



STAFF REPORT

To: Honorable Mayor and Members of Town Council

From: Ryan Germeroth, P.E., Transportation Planning and Traffic Engineering Manager

Title: Discussion: 2015 Town of Castle Rock Motor Vehicle Crash Facts

Public Outreach

The Public Works Department compiles this information using individual crash reports from the Police Department. This report will be shared with the Police and Fire Departments in order to provide each with data that may be useful to improving their operations. This report will be available to the public through posting on the Town website: www.crgov.com.

History of Past Town Council, Boards & Commissions, or Other Discussions

Public Works uses statistical modeling to identify the locations where corrections to the roadway environment may improve safety. This helps direct limited resources to the locations where the most benefit can be obtained and avoids directing these resources to where problems may not exist. The Town's findings are always passed along the Colorado Department of Transportation (CDOT) and CDOT will often use our information in scheduling more in-depth studies and in planning improvements.

In previous years our data helped us identify crash patterns that we were able to address through the use of traffic signal timing or phasing modifications. Locations that have seen a decrease in collisions due to the implementation of recommendations from past reports include the intersections of Founders Pkwy at Crowfoot Valley Road, Founders Parkway at Front Street and Factory Shops Blvd. at New Memphis Court to name a few. The findings of each annual report are brought before Public Works Commission and Town Council each year.

On July 11, 2016, the 2015 Motor Vehicle Crash report was brought before the Public Works Commission as an informational item. Other than a few minor editorial changes, no content changes were made to the report as a result of that meeting.

Discussion

Unfortunately, even on the best designed streets and under the best conditions, traffic crashes happen. Driver behavior, vehicle condition, and the roadway environment all

contribute to this. The studies that we conduct are designed to identify trends and the intersections where crashes are occurring at an unexpectedly high rate.

Through staff's statistical review of the intersections having the highest crash rates, there are a few locations with a higher than expected number of crashes as shown in the following table:

Intersections	Expected Crash History (Crashes / Year)	Observed Crash History (Crashes / Year)	Level of Service of Safety	Safety Performance
SH 86 @ Allen Way	18.4	37.0	4	High potential for reduction
US 85 @ Factory Shops / Castleton Dr.	24.4	36.3	4	High potential for reduction
SH 86 @ Front St.	14.9	21.0	4	High potential for reduction
US 85 @ Meadows Pkwy	17.3	21.0	4	High potential for reduction
NB I-25 @ Wilcox St.	5.3	10.5	4	High potential for reduction
Factory Shops Blvd @ New Memphis	3.1	7.8	4	High potential for reduction
SH 86 @ Allen St./ Woodlands Blvd.	7.5	8.0	3	Worse than expected
Fifth @ Wilcox St.	5.1	7.8	3	Worse than expected
Front St. @ Scott Blvd	5.4	5.8	3	Worse than expected
SH 86 @ Fifth / Ridge	10.3	10.5	2	Average performance
Front St. @ Black Feather / Hwy 85	7.9	7.0	2	Average performance
SB I-25 @ US 85	26.4	21.8	2	Better than expected
Meadows Pkwy @ Meadows Blvd/ Prairie Hawk Dr.	14.2	12.3	2	Better than expected
Plum Creek Pkwy @ Wilcox St.	13.0	10.0	2	Better than expected
Enderud Blvd @ Ridge Rd	N/A	5.0	N/A	Better than expected

We have reviewed crash diagrams for each intersection to determine if any reoccurring operational problems can be identified that may be contributing to the crashes. Specifically we looked to see if any of these issues could be related to signal timing and phasing, traffic signing or pavement markings. A set of recommendations are provided in the Annual Crash Report.

Budget Impact

This report does not have any impact to the current budget.