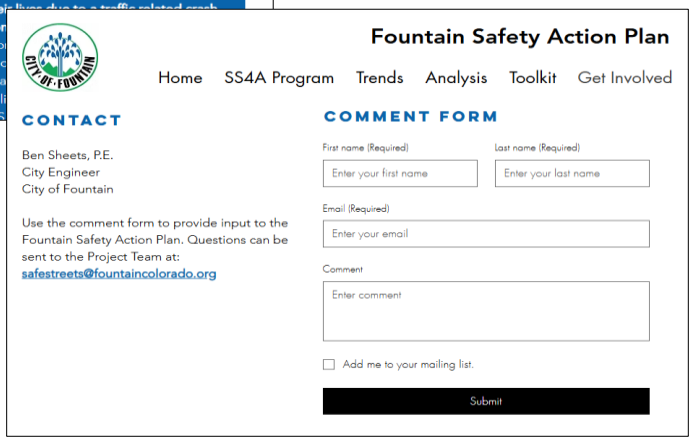
The Fountain Safety Action Plan public and stakeholder engagement used an incremental, tiered approach, where an Oversight Committee and a Safety Task Force Working Group were established to help guide the development of key SAP elements. Community outreach was supported by a full-function project website, including a community survey portal through which two surveys were deployed, and a comment form and a comment pin map were continuously maintained. In-person engagement included two live Open Houses that were mirrored by companion virtual open houses. A third live Open House utilized a formal presentation that was made available online using a virtual meeting platform and was also recorded for posting on the project website.

Project Website

The project website at https://www.fountainsafetyplan.com serves as Communications Central for the Fountain Safety Action Plan. Stakeholders and members of the community can learn about the SS4A Program and the Safe Systems Approach and are able to keep current with PROJECT NEWS, Access links to the SAFETY DASHBOARD, surveys and polls, VIRTUAL OPEN HOUSES and project PIN MAP are available through the website. The website hosted 408 site sessions and 284 unique visitors over the life of the project.

WEBSITE CONTENT

- PROJECT NEWS
- SS4A & SAFE SYSTEM APPROACH OVERVIEW
- LINKS TO SURVEYS, PIN MAP & DASHBOARD
- CRASH ANAYSIS
- TOOLKIT



Stakeholder and Community Engagement

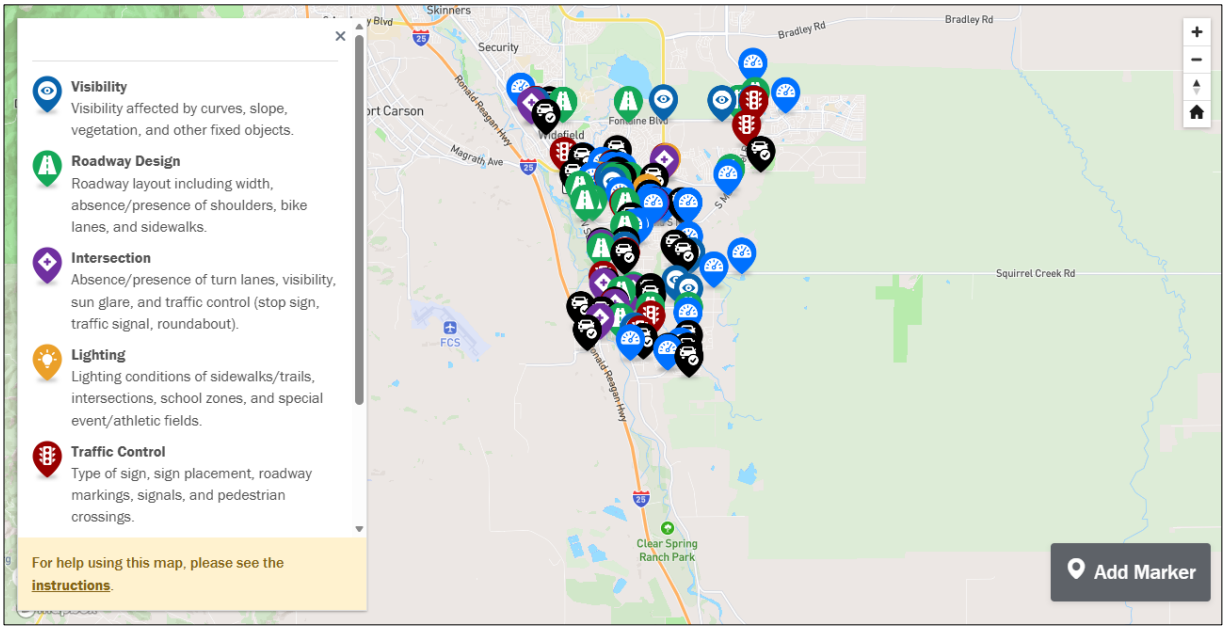
Oversight Committee and Safety Task Force

Stakeholders were engaged in development of the Safety Action Plan at two levels. The Oversight Committee included senior management from the City. The Oversight Committee provided directions and guidance on Safety Task Force input, safety policy and City procedures and protocols.

The Safety Task Force included technical staff from the from the City, including the Public Works Department, Fire Department, Police Department, Planning Department, Economic Development, as well as stakeholder technical experts from the Colorado Department of Highways (CDOT), El Paso County, Pikes Peak Area Council of Governments (PPACG), Fort Carson, the Colorado State Patrol (CSP), the Widefield School District (SD-3), the Fountain-Fort Carson School District (SD-8), and the Fountain Roadway Focus Group. The Safety Task Force provided technical expertise, experiential advice and guidance regarding the priorities, procedures, and policies of their respective organizations.

Online Community Engagement

To gather targeted stakeholder and community input, a Community Survey and a Safety Priorities Poll were deployed on the website after the Phase 1 and Phase 2 Open Houses, respectively. The Social Pinpoint© platform was used for the safety survey and safety priorities poll, and to maintain on online Pin Comment Map throughout SAP development. The results of the survey, poll and input received from the pin map are summarized as Appendix B—Public Engagement.



Online Pin (Marker) Comment Map

Public Open House Meetings

Three public Open House meetings were held to share the three phases of the Safety Action Plan development. The Open House meetings were announced a minimum of 10 days in advance with Open House flyers posted at City Hall and the Fountain branch of the Pikes Peak Library District. Announcements were also placed on the City's social media pages which included Facebook, homepage of the City's website, and twitter. Media releases were also submitted to local media with several media outlets attending the meetings. The live Open Houses were mirrored by companion virtual open houses posted on the project page for a month after the live meetings. Following is a description of the Open House meetings content, meeting date and location:

Open House #1

Topics: Informing the public of the SAP, educating about the Safe Systems Approach, and 2020-2024 Crash Trends.

When: July 23, 2025, from 4:00 pm to 6:00 pm

Location: Fountain City Hall
116 S. Main Street
Fountain, CO 80817

Open House #2

Topics: Informing Crash Analysis and Introduction to Countermeasures and Prioritization.

When: October 23, 2025, from 4:00 pm to 6:00 pm

Location: Fountain City Hall
116 S. Main Street
Fountain, CO 80817

Open House #3

Topics: Countermeasure Recommendations, Project/Program Prioritization, and Implementation Plan.

When: February 25, 2026, from 5:30 pm to end of question & answer session.

Location: Fountain City Hall
116 S. Main Street
Fountain, CO 80817

Public Input

Public participation was invaluable to the development of the plan as citizen feedback was instrumental with confirming personal experiences of unsafe locations that were also identified in the analysis. In one instance community feedback identified a location for consideration on the Fountain Mesa Road High Injury (HIN) corridor. This location, the Lake Avenue intersection, has limited line of sight. A safety countermeasure, installing curb bump-outs to improve line-of-sight at the intersection, was recommended at this location as part of the Implementation Plan (see Section 6, Table 1). The feedback from community surveys was equally important assisting with determining community value priorities in the development of the weighted project scoring formula.

> "Love these sidewalks along the southbound side of 85 after Fontaine. Please put this size and quality of sidewalks all over!"
>
> Interactive Map Comment 10/29/2025

Online input had much higher participation than in person attendance at the Open House meetings. In total, Open Houses were attended in-person by 15 persons, and 204 Virtual Room (V-Room) sessions were used by 143 unique visitors to walk-through the Open House virtually, and to provide comments using the website comment form.

There were 408 website sessions and 284 unique visitors to the website over the life of the project. Online visits to the community surveys and interactive map totaled 133 unique visitors. There was a combined total of 376 website survey responses and pin map comments. Website traffic statistics and comments received are documented in Appendix B.

VIRTUAL OPEN HOUSE

- LINKS TO EXHIBITS
- LINKS TO MORE INFORMATION
- LINK FROM WEBSITE
- LINKS TO SURVEYS, PIN MAP & DASHBOARD
- LINK TO WEBSITE COMMENT FORM

Open House #2 - Online V-Room

04

Policy Review

4. Policy Review

Existing Safety Policies

The City of Fountain's primary framework for transportation safety is adoption of City Code Sec.10.04.010 (2020 Model Traffic Code for Colorado) and City Code Sec. 12.04.250. (Street and Roadway Design Criteria standards). This establishes a comprehensive system for traffic regulation. Key safety policies currently in place include:

- **General Traffic Control:** Adherence to the Model Traffic Code, covering regulations against reckless/careless driving (Sec. 10.04.030 referencing MTC Sections 1401, 1402), eluding law enforcement (Sec. 10.04.030 referencing MTC Section 1413), and procedures for accident reporting (Sec. 10.04.030 referencing MTC Part 16).

- **Enforcement and Penalties**: Violations of the traffic code are subject to fines (up to $2,650) and/or imprisonment (up to one year) (Sec. 10.04.050.B). Additionally, penalties are doubled for violations occurring within designated and clearly signed school zones and construction/maintenance zones (Sec. 10.04.050.C).

- **Truck and Large Vehicle Regulations (Sec. 10.04.020.G):**
    - Truck operations are generally restricted to designated truck routes, with exceptions for trucks actively "on duty" (e.g., making deliveries, providing services) (Sec. 10.04.020.G.1). The City Engineer shall designate and provide adequate signage and mapping of truck routes.
    - Parking for trucks on city rights-of-way is limited, again with exceptions for "on duty" vehicles (Sec. 10.04.020.G.2).
    - The ordinance provides specific definitions for what constitutes a "truck" and being "on duty" (Sec. 10.04.020.G.3, 10.04.020.G.4).

- **Specialized Vehicle Parking (Sec. 10.04.020.H):** Parking or storage of "specialized vehicles" (such as RVs, boats, commercial vans, and various trailers) on public property or rights-of-way is restricted to 72 hours in a single location within any one-week period (Sec. 10.04.020.H.1).

- **Vehicles Transporting Explosives (Chapter 10.20):** A permit system, managed by the City Manager (Sec. 10.20.010), governs the establishment of safe haven areas for parking vehicles containing Class A or B explosives. Strict prohibitions apply to parking such vehicles near public streets, private property without consent, or densely populated areas (Sec. 10.20.030).

- **Vehicle Impoundment (Chapter 10.12):** The ordinance grants authority (Sec. 10.12.010.A) to remove and impound vehicles that constitute a public nuisance or a threat to public safety. This includes vehicles left unattended for extended periods (72 hours) (Sec. 10.12.010.B.1), those that are unlicensed or inoperable (Sec. 10.12.010.B.2), vehicles obstructing traffic or pedestrian paths (including sidewalks) (Sec. 10.12.010.B.3, 10.12.010.B.4), and those involved in certain illegal activities.

- **Pedestrian Safety, Particularly in School Zones (Chapter 10.24):**
    - A $10.00 fee is assessed on most traffic violations (Sec. 10.24.010), with proceeds dedicated to funding a pedestrian safety program for school zones (Sec. 10.24.020).
    - This program supports initiatives like school crossing signs, lights, pavement striping, and other infrastructure improvements designed to enhance pedestrian safety in areas around schools (Sec. 10.24.020).

- **Train Operations (Chapter 10.08):** Train speeds within city limits are governed by the Federal Railroad Safety Act (Sec. 10.08.010). It is also unlawful for trains to obstruct streets or roadways for more than five consecutive minutes, with exceptions for continuously moving trains (Sec. 10.08.020).

- **Roadway Access Control (Chapter 10.16):** The city has adopted the State Highway Access Code (Sec. 10.16.010), which regulates access to local roads and streets. Permits are required for constructing any driveway that provides vehicular access to a city road or street (Sec. 10.16.060).

- **Street and Roadway Design Criteria Standards (Chapter 12.04):** The city adopted the City of Colorado Springs Engineering Standard Specifications, Subdivision Policy Manual, and Public Works Design Manual; the Manual on Uniform Traffic Control Devices; and El Paso County Engineering Criteria Manual (Sec 12.04.030).

Policy Recommendations

To build upon the existing safety framework in the City of Fountain, the following actions are offered to enhance existing policies and for consideration of new policy adoption.

Enhancements to Existing Policies

- **Strengthen School Zone Safety Program (Chapter 10.24):** Consider mandating regular safety audits around schools to proactively identify needs for traffic calming measures (e.g., speed humps, raised crosswalks), improved signage visibility, and potential expansion of crossing guard programs.

- **Strengthen Design Standards (12.04.250):** Review roadway standards to strengthen design criteria that would result in slower travel speeds by design, such as narrower travel lanes and provide additional buffering for active transportation.

- **Refine "On Duty" Definition for Trucks (Sec. 10.04.020.G.4):** Further clarify the "on duty" criteria for trucks to prevent potential misuse, perhaps by exploring requirements for electronic logging for service/delivery verification when parked in restricted areas for extended periods.

- **Boost Public Awareness of Doubled School Zone Fines (Sec. 10.04.050.C):** Supplement existing signage with regular public awareness campaigns (e.g., via social media, local news) to reinforce the importance of heightened caution and the consequences of violations in school and construction zones.

- **Explicitly Reinforce Pedestrian Right-of-Way:** While covered in the Model Traffic Code (adopted via Sec. 10.04.010), the City should consider adding specific local amendments that strongly emphasize pedestrian right-of-way at all marked and unmarked crosswalks, coupled with targeted enforcement.

New Policy Considerations

- **Adopt a "Complete Streets" Policy:** Implement a policy and guidelines requiring that all future road construction and major reconstruction projects holistically consider and incorporate safe accommodations for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities.

- **Develop Bicycle and Micromobility Safety Regulations:** As the use of bicycles, e-scooters, and other forms of micromobility potentially increases, establish clear and comprehensive regulations for their operation (e.g., helmet recommendations/ requirements, rules for sidewalk vs. street riding, guidelines for parking shared devices).

- **Increase Focus on Distracted Driving Prevention:** Beyond state regulations (covered by MTC adoption), launch local awareness campaigns and partnerships (e.g., with schools, businesses) to specifically address and mitigate the dangers of distracted driving.

- **Formalize and Expand "Safe Routes to School" Program:** Broaden the existing school zone safety fee program (Chapter 10.24) into a more comprehensive "Safe Routes to School" initiative, actively collaborating with schools to identify and eliminate barriers to students walking and biking to school.

- **Institute Periodic Review of Truck Routes (Sec. 10.04.020.G.5) and Specialized Vehicle Parking (Sec. 10.04.020.H)**: Establish a regular schedule (e.g., every 3-5 years) for reviewing and updating designated truck routes and regulations concerning specialized vehicle parking to ensure they align with current community needs, development patterns, and safety standards.

- **Explore a "Vision Zero" Strategy**: Incorporate a "Vision Zero" commitment in the City's Strategic Plan, as a data-driven, multi-faceted strategy aimed at eliminating all traffic fatalities and severe injuries, while simultaneously promoting safe, healthy, and equitable mobility for everyone.

Next Steps

The City of Fountain has established a solid foundation for transportation safety through its adoption of the Model Traffic Code (Chapter 10.04) and various specific local ordinances within Title 10. The enhancements and new policy ideas presented above are intended to provide avenues for further strengthening these protections, adapting to evolving transportation trends, and ultimately creating a safer environment for all road users within the community.

05

Toolkit and Prioritization

5. Toolkit and Prioritization

Countermeasures Toolkit

This SAP was developed to help proactively identify traffic safety trends and develop crash countermeasures supported by the community that will eventually eliminate significant injuries and fatalities on the local roadway network. The SAP establishes a toolkit of actions that can be applied to address safety hot spots - locations where crash trends reflect a higher concentration of crashes. These include both non-engineering countermeasures (programs and policies), and engineering countermeasures (physical improvements).

Non-Engineering Countermeasures

Non-engineering countermeasures are focused on influencing road users by changing the social environment to encourage or enforce the desired behavior. Strategies can be employed at scale to influence large segments of the community via marketing campaigns and high visibility enforcement. The toolkit groups countermeasures in five Safe Systems categories: Safe People, Safe Speeds, Safe Vehicles, Safe Roads, and Post Crash Care.

Safer People

* Public information, social marketing, and educational campaigns
* Enforcement

Safer Speeds

* High-visibility enforcement
* Automated enforcement

Safer Vehicles

* Emergency technology
* Vehicle maintenance

Safer Roads

* Improved data sharing
* Road maintenance and maintenance of traffic
* Policies and standards
* Grant opportunities

Post Crash Care

* Emergency medical services
* Trauma care
* Fatal crash response team
* Traffic incident management
* Post crash strategies

Engineering Countermeasures

Engineering countermeasures involve improvements to roadway infrastructure and traffic controls. The toolkit groups engineering countermeasures in seven categories: Speed Management, Intersections and Roadways, Signals, Pedestrians, Signing and Striping, Bikeways and Technology.

Speed Management – Speed limit changes can lead to measurable declines in speeds and crashes. The FHWA Highway Safety Programs web page provides useful guidance.[3] Speed limits are established with an engineering study based on inputs like traffic volumes, operating speeds, crash history, and roadway characteristics. To achieve compliance, posted speed limits must be acceptable as reasonable by most drivers and separate high and low risk speed behavior. If lower speed limits are desired, it may be necessary to implement engineering and other measures to reduce speeds to a level that would support a lower limit. Drivers typically determine their operating speeds under normal weather conditions on a straight roadway section with good pavement quality and adequate sight distances. Providing variable speeds limits (VSLs) capable of adapting to changing circumstances could reduce crash frequency and severity.

Intersections and Roadways – Intersection improvements can enhance road safety because intersections present points of conflict among pedestrians, cyclists, and motorized vehicles. Measures such as enhancing lighting, using larger or reflective signage, creating high visibility crosswalks, and removing sight obstructions at intersections can significantly minimize collisions. The geometric design of intersections also plays a pivotal role in road safety. Configurations such as roundabouts, traffic islands, raised intersections, and adequate turning lanes improve traffic flow and minimize points of conflict.

Signals – Traffic signals play a crucial role in traffic safety by assigning right-of-way to vehicles and pedestrians and promoting orderly movement of traffic. Safe roadways rely heavily on clear, visible signage and signalization. Improvements in signalization are a significant factor in ensuring safer roadways. Signal timing and phasing can be modified (protected-only left-turn phases, leading pedestrian intervals). Enhanced traffic control elements, including backplates with retroreflective borders, pedestrian hybrid beacons, rectangular rapid flashing beacons (RRFB)) can also reduce confusion, uncertainty, and errors that may lead to accidents.

[3] FHWA Highway Safety Programs/Speed Management Safety, https://highways.dot.gov/safety/speed-management/engineering-speed-limits.

Signing and Striping — Updated signs providing drivers with information about road conditions, speeds, and directions are crucial in helping them make informed decisions. Implementing dynamic warning signs that change based on real-time conditions can further enhance safety. Similarly, the implementation of crosswalk enhancements (high-visibility crosswalk markings) will help to save lives. The introduction of suitable signage and striping to enhance visibility and integration of advanced technology can also support ongoing pedestrian and bicycle safety.

Pedestrians — Crosswalk enhancements (high visibility crosswalk markings, raised crosswalks, pedestrian refuge islands, curb bump-outs) with or without additional improvements at signalized intersections (pedestrian countdown timers, leading pedestrian intervals, pedestrian hybrid beacons) can help save lives. The introduction of suitable signage and lighting to enhance visibility and integration of advanced technology can also enhance pedestrian safety.

Bikeways — Creation of dedicated bike lanes, bike boxes, and bicycle specific traffic signals can help cater to the needs of cyclists on the road and better protect them from harm. Intersection improvements, enhanced signage, and protected paths particularly along popular biking routes are important to ensure good visibility for both cyclists and motorists. Innovative technology and regular road maintenance can also help to ensure direct, smooth, and obstacle-free bike travel to substantially foster safer bike travel.

Technology — As more autonomous and connected vehicles join the region's vehicle fleet, there are opportunities for additional safety technologies to be implemented, including:

PedSafe — This pedestrian and bicycle crash avoidance system is designed to operate via connected vehicle technologies. Drivers will be alerted when a pedestrian or cyclist is in the area. Also, traffic signals will be aware of pedestrians crossing the road or intersection.

Speed harmonization — Mobile traffic sensors send real-time conditions at a congested location to a traffic management center. A computer uses this information to calculate optimal speeds for vehicles approaching congestion and sends the speeds to connected vehicles.

Crash prediction and response deployment —– Mobile traffic sensors send real-time conditions to a traffic management center where conditions are evaluated to determine if a crash is likely based on past crash patterns in the region. Law enforcement or emergency responders can be deployed before a crash occurs, which can prevent a crash from happening, or place a first responder in closer proximity to improve response times.

Safety Countermeasure Implementation Prioritization

High Injury Network Prioritization

Road segments and intersections included in the HIN were ranked to prioritize implementation of safety projects. Each road segment and intersection on the HIN was given a score for each of four factors. The scores were weighted and then combined, utilizing a data-driven approach that was informed by community engagement. The composite, weighted scores were then used to group projects into High, Medium, and Low-scoring segments and intersections. These groupings were used to guide additional analysis needs and to support phased implementation for city-owned and CDOT-owned facilities. While the scoring system provided a general framework, the final order of implementation will depend on funding availability, coordination with other planned capital and maintenance projects, and further community and agency input.

Factors

Four factors were identified to prioritize implementation of safety projects that may have the greatest impact on eliminating serious injury and fatal crashes in Fountain. These four factors were selected based on an understanding of crash trends and project goals, including the goals of supporting safety for all modes of travel and prioritizing equity in transportation safety investments. These factors and their roles and relevancies to supporting implementation of the Fountain SAP are as follow:

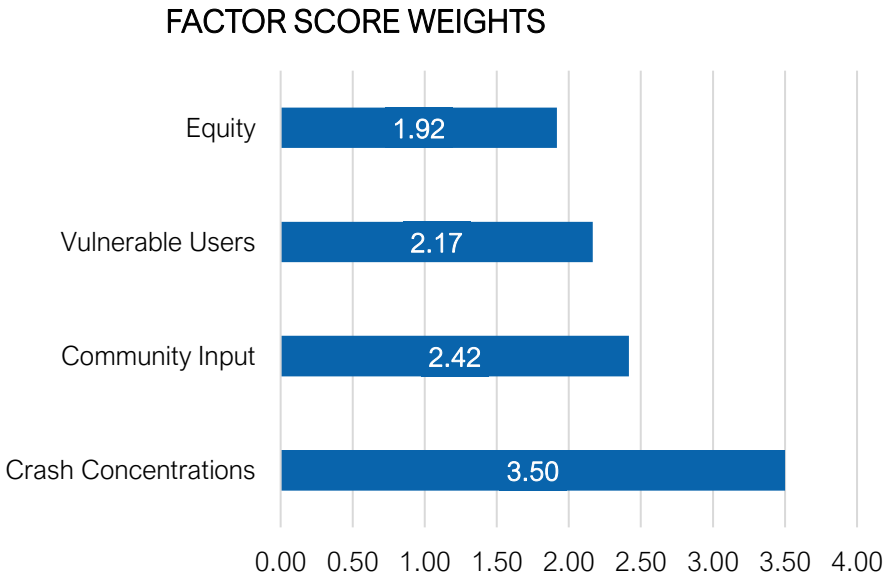
- **Crash Concentrations:** To focus on safety investment where the most severe crashes are occurring, locations with high concentrations of serious injuries or fatalities, as opposed to locations with only minor injuries, were scored higher compared to other locations.
- **Community Input**: To address locations where people report feeling unsafe, HIN locations received scores based on concentrations of map pins entered in the web-based Social Pinpoint map during Phase 1 of public engagement.

- **Vulnerable Road Users:** To address crashes involving bicyclists and pedestrians, which make up a disproportionate share of all serious injuries and fatal crashes, locations with concentrations of this crash type were scored higher, particularly where dedicated facilities for walking and biking are lacking.

- **Equity:** To strategically implement safety interventions in locations where they will provide the highest benefit to historically disadvantaged populations, intersections and road segments were assigned scores based on a segment-level equity index.

Weighting of Factors

Recognizing that not all factors are equal, the identified prioritization factors and the framework were presented to the community during Phase 2 of engagement. Based on polling results, the rank order of priority for the factors was determined to be: 1 - Crash Concentration, 2 – Community Input, 3 – Vulnerable Users, and 4 – Equity. Based on rank ordering expressed by the number of Community Safety Priority Poll first, second, third and fourth place votes for each factor, composite safety priority factor score weights, as shown below, were calculated for each of the four factors.



Assigning Factor Scores

Equity Factor: To consider which projects might provide the greatest benefit to historically disadvantaged populations, segments were assigned an Equity Factor score of "1" if they were located in an historically underserved area or area with a historically disadvantage population and were otherwise scored an Equity Factor score of "0."

Vulnerable Users Factor: Projects were assigned a Vulnerable User Factor score of "0" if not located on the HIN, a score of "1" if located on the HIN, and a score of "2" if located on the HIN and lacking a dedicated bicycle and/or pedestrian facility.

Community Input Factor: Scoring for the Community Input Factor is differentiated to prioritize intersection projects over roadway projects and Fountain projects over CDOT projects. Community Input Factor scores for each category are summarized below.

1. City-Owned Intersection

Number of Map Pins	Community Input Factor Score
0 comments/upvotes	0
1-2 comments/upvotes	1
>2 comments/upvotes	2

2. City-Owned Roadway Segment

Number of Map Pins	Community Input Factor Score
<3 comments/upvotes per mile	0
3 – 5 comments/upvotes per mile	1
>5 comments/upvotes per mile	2

3. CDOT-Owned Intersection

Number of Map Pins	Community Input Factor Score
0 comments/upvotes	0
1 comments/upvotes	1
2 comments/upvotes	2

4. CDOT-Owned Roadway Segment

Number of Map Pins	Community Input Factor Score
<5 comments/upvotes per mile	0
5 – 10 comments/upvotes per mile	1
>10 comments/upvotes per mile	2

Crash Concentrations Factor: Scoring for the Crash Concentration Factor is the Crash Severity Ratio. The Crash Severity Ratio is the ratio of weighted injury crashes to total injury crashes, where minor injury crashes, serious injury crashes, and fatal injury crashes are assigned weights of 1, 2, and 4, respectively. Using the formulation, an intersection with 6 minor injury crashes (total weighted crashes = 6) would have a ratio of 1 (6 weighted crashes divided by 6 total injury crashes), and an intersection with 3 minor injury crashes and 3 serious injury crashes (total weighted crashes = 9) would have a ratio of 1.5 (9 weighted crashes divided by 6 total injury crashes). Based on the calculated Crash Severity Ratio, Crash Concentration Factor scores are assigned as summarized below.

Crash Severity Ratio	Crash Concentration Factor Score
<1.5	0
1.5 – 2.0	1
>2.0	2

Composite Prioritization Score Calculation

The total HIN Score was calculated for each segment and intersection using the following formula:

HIN Score = (Equity Factor Score * 1.92 + (Vulnerable User Factor Score * 2.17) + (Crash Concentration Factor Score * 3.50) + (Community Input Factor Score * 2.42).

Other Project Prioritization

Non-HIN projects and citywide policies, programs or planning activities have also been identified for the SAP as non-engineering strategies. These non-engineering strategies are crash safety countermeasures that tend to be low cost or no-cost to implement. Implementing effective roadway safety policies and programs can significantly reduce accidents and fatalities citywide. By establishing safety policies and developing and implementing plans and programs that address the most critical safety concerns, the City of Fountain can create a safer environment for all roadway users, especially pedestrians and cyclists.

Because implementation of policies and programs will benefit both HIN and non-HIN projects as they are applied citywide, these countermeasures received the highest number of points for the severity score. Community input, vulnerable user, and equitable application scoring were applied in the same fashion as the HIN network. The final scoring was also calculated using the same weighted scoring that was applied for the HIN corridors.

The countermeasures were scored and then grouped into High, Medium, and Low-priority categories. Since speed reduction is a significant multiplier in reducing the severity of crashes and pedestrian and cyclists being the most vulnerable users of the transportation system, policy/program/planning countermeasures that specifically addressed them were identified as a High Priority. These groupings will be used to guide phased implementation of the SAP. Like the HIN recommendations, the scoring system provides a general framework with the final order of implementation being dependent on funding availability, coordination with other planned capital and maintenance projects, and further community and stakeholder input.

06

Plan Recommendations

6. Plan Recommendations

Recommended Safety Countermeasures

Road safety interventions are more effective when they are strategically planned to optimize the use of resources. Intersection and corridor prioritization are essential as it helps to achieve the highest possible crash reduction, which in turn saves more lives, reduces more injuries, and lowers economic losses due to crashes. The prioritization of specific intersections and the corridors in which the majority of these intersections are located for safety projects will help ensure that countermeasures are both effective and cost-effective, in achieving Fountain's Vision Zero goals. Moreover, a focus on corridors with high crash rates along with considerations for vulnerable populations can significantly improve community well-being and ensure that the benefits of improved safety are realized.

Safety countermeasures were identified for implementation at priority High Injury Network intersections that were selected based on Crash Analysis. These intersection safety countermeasures are summarized by intersection on the following page.

Retroreflective Backplate for the traffic signal at Santa Fe Avenue and Indiana Avenue

Many of the priority intersections are located within three priority HIN corridors: 1) Fountain Mesa Road (Janitell Junior High School to E Ohio Avenue), 2) the Highway 16/Mesa Ridge Parkway Corridor (Fort Carson Gate 20 to Highway 21/Powers Boulevard)), and 3) Highway 85/Santa Fe Avenue (portion within the Fountain City Limits). These three corridors were evaluated holistically to develop recommended countermeasures summarized on the following pages. Programmatic actions are designed to address all aspects of corridor operations from a safety perspective.

1. Recommended Top 13 HIN Intersections Safety Countermeasures

Recommended/Potential Top 13 HIN Intersections Safety Countermeasures			
Major Street	**Minor Street**	**Recommended/Potential Safety Countermeasure**	
Highway 16/Mesa Ridge Parkway	Fountain Mesa Road		Install retroreflective signal head backplates; Install near-side signal heads; modify signal operations to protected-only left turns; or long-term construct an alternative intersection designed to improve safety.
Highway 16/Mesa Ridge Parkway	Bandley Drive		Install WB advance warning beacon; Install WB queue detection/variable speed limit; Lengthen WB Hwy 16-to-NB I-25 turn lane; Install retroreflective signal head backplates; Install near-side signal heads or long-term construct WB Hwy 16-to-NB I-25 flyover ramp.
Highway 85/Santa Fe Avenue	Fontaine Boulevard		Upgrade signing/pavement markings for NB right-turn yield condition; Install retroreflective signal head backplates; Install supplemental left-turn signal heads; Signalize NB right-turn movement; Coordinate timing with adjacent signal at Fontaine and Syracuse/Widefield Boulevard.
Highway 16/Mesa Ridge Parkway	Syracuse Street		Install advance warning beacon(s); Install retroreflective signal head backplates; Install near-side signal heads.
Highway 85/Santa Fe Avenue	Main Street (Security-Widefield)		Install SB advance warning beacon; Upgrade signing/pavement markings for NB right-turn yield condition; Install retroreflective signal head backplates; Install supplemental left turn signal heads; Signalize NB right-turn movement.
Highway 85/Santa Fe Avenue	Plaza Boulevard		Install retroreflective signal head backplates; convert intersection to a Continuous Green-T.
Fountain Mesa Road	Cross Creek Avenue/S Mesa Road		Rebuild span-wire signal as a mast-arm signal; Install retroreflective signal head backplates; Install flashing yellow arrows; Install supplemental left-turn signal heads; Coordinate signal with adjacent signals
Highway 16/Mesa Ridge Parkway	Sneffels Street		Implement protected NB/SB left-turn phasing
Highway 85/Santa Fe Avenue	Duckwood Road		Install retroreflective signal head backplates; Install near-side signal heads.
Highway 85/Santa Fe Avenue	Highway 16 WB Ramps		Operate NB left turn with protected-only signal phasing; Install retroreflective signal head backplates.
C and S Road	Legend Oak Drive/Silver Glen Drive		Remove obstructions to improve entering sight distance; Convert to AWSC; Convert to traffic signal control; Convert to roundabout.
Plaza Boulevard	Camden Boulevard		Convert to AWSC; Convert to roundabout.
E Ohio Avenue	Fountain Mesa Road		Construct WB right-turn lane; Channelize SB left-turn movement; Convert to traffic signal control.

2. Fountain Mesa Road HIN Corridor

HIN CORRIDOR DATA

JURISDICTION
FOUNTAIN

FUNCTIONAL CLASSIFICATION
MINOR ARTERIAL

PREVAILING LAND USE
COMMERCIAL/RESIDENTIAL

CORRIDOR LENGTH
3.4 MILES

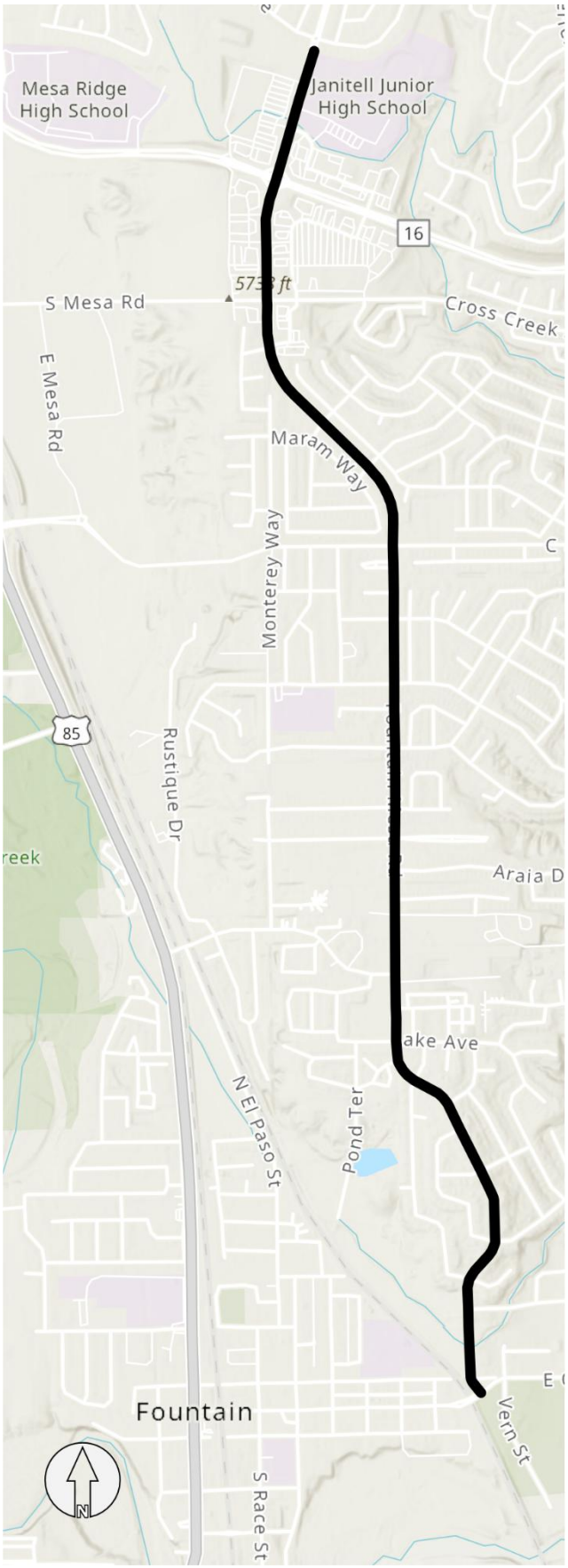
POSTED SPEED
30 MPH

AVERAGE PREVAILING SPEED
UNKNOWN

CORRIDOR IN DISADVANTAGED AREA
NO

TRANSIT ROUTES
YES

TRAVEL LANES / MEDIAN TYPE
2,4 LANES/PAINTED,RAISED



POTENTIAL SAFETY COUNTERMEASURES

INTERSECTIONS & ROADWAYS

- At Cross Creek Ave-Safeway access, install a median to restrict side street access to right-in/right-out.
- At Fountain Mesa Rd and E Ohio Ave install a WB right-turn lane, raised median and traffic signal.

SIGNAL OPERATIONS

- At Fountain Mesa Rd and Cross Creek reconstruct traffic signal to a mast arm with retroreflective back plates, update signal head and timing, and install NB advance warning beacon.

SIGNAGE & STRIPING

- At Fountain Mesa Rd and Cross Creek Ave restrict U-turns due to sight visibility and side street volume.

SPEED MANAGEMENT

- Collaborate with Fountain Police Department to increase speed enforcement operations at severe crash locations.

PEDESTRIAN HAZARD

- From Hwy 16 to Ohio Ave install high-visibility crosswalks, advance yield lines and pedestrian refuge islands.
- At Fountain Mesa Rd/Lake Ave construct curb extensions to reduce the distance of Fountain Mesa Rd crossing and improve sight visibility south from Lake Ave to Fountain Mesa Rd.

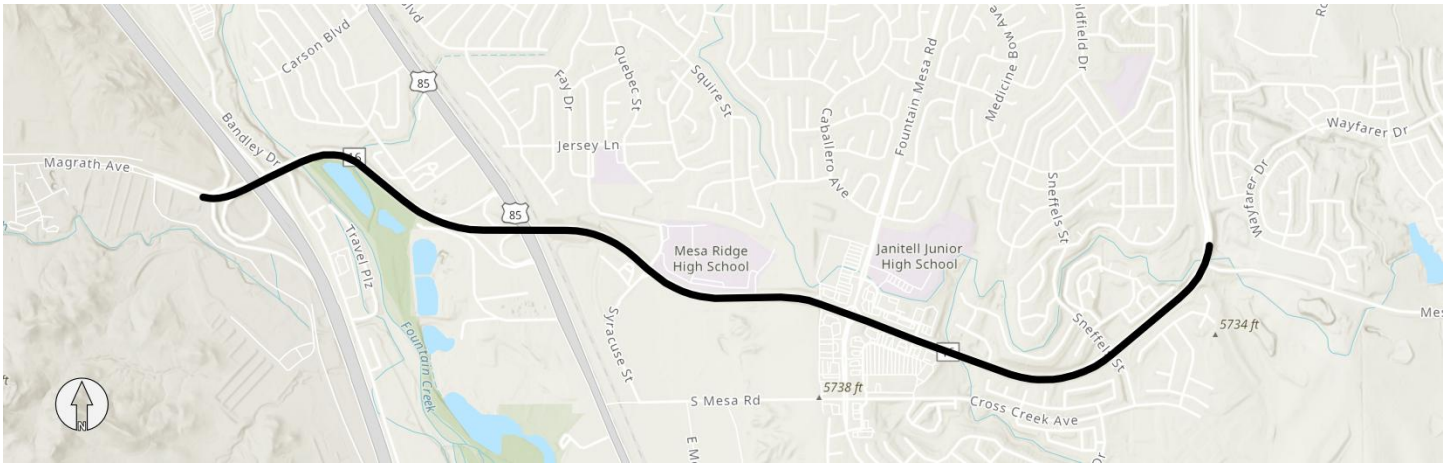
ACTIVE TRANSPORTATION

- Reconstruct /restripe Fountain Mesa Rd from SH16 to Ohio Ave to remove obstructions from the sidewalk, accommodate bike lanes, and narrow travel lanes to reduce travel speed.

PLANNING, POLICY & PROGRAMS

- With the FPD and CDOT implement Red Light enforcement.

3. Highway 16 / Mesa Ridge Parkway HIN Corridor



HIN CORRIDOR DATA

JURISDICTION
CDOT

FUNCTIONAL CLASSIFICATION
EXPRESSWAY

PREVAILING LAND USE
COMMERCIAL/RESIDENTIAL

CORRIDOR LENGTH
3.3 MILES

POSTED SPEED
35, 45 MPH

AVERAGE PREVAILING SPEED
UNKNOWN

CORRIDOR IN DISADVANTAGED AREA
NO

TRANSIT ROUTES
YES

TRAVEL LANES / MEDIAN TYPE
4 LANES/PAINTED, RAISED

POTENTIAL SAFETY COUNTERMEASURES

INTERSECTIONS & ROADWAYS

- At Bandley Dr lengthen the WB Highway 16 to I-25 turn lane
- At Bandley Dr construct a WB Highway 16 to NB I-25 flyover ramp.
- Add more security lanes for Fort Carson Gate 20.

SIGNAL OPERATIONS

- At Bandley Dr install WB advance warning beacon and WB queue detection/variable speed limit.
- At Bandley Dr install retroreflective signal head backplates and install near-side signal heads.
- At Syracuse St install advance warning beacon(s).
- As Syracuse St install retroreflective signal head backplates and install near-side signal heads.
- At Fountain Mesa Rd install retroreflective signal head backplates and install near-side signal heads.
- At Sneffels St implement protected NB/SB left-turn phasing.

SPEED MANAGEMENT

- Collaborate with Fountain Police Department to increase speed enforcement operations at severe crash locations.

PEDESTRIAN HAZARD

- At Syracuse St identify and construct a safe Pedestrian/School Crossing across Highway 16/Mesa Ridge Pkwy.

ACTIVE TRANSPORTATION

- Develop and implement an Active Transportation Plan for CO 16/ Mesa Ridge Pkwy to include access to Mesa Ridge H.S. and Fountain Creek Trail.

PLANNING, POLICY & PROGRAMS

- Collaborate with the FPD and CDOT to implement Red Light enforcement.

4. Highway 85 - Santa Fe Avenue HIN Corridor

HIN CORRIDOR DATA

JURISDICTION
CDOT

FUNCTIONAL CLASSIFICATION
MAJOR ARTERIAL

PREVAILING LAND USE
COMMERCIAL/RESIDENTIAL

CORRIDOR LENGTH
6.4 MILES

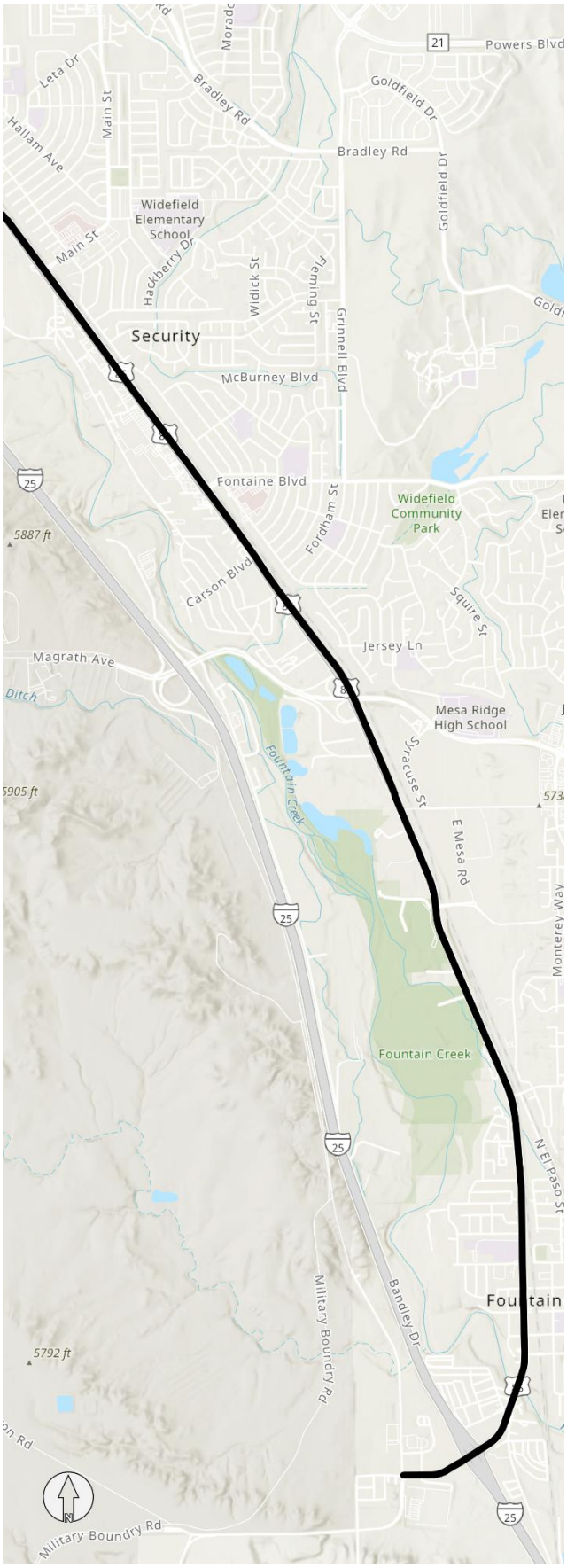
POSTED SPEED
35, 45, 50 MPH

AVERAGE PREVAILING SPEED
UNKNOWN

CORRIDOR IN DISADVANTAGED AREA
YES

TRANSIT ROUTES
YES

TRAVEL LANES / MEDIAN TYPE
2,4 LANES/PAINTED, RAISED



POTENTIAL SAFETY COUNTERMEASURES

INTERSECTIONS & ROADWAYS

- Reconstruct Highway 85/Santa Fe Ave to include shoulders and access management.

SIGNAL OPERATIONS

- At the Main St intersection install a SB advance warning beacon, retroreflective signal head backplates, supplemental left-turn signal heads and signalize NB left turn.
- At Plaza Blvd reconstruct as a signalized Green-T intersection and install retroreflective signal head backplates.
- At Fontaine install retroreflective signal head backplates, supplemental left-turn signal heads and signalize NB right turn, synchronize with Fontaine/Security-Widefield Blvd signal.
- Operate NB left turns with protected-only signal phasing and install retroreflective signal head backplates.

SIGNAGE & STRIPING

- At the Main St intersection upgrade signing/pavement markings for NB right-turn yield condition.
- At the Fontaine Blvd intersection upgrade signing/pavement markings for NB right-turn yield condition.

SPEED MANAGEMENT

- Collaborate with Fountain Police Department to increase speed enforcement operations at severe crash locations.

ACTIVE TRANSPORTATION

- Develop and implement active transportation plan for corridor.

PLANNING, POLICY & PROGRAMS

- With the FPD and CDOT implement Red Light enforcement.

Implementation Plan

The policy and programmatic, behavioral, and engineering countermeasure strategies that comprise the Fountain SAP Implementation Plan are focused on continuous improvement to be achieved through data-driven policy development, ongoing monitoring, fostering a strong safety culture, and strategically using the Safety Action Plan to implement safety projects. The ultimate goal is to eliminate severe injuries and fatalities.

The toolkit of specific engineering and non-engineering safety countermeasures developed in Section 5 was used to develop practical solutions to address the severe injury and fatal crash locations of concern. The network facilities for which countermeasure strategies were identified include thirteen HIN intersections, three HIN roadway corridors, a set of citywide strategies, and two non-HIN intersections of concern. These crash countermeasures were scored based on the four factors identified in Section 5 - Crash Concentration, Community Input, Vulnerable Users, and Equity. These composite scores were then weighed (as described in Section 5) based on the importance of each factor as a safety priority to the community in order to develop an HIN Score.

Finally, based on the HIN scores, each recommended countermeasure package (for HIN intersection, HIN corridor, citywide program, and non-HIN intersection) was grouped into a High, Medium, or Low-priority category. As mentioned in Section 5, since speed plays a significant role in the severity of crashes and pedestrian and cyclists are the most vulnerable users of the transportation system, non-engineering countermeasures that specifically addressed them were identified as a High Priority. These groupings will be used to guide phased implementation of the SAP. Like the HIN recommendations, the scoring system provides a general framework with the final order of implementation being dependent on funding availability, coordination with other planned capital and maintenance projects, and further community and stakeholder input.

Summary tables of Safety Countermeasure Implementation Priorities, along with cost estimates and explanatory notes are compiled on the following pages. As shown, the Fountain Safety Action Plan has prioritized safety initiatives that include both engineering and non-engineering countermeasures that will incrementally strive towards Vision Zero goals for a safer transportation environment. Highest priority safety countermeasures are noted with bold green text **H** notation on each of the tables.

1. Fountain Mesa Road HIN: Janitell Junior High School to Ohio Avenue

HIN Safety Countermeasure Implementation Priorities									
Jurisdiction	**Location From/To**	**System Approach**	**Countermeasure**	**Description**	**Priority (H,M,L)**	**HIN Score**	**Cost Estimate**	**Unit Measured**	**Notes**
Fountain	Highway 16/Mesa Ridge Pkwy to Ohio Ave	Safer Roads	Bicycle	Reconstruct /restripe Fountain Mesa Rd from SH16 to Ohio Ave to remove obstructions from the sidewalk, accommodate bike lanes, and narrow travel lanes to reduce travel speed.	H	9.18	$ 14,900,000	3.0 Miles	Urban trail from C & S Rd to Highway 16. Widening from Calle Entrada to Lake Ave with full overlay.
		Safer Roads	Speed Management	Collaborate with FPD Severe Crash locations to increase speed enforcement operations.	H	9.18	$ 0	Citywide	
		Safer Roads	Pedestrian	Install high-visibility crosswalks, advance yield lines, and pedestrian refuge islands.	M	9.18	$ 1,500 to $ 150,000	Crossing	Cost ranges from striping to capital improvements.
		Safer Roads	Planning, Policy & Programs	Collaborate with the FPD and CDOT the implementation of Red Light enforcement.	L	9.18	$150,000	Signal	Includes resources to review violations.
Fountain	At Mesa Rd & Cross Creek Ave	Safer Roads	Signage & Striping	Collaborate with the FPD and CDOT the implementation of Red Light enforcement.	H	6.76	$ 500	Sign	Cost ranges from striping to capital improvements.
		Safer Roads	Signal Operations	Restrict U-turns due to sight visibility and side street volume.	H	6.76	$ 1,000,000	Signal	Does not include installation.
Fountain	At Lake Ave	Safer Roads	Pedestrian	Improve safety by constructing curb extensions by reducing the distance of the Fountain Mesa Rd crossing, improving sight visibility from Lake Avenue onto Fountain Mesa Rd, and to reduce travel speeds.	M	6.76	$ 200,000	Intersection	Construct two 10’ curb extensions on each side of Fountain Mesa Road.
Fountain	At Cross Creek Ave – Safeway Access	Safer Roads	Intersection & Roadway	Install a median to restrict side street access to right-in/right-out.	L	2.42	$ 285,000	Intersection	Reconstruct signal to mast arm to support wind load associated with additional signage.
Fountain	At Ohio Ave	Safer Roads	Intersection & Roadway	At Fountain Mesa Rd and Ohio Ave install a WB right turn lane, raised median, and traffic signal.	H	9.18	$ 3,627,100	Intersection	

2. Highway 85/Santa Fe Avenue HIN: North City Limits to Charter Oak Ranch Road

HIN Safety Countermeasure Implementation Priorities									
Jurisdiction	**Location From/To**	**System Approach**	**Countermeasure**	**Description**	**Priority (H,M,L)**	**HIN Score**	**Cost Estimate**	**Unit Measured**	**Notes**
CDOT	North City Limits to Charter Oak Ranch Rd	Safer People	Bicycle	Develop and implement an active transportation plan for US 85/Santa Fe Ave corridor.	H	11.1	$ 200,000	6.4 Mile Planning Study	$200,000 to develop a 6.4 mile Active Transportation Study.
		Safer Speeds	Speed Management	Collaborate with CSP and FPD Severe Crash locations related to speeding traffic to increase speed enforcement operations.	H	11.1	$ 0	Citywide	
		Safer Roads	Planning, Policy & Programs	Collaborate with the FPD and CDOT to implement Red Light enforcement.	M	11.1	$ 150,000	Signal	Includes resources to review violations.
CDOT	At Main Street Intersection	Safer Roads	Signal Operations	At the Main St intersection install a SB advance warning beacon, retroreflective signal head backplates, supplemental left-turn signal heads and signalize the NB right-turn.	H	6.26	$ 50,000	Intersection	Does not include installation cost.
		Safer Roads	Signage & Striping	Upgrade signing/pavement markings for NB right-turn yield condition	H	6.26	$ 1,500	Intersection	Assumes City installation
CDOT	At Plaza Blvd	Safer Roads	Signal Operations	Reconstruct signalized intersection into a signalized Green-T Intersection and install retroreflective signal head backplates.	M	6.26	$ 3,120,000	Intersection	Green "T" Intersection with no pedestrian/bike crossing.
CDOT	At Fontaine Blvd	Safer Roads	Signage & Striping	Upgrade signing/pavement markings for NB right-turn yield condition	H	11.1	$ 1,500	Intersection	Assumes City installation.
		Safer Roads	Signal Operations	Install retroreflective signal head backplates, supplemental left-turn signal heads and signalize the NB right-turn.	H	11.1	$ 20,000	Signal	Does not include installation cost.
CDOT		Safer Roads	Signal Operations	Operate NB left turn with protected-only signal phasing and install retroreflective signal head backplates.	M	4.34	$ 500	Signal	Does not include installation cost.
CDOT	At Duckwood Rd	Safer Roads	Signal Operations	Install retroreflective signal head backplates	M	6.76	$ 500	Signal	Does not include installation cost.
CDOT	Willow Springs Rd to I-25 (S)	Safer Roads	Intersection & Roadway	Reconstruct US 85 to include shoulder and access management.	H	9.18	$ 21,500,000	3.4 Miles	Includes roadway widening from Willow Springs to Comanche Village. Does not include Fountain Creek bridge.

3. Highway 16/Mesa Ridge Parkway HIN: Fort Carson Gate 20 to Powers Boulevard

HIN Safety Countermeasure Implementation Priorities									
Jurisdiction	**Location From/To**	**System Approach**	**Countermeasure**	**Description**	**Priority (H,M,L)**	**HIN Score**	**Cost Estimate**	**Unit Measured**	**Notes**
CDOT	Fort Carson Gate 20 to Highway 21 -Powers Blvd	Safer People	Bicycle	Develop and implement an Active Transportation Plan for Hwy 16/ Mesa Ridge Pkwy to include access to Mesa Ridge H.S. and Fountain Creek Trail.	H	9.18	$ 250,000	3.0 mile planning study	$250,000 to develop a 3.0 mile Active Transportation Study including cost estimates.
		Safer Speeds	Speed Management	Collaborate with FPD Severe Crash locations to increase speed enforcement operations.	H	9.18	$ 0	Citywide	
		Safer Roads	Signal Operations	Collaborate with the FPD and CDOT the implementation of Red Light enforcement.	M	9.18	$ 150,000	Signal	Includes resources to review violations.
		Safer Roads	Intersection & Roadway	Work with Fort Carson to add more security lanes at Gate 20.	M	4.34	Unknown	Fort Carson Gate 20	Add more security lanes to decrease queuing traffic.
CDOT	At Bandley Dr	Safer Roads	Signal Operations	Install WB advance warning beacon, retroreflective signal head backplates, near-side signal heads, and queue detection/variable speed limit.	H	4.34	$ 65,000	Intersection	Does not include installation cost.
		Safer Roads	Intersection & Roadway	Lengthen WB Hwy 16-to-NB I-25 turn lane.	H	4.34	$2,950,000	800' lane extension	
		Safer Roads	Intersection & Roadway	Construct WB Hwy 16-to-NB I-25 flyover ramp.	M	4.34	$ 70,000,000	Interchange	
CDOT	At Syracuse St	Safer Roads	Signal Operations	Install advance warning beacon(s), retroreflective signal head backplates and near-side signal heads.	H	9.18	$28,000	Intersection	Does not include installation cost.
		Safer Roads	Pedestrian	Identify and construct a safe Pedestrian/School Crossing across Hwy 16.	H	9.18	Unknown	Pedestrian Crossing	Crossing will address High School students crossing Hwy 16/Mesa Ridge Pkwy to access restaurants and commercial services.
CDOT	At Fountain Mesa Rd	Safer Roads	Signal Operations	Install retroreflective signal head backplates and install near-side signal heads. Modify signal operations to protected-only left turns. Construct an alternative intersection designed to improve safety.	M	9.18	$2,000-$6,000,000	Intersection	Does not include installation cost for the retroreflective back plates. CDOT has already modified the traffic signal to protected left turns during the peak hour traffic.
CDOT	At Sneffels St	Safer Roads	Signal Operations	Implement protected NB/SB left-turn phasing.	L	4.34	$ 0	Signal	

4. Non-High Injury Network City of Fountain Intersection Safety Countermeasure Implementation Priorities

Non-High Injury Network City of Fountain Intersection Safety Countermeasure Priorities									
Jurisdiction	**Location**	**System Approach**	**Countermeasure**	**Description**	**Priority (H,M,L)**	**Score**	**Cost Estimate**	**Unit/ Location**	**Notes**
Fountain	C & S Rd/Legend Oak Dr & Silver Glen Dr	Safer Roads	Intersection & Roadway	Remove/relocate sight-line obstructions to improve sight distance or modify intersection traffic control which will assist with pedestrian crossings.	H	9.18	$5,000 to $1,000,000	Intersection	Cost estimate is for an All-way stop intersection or traffic signal. An engineering study with public outreach is recommended.
	Plaza Blvd & Camden Blvd	Safer Roads	Signage & Signalization	Install All Way Stop Control.	L	1.92	$1,200	Intersection	Does not include installation.
	Link Rd & S Marksheffel Rd	Safer Roads	Intersection & Roadway	Construct roadway shoulders with rumble strips on the striping for both Marksheffel and Link; Extend street lighting on all approaches.	L	4.84	$725,000	Intersection	Widening to include 6' shoulders, 9-street lights.
	Link Rd & Squirrel Creek Rd	Safer Roads	Signage & Signalization	Install advance warning beacons for the westbound approach; Install speed limit signs on Link Rd 1,000' from the intersection on NB and SB approaches; Upgrade E-W signals with larger retroreflective backplates.	L	4.84	$29,000	Intersection	Does not include installation.
	Rea Rd & Kane Rd	Safer Roads	Intersection & Roadway	The Rea Rd/Kane Rd curve needs to be reconstructed to meet City design standards. Install street lighting throughout the curve.	L	2.42	$1,075,000	Intersection	Streetlights could be installed in advance of a reconstruction project.
	W Ohio Ave & Race St	Safer Roads	Signage & Signalization	Stripe Ohio Ave for parking or edge lines to define an 11' travel lane and install shared bike lane markings.	L	8.09	$1,000	Blocks	From Hamlin St to Santa Fe Ave.
	W. Alabama Ave & Cherry Circle	Safer Roads	Signage & Signalization	Update roadway pavement markings on Alabama for pedestrian crossing-relocate stop bars 20 feet from crosswalk. Work with Fountain Middle School to identify Safe Routes to School Enhancements to pursue.	L	2.17	$1,000	School Zone	Pavement markings on Alabama have been updated. Need to clear branches in front of EB beacon for pedestrian crossing.

5. City of Fountain Citywide Planning, Policy and Programmatic Implementation Priorities

City of Fountain Planning, Policy and Programmatic Safety Countermeasure Implementation Priorities									
Jurisdiction	**Location**	**System Approach**	**Countermeasure**	**Description**	**Priority (H,M,L)**	**Score**	**Cost Estimate**	**Unit Measured**	**Notes**
Fountain	Citywide	Safer People	Planning, Policy & Programs	Adopt and implement a complete streets policy and develop a Complete Streets Manual.	M	11.34	0	Policy	
	Citywide	Safer People	Planning, Policy & Programs	Prioritize pedestrian improvements in corridors with high crash densities and vulnerable populations.	H	13.26	0	Policy	
	Citywide	Safer People	Planning, Policy & Programs	Prioritize school zones for Safe Routes to School enhancements including increased enforcement and signage for higher fines.	H	13.26	0	Program	Recommend pursuing CDOT Safe Routes to School grant funding for capital improvements.
	Citywide	Safer People	Planning, Policy & Programs	Adopt a City Resolution supportive of transportation safety and making transportation safety a consideration across City departments.	H	13.26	0	Policy	Resolution will be adopted concurrently with SAP approval.
	Citywide	Safer People	Planning, Policy & Programs	Establish an inter-jurisdictional Safety Task Force that meets regularly to collaborate on roadway safety issues.	M	11.34	0	Planning	
	Citywide	Safer Speed	Planning, Policy & Programs	Collaborate with FPD Severe Crash locations to increase speed enforcement operations.	H	7.00	0	Planning	
	Citywide	Safer Speed	Planning, Policy & Programs	Enhance speed enforcement with increased presence via automated speed and red-light detection.	H	7.00	$ 150,000	Location	Cost estimate is for device per location for red-light running. Automated speed enforcement cost varies.
	Citywide	Sound Post Crash Care	Planning, Policy & Programs	Enhance post-crash care with signal pre-emption technology to provide expedited first responder response times.	M	7.00	$ 150,000	Location	Cost estimate is for device per location.

6. City of Fountain Citywide Planning, Policy and Programmatic Implementation Priorities

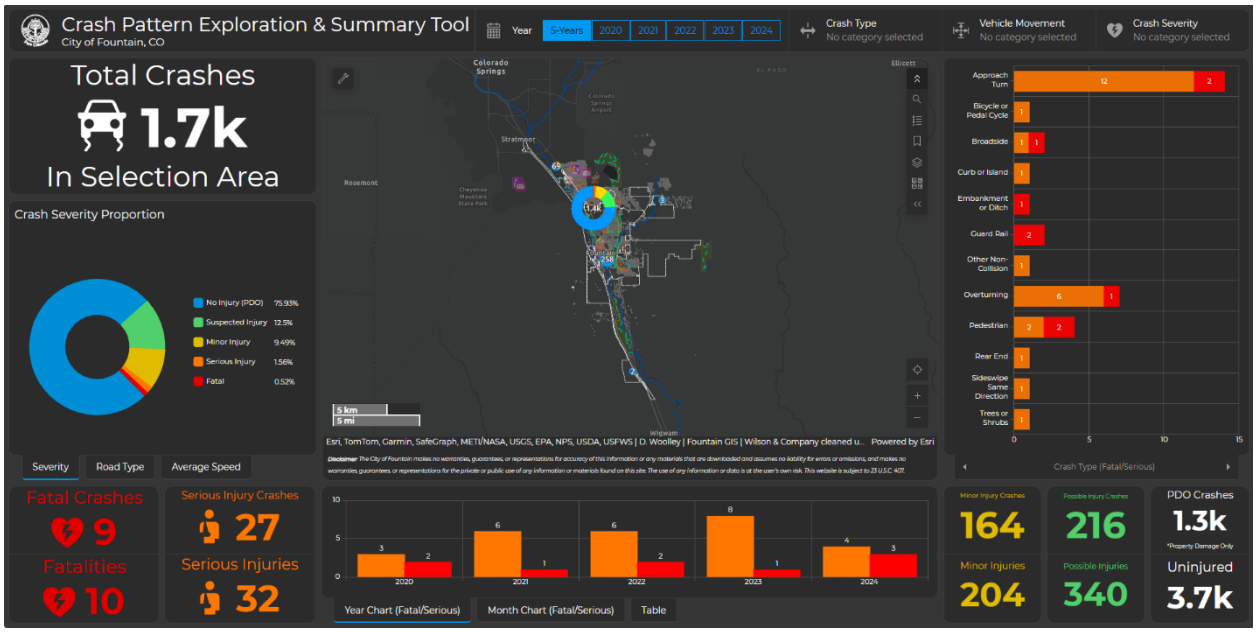
City of Fountain Planning, Policy and Programmatic Safety Countermeasure Implementation Priorities									
Jurisdiction	**Location**	**System Approach**	**Countermeasure**	**Description**	**Priority (H,M,L)**	**Score**	**Cost Estimate**	**Unit Measured**	**Notes**
Fountain	Citywide	Sound Post Crash Care	Planning, Policy & Programs	Develop bicycle and micromobility safety regulations to provide clear and comprehensive guidance for their operation.	M	11.34	$ 0	Policy	
	Citywide	Sound Post Crash Care	Planning, Policy & Programs	Prioritize maintenance of roadways accessing trauma care and first responder facilities.	M	7.00	$ 0	Policy	
	Citywide	Safer Speed	Planning, Policy & Programs	Establish a program for City Maintenance to restripe roadways with narrower travel lanes to reduce travel speed and provide shoulders where space allows.	H	7.00	0	Program	Roadway restriping would be implemented with City Roadway Overlay Program.
	Citywide	Sound Post Crash Care	Planning, Policy & Programs	Provide emergency responders with modern life saving and extraction equipment.	H	8.92	Varies	Policy	
	Citywide	Safer Vehicles	Planning, Policy & Programs	Install fiber and/or the latest communication infrastructure to improve V2V and V2I communication with roadway capital projects.	L	7.00	Varies	Policy	Implementation cost depends on the current cost and length of fiber to be installed.
	Citywide	Safer Vehicles	Planning, Policy & Programs	Work with Fountain Transit for buses to have safety devices such as rear-of-vehicle chevrons, right-side illumination during turns, and lane departure technology in order to reduce collisions.	M	*8.92	Varies	Vehicle	Implementation cost depends on bus specs and manufacturer.
	Citywide	Safer Vehicles	Planning, Policy & Programs	Provide safety devices on buses such as heart defibrillators, EpiPens, and emergency kits.	H	8.92	Varies	Vehicle	Implementation cost depends on supplier and quantity purchased.

Tracking Our Progress

Monitoring continued progress is an important part of the process. On an annual basis, the City of Fountain will review progress towards zero serious injuries and fatalities through an assessment of the crash trends from the prior year and compare them to the trends documented in the Safety Action Plan. The Fountain Safety Dashboard developed as part of the SAP currently houses data for the 2020-2024 five-year period and will be updated annually, or more frequently as new crash data becomes available.

The Fountain Safety Dashboard pairs crash data and analytics to allow users to visualize safety conditions in the City. Supported by updated data, the City will use the dashboard to monitor progress in reducing serious injury and fatal crashes as prioritized SAP Implementation Plan programs and countermeasure projects have been completed and/or initiated. In this way, the effectiveness of incremental implementation of prioritized countermeasures will be tracked.

The City will continue to support public access to the dashboard and will update the dashboard database which can be accessed through the project website (https://www.fountainsafetyplan.com) or directly at: Crash Pattern Exploration & Summary Tool.



Fountain Safety Dashboard – 2020 & Five-Year (2020-2024) Data Selected

Appendices

Appendix A – Guiding Resolution

RESOLUTION 26-018

A RESOLUTION TO AUTHORIZE THE CITY OF FOUNTAIN TO ADOPT 2026 SAFETY ACTION PLAN (SAP), A COMPREHENSIVE ROADMAP DESIGNED TO ELIMINATE FATAL AND SERIOUS-INJURY CRASHES ON FOUNTAIN'S ROADWAYS.

WHEREAS, the City of Fountain, Colorado is a municipal corporation duly organized and operating as a home-rule city under Article XX of the Constitution of the State of Colorado and the Charter of the City; and

WHEREAS, the SAP, developed through a grant awarded through the Safe Streets For All program, combines in-depth crash analysis, public input, stakeholder collaboration, and proven safety strategies to guide the City toward a Vision Zero goal of no traffic fatalities and serious injuries by 2045. This plan identifies high-priority intersections and corridors, outlines recommended safety improvements, and proposes both engineering and non-engineering crash countermeasures to improve safety for all roadway users. A copy of the SAP is attached hereto as Exhibit A; and

WHEREAS, The total cost for the project is $235,200 and the City provided a local match for the project in the amount of $47,040; and

WHEREAS, the Mayor, the City Manager, or the City Engineer is hereby authorized to execute and administer the agreement; and this plan will be included as a Strategic Objective in the 2025-2027 Strategic Plan; and

WHEREAS, City Council approval is required for the adoption of the SAP.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fountain, Colorado, as follows

1. The above recitals are incorporated as findings in support of this Resolution.

2. The Mayor, the City Manager or the City Engineer and all other officers, officials and employees of the City are hereby authorized to adopt 2026 Safe Streets for All Safety Action Plan as contemplated by this Resolution.

3. The City Council hereby adds the following Strategic Objective to the 2025-2027 Strategic Plan: Strategic Objective TI-7: No later than April 2026, the City Engineering Department will complete and publish a Fountain Safety Action Plan

to reduce traffic fatalities within Fountain, and report progress on the plan to City Council on an annual basis.

4. This Resolution shall be in full force and effect upon approval by the City Council.

Done this 17th day of March, 2026.

Sharon Thompson

Sharon Thompson, Mayor

ATTEST:

Joney Carneal

Joney Carneal, City Clerk

CITY OF FOUNTAIN EL PASO SEAL COUNTY COLORADO

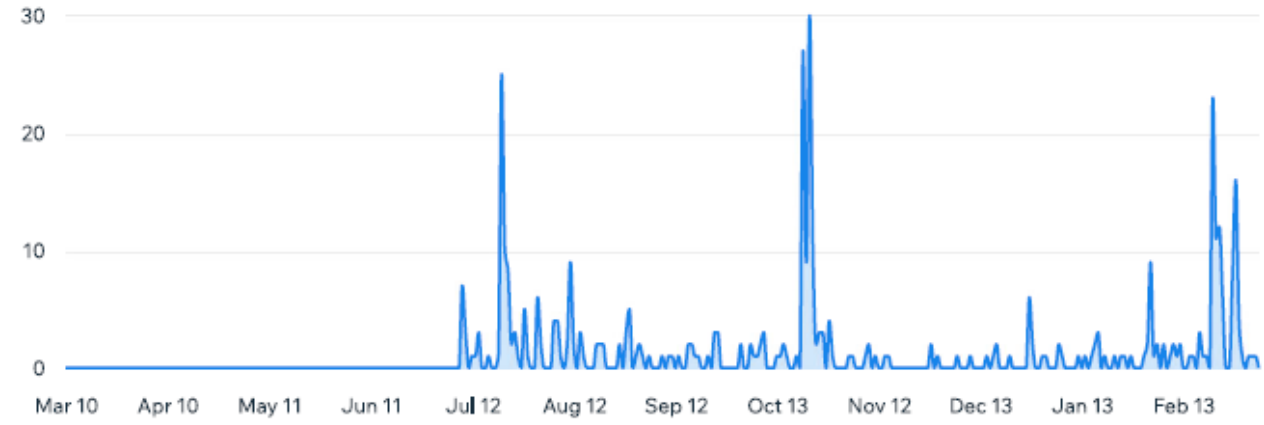
Appendix B – Public and Stakeholder Input

Fountain Safety Action Plan
Website Activity: July 2025 to February 2026

Site sessions
408

Unique visitors
284

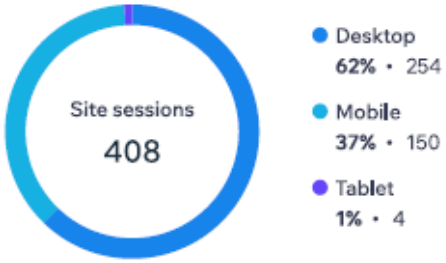
Sessions over time



View Report

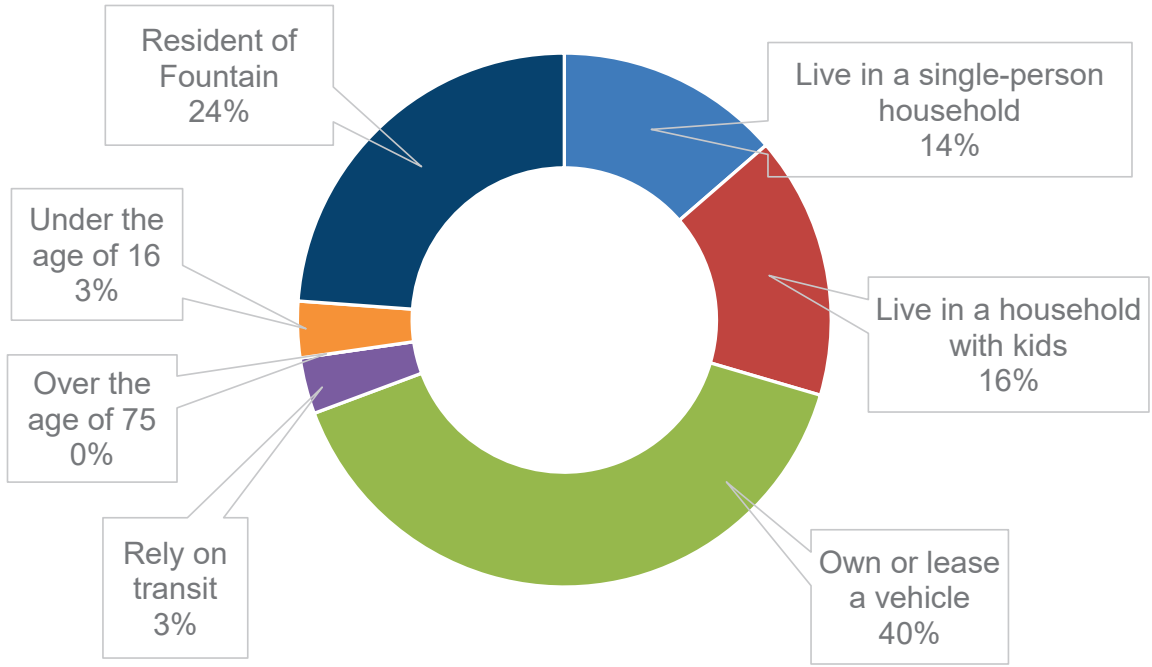
New vs returning visitors

Sessions by device



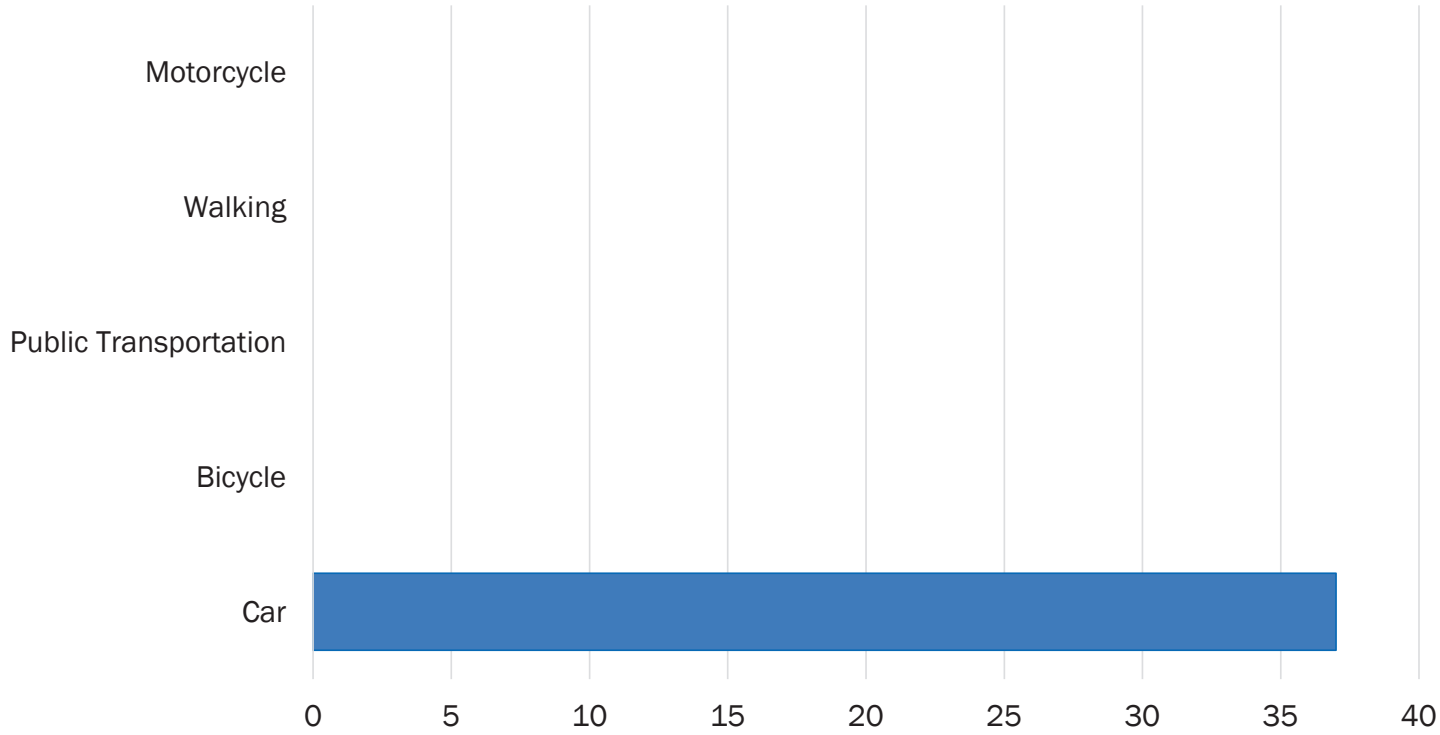
Fountain Safety Action Plan – Community Survey #1 Results

1. What are your household characteristics?



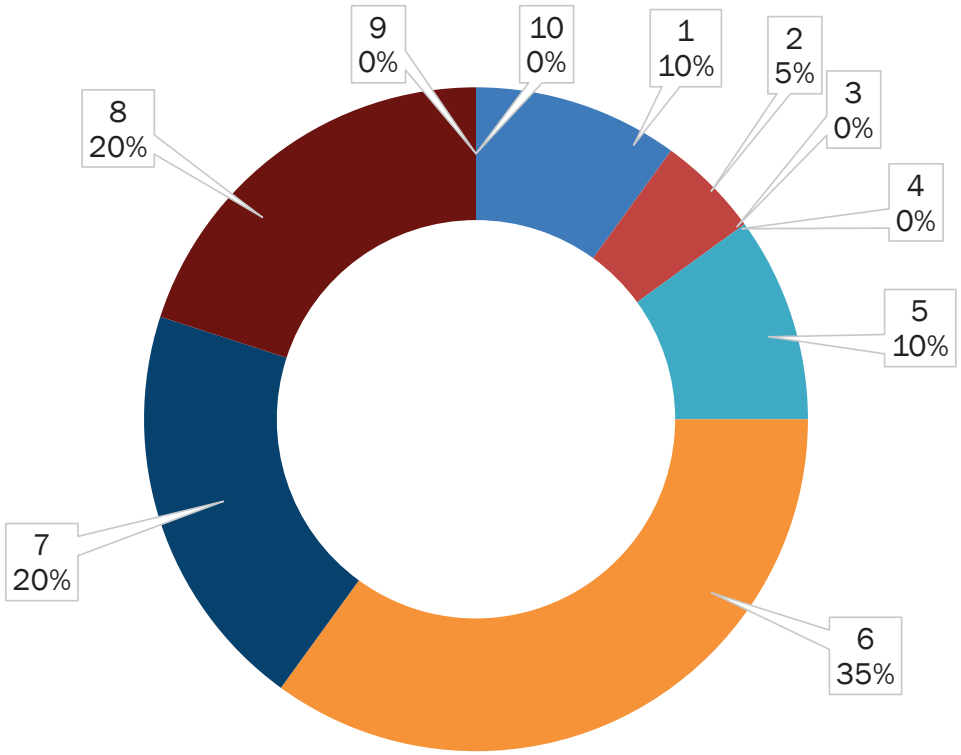
Question #1

2. What is your primary mode of transportation?



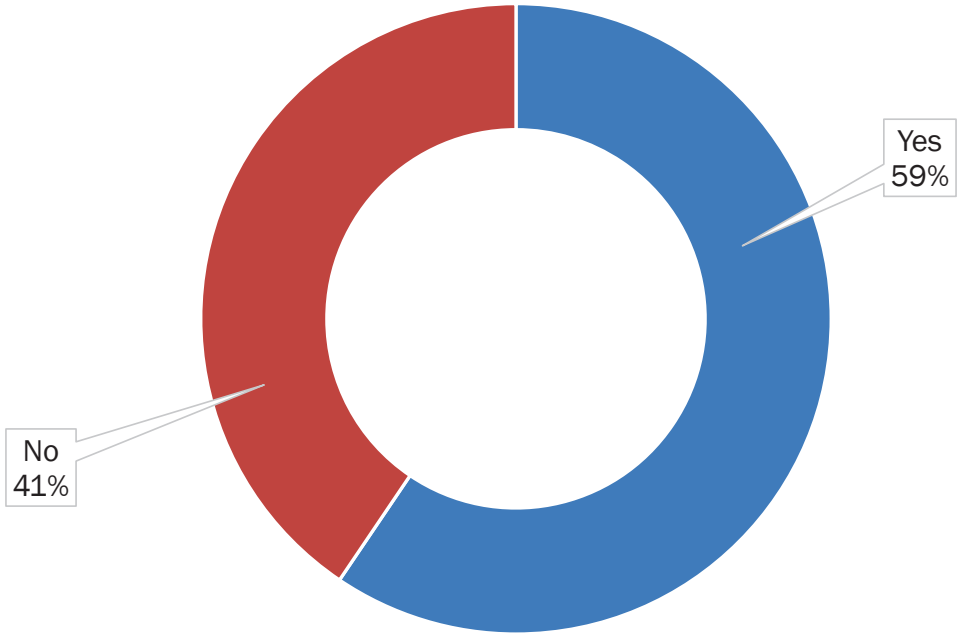
Question #2

3. How would you rate safety conditions in Fountain? (1-10)



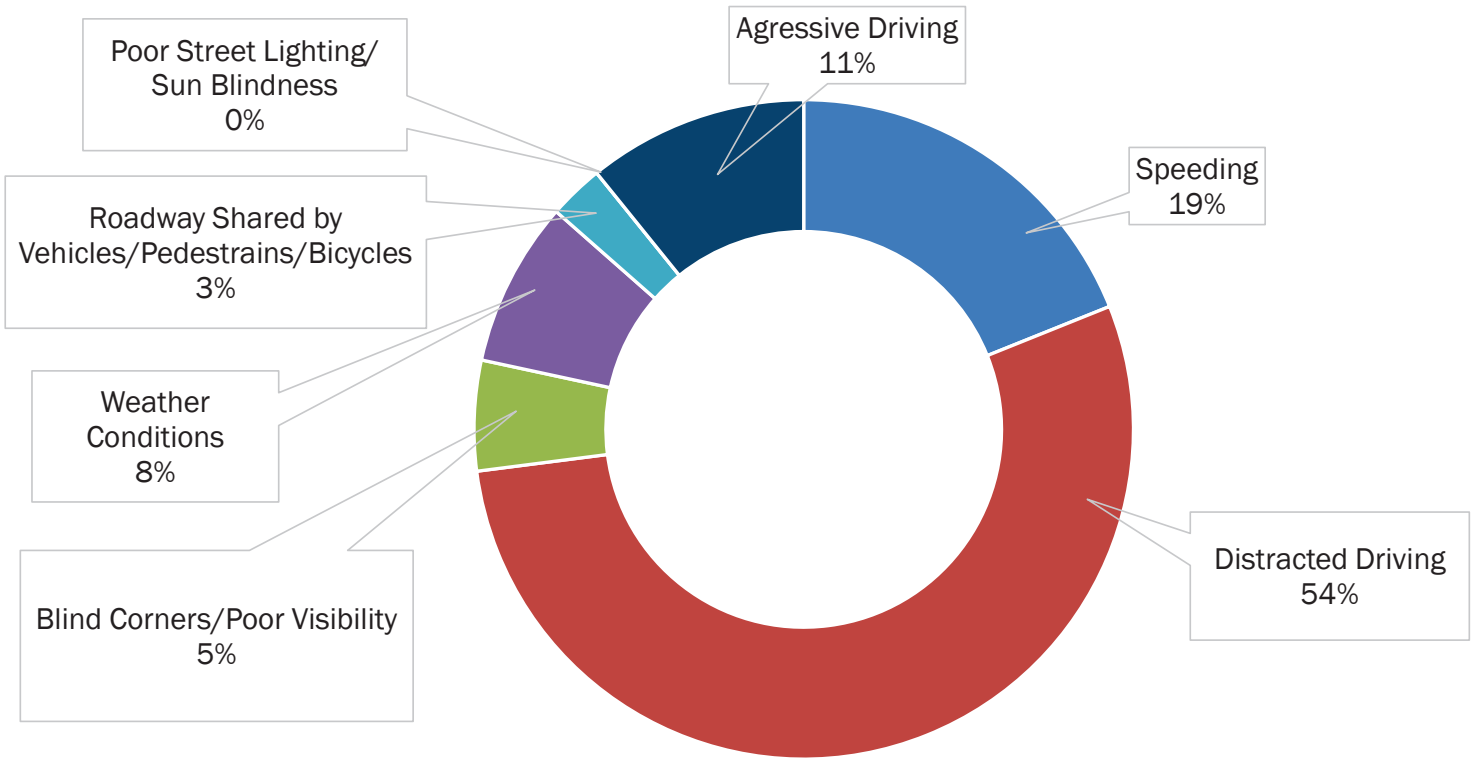
Question #3

4. Have you been involved in a road traffic accident?



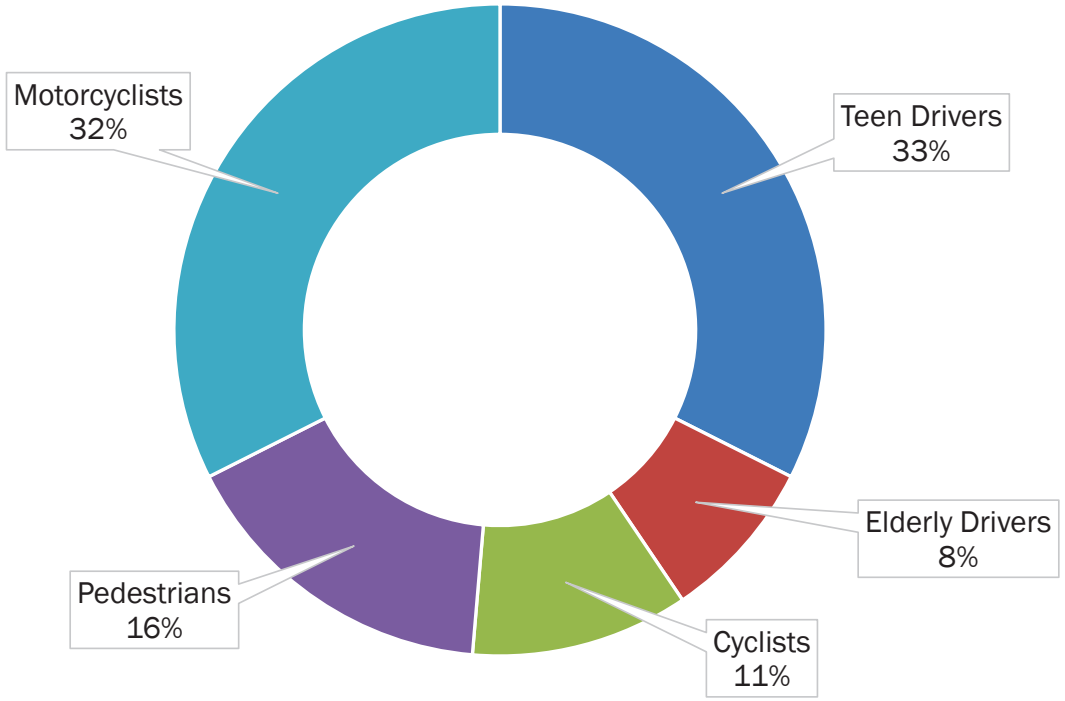
Question #4

5. What do you think is the leading cause of road accidents?



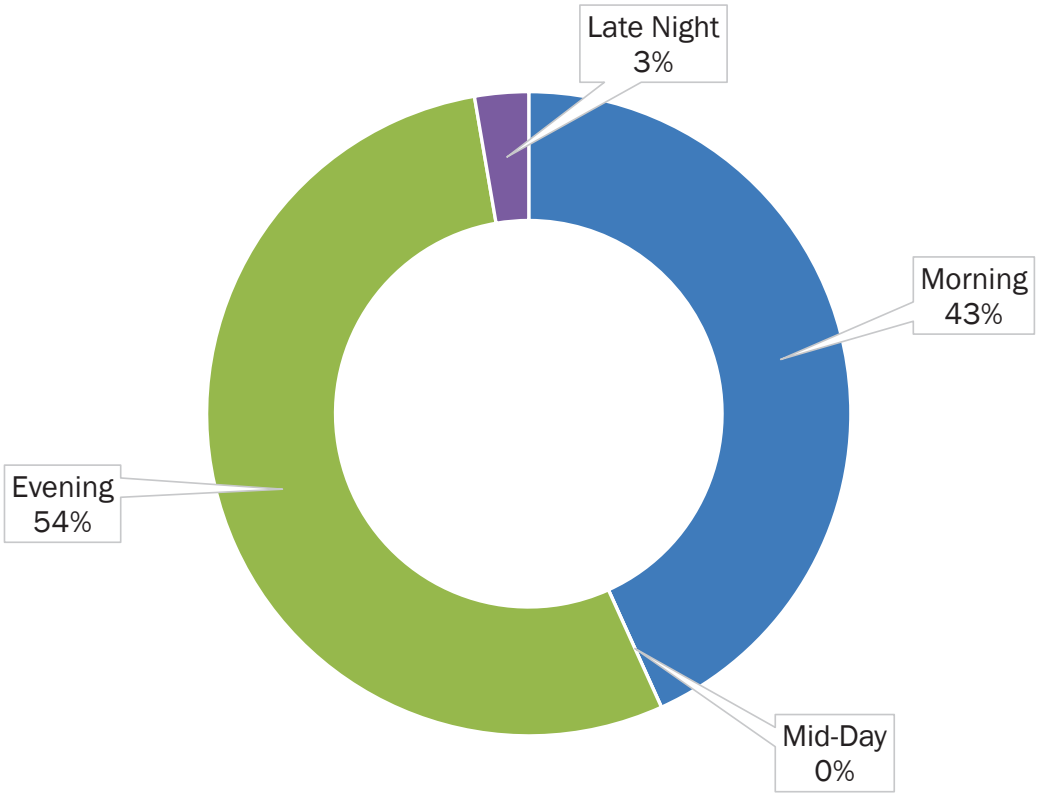
Question #5

6. Which group do you believe is at most risk on the roads?



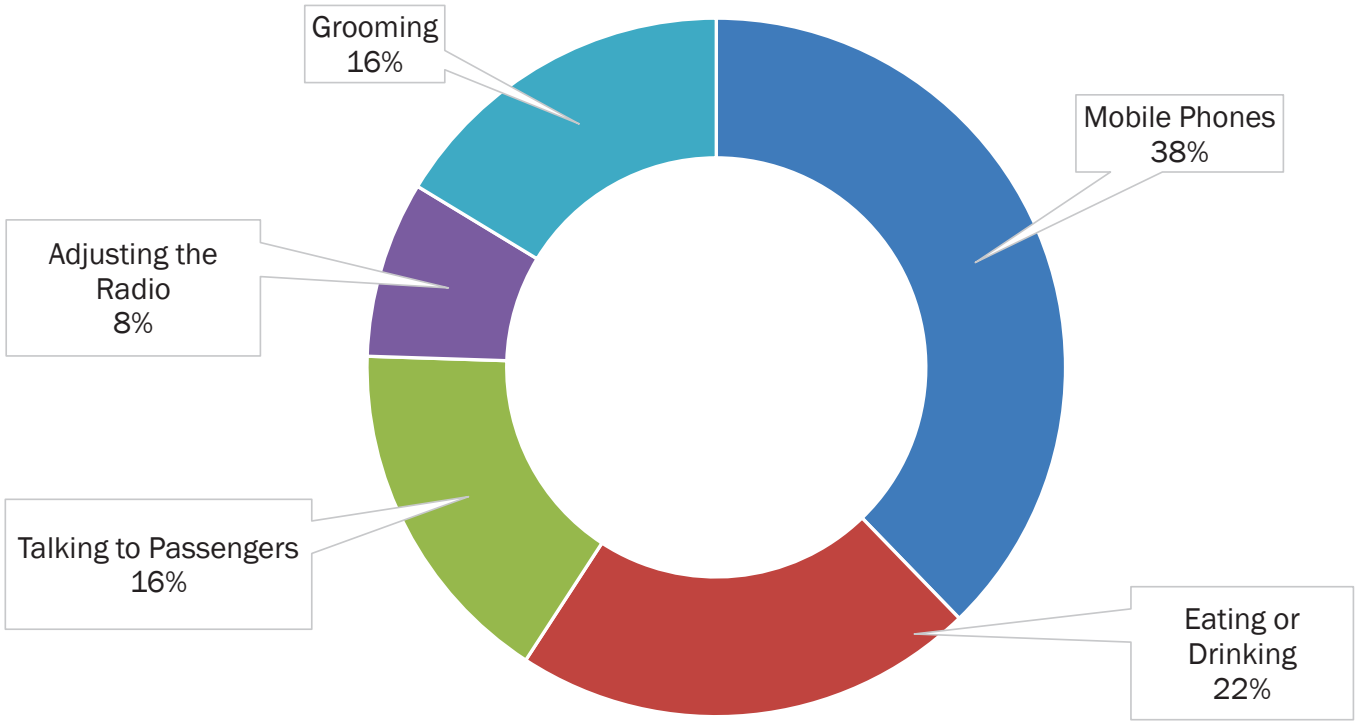
Question #6

7. What time of day is the most dangerous for road travel?



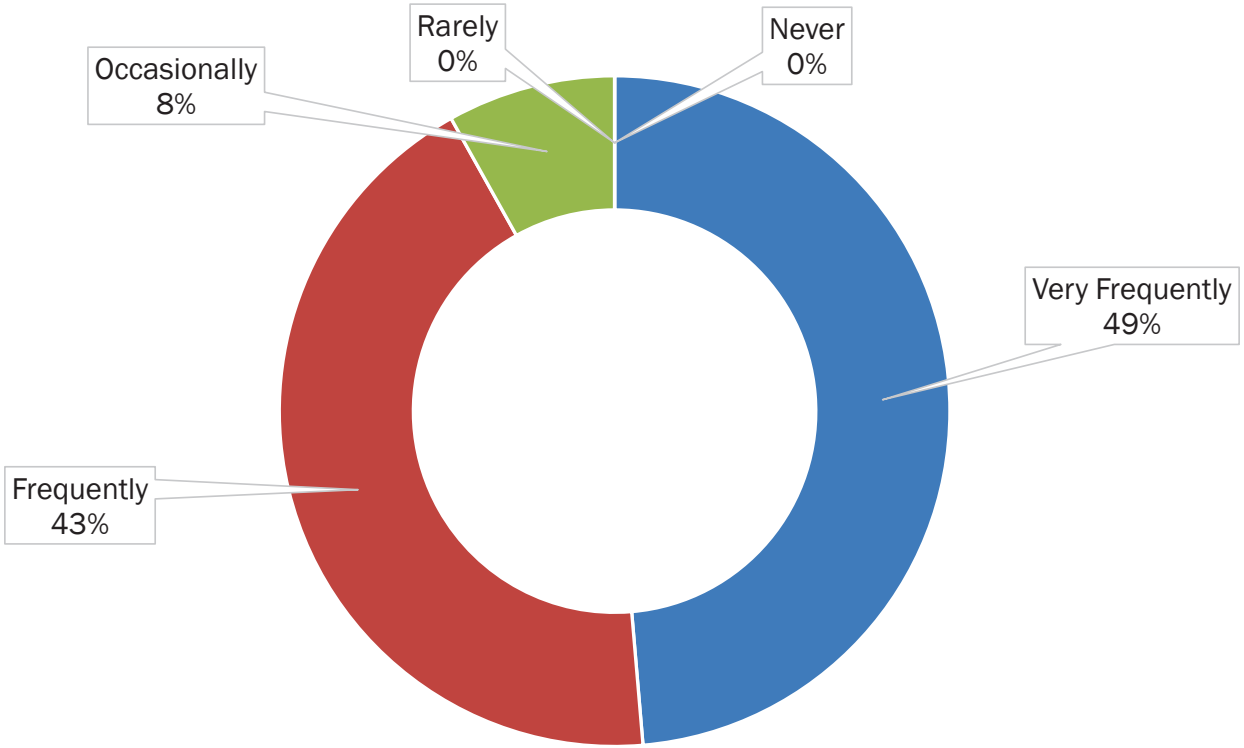
Question #7

8. What are the most common distractors for drivers you have obseved? Select ALL that apply.



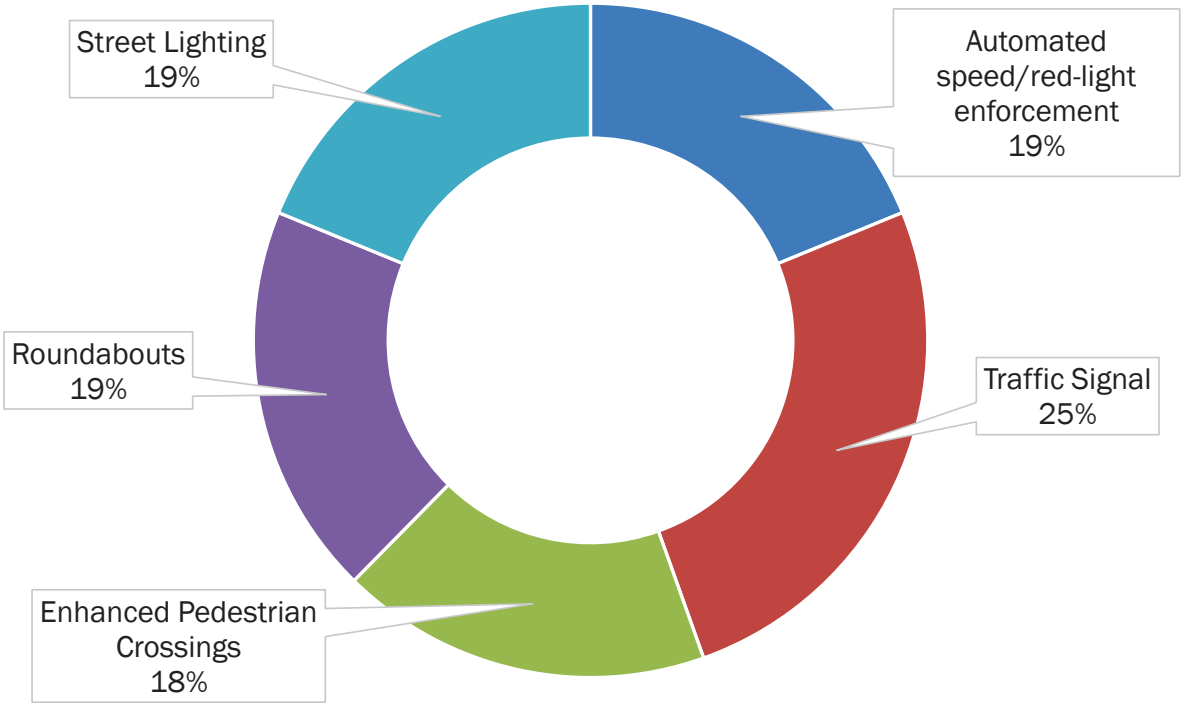
Question #8

9. How frequently do you see drivers using mobile phones when driving?



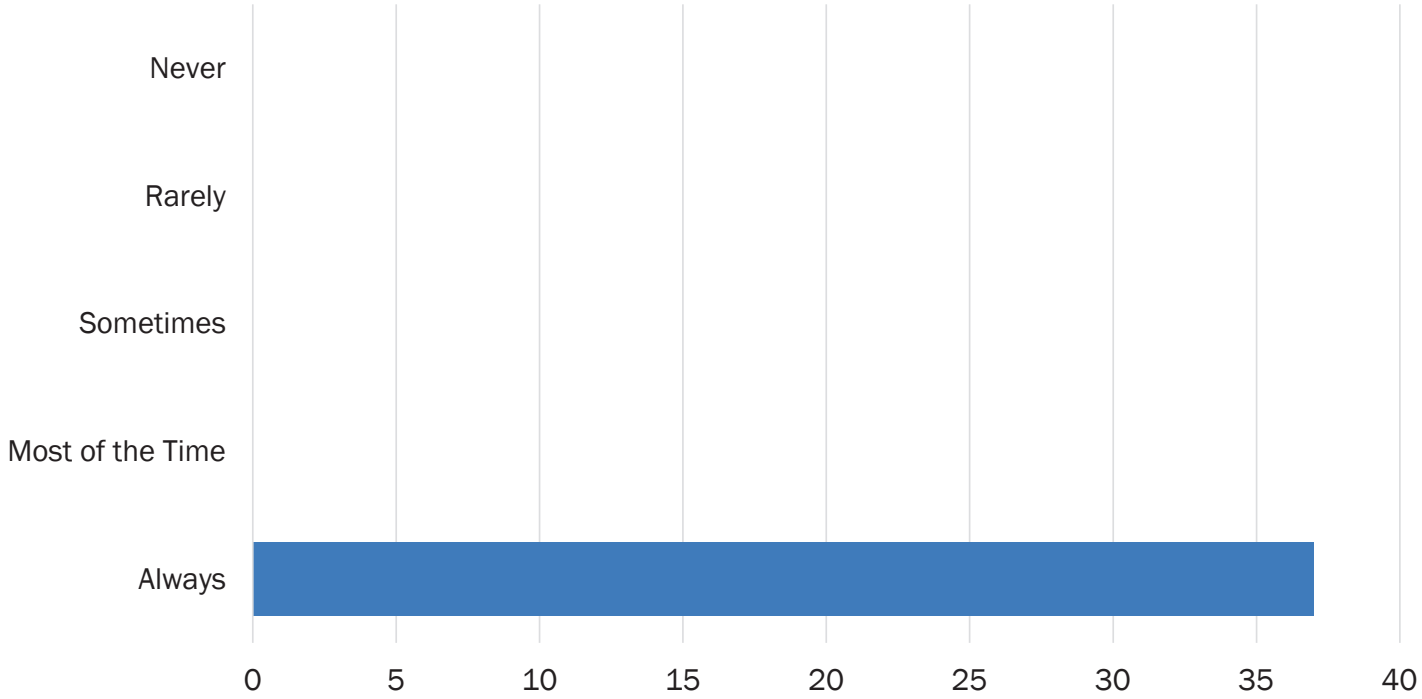
Question #9

10. Which of the following road safety measures do you believe are most effective? Select ALL that apply



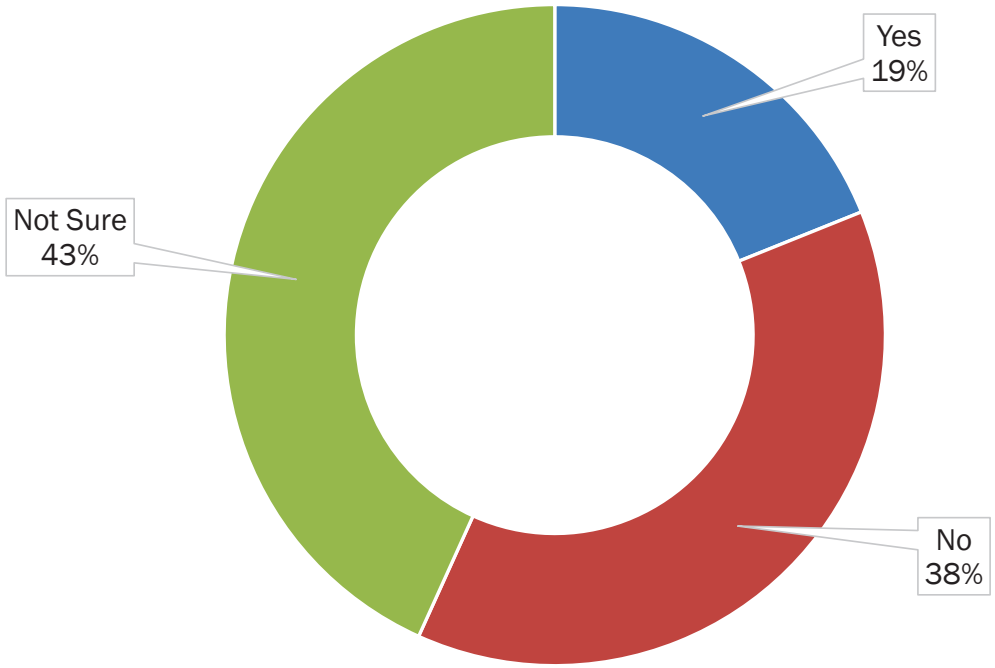
Question #10

11. How often do you wear a seatbelt while driving or riding in a car?



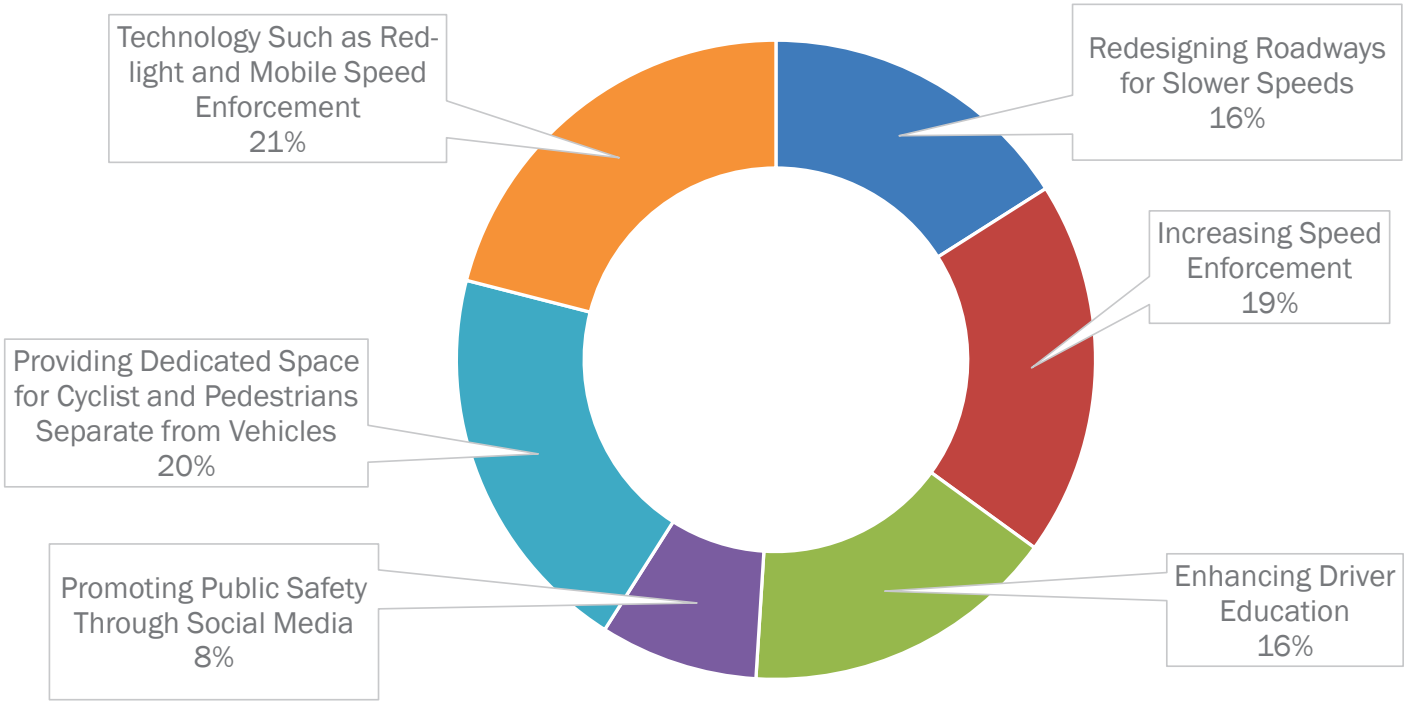
Question #11

12. Do you think current safety education programs are effective?



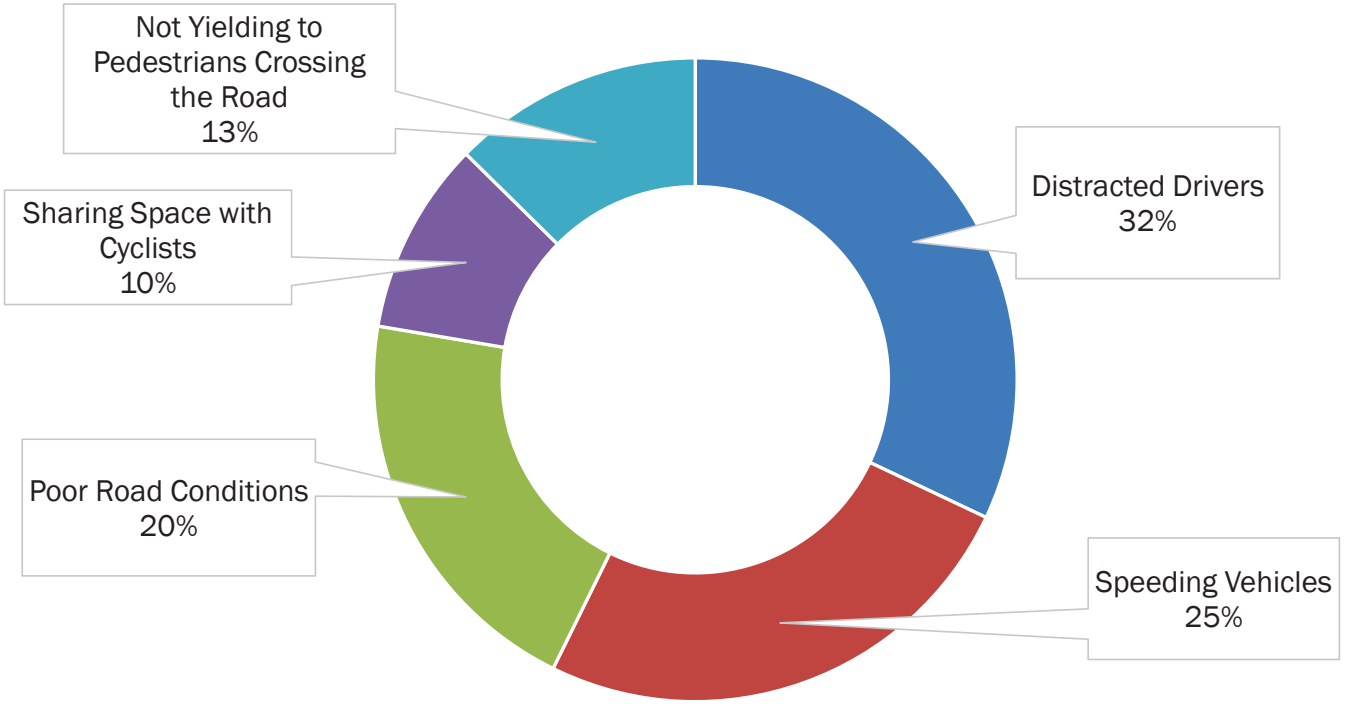
Question #12

13. What actions should be prioritized to improve road safety in your community? Select ALL that apply



Question #13

14. What are the most common safety hazards you encounter? Select ALL that apply

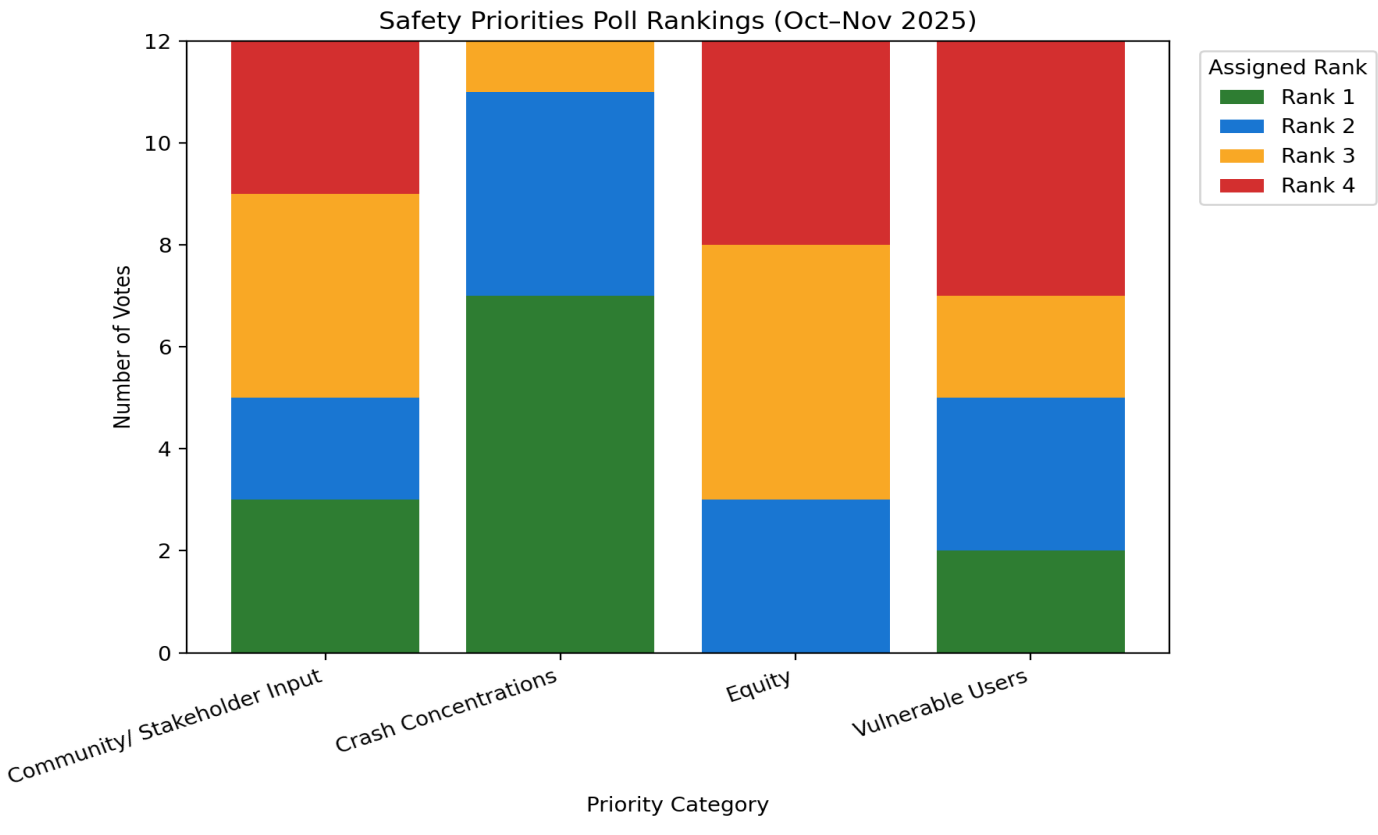


Question #14

Fountain Safety Action Plan: Community Survey 2-Rank Safety Priorities

Title/Question: Take the Safety Priorities Poll!
Tool Type: Form
Activity ID: 11
Report Date Range: 1 Oct 2025 - 21 Nov 2025
Date Exported: 7 Jan 2026 09:44 am
Exported By: THaugh

		Rank safety priorities in order from 1 to 4.			
Contribution ID	Date Submitted	Community/ Stakeholder Input	Crash Concentrations	Equity	Vulnerable Users
508	Oct 27, 2025, 07:43 PM	4	1	2	3
477	Oct 24, 2025, 05:45 PM	3	1	4	2
474	Oct 24, 2025, 02:11 PM	3	1	2	4
473	Oct 24, 2025, 01:57 PM	3	2	4	1
467	Oct 24, 2025, 11:28 AM	4	1	3	2
463	Oct 24, 2025, 09:24 AM	3	2	4	1
455	Oct 23, 2025, 01:38 PM	2	1	3	4
454	Oct 23, 2025, 01:01 PM	1	2	4	3
416	Oct 22, 2025, 03:26 PM	4	1	3	2
415	Oct 22, 2025, 11:26 AM	1	3	2	4
414	Oct 21, 2025, 12:36 PM	2	1	3	4
413	Oct 21, 2025, 12:27 PM	1	2	3	4
		31	18	37	34



Fountain Safety Action Plan Interactive Map Comments

Title/Question: Interactive Comment Map
Tool Type: Social Map
Activity ID: 10
Report Date Range: 1 Aug 2025 - 25 Dec 2025
Date Exported: 7 Jan 2026 08:53 am
Exported By: THaugh

Date Submitted	Comment
Oct 29, 2025, 12:36 PM	Lighting and sidewalks need to be added. I've seen many people walking their dogs or running.
Oct 29, 2025, 12:25 PM	Numerous pedestrians, including kids, walk on the side of the road too close to the road. I have witnessed many close calls with cars almost hitting bikers or people walking. There is absolutely no lighting in this area at night. I know this area is split between county and city but, a side walk and lighting needs to be added to this area.
Oct 29, 2025, 10:50 AM	Love these sidewalks along the southbound side of 85 after Fountaine. Please put this size and quality of sidewalks all over! Also please let bicycling on these sidewalks.. going up, we always used sidewalks to ride our bikes and never heard of anyone getting hurt. Now because they "have to ride in the streets" you hear about bicycle accidents all the time.
Oct 29, 2025, 10:45 AM	It would be great to have longer dedicated turn lanes for this intersection.
Oct 29, 2025, 10:44 AM	It would be safer to have larger and longer dedicated right/left/middle turn lanes in this area.
Oct 29, 2025, 10:42 AM	It would be safer to have larger and longer dedicated right/left/middle turn lanes in this area.
Oct 29, 2025, 10:42 AM	It would be safer to have larger and longer dedicated right/left/middle turn lanes in this area. Especially right now as large construction vehicles are using the residential street as pass thru to their construction zone.
Oct 29, 2025, 10:41 AM	It would be safer to have larger and longer dedicated right/left/middle turn lanes in this area. Especially right now as large construction vehicles are using the residential street as pass thru to their construction zone.
Oct 29, 2025, 10:38 AM	Visibility along the entire length of Fountaine is a serious issue, a yearly trimming and clearing would go a long way for not only usability but also for safety of people using the sidewalks and roadway.
Oct 29, 2025, 10:37 AM	Visibility along the entire length of Fountaine is a serious issue, a yearly trimming and clearing would go a long way for not only usability but also for safety of people using the sidewalks and roadway.
Oct 29, 2025, 10:36 AM	Visibility along the entire length of Fountaine is a serious issue, a yearly trimming and clearing would go a long way for not only usability but also for safety of people using the sidewalks and roadway.
Oct 28, 2025, 08:48 AM	The entries/exits to Culvers etc and to Safeway/Pizza Hut etc are too close to the Fountain Mesa intersection. Accidents waiting to happen, particularly during busy times.
Oct 28, 2025, 08:43 AM	Cross Creek is in terrible condition. Road needs to be completely re-done, not patched. Westbound behind Safeway building is a roller coaster.
Oct 27, 2025, 08:42 AM	Street parking of permanently parked vehicles is causing visibility problems on this main road through Ventana. It also causes bottlenecks. Parking enforcement would be helpful
Oct 27, 2025, 08:33 AM	You cannot see people comp the hill when pulling out of Maverick or LesSchwab and there is going to be an accident soon if not addressed by a stop sign, roundabout, or even a mirror that will show this pulling onto the road if any cars are coming up the hill.
Oct 26, 2025, 08:50 PM	I agree with the 45mph speed limit along here. There are a lot of people doing way too fast to stop at this light when it changes. Might need to add a flashing warning for light change soon approaching this intersection? Also, when the sun is rising/setting the traffic signal is near impossible to see, maybe switch to LED lights?
Oct 26, 2025, 08:44 PM	This roundabout is too small for it's intended purpose. There's not enough of a gap in time/spacing for vehicles to continuously move through the circle. Take it out and put a stop light in. But keep the flashing crosswalks in..
Oct 26, 2025, 08:40 PM	This right turn needs to have its own lane around the corner. Forcing them to try and merge with 2 lanes of traffic coming at them is crazy.
Oct 26, 2025, 08:34 PM	The 2 left turn lanes are too small and the left turn northbound on fountain mesa are too tight. The 2 left turn lanes need to be consolidated to one turn lane with buffer stripes on both sides to separate from oncoming and same direction traffic. The opposing left turn lanes also need to be condensed to one lane and the need to both be off-setting so that there's clear line of sight past the oncoming traffic.

Oct 26, 2025, 08:30 PM	The entire parking lot needs to be redone. The craters in the parking lot are absolutely destructive to vehicles and beyond jarring to people. The invisible speed bumps are literally the smoothest part of the parking lot... I have learned that Safeway and the other businesses are responsible for the parking lot conditions but the city should have minimum requirements for businesses operating in their city for the safety of residents and emergency crews who might need to go into the parking lot.
Oct 26, 2025, 08:23 PM	This intersection coming out of Culver's and across from pizza hut/Safeway parking lot is misguided. First you have to zig-zag out of Culver's/weinersnitzels and abruptly stop. The roadway has very faint markings and no clear directions on who's going where. This area needs dedicated right and left turn lanes into the opposing shopping areas, it also needs a concrete divider/curb to guide drivers in the center and for their approach to the fountain mesa intersection. The area is too small for a roundabout.
Oct 26, 2025, 08:13 PM	Coming into Lorsen Ranch subdivision, fountaine should be 35mph, the actual housing areas should be limited to 20mph. Also crossing lights across fountaine in the neighborhood would be great for the kids to warn drivers, especially those who love to race towards the school and almost run over kids... 😷
Oct 26, 2025, 08:06 PM	The top of this hill southbound marksheffel should be dropped to 45mph because you're approaching subdivisions. With the new roads from the new subdivisions coming onto marksheffel, it becomes dangerous to be going 55mph (or even higher, because tons of people race down this way clear to the light).
Oct 26, 2025, 08:01 PM	Don't know if we need another traffic signal this close but we probably need the speeds reduced and center turn lanes/merge lanes .
Oct 26, 2025, 07:59 PM	The northwest corner of the road is completely overgrown and forces residents into the street. This needs to be cleared. Someone is going to get hurt or worse because there's no safe way to walk over there.
Oct 26, 2025, 07:52 PM	We've had so many accidents here, some fatal. For the love of God, please install left turn signal traffic signals for all directions at this intersection. Please also re-stripe the lanes so that the left turn lanes are not directly across from each other. They need to be off set so you're able to see past the opposing traffic.
Oct 26, 2025, 07:45 PM	The school zone lights are blocked by overgrowth. The sidewalks are also blocked/limited by overgrowth. Speed limit signs are blocked by overgrowth.
Oct 26, 2025, 07:38 PM	The traffic signal at this intersection and the intersection on 85 turning this direction need to be sequenced. Right now because this intersection traffic signal turns red causing traffic to backup into the intersection on 85, creating a safety issue.
Oct 26, 2025, 10:50 AM	Peaceful Valley Road east of Marksheffel has one wya in and one way out. The crossing at Jimmy Camp Creek usually floods twice a year trapping people on each side of the road.
Oct 25, 2025, 03:14 PM	Limit should be raised to 40 from C&S to Fontaine. There is no reason this shouldn’t be the case.
Oct 25, 2025, 03:11 PM	Speed limit drop to 45 is unsuitable here. The reasoning gave for the drop was ‘increased traffic numbers’ in the area. If I want to get more water through a hose quicker, one thing I don’t do is restrict its flow. Raise it back to 55.
Oct 25, 2025, 03:10 PM	As far as City of Fountain can, they should raise the limit on Marksheffel from Fontaine to Link to 55. 45 is insane on this stretch as the rest of Marksheffel is 55 under normal circumstances. There is no reason it should be 45.
Oct 25, 2025, 03:08 PM	Shumway should not be 25 and having it at 25 is insane. This is a dirt road with very little traffic and 25 just seems like a speed trap for revenue generation.
Oct 25, 2025, 03:07 PM	This stretch of road has an entirely too low speed limit. From Indiana to Link it should be raised to 40.
Oct 25, 2025, 03:06 PM	Speed from Ermel to Old Pueblo should be raised to 45, as there is no reason for it to be 30.
Oct 25, 2025, 03:05 PM	Speeds approaching this light should not drop to 35. This is pointless and only acts as a speed trap for road pirates
Oct 25, 2025, 03:03 PM	Squirrel Creek should be raised to 55. 45 is not appropriate.
Oct 25, 2025, 03:02 PM	Speed on link from light at C&S to Ärmel should be raised to 50. 40 is much too slow.
Oct 24, 2025, 08:39 PM	Pot holes getting worse on the bridge.
Oct 24, 2025, 05:48 PM	Needs a 4 way stop. Not only are their kids that are crossing here thankfully we got the crossing walk fixed But also a four-way stop would help with making left. Turns when school is letting out.
Oct 24, 2025, 05:11 PM	Add a bike lane and side walking trail or something to accommodate the number of people without vehicles to also use this road to get around town.
Oct 24, 2025, 05:10 PM	Increase this road size, add bike line and side walk. Very common for walkers, cycling etc and not enough room for cars to see or move around. Add on the curves it becomes low visibility.
Oct 24, 2025, 01:02 PM	The spacing for the turn lanes here are crowded and I have seen many near misses. This intersection could benefit from a round-a-bout or a raised middle divider. A raised middle divider would redirect traffic to the Safeway shopping center East bound to the entrance across from the Yampa River Heights. A round about at that intersection would also let better flow out of the two parking lots.

Oct 24, 2025, 12:52 PM	A center turning lane would help with traffic turning into vet's office. Traffic tends to get backed up here due to it being one lane. A Center turning lane could accommodate a merge lane for driver's turning North from the office.
Oct 24, 2025, 12:44 PM	Trader's Pwky is a collector with a lot of traffic. It is also a place where children are required to cross for a bustop. Traffic calming and/or a pedestrian activated crossing signal would greatly increase safety in crossing.
Oct 24, 2025, 12:40 PM	Car constantly speed down Hidden Prairie Pwky. Speed humps would greatly decrease the speeding.
Oct 24, 2025, 12:38 PM	Visibility on Trader's Pwky makes crossing Benecia Dr hard. Benecia needs a stop sign to help with preventing an accident. In addition, a stop sign would help with he kids crossing Benecia to get to a bus stop on Trader's.
Oct 24, 2025, 10:22 AM	northbound turn lane for eastbound traffic is far too small for the volume of traffic headed east. lengthen the turn lane on Hwy 16 as it approaches Mesa Ridge parkway. could be a continuous lane from Sneffels, easing the merge on and off Hwy 16 for both streets
Oct 24, 2025, 10:19 AM	northbound right turn signal should show green anytime that westbound crossing traffic is green, as there is no reason for eastbound traffic to stop other than the light. the lack of correct signal timing causes significant traffic congestion
Oct 24, 2025, 09:27 AM	Speed limit through neighborhood street should be lowered to 20mph, too many kids walking home from Mesa Elementary and way too many speeders through Legend Oak Drive, makes it feel unsafe, I personally drive 20 and have many drivers behind me getting upset.
Oct 24, 2025, 08:42 AM	People drive way too fast on this road, I would say 20 is a better speed limit for this area if that is not acceptable then maybe some speed enforcement.
Oct 24, 2025, 07:29 AM	As a letter carrier who regularly delivers along this route, this stretch of Fountain Mesa gets tight and congested and also happens to be an area in which I have to dismount from my vehicle in order to complete the delivery. If someone isn't paying attention, they could possibly drive right into the back of the truck. A shoulder design would be a much safer alternative.
Oct 24, 2025, 07:15 AM	Drivers making illegal u turns because it gets congested during rush hour.
Oct 23, 2025, 06:56 PM	Dangerous intersection due to amount of vehicle traffic and pedestrians. Access from the Heritage neighborhood on foot or bike (this includes children) to the trail and park is extremely difficult due to excessive traffic and speeds by motorists. Also difficult to make a turn at this intersection from each neighborhood (cross creek and heritage) due to excessive traffic and speeding. The hill is often icy and snow packed in the winter adding to the difficulty.
Oct 23, 2025, 05:29 PM	Speed limit is 40, despite pedestrians, schools and a park nearby. This road is regularly traveled by people doing well over 50mph. As well as street races.
Oct 23, 2025, 05:27 PM	An intersection on a straight road regularly driven at reckless speeds. No cross walk AT ALL despite being less than a half mile from a city park. Poor lighting at night, no side walks.
Oct 23, 2025, 01:41 PM	Not enough at night on the stretch
Oct 23, 2025, 01:00 PM	Extremely dangerous to walk or cross street here for pedestrians. Side walk and lighting are needed for safety
Oct 23, 2025, 12:57 PM	Unsafe pedestrian crossing area. Traffic on link cannot see a pedestrian waiting to cross. Many large buses in this area and heavy traffic. Cross stop needs to be moved up and a pedestrian crossing light added.
Oct 23, 2025, 12:55 PM	Unsafe blind hill. See traffic driving into oncoming lane frequently. See people slamming breaks when a car is trying to turn onto circle c. Needs improvement for visibility and a turning lane
Oct 21, 2025, 07:59 AM	It's difficult to ride a bike in the designated bike lane when trees are overgrown and all the road debris in the lane.
Sep 23, 2025, 01:04 PM	A sidewalk is needed here for people to access the trail head from the library.
Sep 18, 2025, 08:47 PM	3rd and final request. Are there plans to do something with this area of the neighborhood. As it stands there are cement barricades preventing vehicles, which i understand; however i have had potential buyers question both the necessity and relative usefulness of that monstrosity. Little things make a big difference in how one feels about their place of rest.
Sep 18, 2025, 08:44 PM	Again, sidewalks? Would it be possible for the city to provide sidewalks on the other side of Squirrel Creek heading into the Cumberland Green neighborhood. Also have it go the length of Squirrel Creek all the way down to Jimmy Camp, add a few fitness stations in that open field of dirt and weeds, dog waste receptacles as well near the park, lastly mosquito mitigation. Evening walks many of us are fighting for our lives near that area. The entrance to the neighborhood is a very lackluster sight to behold. Would it be possible to replicate a similar entrance relative to that of Lorson Ranch, tree lined sidewalks to cover up the barren field of dirt and weeds. Do something other than leaving this community a sight to be forgotten and the joke of many community forums.
Sep 18, 2025, 08:27 PM	Is there a plan to add a sidewalk on both sides of C & S. My kiddo had a job interview at Safeway last week Sept. 12th. Morning traffic was bad enough and according to him he was almost hit twice due to the lack of either a bike lane or available sidewalk; it stops short right before on Valley Ranch Road. There are a ton of safety issues for any cyclist who would take a chance biking Link to C & S.

Sep 08, 2025, 02:29 PM	Roadway is horrible
Sep 08, 2025, 02:28 PM	Need to add more speed limit signs
Sep 08, 2025, 02:28 PM	Need to keep dedicated left turn 24 hrs a day
Sep 08, 2025, 02:27 PM	Roadway is horrible
Sep 08, 2025, 12:48 PM	Everyone goes way to fast on this road
Sep 05, 2025, 01:41 PM	There is something that I believe leads to accidents more than anything mentioned and I believe the city is missing the root cause of accidents and safety concerns and that is poor road conditions. There are so many devastating potholes that wether on a motorcycle or car the road conditions are sub par and more money needs to be acquisitioned to road infrastructure. After snow the roads are not cleaned up nor prepared properly. The roads in neighborhoods are extremely poor. Fix the roads and prepare the surface to allow for increased weight like garbage trucks and such. I understand it's costly but if you allocated resources from other programs it will allow us to arrive safelv to work / school
Sep 05, 2025, 11:32 AM	We need police enforcement or a traffic Light
Sep 05, 2025, 11:30 AM	Country Side neighbor hood has become a race track for ATVs and Motorcycles. All hours of the day individuals race around at mor than 40 mph . The have no regard for safety of pets, people or the noise.
Sep 05, 2025, 11:25 AM	the lanes are to narrow for the amount of traffic making turns.
Sep 05, 2025, 11:23 AM	The dirt portion of Wilson roads is used as a race track for cars, dirt bikes, ATVs daily. The majority of the Country Side residents walk with their pets and childern
Sep 05, 2025, 11:18 AM	There is a school crossing site here, need law enforcement speeding, excessive speeding during school crossing times
Sep 04, 2025, 01:46 PM	Morning sun can obstruct the traffic light signals and where traffic lights are placed in middle of street, very difficult to see color of light
Sep 04, 2025, 01:22 PM	road is too narrow, always a close call with this blind corner. Since most people driving it are speeding it makes it bad
Sep 04, 2025, 01:19 PM	kids crossing here try and get across at a blind corner. Cars Northbound Founta Mesa speed around the corner
Sep 04, 2025, 01:15 PM	pedestrians have nothing to help them cross C&S safely
Sep 04, 2025, 01:10 PM	In the morning it is ridiculas trying to get onto Ohio. School traffic, work traffic. I know you cant put a stoplight here because of train but I have always thought this is a good place for traffic cops to direct traffic. If they can direct traffic safely.
Sep 04, 2025, 01:08 PM	because of speeding up and down C&S it hard to turn onto C&S in the morning school traffic work traffic sunrise
Sep 04, 2025, 01:06 PM	it is scary coming out of the shell onto Fountain mesa because of cars speeding around the corner northbound Fountain Mesa. No visibility
Sep 04, 2025, 01:05 PM	now that the new road is in cars speed up and down this section
Sep 04, 2025, 01:04 PM	once they get the green ligt at the mesa ridge intersection. cars race southbound Fountain mesa rd
Sep 04, 2025, 01:03 PM	90 percent of people traveling southbound snuffles do not stop at the stop sign of the intersection
Sep 04, 2025, 01:02 PM	Drive wicked fast westbound
Sep 04, 2025, 01:01 PM	cars always racing up to the corner and around
Sep 04, 2025, 12:58 PM	Lack of knowledge of how to use a rotary; vehicles must use a directional when exiting the rotary. Police enforcement is clearly and desperately needed here. The City could easy take in over $150,000 per year from traffic violations at the location.
Sep 04, 2025, 12:55 PM	Again, an Extremely large number of drivers have no clue that there is a designated lane on 85/87 (1/4+ mile long and separated by a solid white (do not cross) line). Major traffic hazard
Sep 04, 2025, 12:52 PM	Many, Many drivers do not know that they have a designated right turn lane(1/4 mile long) on 85/87 and they do not proceed after stopping.
Sep 04, 2025, 12:50 PM	Many drivers do not know that you can take a right turn after stopping. Right turn drivers have a designated turn lane on Ohio Ave.
Sep 04, 2025, 12:48 PM	Drivers are unaware that there are two separate lanes heading westbound on Commanche. Many drivers do not know that you can not cross a solid white line
Sep 04, 2025, 12:38 PM	The turn lane from E Ohio St to Fountain Mesa Rd is short can be confusing for some drivers. There is also a danger of cars being backed up across the train tracks.
Sep 04, 2025, 12:35 PM	Short, blind corner on the left when turning onto Main St from W Indiana St. Potential collision has a higher probability from that direction.
Sep 04, 2025, 12:33 PM	This turn is pretty sharp and cars stop unexpectedly blocking traffic. Theres a brief period to go around without turning into the right hand turn lane of the park.
Sep 04, 2025, 12:06 PM	A speed limit sign is needed here. I think most of us presume the northbound limit changes from 25 to 30 here, but there are no speed limit signs on this side of Fountain Mesa Rd between Blossom Field and Hurley.
Sep 04, 2025, 11:59 AM	Very dangerous for pedestrians and cyclists. A sidewalk and wider street is needed.

Sep 04, 2025, 11:23 AM	elongate the left turn lane, from C&S onto Fountain Mesa, to help the backed up traffic during busy hours. More cars could fit in the turn lane instead of waiting in the straight lane.
Sep 04, 2025, 11:09 AM	Roundabout!
Sep 04, 2025, 10:59 AM	Sidewalk too narrow over the bridge - too close to traffic!
Sep 04, 2025, 10:57 AM	Oh no! The sidewalk ends!
Sep 04, 2025, 10:55 AM	Needs sidewalks
Sep 04, 2025, 10:54 AM	Needs sidewalks
Sep 04, 2025, 10:53 AM	This intersection with the entry to Maverick, Les Schwab and Mesa Rd should have a 4-way stop or around about.
Sep 04, 2025, 10:32 AM	Scary intersection
Sep 04, 2025, 10:32 AM	This intersection needs a roundabout, hard to see when making an east bound turn.
Sep 04, 2025, 10:32 AM	There should be a safer way for people to cross from the neighborhood and highschool to the shopping area.
Sep 04, 2025, 10:31 AM	This area really gets backed up in the afternoons between 4 pm and 5 pm. Fort Carson Traffic and Traffic from the interstate do not let people merge in when entering this highway from the on-ramp. Trying to get over to the east bound lanes is very difficult, especially if you need to make a left onto Syracuse Street.
Sep 04, 2025, 10:31 AM	There are no sidewalks making it unsafe.
Sep 04, 2025, 10:30 AM	There should be a sidewalk all down 85/87 for pedestrians. Not just on Santa Fe and at the fontaine intersection.
Sep 04, 2025, 10:29 AM	People are running the red light at this intersection all the time.
Sep 04, 2025, 10:22 AM	Difficult to see around bushes to access Fountain Mesa
Sep 04, 2025, 10:21 AM	Drivers going too fast for easy access to shopping center
Sep 04, 2025, 10:19 AM	Difficult to access Santa Fe from Mt View when school is getting in and out if session
Sep 03, 2025, 02:11 PM	Nedd a bridge to connect Highschool to shopping area.
Sep 03, 2025, 02:07 PM	Left turns are very dangerous.
Sep 02, 2025, 09:34 AM	Would like to assess the feasibility and need for a pedestrian bridge over the railroad tracks between Middle School and Aga Park
Sep 02, 2025, 09:32 AM	Intersection requires enhancements for student/pedestrian safety (e.g. curb extensions, longer crossing times).
Sep 02, 2025, 09:31 AM	I would like to see a redesign of Ohio Ave to consider cyclists needs and potential accommodation of on-street parking
Sep 02, 2025, 09:29 AM	This intersection is inefficient/poorly designed and needs to be reassessed for more efficient design to accommodate growing traffic needs (e.g. roundabout).
Sep 02, 2025, 09:27 AM	There needs to be a signaled intersection here, as well as a longer left-hand turn lane due to train traffic
Aug 07, 2025, 09:51 AM	drivers coming up Mesa Rd do not see the drivers coming out of Maverick. Many almost accidents at this location.
Aug 07, 2025, 09:48 AM	Road is not wide enough for the kids walk to school. No sidewalks. very dangerous.
Aug 07, 2025, 09:46 AM	Signal is needed. Cars from Indiana Ave turning onto Old Pueblo are taking a risk a car isn't flying through.
Aug 07, 2025, 09:45 AM	This intersection gets backed up especially when a train is going through. The cars trying to turn left from Fountain Mesa onto Ohio is also dangerous.
Aug 06, 2025, 01:20 PM	Blind curve improvements needed.
Aug 06, 2025, 01:17 PM	Hill obscures sight distance.
Aug 06, 2025, 01:06 PM	Signal or all-way stop needed.
Aug 06, 2025, 12:36 PM	U-turns should not be allowed here due to sight-distance issues.
Aug 06, 2025, 12:14 PM	Line of site issue on Mesa Ridge Pkwy improvements needed.

Appendix C – Implementation Plan

Fountain Mesa Road
HIN Corridor Project Scoring

		SH16 to Ohio Reconstruction	Fountain Mesa Speed Enforcement:SH 16 to Ohio	Fountain Mesa Red Light Enforcement:SH 16 to Ohio	Enhanced Ped/Bike Crossings:SH 16 to Ohio	Fountain Mesa at Cross Creek U-turn restriction	Fountain Mesa at Cross Creek Signal Reconstruction	Fountain Mesa at Lake Ave Curb Extensions	Cross Creek at Safeway Access Median Construction	Fountain Mesa at Ohio Ave Intersection Improvements
	Minor Injury (1 point))	330	330	330	330	55	55	0	5	11
	Serious Injury (2 points)	3	3	3	3			0		
	Fatality (4 points)	3	3	3	3			0		
	Concentration Score	1.04	1.04	1.04	1.04	1.00	1.00	0	1.00	1.00
(<1.5=0, 1.5-2.0=1, >2.0=2)	Severity Points	0	0	0	0	0	0	0	0	0
	Community Input Score	2	2	2	2	1	1	1	1	2
HIN/Vulenerable Users	Location Score	2	2	2	2	2	2	2	0	2
	Equity Score	0	0	0	0	0	0	0	0	0
Severity Score * Factor	3.5	0	0	0	0	0	0	0	0	0
Community Input * Factor	2.42	4.84	4.84	4.84	4.84	2.42	2.42	2.42	2.42	4.84
HIN/Vulnerable User * Factor	2.17	4.34	4.34	4.34	4.34	4.34	4.34	4.34	0	4.34
Equity * Factor	1.92	0	0	0	0	0	0	0	0	0
	Total HIN Score	**9.18**	**9.18**	**9.18**	**9.18**	**6.76**	**6.76**	**6.76**	**2.42**	**9.18**

Hwy 16/Mesa Ridge Pkwy
HIN Corridor Project Scoring

		Plan and construct an Active Transporation Plan From Gate 20 to Sneffel	Collaborate with FPD Severe Crash locations to increase speed enforcement opera	Collaborate with the FPD and CDOT the implementation of Red Light enforcement.	Work with Fort Carson to add more security lanes at Gate 20.	Install signal improvements at Bandley.	Lengthen WB Hwy 16-to-NB I-25 turn lane at Bandley.	Construct Wb flyover ramp prior to Bandley to Nb I-25.	Install signal improvements at Syracuse.	Identify and construct a safe Pedestrian/School Crossing at Syracuse.	Install signal improvements at Fountain Mesa.	Install signal improvements at Sneffels.
Minor Injury (1 point))		542	542	542		115	115	115	81	81	179	37
Serious Injury (2 points)		8	8	8							3	4
Fatality (4 points)		4	4	4							2	
Concentration Score		1.04	1.04	1.04	0.00	1.00	1.00	1.00	1.00	1.00	1.06	1.10
(<1.5=0, 1.5-2.0=1, >2.0=2) Severity Points		0	0	0	0	0	0	0	0	0	0	0
Community Input Score		2	2	2	0	0	0	0	2	2	2	0
HIN/Vulenerable Users Location Score		2	2	2	2	2	2	2	2	2	2	2
Equity Score		0	0	0	0	0	0	0	0	0	0	0
Severity Score * Factor	3.5	0	0	0	0	0	0	0	0	0	0	0
Community Input * Factor	2.42	4.84	4.84	4.84	0	0	0	0	4.84	4.84	4.84	0
HIN/Vulnerable User * Factor	2.17	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34
Equity * Factor	1.92	0	0	0	0	0	0	0	0	0	0	0
	Total HIN Score	**9.18**	**9.18**	**9.18**	**4.34**	**4.34**	**4.34**	**4.34**	**9.18**	**9.18**	**9.18**	**4.34**

Hwy 85/Santa Fe Ave
HIN Corridor Project Scoring

		Develop/implement Active Transportation Plan from Main to Charter Ranch Oak	Collaborate with FPD to identify locations for increased speed enforcement.	Collaborate with FPD and CDOT the implementation of Red Light enforcement.	Main Street traffic signal modifications.	Update signage and markings at Main St	Reconstruct Plaza St intersection to operate as a Green "T" signal operation.	Update signage and markings at Fontaine.	Fontaine signal modifications.	CO 16 Wb ramp signal modifications.	Duckwood signal modifications.	Reconstruct/widen from Willow Springs to I-25.
Minor Injury (1 point))		486	486	486	50	50	47	90	90	13	34	178
Serious Injury (2 points)		6	6	6	2	2		2	2	1		
Fatality (4 points)		1	1	1	1	1						
Concentration Score		1.02	1.02	1.02	1.09	1.09	1.00	1.02	1.02	1.07	1.00	1.00
(<1.5=0, 1.5-2.0=1, >2.0=2) Severity Points		0	0	0	0	0	0	0	0	0	0	0
Community Input Score		2	2	2	0	0	0	2	2	0	1	2
HIN/Vulenerable Users Location Score		2	2	2	2	2	2	2	2	2	2	2
Equity Score		1	1	1	1	1	1	1	1	0	0	0
Severity Score * Factor	3.5	0	0	0	0	0	0	0	0	0	0	0
Community Input * Factor	2.42	4.84	4.84	4.84	0	0	0	4.84	4.84	0	2.42	4.84
HIN/Vulnerable User * Factor	2.17	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34	4.34
Equity * Factor	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	0	0	0
	Total HIN Score	**11.1**	**11.1**	**11.1**	**6.26**	**6.26**	**6.26**	**11.1**	**11.1**	**4.34**	**6.76**	**9.18**

Non-HIN Corridor
City Programs Project Scoring

		Adopt/implement a complete streets policy and develop a manual.	Prioritize improvements in corridors where high crashes mix with bikes and pedestrians.	Prioritize school zones for SR2S enhancements and increased enforcement.	Adopt a City Resolution prioritizing transportation safety across City departments.	Establish an inter-jurisdictional Safety Task Force that focuses on roadway safety.	Collaborate with FPD Severe Crash locations to focus speed enforcement.	Enhance speed enforcement with automated speed and red-light detection.	Enhance crash care with signal pre-emption to expedite emergency response.	Restripe roadways with narrower lanes and install shoulders where possible.	Improve bicycle and micromobility regulations for their safe and operation.	Prioritize maintenance of roadways accessing trauma care and emergency facilities.	Provide emergency responders with modern life saving & extraction equipment.	Install fiber and/or the latest communication infrastructure to improve V2V and V2I communication with roadway capital projects.	Work with Fountain Transit to install safety devices on buses to reduce collisions and improve passenger safety.	Provide safety devices on buses such as heart defribulators, epipens, and emergency kits.
	Minor Injury (1 point))															
	Serious Injury (2 points)															
	Fatality (4 points)															
	Concentration Score															
	HIN/Vulnerable Users	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
(<1.5=0, 1.5-2.0=1, >2.0=2)	Severity Points	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	Community Input Score	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Location Score	2	2	2	2	2	0	0	0	0	2	0	0	0	0	0
	Equity Score	0	1	1	1	0	0	0	0	0	0	0	1	0	1	1
Severity Score * Factor	3.5	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Community Input * Factor	2.42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HIN/Vulnerable User * Factor	2.17	4.34	4.34	4.34	4.34	4.34	0	0	0	0	4.34	0	0	0	0	0
Equity * Factor	1.92	0	1.92	1.92	1.92	0	0	0	0	0	0	0	1.92	0	1.92	1.92
	Total HIN Score	**11.34**	**13.26**	**13.26**	**13.26**	**11.34**	**7.00**	**7.00**	**7.00**	**7.00**	**11.34**	**7.00**	**8.92**	**7.00**	**8.92**	**8.92**

Non-HIN Corridor
Intersections Project Scoring

			C & S at Legend Oak:Remove/relocate sight-line obstructions to improve sight distance to approaching traffic or modify intersection traffic control.	Plaza and Camden: Install All Way Stop Control.	Link at Marksheffel: Construct Shoulders and additional street lights	Link & Squirrel Creek: Signal & signage imp'ts; warning beacon	Rea Rd & Kane Rd: Reconstruct curve and add street lights	Ohio & Race: Roadway striping and add bike markings	Alabama & Cherry: Safe Routes to School enhancemets
		Minor Injury (1 point))	13	10	4	7	2	1	0
		Serious Injury (2 points)	2		2	1	1	1	1
		Fatality (4 points)							
		Concentration Score	1.13	1.00	1.30	1.13	1.33	1.50	1.00
		HIN/Vulnerable Users							
(<1.5=0, 1.5-2.0=1, >2.0=2)		Severity Points	0.00	0.00	0.00	0.00	0.00	1.00	0.00
		Community Input Score	2	0	2	2	1	1	0
		Location Score	2	0	0	0	0	1	1
		Equity Score	0	1	0	0	0	0	0
Severity Score * Factor	3.5		0	0	0	0	0	3.5	0
Community Input * Factor	2.42		4.84	0	4.84	4.84	2.42	2.42	0
HIN/Vulnerable User * Factor	2.17		4.34	0	0	0	0	2.17	2.17
Equity * Factor	1.92		0	1.92	0	0	0	0	0
		Total HIN Score	**9.18**	**1.92**	**4.84**	**4.84**	**2.42**	**8.09**	**2.17**