



2025 Colorado SHSP Appendices

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Appendix A

Plan Alignment Exhibit

The complexity and long-term nature of the transportation system requires multiple short- and long-term plans. These plans address different areas such as metropolitan and rural regions along with different transportation modes, vehicle types like commercial trucks, and a range of safety concerns including both infrastructure and human behavior.

The development of the Strategic Highway Safety Plan (SHSP) included coordination with several other planning efforts at the state, federal, local and industry levels. Each of these plans were reviewed to assess alignment with high-level goals, performance measures, strategies, and objectives to identify and inform how these plans may contribute to the future implementation of SHSP. The matrix below outlines the alignment between these plans and the SHSP.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
South Central Transportation Planning Region (TPR)	<u>2045 Regional Transportation Plan (RTP)</u>	G,S,O	Provide safe, reliable, cost-effective, and accessible multimodal transportation system that accommodates and enhances the region's high quality of life while preserving the environments that make Huerfano and Las Animas Counties great places to live, work, and visit.	Improve communication between the Colorado Department of Transportation (CDOT) and State Patrol related to roadway closures and incident management reporting.	Adding shoulders to major corridors, such as US 160, is one of the greatest safety needs in the region. Understanding crash patterns helps to identify appropriate safety improvements. For example, wild animal collisions can be mitigated with fencing along the roadway and/or a wildlife bridge/tunnel.	
South Central TPR	2045 RTP	G,S,O	Provide safe multimodal travel opportunities for residents and visitors.	Improve communication among CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
South Central TPR	2045 RTP	G,S,O	Function as a complete system with effective connectivity, both within the region and to the rest of the state.	Improve communication between CDOT and State Patrol related to roadway closures and incident management messaging.	Addressing known safety problems is a top priority. These include geometrics, shoulder deficiencies, and road maintenance. Considerations need to include both data and driver perception/comfort.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
South Central TPR	2045 RTP	G,S,O	Support interconnection with multimodal options and investments that support the multimodal system.	Expand transit service to maintain the quality of life for residents, particularly older residents who desire to age in place and continue to live in the region.		
South Central TPR	2045 RTP	G,S,O	Provide new intermodal access and mobility options for individuals and commerce.			
South Central TPR	2045 RTP	G,S,O	Identify, evaluate, and prioritize options that enhance travel and can be implemented through existing or reasonably anticipated funding. Include options that are understood and supported by the traveling public.			
South Central TPR	2045 RTP	G,S,O	Provide efficient, effective, safe, and reliable services.			
Southeast TPR	<u>2045 RTP</u>	G,S,O	Provide a safe, convenient, reliable, and efficient transportation network to support the region's multimodal needs.	Address safety related issues including lack of shoulders and passing lanes.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Southeast TPR	2045 RTP	G,S,O	Develop multimodal transportation options to improve mobility and support economic development.	Maintain roadways, including mowing operations, to mitigate roadway departures and wildlife crashes.	Safety in the Southeast TPR must consider how trucks and other vehicles work together on roadways and consider the population of aging adults.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Southeast TPR	2045 RTP	G,S,O	Improve air, rail, intercity, bus, public transit, and bikeway facilities and services throughout the region, in addition to highways.	Increase coordination between CDOT and local governments throughout project development and delivery.	Enhanced transit options facilitate the mobility of aging adults in a variety of weather conditions.	
Southeast TPR	2045 RTP	G,S,O	Support and advocate for the preservation, enhancement, and continued operation of the Southwest Chief passenger rail service through southern Colorado.	Explore new funding opportunities.	The addition of shoulders and widening of roadways accommodates trucks and enhances the safety for all road users.	
Southwest TPR	2045 RTP	G,S,O	Provide a balanced transportation system that accommodates the movements of residents, employees, visitors, and goods in the region by offering travel options and preserving the rural character, quality of life, and environment.	Continue building partnerships among the counties, cities, towns, and tribes within the Southwest TPR and the neighboring TPRs to coordinate on transportation issues, particularly the pursuit of creative and long-term funding solutions for the advancement of projects.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely. People are more inclined to walk in places that feel safe and inviting.	
Southwest TPR	2045 RTP	G,S,O	Create a safe and accessible regionwide transportation system that integrates all users and modes and supports opportunities to better access recreational activities.	Work with the counties, cities, towns, and tribes of the Southwest TPR to continue to advance and redesign highways to enable safe access for all members of the community, including those walking, biking, and in need of greater assistance.	Safety is a top priority for this region. Addressing known safety problems, like wildlife conflict areas, is a top priority. Improving the safety of pedestrians and bicyclists, particularly in the downtown areas, is also a priority.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Southwest TPR	2045 RTP	G,S,O	Maintain and cultivate partnerships with local, state, tribal, and federal entities to improve interagency coordination.	Continue coordination between CDOT Region 5 and the Southwest TPR to select projects that best align with available funding, prioritizing lower cost projects that can be completed with available funds.		
Upper Front Range TPR	<u>2045 RTP</u>	G,S,O	Promote economic vitality and mobility for all residents through strategic investments in a multimodal transportation system.	Advocate for shoulder improvements as an effective safety measure, particularly when surface treatments are being done.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Upper Front Range TPR	2045 RTP	G,S,O	Improve safety throughout the transportation system.	Continue to advance regional rail crossing improvements through regular updates to the rail inventory and crossing replacement program.		
Upper Front Range TPR	2045 RTP	G,S,O	Provide a multimodal transportation system for the efficient movement of people and goods.			
Upper Front Range TPR	2045 RTP	G,S,O	Preserve the functional integrity of the existing transportation system and correct identified deficiencies.			
Upper Front Range TPR	2045 RTP	G,S,O	Prioritize projects to anticipate and utilize all funding opportunities.			
Upper Front Range TPR	2045 RTP	G,S,O	Deliver transportation system investments cost-effectively, incorporating life cycle costs.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Upper Front Range TPR	2045 RTP	G,S,O	Collaborate and communicate with other agencies to implement regional transportation priorities.			
Upper Front Range TPR	2045 RTP	G,S,O	Integrate transportation and land use planning throughout system design and implementation.			
Upper Front Range TPR	2045 RTP	G,S,O	Coordinate projects with other entities within the region, including Rocky Mountain National Park, adjacent communities, TPRs, and states.			
Northwest TPR	<u>2045 RTP</u>	G,S,O	Work together to establish and maintain a realistic, balanced multimodal transportation system that effectively addresses current and future needs while at the same time protecting the quality of life and the safety of residents and visitors in the region.	Work with CDOT Region 3 staff to assist in developing locations for safety improvements; these improvements include shoulders, resurfacing, signage, and intersections.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Northwest TPR	2045 RTP	G,S,O	Adopt a unified vision and goals for the region.	Work with local law enforcement and CDOT Headquarters to ensure safety data congruence.		
Northwest TPR	2045 RTP	G,S,O	Support a transportation system that meets present and future mobility and freight needs.	Work with CDOT Region 3 staff to assist in developing potential improvement, or construction, of pedestrian crossings and rest stop areas.		
Northwest TPR	2045 RTP	G,S,O	Support a transportation system that increases convenience and the quality of travel for residents.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Northwest TPR	2045 RTP	G,S,O	Provide a safe, efficient, and well-maintained roadway system.			
Northwest TPR	2045 RTP	G,S,O	Plan for a transportation system that facilitates and maximizes funding for the region.			
Northwest TPR	2045 RTP	G,S,O	Support a transportation plan that develops options that are understood and supported by the traveling public.			
San Luis Valley TPR	<u>2045 RTP</u>	G,S,O	Create a sustainable, safe, and efficient transportation system that supports the region's agricultural and tourism-based economies through capacity and safety improvements, and expanded local and regional public transportation options. Accommodate and enhance the region's quality of life, while preserving the cultural and the natural environment.	Advocate for safety improvements with elected officials.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
San Luis Valley TPR	2045 RTP	G,S,O	Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs.	Improve communication between CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	Addressing known safety problems is a top priority. These include the importance of intersections, passing lanes, shoulders, and wildlife crashes. Considerations include data, level of service, speed limit, and driver perception.	
San Luis Valley TPR	2045 RTP	G,S,O	Improve transportation linkages and modal alternatives for commerce, tourism, and transportation-dependent populations.	Consider roadway designs to encourage slower speeds through towns, and cities to support walkability, safety, and economic vitality.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
San Luis Valley TPR	2045 RTP	G,S,O	Improve the safety of the transportation system.			
San Luis Valley TPR	2045 RTP	G,S,O	Identify, evaluate, and prioritize transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding.			
San Luis Valley TPR	2045 RTP	G,S,O	Improve and increase bicycle and pedestrian facilities.			
San Luis Valley TPR	2045 RTP	G,S,O	Increase passenger and freight rail opportunities.			
San Luis Valley TPR	2045 RTP	G,S,O	Improve safety for bicyclists and pedestrians in business centers.			
San Luis Valley TPR	2045 RTP	G,S,O	Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population.			
San Luis Valley TPR	2045 RTP	G,S,O	Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors.			
San Luis Valley TPR	2045 RTP	G,S,O	Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational, and recreational services.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
San Luis Valley TPR	2045 RTP	G,S,O	Seek funding opportunities to maintain existing services and expand the transit network.			
San Luis Valley TPR	2045 RTP	G,S,O	Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico.			
Central Front Range TPR	<u>2045 RTP</u>	G,S,O	Accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation.	Increase communication between CDOT and regional partners to better manage impacts of roadway closures and detours.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Central Front Range TPR	2045 RTP	G,S,O	Provide mobility to the traveling public at a good level of service that is well maintained in the most efficient manner possible.	Improve communication between CDOT and rural regions about project funding availability and support application development.	Addressing known safety problems, such as roadway departures, wildlife collisions, and congestion related crashes is a top priority for the region. Other important safety considerations include shoulder improvements, passing lanes, main street crosswalks, improved communication, and the creation of alternate routes for the winter season and natural disasters.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Central Front Range TPR	2045 RTP	G,S,O	Provide safer travel opportunities.	Focus on multimodal main street projects to improve safety, support local economies, and attract tourists.		
Central Front Range TPR	2045 RTP	G,S,O	Ensure that the transportation system functions as a complete system that provides alternate routes to accommodate emergency evacuations and the increased traffic demands.			
Central Front Range TPR	2045 RTP	G,S,O	Provide new and improved intermodal access for commerce and transit connections between towns for individuals.			
Central Front Range TPR	2045 RTP	G,S,O	Maximize investment through strategic partnerships and pursuit of alternative funding sources.			
Eastern TPR	<u>2045 RTP</u>	G,S,O	Enhance the unique character and quality of life found in northeast and east central Colorado by providing an efficient, safe, and accessible transportation network.	Improve communication between CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	State highways serve as "Main Street". These highway sections require additional considerations and should be designed so that people walking, parking, bicycling, accessing transit, and driving can all interact safely.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Eastern TPR	2045 RTP	G,S,O	Implement strategies to improve safety for all modes of transportation, such as the addition of shoulders, turn lanes, and adequate winter road maintenance.	Improve communication between CDOT and State Patrol related to roadway closures and incident management messaging.	Safety in the Eastern TPR must consider how trucks and other vehicles work together on roadways and consider the population of aging adults. The addition of shoulders, turning lanes, passing lanes, appropriate signage, and widening of roadways accommodates trucks and enhances the safety for all road users.	
Eastern TPR	2045 RTP	G,S,O	Improve pavement conditions on interstates and state highways for more efficient farm-to-market movement of goods.	Expand maintenance operations, including snow plowing efforts during adverse weather conditions, for emergency vehicle and transit service mobility.		
Eastern TPR	2045 RTP	G,S,O	Encourage proper routing for hazardous materials and oversized vehicles.			
Eastern TPR	2045 RTP	G,S,O	Continue to seek increased funding for improving highway, air, rail, and transit systems and services.			
Eastern TPR	2045 RTP	G,S,O	Provide transit service for the transit-dependent population within the region.			
Eastern TPR	2045 RTP	G,S,O	Enhance air freight and passenger service for the region.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Gunnison Valley TPR	<u>2045 RTP</u>	G,S,O	Accommodate the region's existing and future multimodal transportation needs by maintaining a safe, convenient, reliable, and efficient transportation network that supports the economic growth of the region by providing transportation choice for residents, visitors, and tourists of the region.	Continue high-quality communication among CDOT, cities, counties, and regional transit partners concerning planned transportation improvements.	State highways serve as "Main Streets". These highway sections require additional considerations and should be designed so people walking, parking, bicycling, accessing transit, and driving can all interact safely.	
Gunnison Valley TPR	2045 RTP	G,S,O	Provide mobility to the traveling public at an acceptable level of service.	Create an educational campaign focused on passing lane and pull-off usage especially in high tourist areas could inform residents and visitors about driving safely in the Gunnison Valley.	Addressing known safety problems (including roadway departures, wildlife accidents, and congestion-related crashes) is a top priority.	
Gunnison Valley TPR	2045 RTP	G,S,O	Provide new integrated intermodal access and mobility options with particular emphasis on developing new bike and transit travel options.			
Gunnison Valley TPR	2045 RTP	G,S,O	Preserve, maintain, and enhance existing transit services.			
Gunnison Valley TPR	2045 RTP	G,S,O	Improve and promote transportation options.			
Gunnison Valley TPR	2045 RTP	G,S,O	Integrate general public and human transit services.			
Gunnison Valley TPR	2045 RTP	G,S,O	Support the transportation system to function as a complete system with effective connectivity both within the region and to the rest of the state.			

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Gunnison Valley TPR	2045 RTP	G,S,O	Leverage the existing transportation network to support emergency response efforts.			
Intermountain TPR	<u>2045 RTP</u>	G,S,O	Promote preservation of the unique character of each community through open-space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits.	Advocate for local safety improvements, such as rumble strips, skid-resistant surfaces, guardrails and barriers, intersection safety improvements, signs at pedestrian/bicycle crossing/school crossings, and auxiliary lanes.	The Intermountain TPR must consider extreme weather, mountainous terrain, freight movement, tourists, and commuters when making safety improvements.	
Intermountain TPR	2045 RTP	G,S,O	Develop a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.	Work with CDOT and local jurisdictions to incorporate bike lanes on existing roadways where shoulders are already wide enough to meet the American Association of State Highway and Transportation Officials (AASHTO) standards and include those bike lanes on CDOT's bicycle facilities mapping.	Safety in the Intermountain TPR must consider how weather, wildlife, and people relate to roadways. Lower speeds, roundabouts, and complete streets designs improve safety conditions for vulnerable road users and main street communities.	
Intermountain TPR	2045 RTP	G,S,O	Enhance coordination between land use and multimodal transportation planning.	Enhance safety for roadway users including residents, tourists, and freight with Intelligent Transportation Systems (ITS) to notify drivers of weather, incidents, and roadway closures.		
Intermountain TPR	2045 RTP	G,S,O	Address existing and future needs/inadequacies on the transportation network.	Create safer traveling conditions in the region by adding shoulders, improving pavement conditions, and implementing fencing or tunnels for wildlife.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Intermountain TPR	2045 RTP	G,S,O	Integrate multimodal options into all planning and funding decisions.			
Intermountain TPR	2045 RTP	G,S,O	Provide maximum flexibility for use of funds.			
Intermountain TPR	2045 RTP	G,S,O	Identify and apply for all potential funding sources.			
Intermountain TPR	2045 RTP	G,S,O	Provide travel options to attainable/accessible housing, medical, and overall community services.			
Intermountain TPR	2045 RTP	G,S,O	Provide equity of funding for services.			
Intermountain TPR	2045 RTP	G,S,O	Recognize diverse needs of transportation users.			
Intermountain TPR	2045 RTP	G,S,O	Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the region's needs and goals.			
Denver Regional Council of Governments (DRCOG) Metropolitan Planning Organization (MPO)	<u>DRCOG Regional Vision Zero</u>	G,S,O,PM	Implement safety projects that reduce roadway-related fatalities and serious injuries to ultimately reach zero.	Improve collaboration between allied agencies.	Implement Complete Streets.	Zero fatalities by 2040.
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Increase awareness and adoption of vision zero.	Establish context-appropriate speeds.	
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Design and retrofit roadways to prioritize people's safety.	Equity.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Improve data collection and reporting.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Increase funding and resources.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Increase support for legislation, policies, and practices that focus on safety at all levels.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Implement speed reduction strategies.		
DRCOG MPO	DRCOG Regional Vision Zero	G,S,O,PM		Equity strategies.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM	Implement safety projects that reduce roadway-related fatalities and serious injuries to ultimately reach zero.	Reference the DRCOG regional Vision Zero strategies.	The transportation system is safe, reliable and well-maintained.	Zero fatalities by 2040.
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Partner with local law enforcement agencies and advocacy groups on education and enforcement activities related to all road users.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Monitor and maintain crash and traffic safety data for all transportation modes.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Develop and implement access management principles along major streets.		
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Enforce traffic laws and ordinances as they apply to all users of the transportation system.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
DRCOG MPO	2050 Metro Vision RTP	G,S,O,PM		Implement projects that reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.		
Pueblo MPO	<u>Moves the Region 2045 Long Range Transportation Plan (LRTP)</u>	G,S,O,PM	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Preserve the existing transportation systems to ensure safe, convenient, and efficient transportation.	The objective of achieving zero deaths on roadways within the Pueblo Area Council of Governments (PACOG) will be accomplished by adhering to the philosophy put forth by the Vision Zero movement.	Zero fatalities by 2030.
Pueblo MPO	Moves the Region 2045 LRTP	G,S,O,PM	Maintain the highway infrastructure asset system in a state of good repair.	Maintain the performance of the Colorado state transportation system at a high level to ensure the safety of all users, including transportation operators, passengers, shippers, bicyclists, and pedestrians.		Zero serious injuries by 2030.
Pueblo MPO	Moves the Region 2045 LRTP	G,S,O,PM		Continue to improve system safety by instituting and supporting safety programs to attain Vision Zero status with respect to fatalities and life-altering injuries.		Reduce the injury and PDO crash rates by 25 percent by 2040.
Pueblo MPO	Moves the Region 2045 LRTP	G,S,O,PM		Promote the identification of specific emphasis areas to improve transportation safety through a statewide evaluation of safety problems and multi-disciplinary stakeholder input.		

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Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Continue to develop comprehensive, coordinated, and communicative safety strategies that focus on engineering, education, enforcement, and emergency medical services for all emphasis areas.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Promote the development of improved and new transportation system designs, engineering, and operating technologies to increase system safety.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Promote safe and convenient travel facilities for at-risk users.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Provide a continuing program of public information and education to promote safety awareness and the implementation of safety practices.		
Pueblo MPO	Moves the Region 2045 L RTP	G,S,O,PM		Cooperate with other agencies to ensure prompt response to crashes on the transportation system and timely resolution of threats to human and environmental health and safety, such as hazardous waste sites, encountered when improving transportation facilities.		

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Pikes Peak MPO	2050 LRTP	G,S,O,PM	Preserve and enhance the function of and access to the existing regional transportation system.	Complete the regional and local safety action plans funded by recently awarded Safe Streets and Roads for All (SS4A) grants. Compete for discretionary funds to help implement the recommendations of those plans.	Develop a sustainable multimodal transportation system, facilities, and services that meet regional mobility and accessibility expectations, improve the quality of life in the Pikes Peak region, and plan for the future of transportation.	Number of fatalities.
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Provide efficient, improved, and fully connected multimodal and intermodal transportation for people, goods, information, technology, and freight to employment hubs, military installations, and other key destinations throughout the region.	Increase collaboration with available state and federal resources, and consider using grant funding for increased education or enforcement to offset lack of local funding sources.		Fatality rate (per 100 million vehicle miles traveled [VMT]).
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Increase the safety, security, redundancy, and resiliency of the multimodal transportation system.	Build on successful law enforcement practices, and establish laws/policies that have bearing/are enforceable.		Number of serious injuries.
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Maintain a robust, equitable, and healthy regional transportation system that enhances economic vitality of the Pikes Peak region.	Leverage traffic safety education programs such as Drive Smart Colorado, and coordinate efforts with the Drive Smart Traffic Safety Coalition.		Serious injury rate (per 100 million VMT).
Pikes Peak MPO	2050 LRTP	G,S,O,PM	Implement responsible transportation solutions.	Continue conducting safety media campaigns targeted to the region and its issues to ensure effectiveness.		Number of non-motorized fatalities and serious injuries.

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Pikes Peak MPO	2050 LRTP	G,S,O,PM		Implement engineering and infrastructure improvements such as minimizing speed differential; making roads seem "narrower" with striping to encourage drivers to slow down; enlarging road signs; or installing adaptive signal systems or radar detection systems.		
Pikes Peak MPO	2050 LRTP	G,S,O,PM		Improve pedestrian engineering, safer cross walks, especially at intersections with high crashes. This may include adding pedestrian bump outs or adding advanced flashing beacons before the intersection to inform drivers that pedestrians are crossing.		
Pikes Peak MPO	2050 LRTP	G,S,O,PM		Identify areas where speeding or other types of dangerous driving is common.		
Pikes Peak MPO	2050 LRTP	G,S,O,PM		Implement effective access management techniques such as limiting the number of conflict points, adding turn lanes, and using connecting parking lots and access roads to minimize inefficient travel on primary roadways.		

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Grand Valley MPO	2045 RTP	G,S,O,PM	Create well-maintained roadways that are safe and accessible for people walking, biking, driving and taking transit, and leverage partnerships and reliable funding sources for enhancing multimodal travel for users of all ages and abilities.	Compile and geocode crash data from state, county, and local agencies including attributes such as cause of crash, and mode of parties involved.	Identify locations that pose the highest crash risk for people walking, people biking, and people driving and prioritize multimodal countermeasure treatments at these locations.	Number of fatalities.
Grand Valley MPO	2045 RTP	G,S,O,PM	Foster active transportation by providing a regionally connected network of low-stress facilities that are safe for people walking and people biking.	Map all crash locations by mode and identify a high injury network—the network of segments and corridors with a high concentration of crashes resulting in fatalities and serious injuries.	Implement a regional roadway safety program that uses engineering, educational, and enforcement countermeasures to improve safety outcomes in high-crash rate locations.	Fatality rate (per 100 million VMT).
Grand Valley MPO	2045 RTP	G,S,O,PM	Ensure driving in the Grand Valley is more efficient, safer, and comfortable.	Using national best practices, identify safety countermeasures (both engineering and programmatic) that could improve safety outcomes at high crash locations.	Conduct a regional Level of Traffic Stress assessment for active transportation facilities to determine specific locations for improving bicycle and pedestrian safety.	Number of serious injuries.
Grand Valley MPO	2045 RTP	G,S,O,PM	Make the multimodal regional transportation system safer for all users by using proven methods for lowering crash rates, ensuring roadways are in good repair, increasing personal safety, and providing low-stress facilities for people walking, biking, driving, or taking transit.	Identify regional safety stakeholders from state, county, and local agencies to form a working group on improving safety outcomes.	Adopt a regional Vision Zero program, by working with peer programs such as the DRCOG Vision Zero effort.	Serious injury rate (per 100 million VMT).

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Grand Valley MPO	2045 RTP	G,S,O,PM	Provide a transportation system, operating parameters, and policy-framework that support the safe, efficient, and reliable movement of goods within, to and from the Grand Valley; and, identify programs and strategies to support the economic viability of freight-dependent industries in the region.	Designate partners from stakeholder groups to implement appropriate countermeasures in high-crash locations.	Encourage active modes of transportation by using national best practices and safety standards for bicycle and pedestrian infrastructure improvements.	Number of non-motorized fatalities and serious injuries.
Grand Valley MPO	2045 RTP	G,S,O,PM	Bring roadways, sidewalks, and multiuse paths to a state of good repair.	Use stakeholder groups as a vehicle for submitting grant applications.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Compile geospatial data associated with the street centerline file including street classification, width, number of travel lanes, and speed limits to form a regional geographic information system (GIS) datafile for Mesa County roadways.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Inventory all existing active transportation facilities for Mesa County, to include widths of sidewalks and bicycle lanes, type of facility (attached vs. detached sidewalks, striped vs. protected bicycle lanes), and quality of crossing facilities and create a GIS datafile.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Grand Valley MPO	2045 RTP	G,S,O,PM		Analyze data files comparatively and apply the Level of Traffic Stress methodology (Mekuria, Furth, Nixon, 2012) to identify where existing active transportation facilities are considered high stress due to high posted speed limits, pedestrian facilities immediately adjacent to traffic, bicycle facilities present, etc.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Establish contact with a representative from the DRCOG Vision Zero program and hold a teleconference to gain high-level insight into the process of starting a regional safety program.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Invite members of stakeholder committee to participate in regional Vision Zero effort.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Select a target date for beginning Vision Zero program.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Draft a Vision Zero policy and bring policy forward to the elected boards and councils of member municipalities and Mesa County for adoption.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Invite a national expert on Complete Streets to meet with regional safety stakeholder group.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Grand Valley MPO	2045 RTP	G,S,O,PM		Recruit a regional champion for active transportation facility design who evaluates new bicycle and pedestrian infrastructure projects to ensure the designs incorporate best practices.		
Grand Valley MPO	2045 RTP	G,S,O,PM		Develop a public awareness program on areas of the Grand Valley that currently support safe travel on active modes through quality infrastructure.		
North Front Range MPO	<u>2050 RTP</u>	G,S,O,PM	Create a safer multimodal transportation system in northern Colorado that is socially and environmentally sensitive, and strengthens the region's quality of life and economic vitality.	Include references to Safety Vision, Moving Toward Zero, and the Strategic Transportation Safety Plan (STSP).	Follow a Safe System Approach to reduce the number of roadway-related fatalities and serious injuries.	Targets for number of fatalities, fatality rate per 100 million VMT, number of serious injuries, serious injury rate per 100 million VMT, and number of non-motorized fatalities and serious injuries.
North Front Range MPO	<u>Safety Vision, Moving Toward Zero Deaths</u>	G,S,O,PM	Set more aspirational goals regarding road safety and that there is no acceptable number of deaths and serious injuries on the road network.	Continue to prioritize safety in future calls for projects.	Following a Safe System Approach, reduce the number of roadway related fatalities and serious injuries.	No deaths or serious injuries.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Analyze all available crash data to make more informed decisions for safety related projects.		
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Integrate the Towards Zero Deaths framework in future planning initiatives.		
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Provide regionally-specific crash data to compare to statewide crash data when possible.		
North Front Range MPO	Safety Vision, Moving Toward Zero Deaths	G,S,O,PM		Identify and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.		
CDOT	<u>2020-2023 STSP</u>	G,S,O,PM	Create a future in Colorado where all people using any form of transportation arrive safely at their destination and no deaths or serious injuries occur.	Include Tier I, II and III strategies.	Following a Safe System Approach, reduce the number of roadway-related fatalities and serious injuries.	Targets for number of fatalities, fatality rate per 100 million VMT, number of serious injuries, serious injury rate per 100 million VMT, and number of non-motorized fatalities and serious injuries.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>2023 Vulnerable Road User (VRU) Safety Assessment and the Safe System Approach</u>	G,S,O,PM	Address safety issues for people who walk and bicycle in Colorado.	Enter bicycle and pedestrian crashes into the Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) to better understand contributing factors and movements for non-motorized crashes and more accurately match a countermeasure to the safety issue.	Following a Safe System Approach, reduce the number of roadway-related fatalities and serious injuries.	Targets for number of fatalities, fatality rate per 100 million VMT, number of serious injuries, serious injury rate per 100 million VMT, and number of non-motorized fatalities and serious injuries.
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Examine existing crash reporting data elements to see if there is available information that aligns more with PBCAT entry fields; if not, consider adding data elements for crash reporting form update.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Collect VRU counts in advance of Road Safety Audits (RSAs) and corridor studies to assess true level of risk for these roadways.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Implement a large-scale bicycle count program or purchase "big data" VRU exposure and origin/destination data.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Establish an RSA process for the state of Colorado's highway and roadway system.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Build on CDOT Region 1 and 4 Bicycle and Pedestrian Safety Assessments as a systematic method of complying with the federal VRU Safety Assessment Requirement.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Continue demographic analysis and specific outreach for Colorado Disproportionately Impacted Communities (DIC) and communities with a EnviroScreen score above the 80th percentile (ES80). Include a screening process for DIC and ES80 communities in the project development process. Consider DIC and ES80 communities during all project development stages. Give funding priority to roadway safety projects located in DIC and ES80 communities. Create and facilitate community engagement to fit the DIC and ES80 community needs.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Continue to evaluate implemented safety projects using before-and-after studies. Offer support to local agencies to perform before-and-after studies. Compile statewide database to build a Colorado-specific list of countermeasures that work throughout the state.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Bring VRU safety educational opportunities - such as the FHWA trainings on bicycle and pedestrian design, Complete Streets, and the Safe System Approach - to Colorado. Ensure that jurisdictional personnel are provided adequate time and support to attend. Invite consultants to participate and give preference in procurement processes to consultants who attend these trainings.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Update and maintain the existing inventory of active transportation facilities on the state highway system. Survey local jurisdictions and document which ones maintain inventories of active transportation facilities on their local roadway system, and assist local jurisdictions who do not already do so. Create and update an inventory of active transportation facilities on their local roadway system. Consolidate state system inventory with local jurisdiction inventories on a GIS-based website with either jurisdictional or public access.		
CDOT	2023 VRU Safety Assessment and the Safe System Approach	G,S,O,PM		Pending clarification from FHWA, use all-severity crashes to establish a high-injury network to the extent possible, incorporate exposure data into the analysis. If all-severity crashes can be used, perform a pair-wise analysis to determine correlations between first harmful event and land use or infrastructure/roadway features. Create a proactive risk-assessment tool to anticipate locations that have a high risk of crashes, regardless of crash history.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>Your Transportation Plan (2045)</u>	G,S,O,PM	Create a future in Colorado where all people using any form of transportation arrive safely at their destination and no deaths or serious injuries occur.	Refer to the STSP, freight plan, etc. for specific strategies.	Prevent fatalities and serious injuries by funding and installing physical infrastructure increasing safer travel. Conduct community outreach and active public involvement in the prevention and management of crashes.	References PD-14.
CDOT	<u>10-year Vision Plan</u>	G,S,O,PM	Create a future in Colorado where all people using any form of transportation arrive safely at their destination and no deaths or serious injuries occur.	Use an additional \$25 million in federal Highway Safety Improvement Program (HSIP) funding provided by the Infrastructure Investment and Jobs Act (IIJA) to further support safety elements within the plan. This additional HSIP money will be added to existing 10-Year projects to fund qualifying safety elements of those projects (such as median barriers, centerline /shoulder rumble strips, dedicated turn lanes, adding/widening shoulders).	Listen to Coloradans about their transportation system needs and prioritize taxpayers dollars to best deliver on those needs. Energize an ongoing statewide conversation about the vitality of transportation in connecting daily trips.	Project delivery performance is summarized.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>Policy Directive 14</u>	G,O,PM	No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.		Targeted, safety-focused investments. Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction.	PD 14 aligns with goals and concepts from the Department's Wildly Important Goals (WIGs), Transportation Commission Guiding Principles, Governor's "Key Priorities", and federal performance objectives required under the Infrastructure Investment and Jobs Act (IIJA) of 2021.
CDOT	<u>Policy Directive 1601</u>	N/A*	N/A	N/A	N/A	N/A
CDOT	<u>Statewide Transportation Demand Management (TDM) Plan</u>	G,S,O	Enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.	Implement Core, Support, and Emerging strategies.	To provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.	
Smart Growth America	Complete Streets Policy Framework Model	O			Outlines necessary components of an effective Complete Streets policy for any municipality or state.	

*N/A - Plan was reviewed and is Not Applicable.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	Safe Routes to School - School District Policy Workbook	O			Provides guidance on developing a district-wide Safe Routes to School (SRTS) policy.	
CDOT	Climate and Economic Justice Screening Tool	N/A	N/A	N/A	N/A	N/A
CDOT	Bus Rapid Transit (BRT) Best Practice Model	N/A	N/A	N/A	N/A	N/A
CDOT	Region 1 Bicycle/ Pedestrian Safety Plan	G,S,O	Identify 10 top locations on CDOT roads to improve bicycle and pedestrian safety.	Identify specific safety countermeasures for each high-risk location listed in the plan.	The study is intended to be a tool to help municipal staff, elected officials, and community stakeholders improve bicycle and pedestrian safety on CDOT roads.	
CDOT	Region 4 Bicycle/ Pedestrian Safety Plan	G,S,O	Identify 10 top locations on CDOT roads to improve bicycle and pedestrian safety.	Identify specific safety countermeasures for each high-risk location listed in the plan.	The study is intended to be a tool to help municipal staff, elected officials, and community stakeholders improve bicycle and pedestrian safety on CDOT roads.	

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	Statewide Bicycle and Pedestrian Plan	G,S,O	Improve safety for pedestrians and bicyclists users and the application of engineering approaches to improve non-motorized safety, particularly at intersections and mid-block locations. Improving safe operating behaviors among motorists, bicyclists, and pedestrians through education and enforcement activities is also identified as well as the importance of providing transportation equity.	Improve safety for bicyclists and pedestrians.	The plan provides a foundation for CDOT and their regional and local planning partners to prioritize bicycle and pedestrian projects and programs for funding and implementation.	
CDOT	Colorado HSIP Plan (Fiscal Year [FY] 2024-2027)	G,S,O	Reduce traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.	Includes a variety of safety improvement strategies.	The program provides federal funds (90% federal, 10% state/local) for infrastructure projects that improve highway safety at locations where there is potential for crash reduction.	
CDOT	<u>Active Transportation Plan</u>	G,S,O,PM	Currently in development.	Currently in development.	Currently in development.	Currently in development.
CDOT	<u>Colorado Triennial Highway Safety Plan (3HSP) 2023</u>	G,S,O,PM	Includes the state's goals, objectives, and countermeasure strategies for improving traffic safety, as well as performance measures to evaluate progress.	Includes many behavioral strategies that are also included in the SHSP.	It outlines priority highway safety projects and respective funding for a three-year period, FYs 2024-2026, and reports on progress towards meeting the performance measures identified in the FY23 Highway Safety Plan (HSP).	Includes 17 performance measures including number of fatalities, number of serious injuries, and fatality rate per VMT.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	Colorado HSIP 2022 Annual Report	N/A	N/A	N/A	N/A	N/A
CDOT	FASTER Safety Mitigation Program Plan List	N/A	N/A	N/A	N/A	N/A
CDOT	Colorado's Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Safety Program	G,S,O	Reduce traffic fatalities and serious injuries.	Varies	The Funding Advancement for Surface Transportation and Economic Recovery (FASTER) provides needed funds to address safety issues on Colorado roadways.	
CDOT	<u>Colorado Freight Plan (CFP)</u>	G,S,O,PM	Support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight.	Prioritize identified commercial vehicle safety hotspots and other locations with specific safety challenges for funding within National Highway Freight Program (NHFP) project selection.	The updated CFP guides improvements and investments on the freight systems and supports Colorado's vision of a safe, efficient, coordinated, and reliable system for the movement of goods.	Recognizes and aligns with PD14 and Wildly Important Goals (WIGs).
CDOT	CFP	G,S,O,PM		Evaluate where and what enhancements are needed, and establish a secure funding source, to improvements and maintenance of chain stations, runaway truck ramps, safety pull-outs, and other highway freight network operational and safety features.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	CFP	G,S,O,PM		Streamline delivery of the Railway-Highway Crossings (Section 130) Program, including project prioritization and risk assessments for future projects.		
CDOT	CFP	G,S,O,PM		Enhance internal data and analytical capabilities to identify and assess commercial vehicle safety hotspots and integrate needs into regional and state project selection processes.		
CDOT	<u>Motorcycle Operator Safety Training (MOST) Annual Report</u>	G,S,O,PM	Provide a safe motorcycling program that supports motorcycle training and lifelong learning, along with motorcycle safety awareness to achieve reductions in motorcycle crashes and related injuries and fatalities.	Include a variety of strategies to improve rider safety and awareness.	Provide guidance and oversight to ensure all MOST students receive consistent, high-quality motorcycle rider instruction and are taught by well-trained, ethical instructors in an atmosphere that promotes student success and endorses lifelong learning, personal growth and responsible riding, as well as promoting motorcycle safety and awareness.	Number of students trained.
CDOT	<u>2050 Statewide Transit Plan</u>	G,S,O,PM	Create a resilient transit network that makes travelers feel safe and secure.	Enhance local and regional transit.	The Statewide Transit Plan establishes a framework for creating an integrated statewide transit system and prioritizes transit investment.	Aligns with PD14.
CDOT	2050 Statewide Transit Plan	G,S,O,PM		Provide multimodal hubs and connections.		
CDOT	2050 Statewide Transit Plan	G,S,O,PM		Expand the bicycle and pedestrian network.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
CDOT	<u>State Passenger Freight and Rail Plan</u>	G,S,O	Build a robust and safe rail network for passengers and freight that is an integral element of Colorado's multimodal transportation system and supports access to sustainable mobility for all people, goods, and services.	Coordinate with partners to identify and fund safety, security, and crossing needs.	Ensure that Colorado's rail systems are SAFE and SECURE. EXPAND and IMPROVE Colorado's rail systems for passengers and freight. Provide users and travelers with greater MOBILITY and CONNECTIVITY options. PRESERVE and MAINTAIN critical corridors and infrastructure to support Colorado's rail systems. Advance ECONOMIC VITALITY and ENVIRONMENTAL QUALITY of Colorado's communities and regions.	
CDOT	State Passenger Freight and Rail Plan	G,S,O		Support and participate in joint efforts to improve safety and security.		
CDOT	State Passenger Freight and Rail Plan	G,S,O		Identify potential projects that address rail-related infrastructure constraints or rail access, safety and connectivity improvements.		
CDOT	Equity Plan	G,S,O,PM	Prohibit discrimination on the basis of race, color, national origin, age, sex, or disability in any CDOT program or activity.	Implement equity programs, small business certifications, and civil rights compliance requirements for engineers, contractors, consultants, local agencies, and transit agencies.	To promote equal access to and participation in CDOT programs and activities.	Varies.
Colorado Department of Public Health and Environment (CDPHE)	CDPHE EnviroScreen	N/A	N/A	N/A	N/A	N/A

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
National Highway Traffic Safety Administration (NHTSA)	Traffic Safety Fact 2021 State Traffic Data	N/A	N/A	N/A	N/A	N/A
CMCA	<u>Colorado Commercial Vehicle Safety Plan (eCVSP) for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (2021-2023)</u>	G,S,O,PM	The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV).	Outlines inspection and other strategies to improve commercial vehicle safety in Colorado.	The online CVSP tool (eCVSP) outlines the state's CMV safety objectives, strategies, activities and performance measures.	Provides crash reduction goals for CMVs.
Varies	Local Agency's SS4A plans	G,S,O,PM	Commit to a vision zero goal (eliminate or reduce) serious injuries and fatalities by a specific date.	Varies.	Following a Safe System Approach, reduce the number of roadway-related fatalities and serious injuries.	Varies.
Varies	Local Agency's Vision Zero Plans	G,S,O,PM	Commit to a vision zero goal (eliminate or reduce) serious injuries and fatalities by a specific date.	Varies.	Following a Safe System Approach, reduce the number of roadway related fatalities and serious injuries.	Varies.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
US DOT	The United States Department of Transportation (US DOT) Transportation Equity Action Plan	G,S,O,PM	The USDOT is working to ensure that everyone receives the benefits that transportation brings and are not left out or made to shoulder disproportionate burdens caused by transportation infrastructure.	Provide direct, hands on technical support for transportation projects with local impact.	DOT is working to make a system that meets the Department's mission to deliver the world's leading transportation system, serving the American people and the economy through the safe, efficient, and sustainable movement of people and goods.	Increase safe, affordable, multimodal access to key destinations, including: work, education, grocery stores, health care, affordable housing, and recreation.
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM	Provide modern policing services for all persons to protect life, peace, and property throughout Colorado.	Boost partnerships with other divisions in the Colorado Department of Public Safety and with CDOT to advance safety services in Colorado's communities.	To create a safer Colorado through strategic innovation led by an engaged and empowered membership that provides visible service.	Eliminate 7% of CSP Investigated Fatal Crashes from 282 to 262 by December 31, 2024.
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM				Reduce by 8% the number of fatal crashes caused by the top 3 fatal driver actions (lane violations, careless driving, and speed) from 125 to 115 by December 31, 2024.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM				Reduce by 12% the number of DUI/D fatal crashes from 83 to 73 by December 31, 2024.
Colorado State Patrol	Colorado State Patrol 2022-2026 Strategic Plan	G,S,O,PM				Achieve effective visibility in 20% of work hours within your area of responsibility by December 31, 2024.
State of Colorado	<u>Colorado Task Force on Drunk and Impaired Driving - Annual Report</u>	G,S,O	Support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private, and non-profit organizations.	Conduct a comprehensive paid media campaign focused on cannabis-impaired driving awareness and the consequences associated with it.	The task force shall meet regularly to investigate methods of reducing the incidents of drunk and impaired driving and develop recommendations for the state of Colorado regarding the enhancement of government services, education, and intervention to prevent drunk and impaired driving.	
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Make plea negotiations to a lesser offense part of the record and count as a prior impaired driving offense.		
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Conduct at least two Drug Recognition Expert schools each year.		

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Review current research to determine the validity of having a delta 9 tetrahydrocannabinol permissible inference limit in a driver's blood.		
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Make the penalties for refusal of blood alcohol concentration (BAC) test at least as strict as a positive BAC test, making it a criminal offense, not just a civil offense.		
State of Colorado	Colorado Task Force on Drunk and Impaired Driving - Annual Report	G,S,O,PM		Develop a monitoring plan to include more frequent on-site monitoring to ensure that state funds are being used to have the biggest impact on reducing the impaired driving problems in the state.		
Other	Colorado Teen Driving Alliance Improving Motor Vehicle Safety - Action Plan Report Card	N/A	N/A	N/A	N/A	N/A

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	<u>Standing Committee on First Responder Safety</u>	G,S,O,PM	Grow partnerships among responders and with the public. Reduce human exposure to active traffic. Reduce incident impact. Improve Traffic Incident Management (TIM) program delivery.	Support local TIM team establishment and growth.	Eliminate first responder casualties and secondary crashes; deliver plain language inter-operable communications; improve traffic flow and safety for all travelers and responders on Colorado roadways; support Colorado's economy by reducing incident related delay.	Conduct after action reviews.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Provide and promote topical training resources.		Number of training materials published.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Conduct regular training exercises.		Host multi-disciplinary responder courses and develop additional curriculum for TIM track use.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Assess TIM team capability and create continuing improvement plan for each TIM team.		Demonstrated improvement through TIM self-assessment.

Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Conduct coordinated public education campaigns on responder safety topics.		Execute coordinated "move over" campaign and at least one more responder safety campaign.
State of Colorado	Standing Committee on First Responder Safety	G,S,O,PM		Design a stand up committee with focus on bringing disciplines together and building training into every TIM system.		Implementation plan including immediately actionable, future recommendations and budget and funding plan.
State of Colorado	State of Colorado Traffic Records Advisory Committee (STRAC) Strategic Plan	G,S,O,PM	Provide a traffic records data system, which delivers complete, timely and accurate data, incorporating data from available sources, for use by eligible data consumers in traffic safety planning, process development, and decision making to eliminate transportation system fatalities and serious injuries.	Implement strategies for Crash, Citation/Adjudication, Vehicle, Driver, Injury Surveillance, Roadway, and Data systems.	Increase participation and collaboration in traffic records initiatives statewide.	Performance targets for individual data improvement initiatives are provided.


Organization	Plan	Aligned Elements	Goals (G)	Strategies (S)	Objectives (O)	Performance Measures (PM)
State of Colorado	STRAC Strategic Plan	G,S,O,PM			Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.	
State of Colorado	STRAC Strategic Plan	G,S,O,PM			Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries.	



Appendix B

Strategies Table

The Strategic Highway Safety Plan (SHSP) serves as a comprehensive guide to saving lives on Colorado's roads. While it focuses on areas with the greatest potential to improve safety, the SHSP acknowledges that smaller efforts and related initiatives play an important role in reducing serious injuries and fatalities. The SHSP allows for flexibility as priorities change, especially when new programs, policies, or proven safety countermeasures emerge. Implementation is not limited to what's outlined in the SHSP and safety partners are encouraged to adopt and promote a range of strategies. The SHSP helps identify safety challenges at the regional level and provides a framework for using data to guide effective solutions. The tables below summarize SHSP strategies by Focus Area:

 Emphasis Area: Safety Culture				
Focus Area	Label	Strategy	Description	Category
Organizational Safety Culture	SC1	Conduct organizational safety culture assessments.	Build traffic safety culture at the community level by growing traffic safety culture within influential organizations.	Safety Culture
Organizational Safety Culture	SC2	Local agency support programs (Local Technical Assistance Program (LTAP) and Safety Circuit Rider).	Continue to support the LTAP and Safety Circuit Rider in their efforts to assist local agencies.	Safety Culture
Organizational Safety Culture	SC3	Expand public engagement.	By providing training and technical assistance, build the capacity of organizations to successfully engage the public in two-way, productive conversations to grow shared understanding and responsibility.	Safety Culture
Organizational Safety Culture	SC4	Consider communities with below average safety outcomes when making transportation safety investment decisions	Increase investment in communities with below average safety outcomes to reduce safety disparities by increasing awareness of community transportation safety needs and providing support to local agencies and organizations.	Safety Culture
Organizational Safety Culture	SC5	Enhance collaboration and information sharing among traffic safety professionals.	Continue annual Colorado Traffic Safety Summits to engage, educate, and inspire Colorado transportation professionals from a wide variety of organizations to be safety champions and advance traffic safety culture in their organizations and communities.	Safety Culture
Public Safety Culture	SC6	Pilot community-level safety culture partnerships.	Utilize community-level pilot projects to learn and demonstrate effective safety practices.	Safety Culture
Public Safety Culture	SC7	Educate through media campaigns.	Create and distribute universal education using media campaigns and resources.	Safety Culture
Public Safety Culture	SC8	Build capacity among the public.	Expand on existing public engagement programming to build the capacity of the public to encourage two-way, productive conversations between everyday road users and government agencies by educating the public about ways to share concerns, transportation safety, and their role in growing a safer system.	Safety Culture



Emphasis Area: Safe Driving

Focus Area	Label	Strategy	Description	Category
Occupant Protection	SD1	Promote proper use through media campaigns.	Continue to develop traffic safety media campaigns to support proper use of seat belts, child seats, and helmets.	High-Impact
Occupant Protection	SD2	Educate on primary seat belt law.	Support educational efforts related to the importance of a primary seat belt law.	High-Impact
Impairment	SD3	Provide polydrug impairment education.	Educate the public on the impacts of polydrug use.	High-Impact
Impairment	SD4	Prioritize high-risk impaired driving corridors.	Identify high-risk corridors overrepresented in the crash data to make data-driven decisions to combat impaired driving.	High-Impact
Impairment	SD5	Continue high-visibility enforcement.	Continue to deploy data-driven high visibility impaired driving enforcement activities to deter impaired driving-related crashes.	High-Impact
Aggression	SD6	Deploy anti-aggressive driving campaigns.	Develop anti-aggressive driving campaigns focused on populations overrepresented in the crash data.	Emerging and Monitoring
Aggression	SD7	Prioritize high-risk aggressive driving corridors.	Identify high-risk corridors overrepresented in the crash data to make data-driven decisions to combat aggressive driving.	Emerging and Monitoring
Speeding	SD8	Prioritize high-risk speeding locations.	Identify high-speeding-risk corridors overrepresented in the crash data and evaluate overlap between speeding and other high-risk driving behaviors.	Emerging and Monitoring
Speeding	SD9	Deploy speed safety camera systems.	Use the results of a speed safety camera pilot program to make data-driven decisions on future installations.	Emerging and Monitoring
Distraction	SD10	Provide education on hands-free law.	Continue to educate the public on the hands-free law effective January 1, 2025.	Doubling Down on Success
Distraction	SD11	Enhance data collection.	Continue to enhance data collected related to distraction-involved crashes.	Doubling Down on Success



Emphasis Area: Safe People

Focus Area	Label	Strategy	Description	Category
Motorcyclists	SP1	Expand motorcycle operator safety training.	Expand motorcycle operator safety training campaigns.	High-Impact
Motorcyclists	SP2	Increase public awareness of motorcycle safety.	Increase public awareness of motorcycle safety for all road users.	High-Impact
Motorcyclists	SP3	Improve motorcycle licensing and endorsement.	Increase the proportion of active motorcycle riders who are legally endorsed to ride in Colorado.	High-Impact
Motorcyclists	SP4	Increase helmet and other personal protective equipment (PPE) use.	Increase motorcyclist PPE use through education and enforcement.	High-Impact
Aging Drivers	SP5	Improve visibility of traffic control devices.	Enhance road safety by widening striping and markings on high-traffic roads and increasing the visibility of traffic signs to support aging drivers.	Emerging and Monitoring
Aging Drivers and Pedestrians	SP6	Improve sight distances.	Improve intersection safety by providing proper intersection angles, intersection sight distance, and other design strategies that support aging drivers and pedestrians.	Emerging and Monitoring
Aging Drivers and Pedestrians	SP7	Expand community-based mobility options.	Establish and expand community-based mobility options such as bike-sharing, carpool programs, and on-demand shuttle services in underserved areas to improve transportation accessibility for those unable to drive or who choose not to drive.	Emerging and Monitoring
Aging Drivers	SP8	Enhance and expand resources for aging drivers.	Strengthen programs for aging drivers by increasing the awareness, use, effectiveness, and quality of existing resources.	Emerging and Monitoring
Young Drivers	SP9	Expand access to driver's education.	Expand access to driver's education programs, particularly in rural areas, through partnerships with schools, online platforms, and community organizations.	Emerging and Monitoring
Young Drivers	SP10	Improve quality of driver's education.	Improve the quality of driver's education programs, including incorporating defensive driving, distracted driving awareness, and active transportation considerations into the curriculum.	Emerging and Monitoring
Pedestrians and Bicyclists	SP11	Prioritize pedestrian and bicycle crash types.	Apply the Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) to enhance understanding of vulnerable road user (VRU) crashes.	Emerging and Monitoring



Emphasis Area: Safe People

Focus Area	Label	Strategy	Description	Category
Pedestrians and Bicyclists	SP12	Improve VRU exposure data.	Improve exposure data to better understand areas at higher risk of vulnerable road user (VRU) crashes.	Emerging and Monitoring
Pedestrians and Bicyclists	SP13	Conduct Road Safety Audits (RSAs).	Conduct VRU-specific and/or expanded Road Safety Audits.	Emerging and Monitoring
Pedestrians and Bicyclists	SP14	Perform regional pedestrian/bicyclist studies.	Perform studies at the local and regional levels that focus on pedestrian and bicyclist safety.	Emerging and Monitoring
Pedestrians and Bicyclists	SP15	Analyze VRU crash demographic data.	Continue to utilize demographic data to identify community-level risk factors that may be contributing to VRU crashes.	Emerging and Monitoring
Pedestrians and Bicyclists	SP16	Conduct VRU before-and-after studies	Continue to evaluate implemented safety projects and identify the most successful project types.	Emerging and Monitoring
Pedestrians and Bicyclists	SP17	Educate traffic safety professionals on VRU best practices.	Work to continually educate traffic safety professionals on new VRU concepts and design strategies.	Emerging and Monitoring
Pedestrians and Bicyclists	SP18	Inventory VRU infrastructure.	Update and maintain the existing inventory of active transportation facilities on the state highway system and owned or maintained by local jurisdictions.	Emerging and Monitoring
Pedestrians and Bicyclists	SP19	Expand VRU data sources.	Expand data sources in the VRU safety assessment to include all crash types to enable a proactive approach to VRU safety.	Emerging and Monitoring
Pedestrians and Bicyclists	SP20	Evaluate VRU priority locations.	Work to continually identify and address priority locations for VRU safety.	Emerging and Monitoring
Work Zones	SP21	Create work zone safety committee.	Form a work zone safety committee to analyze available data, share lessons learned, and improve best practices.	Emerging and Monitoring
First Responders	SP22	Provide resources and support for first responders.	Continue providing resources and technical support to strengthen the Colorado Standing Committee on First Responder's efforts in improving first responder safety.	Emerging and Monitoring



Emphasis Area: Safe Roads

Focus Area	Label	Strategy	Description	Category
Lane Departures	SR1	Install traffic controls and safety barriers.	Reduce fatal and serious injury crashes caused by lane departures by installing improved traffic control devices and safety barriers on high-risk road segments.	High-Impact
Lane Departures	SR2	Improve roadway geometry.	Implement roadway geometric improvements to encourage or accommodate appropriate driving speeds, while providing a forgiving roadside condition that minimizes severe crashes along high-risk road segments.	High-Impact
Off-System	SR3	Provide local agency assistance.	Provide detailed guidance to local agencies on how to apply for state and federal safety funding and improve outreach to enhance awareness and participation in the Safety Circuit Rider Program, the LTAP, and other relevant assistance programs.	High-Impact
Off-System	SR4	Encourage community-specific plans.	Encourage local agencies to create community-specific safety plans and actively participate in their development, ensuring alignment with the Strategic Highway Safety Plan (SHSP) goals.	High-Impact
Intersections	SR5	Reduce intersection conflicts.	Implement design and operational improvements that reduce the number of conflicts at intersections, especially those experiencing a high number of severe broadside and approach-turn crashes (Aging Pedestrian Strategy).	High-Impact
Intersections	SR6	Perform Intersection Control Evaluations (ICE).	Perform ICE prior to upgrading or constructing intersection improvements.	High-Impact
Intersections	SR7	Incorporate VRU designs.	Incorporate project design elements to improve safety for vulnerable roadway users where there is a high number of fatal/serious injury VRU crashes (Aging Pedestrian Strategy).	High-Impact
Intersections	SR8	Prioritize high-risk intersection locations.	Improve safety at high-risk intersections by addressing design deficiencies such as inadequate lighting, insufficient sight distance, and substandard turning radii.	High-Impact
Intersections	SR9	Implement improved traffic controls.	Implement improved traffic controls at intersections with a high frequency of broadside, approach turn, and rear-end fatal and serious injury crashes (Aging Drivers & Pedestrians Strategy).	High-Impact
Speed Management	SR10	Promote appropriate speeds.	Modify the transportation system to promote appropriate vehicle speeds at locations where higher speeds contribute to severe crashes.	Doubling Down on Success
Speed Management	SR11	Set safe and realistic speed limits.	Set safe and realistic speed limits by considering contextual factors such as road function, land use, traffic volume, active transportation activity, crash history, environmental conditions, and road design.	Doubling Down on Success



Emphasis Area: Post-Crash Care

Focus Area	Label	Strategy	Description	Category
TIM/EMS	PC1	Improve collection of post-crash care data.	Improve data collection, analysis, and dissemination procedures to allow for increased integration of data between safety partners.	Emerging and Monitoring
TIM/EMS	PC2	Improve quality of care.	Develop processes to improve quality of care for those involved in crashes from onset of crash through treatment.	Emerging and Monitoring
TIM/EMS	PC3	Provide education on post-crash care best-practices.	Implement programs to educate practitioners and the public on best practices on post-crash care activities.	Doubling Down on Success
TIM/EMS	PC4	Enhance programs in light of differences in post-crash care outcomes.	Evaluate opportunities to improve post-crash care and determine opportunities to enhance programs and activities.	Emerging and Monitoring
TIM/EMS	PC5	Support statewide traffic incident management (TIM) activities.	Continue to support statewide TIM activities.	Doubling Down on Success



Appendix C

Data Sources

A wide range of Colorado agencies collect, manage, and analyze data related to transportation, public health, emergency response, community engagement, and social and economic conditions. This data, combined with national sources like the Fatality Analysis Reporting System (FARS), the Fatality and Injury Reporting System Tool (FIRST), U.S. Census data, and information from the Emergency Responder Safety Institute (ERSI), helps build a full picture of transportation safety in Colorado.

The SHSP is grounded in a thorough analysis of crash data over time. This historical crash data is used to assess current safety performance and identify high-risk roadways and intersections. In addition, population trends and public health data help reveal broader factors that influence safety outcomes.

Colorado Department of Health and Environment (CDPHE) Emergency Medical Services (EMS) and Trauma Data

<https://cdphe.colorado.gov/emergency-care/ems-and-trauma-data>

CDPHE oversees the state's EMS and trauma systems, focusing on data collection, quality improvement, and system enhancement. CDPHE mandates that all licensed ground and air ambulance agencies submit patient care data for every encounter, adhering to the National EMS Information System (NEMSIS) Version 3.4.0 standards. This data encompasses approximately 270 elements, including patient demographics, assessment findings, interventions, and outcomes.

CDPHE also oversees the Colorado Trauma Registry, which collects data from trauma centers across the state. This registry aids in monitoring patient outcomes, identifying trends, and guiding improvements in trauma care. Facilities are required to submit data in compliance with the NEMSIS standards, with specific data dictionaries provided for different trauma center levels.

This data source was used to analyze EMS data in order to identify key needs for strategies in the EMS focus area.

CDPHE Healthy Kids Colorado High School Survey

<https://cdphe.colorado.gov/hkcs>

The Healthy Kids Colorado Survey is administered biennially by CDPHE in collaboration with various state and academic partners. The survey gathers voluntary responses from middle and high school students across Colorado providing valuable insights into the factors influencing their health behaviors and choices.

This survey was used to analyze the traffic safety culture of young drivers in Colorado. This helped to develop strategies in improving the safety culture around the state at a young age.

Colorado Department of Local Affairs (DOLA) State Demography Office

<https://demography.dola.colorado.gov/>

Colorado's DOLA State Demography Office compiles and disseminates a comprehensive array of demographic data to support local planning, policy development, and community services across the state. This data encompasses population trends, housing statistics, economic indicators, and education metrics.

This data was utilized to identify population trends to analyze crash data on a per capita basis. Additionally, this data was used in identifying key parts of the Transportation Disadvantage Index.

Colorado Department of Public Safety (CDPS) Driving Under the Influence of Drugs and Alcohol Report

Rosenthal, A. (2023). *Driving Under the Influence of Drugs and Alcohol*. A Report Pursuant to C.R.S. 24-33.5-520. Office of Research and Statistics, Division of Criminal Justice, Colorado Department of Public Safety.

The CDPS annual report, *Driving Under the Influence of Drugs and Alcohol*, provides a comprehensive analysis of impaired driving offenses in Colorado. This was used in data analysis of the impairment focus area of the SHSP and provided key insights into what strategies could be implemented to reduce impaired driving in the state.

Colorado Department of Transportation (CDOT) Annual Driver Behavior Survey

Corona Insights. (2024). A Report to the Colorado Department of Transportation. 2024 Driving Behavior Survey.

CDOT conducts an annual Driver Behavior Survey to assess residents' attitudes and practices regarding road safety, including seat belt use, speeding, distracted driving, and impaired driving.

This survey was used to evaluate the safety culture focus areas and provide and was used to select the focus area strategies.

CDOT Crash Data

<https://www.codot.gov/safety/traffic-safety/data-analysis/crash-data>

CDOT maintains a comprehensive crash database to enhance traffic and highway safety, as mandated by federal law. This database includes statewide crash data from 2007 through 2024, with 2024 data being preliminary and subject to updates. CDOT processes and refines this data to support engineering analyses, safety performance evaluations, and infrastructure planning.

The Strategic Highway Safety Plan (SHSP) plan utilized this data as the primary data source for analyzing crash trends, and identifying the key focus areas that needed to be addressed in the SHSP.

CDOT Seatbelt Survey

<https://www.codot.gov/safety/seatbelts>

CDOT conducts an annual statewide Seat Belt Survey to monitor and promote seat belt use across the state. The survey provided context on the seat belt usage rate across the state, which led to the development of strategies for the SHSP.

Emergency Responder Safety Institute

<https://www.respondersafety.com/>

The Emergency Responder Safety Institute (ERSI) serves as an informal advisory panel of public safety leaders committed to reducing deaths and injuries to America's Emergency Responders. ERSI was used to provide additional data and context related to the First Responders Focus Area.

National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS)

<https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

FARS was established by the NHTSA in 1975, and serves as a comprehensive national database documenting fatal motor vehicle crashes across the United States.

This data was used to supplement any crash data that was not captured in CDOT's Crash Data. While this data is more comprehensive, it does not capture serious injury data at the state level, and is not as current as CDOT's crash data as it only captures data through 2022 at the time the SHSP was developed.

NHTSA Fatal and Injury Reporting System Tool (FIRST)

<https://cdan.dot.gov/query>

NHTSA's FIRST is a tool that is an extension of the FARS data system. FIRST creates data queries to capture specific data.

This plan used FIRST in data analysis when specific data was needed and was not captured by other data sets. Examples of where this was used include restraint usage and crashes where speeding was involved.

United States (US) Census Bureau

<https://www.census.gov>

The US Census Bureau is the principal agency of the federal government responsible for producing data about the American people and economy.

US Census Bureau data was used in order to compare per capita crash data in Colorado to the rest of the country.



Appendix D

Workshop Summaries

Strategic Highway Safety Plan (SHSP) Stakeholder Hybrid Workshop Summary

Overview

As part of the Strategic Highway Safety Plan (SHSP), the project team conducted a series of five hybrid workshops across Colorado. For those who could not attend in person, a virtual option was offered. These workshops provided stakeholders with a comprehensive overview of the SHSP, highlighting how the plan can benefit their communities and how they can actively participate in its development. The mission, vision, and goal of achieving zero roadway deaths were emphasized, supported by data on fatalities and serious injuries in Colorado. Using the Safe System approach, cross-agency/ sector collaboration was encouraged in an effort to reduce fatalities and serious injuries on Colorado roadways.

Workshop Goals

Workshop goals included the following:

- » Influence strategies and initiatives that will shape Colorado's transportation safety.
- » Assess the current state of safety in Colorado to understand what is and what is not working.
- » Provide a platform for collaboration and engagement with the Colorado Department of Transportation (CDOT) and community members dedicated to improving road safety.
- » Discuss and identify potential funding sources to improve safety across Colorado.
- » Gather insights about community safety, perspectives, needs, and challenges.

Workshop Format

The project team conducted a series of in-person workshops across each of CDOT's five engineering regions (Denver Metro, Northeast, Northwest, Southwest and Southeast). A hybrid approach was also provided to accommodate attendees virtually. Participants received an overview of the SHSP and were organized into groups of 4-6 individuals, based on attendance. To foster diverse perspectives and enhance the quality of feedback, attendees were encouraged to engage with colleagues from different departments rather than familiar associates. Facilitators were assigned to each group to gather insights and offer additional prompts as needed. The following four questions guided the discussions:

1. What contributing factors are not being represented in the data? What contributing factors align with the data?
2. What are the missing resources, elements, and communities needed to reduce fatalities and serious injuries?
3. What have your communities been doing well to improve traffic safety? Where can we double down?
4. What communities need to be brought together to strengthen the regional safety culture?

Introduction to Common Themes

Each workshop generated a wealth of ideas, concepts, concerns, and recommendations related to statewide safety improvements. This summary highlights key takeaways and common themes identified across all five meetings, showcasing the collective insights of participants. Several recurring themes emerged consistently throughout the discussions. To review the workshop notes, see individual regions in this Appendix.

- » **Safety as a Priority:** Attendees unanimously agreed that safety is a paramount concern for Coloradans. Recognizing the current number of fatalities and serious injuries on Colorado roadways is unacceptable, participants expressed a collective commitment to invest their time and collaborate in efforts to reduce fatalities and serious injuries.
- » **Enhanced Driver's Education Programs:** There was a unanimous call for stronger, adequately funded and mandatory Driver's Education classes in schools. Participants emphasized the need for these programs to focus on safety and accessibility, particularly in rural and urban areas. Recommendations included making Driver's Education free for all students and expanding the age range for enrollment to start earlier and continue beyond the age of 18.
- » **Increased Funding for Safety Improvements:** Attendees stressed the necessity of more funding for safety initiatives, particularly for the recruitment of additional law enforcement officers, increased enforcement on the roads, and the implementation of automated enforcement, especially in rural areas.
- » **Grant Navigation Support:** Participants emphasized the need for additional resources and assistance for both rural and urban municipalities to increase awareness and understanding of available grant opportunities for safety projects. Stakeholders shared that many smaller communities face significant resource constraints and must juggle multiple responsibilities, making it challenging to identify and secure funding for critical safety improvements.
- » **Comprehensive Education Campaigns:** There is a strong desire for expanded educational campaigns aimed at diverse audiences. Suggested initiatives include Public Service Announcements, social media outreach, billboards, and videos to personalize safety messages and encourage behavioral change.
- » **Expansion of Partnerships:** Participants expressed a strong desire for enhanced collaboration between CDOT and other state and local agencies. While significant progress has been made in reducing fatalities and serious injuries on Colorado highways, it is essential to continue leveraging and expanding these partnerships to effectively capture and implement safety programs across the state.
- » **Speeding as a Major Safety Concern:** Participants recognized that speeding is a significant safety issue, with serious implications for road safety and broader community impacts. They identified speeding and aggressive driving as major contributors to serious injuries and fatal crashes. To address these challenges, attendees emphasized the need for improved compliance with new strategies.

Region 5 - Durango, September 4th, 2024, 2:00-3:30pm

Workshop Attendees

Name	Organization
Ian Roberson	City of Cortez
Kevin Hall	La Plata County
Clyde Church	La Plata County
Brett Williams	Colorado State Patrol
Angela Deguelle	CDOT
Tim Funk	CDOT
Warren Brown	Archuleta County
Tom Cowing	La Plata County Sheriff's Office
Shak Powers	Region 9 Economic Development
Christine Brice	School Community Youth Collaborative
Mark Garcia	Montezuma County
Jim Candelaria	Montezuma County
Annie A. Herzig	N/A Virtual Attendee
Brian Lyons	Colorado State Patrol
Tess Richey	CDOT
Scott Maurer	CDL Mountain Training
Joe T.	N/A Virtual Attendee
Rosa Dimon	School Community Youth Collaborative

Key Takeaways: Region 5 Workshop

Based on the collective feedback received, the following are key takeaways from the Region 5 hybrid workshop.

1. Technology and Behavior-Driven Risks

- » **Less Route Planning:** Increased reliance on navigation apps and autonomous vehicle features may lead to less route planning by drivers.
- » **Behavioral Risks:** Distracted driving, aggressive driving, and impaired driving (particularly the combination of alcohol and marijuana) continue to be major behavioral safety concerns.
- » **Drug and Alcohol Manipulation:** There's a rising trend of younger adults manipulating marijuana and alcohol use to remain below legal intoxication limits.

2. Data Gaps

- » **Tribal Data:** Tribal data is often missing, particularly regarding crashes on or near reservations.
- » **Winter Conditions and Unfamiliarity:** Unfamiliar drivers (tourists, new drivers) and their impact on crash statistics, especially during winter conditions, are underrepresented.
- » **Vulnerable Road Users:** Data on crashes caused by medical conditions, as well as incidents involving pedestrians, bicyclists, and younger drivers (16-25 age group), require more focus.

3. Need for Enhanced Education and Training

- » **Driver's Education:** There is a strong need for accessible and affordable driver education, with a focus on behind-the-wheel training, especially for younger drivers.
- » **Training for Officers:** Education and training for law enforcement are also essential, particularly regarding rural traffic safety challenges.
- » **Public Education:** More comprehensive public education on safety laws, like lane filtering for motorcycles, is needed to improve awareness.
- » **Commercial Vehicles:** More training and education is needed for commercial motor vehicles driving the mountainous terrains in Colorado.

4. Rural-Specific Challenges

- » **Lack of Options:** Rural areas face distinct issues such as a lack of rideshare options and public transportation, leading to increased impaired driving.
- » **Contributing Factor:** Establishments in rural areas are often observed to over-serve alcohol, contributing to unsafe driving behavior.
- » **Education for Visitors:** Tourists unfamiliar with local driving conditions, particularly during winter, are a notable safety risk in rural and mountainous regions.

5. Infrastructure and Resource Needs

- » **Funding for Infrastructure:** Additional infrastructure improvements like turning lanes, passing lanes, bike paths, and wildlife fencing are critical for rural roadways.
- » **Signage:** Bilingual signage and more advanced road signs would improve safety for diverse populations, including non-English speakers.
- » **Low Visibility:** There's a call for increased enforcement, more advanced signage (including flashing yellow arrows), and better striping in areas with low visibility.

6. Collaboration and Community Involvement

- » **Safety Improvements:** Successful collaboration between rural communities and organizations like CDOT has led to safety improvements.
- » **Stronger Engagement:** Non-profit organizations, tribal communities, tourism boards, city/county health departments, and law enforcement need to be more engaged to strengthen regional safety efforts.
- » **Media Engagement:** Community-based education initiatives and partnerships with local media have proven effective in reaching broader audiences on traffic safety issues.

These takeaways highlight the need for a combination of better data collection, increased education, and targeted infrastructure improvements to address regional traffic safety concerns.

Region 3 - Glenwood Springs, September 5th 2024, 1:30-3:00pm

Workshop Attendees

Name	Organization
Dana Wood	NWCCOG
Richard Davies	Eagle County
Andrew Knapp	Pitkin County
Michelle Metteer	Town of Minturn
Don Potter	CDOT
Scott Mauer	CDL Mountain Training
Drew Stewart	CDOT
David Swenka	CDOT
Major Brian Lyons	CSP
Aaron Willis	CDOT

Key Takeaways: Region 3 Workshop

Based on the collective feedback received, the following are key takeaways from the Region 3 hybrid workshop.

1. Data Gaps and Representation

- » **Speeding Data:** Contextual information such as speed limits and location types (interstates, lower-speed corridors) should be included to provide a more accurate understanding of speeding-related crashes.
- » **Clarification of Severe Crash Data:** Categories like medical emergencies, vehicle defects, and wildlife-related crashes need clearer classification in crash reports.
- » **Weather-Related Crashes:** There is a need to better capture and standardize data on weather-related incidents, as law enforcement currently reports this through inconsistent forms.
- » **Impaired Driving:** Current data on marijuana impairment and polydrug use (mixing multiple substances) is lacking, with impairment reports coming too late in the process from coroner data.

2. Infrastructure and Project-Specific Funding

- » **Infrastructure Funding:** More funding is needed for specific improvements such as intersection redesigns, acceleration/deceleration lanes, safer off-ramps, and roundabouts.
- » **Innovation:** Engineering standards are not keeping up with the latest trends and technologies, highlighting a need for innovative solutions, such as looking to other states for infrastructure ideas (e.g., Michigan Lefts).

3. Collaboration and Stakeholder Engagement

- » **Alignment:** Policy changes made at the state level don't always align with local needs. Transparency and collaboration between state and local entities need improvement.

- » **Safety & Access Management:** Stakeholder engagement should be prioritized, especially involving professionals in community engagement. Local communities often feel that their priorities, such as safety and access management, are not aligned with CDOT's.
- » **Bridging Relationships:** Personal agendas at the local level can hinder collaboration, making it crucial to bridge relationships between local and state agencies.

4. Community-Led Safety Improvements

- » **Multimodal Efforts:** Communities have been proactive in improving safety for non-vehicular users, including installing sidewalks, roundabouts, pedestrian bridges, bike paths, and speed tables. These measures have helped cyclists feel safer on roadways.
- » **Transit Expansion:** Public transportation, such as the Bustang West Line and the Roaring Fork Transportation Authority's (RFTA's) support for alternative modes of transit, has been effective, with fare-free zones increasing ridership.

5. Inclusion of Diverse Communities

- » **Underrepresented Groups Outreach:** To strengthen regional safety culture, more inclusion of underrepresented groups like Latino populations, young drivers, and non-vehicular communities is needed.
- » **New Ideas:** Cross-state collaboration, such as learning from innovative planners in places like Salt Lake City, could also bring fresh perspectives and ideas for traffic safety improvements.

6. Data-Driven Targeted Enforcement

- » **Targeted Enforcement:** Law enforcement has used historical data to target head-on crashes. They have met with local citizens, and partnered with the media through radio and social media messaging to conduct large-scale target enforcement.
- » **Penalties:** Strong partnerships with adjudication have led to automatic penalties for drivers excessively exceeding the speed limit and dangerous driving habits.
- » **Neighboring States Best Practices:** Tracking motorcycle crash trends and coordinating with neighboring states for potential educational campaigns such as Utah.
- » **Vulnerable Road User Legislation:** Speed cameras have been installed along Highway 70. Exploring potential to expand the use of speed cameras with the Vulnerable Road User legislation.

These takeaways emphasize the need for better data representation, enhanced collaboration between agencies, and a focus on community-driven safety measures and infrastructure improvements.

Region 2 - Pueblo, September 10th 2024, 1:30-3:00pm

Workshop Attendees

Name	Organization
Laura Leyba	Transportation Advisory Committee
Scott Steimmer	CDOT
Chuck Lopez	Pueblo Transit
Jason Nelson	CDOT
Karen Aspelin	Olesson
Geoff Guthrie	CDOT Region 2 Planning
Eva Cosyleon	PACMPO
Helen Dupree	City of Pueblo
Pepper Whittlel	CDOT
Bill Thiebeut	Pueblo D60 School District
Karen Rowe	PPACG
Brian Lyons	Colorado State Patrol
Matt Jordan	CDOT Region 2 Planner
Donald Bruertle	PACOG TAC
Cheryl Spinuzzu	TAC
Gregory George	Pueblo County
Todd Frisbie	City of Colorado Springs
Amanda Holson	Pueblo County
Alex Armendoriz	Pueblo County
David Swenka	CDOT
Victoria Chavez	El Paso County
Abda Dwivedy	Town of Fountain
Danelle Miller	PPACG
Dahir Egal	FHWA

Key Takeaways: Region 2 Workshop

Based on the collective feedback received, the following are key takeaways from the Region 2 hybrid workshop.

1. Data Representation and Gaps

- » **Environmental Factors:** There is a need for more detailed data on how environmental factors affect crashes, like lighting/visibility, road conditions and infrastructure, and weather.
- » **Enforcement and Reporting:** There needs to be more reporting on distracted driving and other contributing factors to crashes during the enforcement process. The process also needs to be simplified so it is as easy as possible to include lots of information.

- » **Varied Crash Data:** There needs to be more data on contributing factors like speeding, wildlife, impairment, infrastructure failure, vehicle size, and extent of injury. There also needs to be more information on secondary crashes and near misses to get a better picture about why and how crashes are happening.

2. Infrastructure and Design Gaps

- » **Multimodal Infrastructure:** Pedestrian and bike infrastructure needs to be improved to make travel safer for users and encourage alternate modes.
- » **Lighting:** Street and highway lighting should be increased, especially at intersections. This will help with car and pedestrian safety.
- » **Wildlife:** Infrastructure needs to be aware of wildlife and design for them. Wildlife fencing and other mitigation strategies should be more widespread.

3. Education and Awareness Gaps

- » **Driver's Education:** In rural areas, Driver's Education is expensive and inaccessible, leaving gaps in proper training, especially on handling difficult and rural road conditions. There was a consensus that Drivers Education should be more readily available at low or no cost. Attendees expressed a desire for the education to focus on consequences of risky and unsafe behavior. There was also desire for education in general to be broader on transportation so drivers have better foundational knowledge.
- » **Colorado Roads and Rules:** Unfamiliar drivers such as tourists and new drivers need more support since they are more vulnerable to understanding Colorado roads and unusual intersections and roundabouts.
- » **Engineering as a Profession:** There needs to be more encouragement to pursue traffic engineering as a profession. The state needs more engineers, especially those focusing on safety and stakeholder engagement. Currently there is not a college major specific to transportation engineering.

4. Enforcement and Policy Gaps

- » **Automated Enforcement:** There's a call for more automated enforcement in high-risk areas such as work zones, highways, and high-speed corridors, due to staff safety and shortages.
- » **Judicial Accountability:** Currently it is easy to avoid the consequences of a traffic citation. There needs to be more penalties or more severe penalties for these violations. For example, vehicle impounding is a method which keeps repeat offenders off the road.
- » **Staffing:** Enforcement and safety agencies are facing staffing shortages due to funding and availability. Maintenance dollars and staff are needed for roadways, enforcement dollars are needed to enforce the policies being discussed, and communities need engineering staff.

5. Funding Challenges

- » **Grant Workforce:** Communities, especially smaller ones, need staffing to help apply for and follow through with grants. They are faced with confusion over where to find these opportunities due to a lack of resources, as well as challenges that go along with being a smaller community who may receive smaller grants.

6. Community Successes in Improving Safety

- » **Policies and Planning:** Communities have been successful with planning efforts like right-of-way (ROW) coordination, lane diets, and Americans with Disabilities Act (ADA) engagement. Community engagement and safety evaluations have been successful in finding low-cost safety solutions.
- » **Intersection Safety:** There was positive feedback on work being done to make intersections safer, like roundabout installations, bike lanes and beacons, traffic calming measures, and creating sight lines.

7. Double Down on Safety Efforts

- » **Grant Application:** There has been a lot of success with the Safe Routes to School and Safe Streets and Roads for All grants, and smaller communities have begun to get involved in making their communities safer.
- » **Multimodal Safety:** Changing policies and infrastructure have made pedestrian and cyclist safety a priority. There is also a strong desire to keep building transit and other alternative transportation choices, so communities have a choice.
- » **Community partnerships:** CDOT collaboration with communities on projects has been successful. Interagency collaborations between law enforcement have increased the robustness of the data network.

8. Communities Needing Stronger Engagement

- » **Local, County, and State Officials:** There was a strong desire to see more collaboration between different levels of government, within Colorado and outside the state. There was also a desire to include community groups and nonprofits in these discussions.
- » **Vulnerable Road Users:** For transportation equity, there needs to be more engagement with communities more dependent on transit and other modes, such as migrant communities, the disabled community, younger and older drivers, and multimodal users.
- » **Youth:** There was unanimous agreement that young people need to be engaged more, with programs teaching the importance of safety and transportation like scholarships or internships, to focusing outreach on universities and schools to create peer-to-peer mentorship.

Region 4 - Greeley, September 11th 2024, 3:00-4:30pm

Workshop Attendees

Name	Organization
Eric Tracy	Larimer County
Kevin Hettinger	Weld County Public Works
Tim Elisson	CDOT Greeley
Tyler Stamey	City of Fort Collins
Phillip Gurley	Colorado State Patrol
Heather Paddock	CDOT
Amy Thompson	BVSD
Elizabeth Relford	Weld County
Sophia Yang	JEO Consulting Group
Dahir Egal	FHWA
Liv Lewin	Boulder County
Anthony Scaggiari	City of Dacono
Mark Peterson	Larimer County
Josie Thomal	CDOT
Bart Trippel	CSP
Mykayla Marek	NFRMPO
Evan Pinkham	Weld County
Erik Braaten	DRCOG
Katrina Klobberdanz	CDOT
Deanna McIntosh	CDOT R4
Mark Northrop	NFRMPO
Shani Orter	Severance
Steven Youukin	Greeley Public Works
Alexandra Phillips	Boulder County

Key Takeaways: Region 4 Workshop

Based on the collective feedback received, the following are key takeaways from the Region 4 hybrid workshop.

1. Data Representation and Gaps

- » **Behavioral Data:** There's a need for more detailed data on aggressive driving, road rage, distracted and drowsy driving, and emotional states like frustration. These behaviors are underreported and not effectively captured.
- » **Vehicle and Environment Factors:** Data on vehicle type/size, the effectiveness of vehicle technology, and movement patterns before crashes need more emphasis.

- » **Specific Data Needs:** More data is needed for unsafe corridors, non-fatal crashes, and primary vs. secondary crashes. Specific data related to medical conditions, road conditions, and wildlife crashes are also lacking.
- » **Equity Zones:** There's a call to examine any correlations between crash data and equity zones to ensure fairness in safety measures.

2. Infrastructure and Design Gaps

- » **Road Conditions:** Swerving to avoid potholes, poor road design, and weather conditions that enable speeding are contributing factors not always captured in the data.
- » **Infrastructure Misalignment:** Current infrastructure often doesn't align with the needs of vulnerable road users (pedestrians, cyclists) and capacity improvements.
- » **Roundabout and Difficult Condition Navigation:** There is a need for better education on navigating roundabouts and difficult road conditions.
- » **Work Zones:** Policies around work zone safety and setup require more focus, especially in terms of funding and planning.

3. Education and Awareness Gaps

- » **Driver's Education:** In rural areas, driver's education is expensive and inaccessible, leaving gaps in proper training, especially on handling difficult road conditions.
- » **Public Awareness Campaigns:** There is a need for storytelling, public service announcements (PSAs), and media engagement to increase awareness of traffic laws, especially regarding work zone safety and road rage.
- » **Vulnerable Road Users:** Safety education should target vulnerable populations, such as older adults, underserved communities, and students, to promote multimodal options and traffic safety.
- » **Commercial Motor Vehicles:** Messaging to the public regarding traveling around commercial motor vehicles as well as increased access to education for new fleet drivers.

4. Enforcement and Policy Gaps

- » **Automated Enforcement:** There's a call for more automated enforcement in high-risk areas such as work zones, highways, and high-speed corridors.
- » **Workforce Shortages:** There's a shortage of personnel for infrastructure development, and law enforcement staffing needs to be increased to enforce traffic safety laws effectively.
- » **Wildlife Mitigation and Travel Alternatives:** Mitigation policies for wildlife-related crashes and more alternative transportation options are needed.
- » **Targeted Education and Enforcement:** Continue to partner with local agencies to share information on impaired driving and number of lives lost in the community. Select events (e.g., State Fair, holiday weekend) to do targeted enforcement. Recent operation by Colorado Police led to 23 impaired driving arrests and only one non-serious crash compared to 4 impaired-related fatalities last year.

5. Collaboration and Stakeholder Engagement

- » **Interagency Coordination:** There's a need for better coordination between local, county, CDOT, and the Federal Highway Administration (FHWA) to create more effective and aligned policies.

- » **Partnerships and Regional Cooperation:** Communities are doing well at building partnerships with CDOT, Colorado State Patrol (CSP), and regional organizations, but these collaborations could be further strengthened, especially with CSP's involvement during project design.
- » **Community Involvement:** Local legislators, media outlets, and community advocates should be more engaged in discussing traffic safety beyond just fatalities.

6. Funding Challenges

- » **Grant Accessibility:** The process of applying for funding is cumbersome, requiring nearly shovel-ready projects, which frustrates local municipalities. There is also a need for a statewide grant liaison to assist in navigating funding processes.
- » **Work Zone and Safety Planning:** More funding is needed for work zone planning and infrastructure protection, especially in rural areas.

7. Community Successes in Improving Safety

- » **Infrastructure:** Communities have been successful in obtaining grants and implementing new safety measures such as roundabouts, sidewalks, and bike/pedestrian facilities.
- » **Data Utilization:** Data is becoming more timely and is being used effectively to solve systemic issues, particularly in high-risk areas.
- » **Collaboration:** Regional cooperation between CDOT, CSP, and other partners has resulted in improved planning and safety measures, particularly in areas like rail crossings and vulnerable road users.

8. Double Down on Safety Efforts

- » **Funding and Enforcement:** Communities should continue pursuing more accessible funding streams and increase staffing for law enforcement to ensure better enforcement of traffic safety laws.
- » **Education and Engagement:** Expanding road safety audits, site visits, and sign replacements are critical areas where efforts can be doubled down.
- » **Work Zone Safety:** Training on work zone safety and engaging in public outreach are also areas of focus.
- » **Vulnerable Road Users:** Greater attention should be paid to all modes of transportation and providing safety education for non-vehicular users, particularly older adults, youth, and the underserved population.

Region 1 - Denver, September 12th 2024, 2:00-3:30pm

Workshop Attendees

Name	Organization
Dennis Atencio	Apex Transportation
Matt Wempe	City of Golden
Joe Trussell	CDL 303
Alazar Tesfuno	CDOT R1
Emily Kleinfelder	City of Littleton
Jim Moody	Colorado Contractors Association
Mike Whitaker	City of Lakewood
Laurie Lovedee	UC Health
Emma Devostidd	City of Denver
Mitch Ries	City of Denver
Angie Drumm	CDOT
Jessica Myklebust	CDOT
Don Gross	Y2K
Gabriella Kolodzy	TTI Teens in the Driver Seat
Shane Cunningham	Douglas County
Eric Stein	City and County of Denver
Kate Young	Colorado Motor Carriers
Mindie Utke	Advent Health Parker
Rolf Esinger	City and County of Denver
Jim Coleman	N/A
Major Brian Lyons	CSP
Kathy Myers	N/A
Benedict Wright	Bicycle Colorado
Darrell Alstop	N/A
Jody Davidson	DOTI
Scott Maurer	COL 303
Thomas Tapero	WWPNA Bicycle CO
Ross Washburn	NHTSA
Tom Workes Braddock	City of Aurora
Marsha Nelson	CDOT
Matt Duncan	City of Lakewood
Josh Sender	Adams County
Ginna Jones	CDPHE

Key Takeaways: Region 1 Workshop

Based on the collective feedback received, the following are key takeaways from the Region 1 hybrid workshop.

1. Data Gaps and Contributing Factors

- » **Weather-Related and Environmental Data:** More information is needed on weather impacts and road conditions to better understand contributing factors in crashes.
- » **Demographics and Equity:** Uninsured motorist data and the needs of underserved communities, especially those without access to vehicles, are underrepresented in crash data.
- » **Behavioral Data:** More data is needed on driver behavior, particularly around reliance on driver-assist technology, distracted driving, and impaired driving among young drivers (16-25 years old).
- » **Intelligent Speed Enforcement:** More data is needed on speed enforcement's effectiveness, including automated enforcement.
- » **Equity in Safety Efforts:** A focus on equity is required, ensuring safety investments benefit underserved communities.

2. Missing Resources, Elements, and Communities for Safety Improvements

- » **Education:** Free or accessible driver's education programs are needed, along with campaigns to educate commuters. Education should also focus on work zone safety, making it personal (e.g., My Dad Works Here) to drive awareness.
- » **Enforcement Challenges:** There's a disconnect between the judicial system and law enforcement on how speeding violations are handled, with fines too low and automated enforcement facing opposition.
- » **Collaboration and Interagency Cooperation:** Safety improvements require stronger cooperation beyond just transportation agencies. Involvement from other sectors such as law enforcement, mental health services, and judicial branches is necessary.
- » **Vulnerable Road Users:** Greater focus is needed on educating young, inexperienced drivers and informing the public about new motorcycle laws (e.g., lane filtering, lane splitting) and helmet laws.
- » **Infrastructure and Innovation:** Communities need funding to improve infrastructure for multimodal travel and safety, but lack of opportunity and resources for safer modes of travel limits progress. More innovation champions are needed to promote best practices.

3. Current Successes in Improving Traffic Safety

- » **Education Programs:** Communities have been successful in providing public education around road safety, especially for high school students and teen drivers (e.g., Advent Health's Choose Safety program).
- » **Bike and Pedestrian Safety Education:** Denver's education efforts on bike/pedestrian lanes have made progress in promoting safe use of non-vehicular modes of transport.
- » **Collaboration and Partnerships:** Local and federal agency coordination is improving, with new partnerships formed to address traffic safety (e.g., partnerships between schools and health organizations).
- » **Policies and Road Safety Audits:** Comprehensive crash audits, interactive maps, and quick-build projects are helping communities address high-risk areas quickly.

4. Areas to Double Down on Safety Efforts

- » **Driver's Education:** Continue to expand and improve educational initiatives for new and experienced drivers, with consistent messaging across communities.
- » **Culture Change:** Encouraging a shift in culture around road safety, especially when it comes to speeding and risky driving behaviors, is key to long-term success.
- » **Promoting Engineering Careers for Youth:** There's a need to educate and inspire younger generations to engage in transportation engineering and safety.

5. Communities to Bring Together to Build A Stronger Regional Safety Culture

- » **Statewide Partnerships:** Collaboration is needed between the Department of Revenue (DOR), judicial branches, insurance companies, school districts, law enforcement, and others to form a comprehensive approach to speeding and safety enforcement.
- » **Underserved and Vulnerable Communities:** Focus on engaging underserved populations without vehicle access, bilingual communities, and vulnerable road users.
- » **Freight and Rail Coordination:** Engage freight and railroad operators in regional safety planning.

SHSP Stakeholder Virtual Workshop Summary

Overview

At the conclusion of the hybrid workshops the project team pivoted to ensure stakeholders across the state had additional opportunities to engage. In an effort to capture more feedback, the project team added additional virtual workshops in each of CDOT's five engineering regions (Denver Metro, Northeast, Northwest, Southwest and Southeast).

The workshops provided stakeholders with a comprehensive overview of the SHSP, highlighting how the plan can benefit their communities and how they can actively participate in its development. The mission, vision, and goal of achieving zero roadway deaths were emphasized, supported by data on fatalities and serious injuries in Colorado. Using the Safe System approach, cross-agency/sector collaboration was encouraged in an effort to reduce fatalities and serious injuries on Colorado roadways. After a brief presentation, stakeholders were broken into groups to begin the workshops.

Workshop Goals

Goals of the virtual workshops included the following:

- » Influence strategies and initiatives that will shape Colorado's transportation safety.
- » Assess the current state of safety in Colorado to understand what is and what is not working.
- » Provide a platform for collaboration and engagement with CDOT and community members dedicated to improving road safety.
- » Discuss and identify potential funding sources to improve safety across Colorado.
- » Gather insights about community safety, perspectives, needs, and challenges.

Workshop Format

After the overview presentation, meeting attendees were asked a series of poll questions specific to safety concerns and priorities to elevate thoughtful upcoming workshop discussions. Poll questions and answers were as follows:

- » **Using one word, what is your most significant transportation safety concern?** Common responses included speeding, impairment, distraction, distracted driving, and aggression.
- » **According to Colorado's VRU Assessment, Disproportionately Impacted Communities (DIC) are twice as likely as non DIC to experience a fatal VRU crash, True or False?** The correct answer was True. Disproportionately Impacted Communities include areas having 40% or more persons of color, or 20% or more language isolated persons.
- » **Which type of crash results in the most deaths in Colorado? Poll choices were Wildlife, Rural Roadway Departure, Head On, Intersection Related, or Motorcycle.** The correct answer was intersections, as crashes occurring at or related to intersections represent approximately 40% of all fatal and serious injury crashes.
- » **According to Fatal Analysis Reporting System (FARS), what percentage of fatal crashes involved distraction. Poll choices were 4%, 8%, 12%, or 16%.** The correct answer is 8% of fatal crashes involved distraction. Five percent of drivers involved in fatal crashes were distracted. 12% of all distracted-affected fatal crashes involved cell phone use.
- » **Immediate medical attention and proper care can be the difference between a crash resulting in an injury and a fatality. What percentage of people survive the initial crash and die later of their injuries? Poll choices were 10%, 20%, 30%, or 40%.** The correct answer is 40%.

Attendees were then placed in Zoom breakout rooms into groups of 4-6 individuals, based on attendance. The questions were continued conversations from many of the poll questions. Facilitators and a notetaker were assigned to each breakout room to gather insights and offer additional prompts as needed. Input was collected through a Mural Board. The following four questions guided the discussions:

- » **Question 1:** What factors are leading to the over-representation of Disproportionately Impacted Communities in crashes that are leading to fatality and serious injuries?
- » **Question 2:** Why is it that intersection related crashes account for the most fatalities and serious injuries in urban areas? In rural areas, roadway departures result in more fatalities and serious injuries than do intersection crashes. Why?
- » **Question 3:** Distracted driving represents 8% of the driving- related fatalities. What other behavioral factors are contributing to crashes? What is influencing these risky behaviors?
- » **Question 4:** What can we do to improve the safety culture within our organizations? Within the communities that we serve? Around the state?

Introduction to Common Themes

The following key themes and findings from the workshops held across all five CDOT regions, emphasize transportation safety, infrastructure challenges, and community factors influencing road safety.

1. Transportation Infrastructure Challenges

- » **Inadequate Design and Maintenance:** Across all regions, communities report a lack of essential transportation infrastructure, like bike lanes, sidewalks, and safe crossings. Poorly designed intersections and inadequate maintenance of roadways contribute significantly to crash risks, particularly in rural areas where visibility and shoulder conditions are often insufficient.
- » **Accessibility Issues:** Vulnerable road users (VRUs), including pedestrians and cyclists, face heightened risks due to unsafe infrastructure and a lack of accessibility, especially in lower-income and unincorporated areas.

2. Vulnerability of Road Users

- » **Increased Exposure:** Disproportionately impacted communities have a higher prevalence of VRUs, leading to significant risks from unsafe infrastructure and behavioral factors. Many individuals in these communities also have limited access to essential services, further increasing reliance on vehicles.
- » **Behavioral Risks:** Risky behaviors such as distracted driving, speeding, and impaired driving are common contributors to crashes, exacerbated by cultural norms that normalize these practices.

3. Socioeconomic and Cultural Influences

- » **Cultural Norms:** A prevailing culture that accepts risky behaviors contributes to unsafe driving practices. Post-COVID attitudes have shifted towards individualism, negatively impacting community safety perceptions.
- » **Economic Pressures:** Socioeconomic factors drive individuals to make risky decisions, such as hurried transit to jobs, which can lead to neglecting safety practices like using crosswalks.

4. Education and Awareness

- » **Lack of Education:** There is a recognized need for educational initiatives targeting both drivers and pedestrians, particularly youth. Programs focusing on safe driving practices and road rules can significantly improve safety outcomes.
- » **Awareness Gaps:** Disparities in driver education and awareness of changing traffic laws hinder safe practices, particularly among lower-income communities. Engaging communities through educational programs can foster accountability and safer behaviors.

5. Policy and Enforcement

- » **Need for Stronger Policies:** Effective traffic management policies and enforcement mechanisms are necessary to address unsafe driving behaviors and improve roadway design. This includes better signage, speed management practices, and the implementation of technology for monitoring and enforcement.
- » **Collaborative Efforts:** Partnerships between local governments, community organizations, and transportation agencies are essential for implementing comprehensive safety strategies and addressing systemic issues.

6. Innovative Solutions and Community Programs

- » **Youth and Workplace Initiatives:** Programs targeting young people can cultivate a culture of safety from an early age. Additionally, organizations can enhance safety by promoting advanced driving courses, carpooling, and alternative transportation methods.
- » **Enhanced Safety Culture:** Strategies for fostering a safety culture include promoting open discussions about mistakes, establishing clear safety expectations, and engaging in community education initiatives.

Region 5 - Virtual, September 23rd, 2024, 1:00-3:00pm

Virtual Workshop Attendees

Name	Organization
Melodie Clayton	CDOT Project Team
Gabrielle Gamily	CDOT Project Team
Matt Brown	Stolfus Project Team
Brendan Sullivan	Stolfus Project Team
Sheryl Beckman	Stolfus Project Team
Mikayla Britsch	Stolfus Project Team
Frank Gross	VHB Project Team
Annie Altwarg	San Luis Valley Great Outdoors
David Swenka	CDOT
Major Brian Lyons	Colorado State Patrol
Sanjiv Gupta	CDOT Safety Circuit Rider
Karl Johnson	Pagosa Springs
Carol Gould	Highway Safety Office
Shak Powers	Region 9 Economic Development District
Erin Beckett	Department of Revenue- Crash Unit
Jennifer Allison	CDOT Region 5
San Lee	CDOT
Glen Davis	Highway Safety Office

Key Takeaways: Region 5 Virtual Workshop

Based on the collective feedback received, the following are key takeaways from the Region 5 virtual workshop.

1. Transportation Infrastructure Challenges

- » **Infrastructure and Design Issues:** Poor roadway design, especially in urban settings and high vehicle speeds increase the risk of fatal crashes. Poor traffic signals and insufficient crossings further contribute to this issue.
- » **Economic and Resource Barriers:** Challenges with accessing grant funding and the capacity to manage projects impede safety improvements. Lack of vehicle access and pathways in regions like San Luis Valley also heightens risks for non-vehicle users.

2. Barriers to Access

- » **Educational Barriers and Vulnerability:** Disproportionately impacted communities often lack access to driver education and road safety information. The physical vulnerability of pedestrians and cyclists compared to vehicles is another critical factor.
- » **Language and Cultural Barriers:** Immigrant populations face language barriers, limiting their understanding of traffic laws and safety practices, increasing their risk of crashes.

3. Urban vs Rural Challenges

- » **Urban Areas:** The complexity of intersections, multiple road users (vehicles, pedestrians, buses), and unpredictable behaviors at intersections contribute to higher crash rates in urban areas. Design flaws, such as wide roads encouraging higher speeds and inadequate crossing times, exacerbate these issues.
- » **Rural Areas:** In rural areas, roadway departures are the leading cause of fatalities due to geographic challenges, such as mountain passes, poor lighting, longer emergency response times, and hazardous road conditions, including two-lane passing zones.

4. Behavioral Factors Contributing to Crashes

- » **Underreported Distracted Driving:** Distraction likely contributes more to crashes than reported. Current data may not fully capture the issue due to underreporting of distractions such as cell phone use and in-car technology.
- » **Other Risky Behaviors:** Additional factors include impaired or drowsy driving, speeding, road rage, and improper restraint use. There is also a cultural sense of entitlement to speed or aggressive driving, influenced by societal pressures and mental health issues.
- » **External Distractions:** Drivers are also affected by external distractions such as wildlife and roadside billboards, contributing to crash risks.

5. Working Together for Safety Culture

- » **Leadership and Advocacy:** There is a need for strong leadership in promoting safety culture, not only by recognizing challenges but by actively championing traffic safety initiatives. Examples include organizing Traffic Safety Summits and engaging local governments.
- » **Partnerships and Collaboration:** Collaboration with local entities and fostering partnerships are crucial to advancing road safety. This includes diverse representation on decision-making committees like bicycle and pedestrian safety committees.
- » **Modeling Safe Behaviors:** Simple actions such as wearing seat belts, adhering to speed limits, and discouraging texting while driving are key to promoting a culture of safety.

6. Data and Reporting Issues

- » **Distracted Driving Data:** There is a need for better data collection on distracted driving. Observational seatbelt surveys and other data sources should be leveraged to provide more nuanced insights.
- » **Underreporting of VRU Crashes:** There is concern that VRU crashes, particularly those involving pedestrians and cyclists, are underreported. Additionally, areas with poor cell coverage can delay or prevent crash reporting, compounding the problem. This is common in Region 5 rural communities.

These key takeaways highlight the multifaceted challenges facing disproportionately impacted communities and the importance of addressing infrastructure, behavior, and systemic barriers to improve road safety.

Region 2 - Virtual, September 30th 2024, 2:00-4:00pm

Virtual Workshop Attendees

Name	Organization
Christina Hopewell	Pueblo Department of Public Health and Environment
Dylan Goodman	Pueblo Area Council of Governments MPO
Justine Gonzales	Department of Revenue
Lee Evans	City of Canon City
Mikey Guanipa	CDOT HQ
Sanjiv Gupta	CDOT HQ
San Lee	CDOT HQ
Melodie Clayton	CDOT Project Team
Gabrielle Gamaly	CDOT Project Team
Hope Hunt	Northwest Colorado Center for Independence
Emma Bernick	El Paso County Public Health
Eva Cosyleon	PACOG MPO
Betty Lawrence	Land Use Coordinator in Bent County
Pamela Denahy	City of La Junta Director of Tourism & Economic Development
Rebecca Sykes	CDPHE
Glenn Davis	Highway Safety Office
Christy Tennant	Injury Prevention Common Spirit Health
Victoria Chavez	N/A
Gabriella Kolodzy	Teens in the Driver's Seat
Reinaldo Maristandy	N/A
Jason	Pikes Peak Area Council of Governments (PPACG)
Lindsey Jaquez	N/A
Justine Gonzales	N/A
Hector Guanipa	N/A
Crystal Soderman	Department of Revenue
Tanis Manseau	N/A
Fred Stewart	N/A
Leo Evans	N/A
Matt Brown	Stolfus Project Team
Brendan Sullivan	Stolfus Project Team
Sheryl Beckman	Stolfus Project Team
Kara Peach	VHB Project Team

Key Takeaways: Region 2 Virtual Workshop

Based on the collective feedback received, the following are key takeaways from the Region 2 virtual workshop.

1. Vulnerable Road Users and Community Safety

- » **High Vulnerability:** Increased presence of VRUs (e.g., pedestrians, cyclists) in urban areas, particularly due to factors like homelessness and economic constraints, makes those areas more susceptible to serious and fatal crashes.
- » **Infrastructure Gaps:** Lack of safe infrastructure for these users, such as poorly maintained roads and insufficient facilities for mobility-impaired individuals makes them more vulnerable.

2. Driver Behavior and Education

- » **Risky Behaviors:** There is a high prevalence of distracted driving, speeding, and impaired driving. Cultural attitudes towards these behaviors contribute to their normalization.
- » **Education Needs:** There is insufficient driver education, especially for young drivers. Communities are calling for early and comprehensive education on road safety.

3. Crash Patterns and Infrastructure Issues

- » **Intersection Challenges:** A significant number of crashes occur at intersections due to poor design, inadequate management, and driver misjudgment.
- » **Roadway Design Flaws:** Rural areas face specific challenges like long straight sections without adequate safety features (e.g., shoulders, signage), which make roadway departure crashes more likely and harder to recover from.

4. Economic and Social Determinants

- » **Economic Constraints:** Limited resources impact vehicle maintenance and access to safer transportation options. Competing community priorities hinder investment in infrastructure.
- » **Social Factors:** Issues like poverty and lack of community resources affect driving behaviors and safety awareness, making daily commutes more risky.

5. Cultural and Behavioral Influences

- » **Cultural Attitudes:** Differences in safety perceptions across different aged drivers, including a lack of awareness about the risks associated with certain driving behaviors, make safety enforcement more difficult.
- » **Community Engagement:** Using grassroots efforts and local partnerships to foster a culture of safety through education and outreach will make everyone safer.

6. Policy and Enforcement Challenges

- » **Enforcement Gaps:** Limited law enforcement resources lead to inadequate enforcement of traffic laws, contributing to high-risk behaviors.
- » **Policy Advocacy:** There is a need for stronger penalties and policies to deter unsafe driving practices, along with a push for primary seat belt laws and helmet regulations.

7. Innovation and Technology Use

- » **Data-Driven Solutions:** New emphasis on utilizing data to identify high-risk areas and inform decision-making for safety improvements.

- » **Technology Integration:** There is potential for technology, like speed monitoring apps, to enhance awareness and compliance among drivers.

8. Collaborative Efforts and Initiatives

- » **Community Partnerships:** Formation of multidisciplinary teams and partnerships with law enforcement to address traffic safety through collaborative programming.
- » **Educational Initiatives:** More initiatives aimed at engaging youth and community members in safety programs and peer education.

This summary highlights the need for comprehensive strategies that address both the infrastructural and behavioral aspects of road safety, with a strong emphasis on community involvement and education.

Region 4 - Virtual, October 1st 2024, 11:30am-1:30pm

Virtual Workshop Attendees

Name	Organization
Heather Paddock	CDOT Reg. 4
John Firouzi	Town of Erie
Sanjiv Gupta	CDOT HQ
San Lee	CDOT HQ
Miguel Aguilar	Town of Erie
Melodie Clayton	CDOT Project Team
Gabrielle Gamily	CDOT Project Team
Jennifer Kirkland	Colorado PUC
Matt Muir	Coalition 4 Cyclists Boulder County
Candace Payne	East Central Cog, Stratton
Michael Koslow	City of Boulder
Jeff Bailey	Town of Estes Park
Alexandra Phillips	Boulder County Transportation Planning Division
Katrina Klobberdanz	CDOT Region 4 Traffic
Karly Andrus	Northeast Transportation Connections - NETC
Kimberly Baker	Larimer County Department of Health and Environment
Cammie Edson	City of Longmont
David Swenka	CDOT HQ Traffic
Major Brian Lyons	CSP
Glen Davis	Highway Safety Office
Alex Evonitz	Town of Wellington
Sheryl Beckman	Stolfus Project Team
Dylan DS	City of Longmont
Logan	Department of Revenue

Name	Organization
Matt Brown	Stolfus Project Team
Brendan Sullivan	Stolfus Project Team
Kara Peach	VHB Project Team
Eric Tang	VHB Project Team

Key Takeaways: Region 4 Virtual Workshop

Based on the collective feedback received, the following are key takeaways from the Region 4 virtual workshop.

1. Historical and Structural Inequities:

- » **Disinvestment in Communities:** Historically poor investment in infrastructure, especially in disproportionately impacted and lower-income communities, has led to unsafe road conditions.
- » **Gentrification and Infrastructure:** Changing community dynamics through gentrification impacts the quality of infrastructure.
- » **Lack of Community Engagement:** Insufficient outreach from past crashes result in a disconnect between planning and the needs of affected communities.
- » **Language and Accessibility Barriers:** Language access issues and insufficient outreach prevent full community participation in safety decisions.

2. Mismatch in Planning and Priorities:

- » **Disconnection Between Planning and Safety:** Misalignment of priorities between land use development, transportation safety, and traffic engineering, result in inadequate infrastructure for VRUs.
- » **Unreported Crashes and Data Issues:** Crashes are under-reported, particularly in marginalized communities, making data less reliable for informed decision-making.

3. Intersection and Roadway Design:

- » **Intersection-related Crashes:** Complexity of intersections, unclear traffic control, speed management, and signage overload contribute to crashes.
- » **Roadway Departures:** Speed-related crashes on rural roads with inadequate design and maintenance.
- » **Multimodal Safety:** Insufficient protection for pedestrians, bicyclists, and other VRUs, with a focus needed on prioritizing their safety.

4. Risky Behaviors and Driving Culture:

- » **Distracted Driving:** Normalization of distractions such as mobile phones, in-car technology, and multitasking while driving.
- » **Impaired and Aggressive Driving:** Alcohol, drugs, and aggressive behavior such as road rage contribute to crashes, with inadequate enforcement and penalties.
- » **Perception of Invincibility:** A prevalent attitude among drivers that crashes won't happen to them, leading to risky decisions.
- » **Vehicle Design and Speed:** Cars designed for high speed and technology that fosters distractions exacerbate crash risk and an over reliance on technology.

5. Education and Enforcement Gaps:

- » **Inadequate Driver Education:** Lack of ongoing driver education and re-certification, particularly for older populations, contributes to poor driving behaviors.
- » **Lack of Enforcement:** Minimal enforcement of laws around seatbelt use, speeding, and distracted driving.
- » **Equitable Education and Messaging:** There is a need for better outreach and culturally sensitive safety messaging in diverse communities.

6. Safety Culture and Organizational Challenges:

- » **Need for Policy and Infrastructure Improvements:** Policy changes and investments in infrastructure are essential for improving safety, especially in historically underserved communities.
- » **Safety Culture Within Organizations:** It is important to instill safety-first values within agencies. Vision Zero initiatives, for example, can help drive change.
- » **Community Empowerment and Engagement:** The desire to empower communities can help foster a culture of safety and trust.

Region 1 - Virtual, October 2nd 2024, 11:00am-1:00pm

Virtual Workshop Attendees

Name	Organization
Bryce Hammerton	City and County of Broomfield
San Lee	CDOT HQ Traffic
Melodie Clayton	CDOT Project Team
Gabrielle Gamily	CDOT Project Team
Shawn Smith	CDOT Region 1 Maintenance
Patrice LeBlanc	Peak to Peak Chamber of Commerce
Kent Moorman	City of Thornton
Marc Ambrosi	City and County of Broomfield
Mikey Guanipa	CDOT HQ
Sanjiv Gupta	CDOT
David Swenka	CDOT
Dr. Scott Branney	Common Spirit Health and the Colorado Whole Blood Coalition
Steph Piperino	City of Golden
Kelly Van Bruggen	City of Arvada
Allison Rosenthal	CDPS
Andy Stratton	CDOT R1
Alazar Tesfay	CDOT R1
Adam Spiker	CDOT
Emily Kleinfelter	City of Littleton
Eric Stein	City and County of Denver

Name	Organization
Hector Guanipa	CDOT
Hope Hunt	N/A
Juilang Liu	N/A
Jen Bartlett	City and County of Denver DOTI
Joellen Meyer	CDOT Financial
Rita Rochelle	CDPS
Mitch Ries	City and County of Denver DOTI
Sharon Cunningham	Douglas County
S. Streisfeld	N/A
Mark Stacks	Douglas County Public Works
Dan Roussin	CDOT
Kevin Rangel	OV Consulting
Lisa Streisfeld	CDOT R1
Huiliang Liu	City of Aurora
Reinaldo Maristany	CDOT Office of Innovative Mobility
Carrie Tremblatt	CDOT
Erik Braaten	DRCOG
Angie Drumm	CDOT R1
Sheryl Beckman	Stolfus Project Team
Matt Brown	Stolfus Project Team
Brendan Sullivan	Stolfus Project Team
Jonathan Kupfer	VHB Project Team

Key Takeaways: Region 1 Virtual Workshop

Based on the collective feedback received, the following are key takeaways and common themes from the Region 1 virtual workshop.

1. Transportation Infrastructure Challenges

- » **Inadequate Design:** Many communities lack critical transportation infrastructure such as bike lanes, sidewalks, and safe crossings, which prioritize vehicle flow over safety. Poorly designed intersections and roadways contribute significantly to crash risks.
- » **Maintenance Issues:** Roadways are often poorly maintained, leading to unsafe conditions, especially in adverse weather. In rural areas, issues like inadequate shoulders and visibility further exacerbate the risk of roadway departures.

2. Vulnerability of Road Users

- » **Increased Exposure:** Disproportionately impacted communities have a higher proportion of VRUs (pedestrians, cyclists) who face significant risks due to unsafe infrastructure and lack of accessibility.

- » **Behavioral Risks:** Risky behaviors such as distracted driving, speeding, and impaired driving increase the likelihood of crashes, particularly at intersections where pedestrian interactions are frequent.

3. Socioeconomic and Cultural Influences

- » **Cultural Norms:** A culture that normalizes risky behaviors (e.g., speeding, distracted driving) contributes to unsafe driving practices. Post-COVID attitudes have shifted towards individualism, impacting community safety perceptions.
- » **Economic Pressures:** Socioeconomic conditions drive individuals to make risky decisions, such as rushing to catch public transit and not using crosswalks, or commuting longer distances due to job demands and multiple jobs.

4. Education and Awareness

- » **Lack of Education:** There is an agreed upon need for educational initiatives aimed at drivers and pedestrians, particularly among youth. Programs focusing on safer driving practices and awareness of road rules can significantly improve safety.
- » **Community Engagement:** Engaging local communities through programs and coalitions that emphasize safety can foster a culture of accountability and encourage safer behaviors among residents.

5. Policy and Enforcement

- » **Need for Stronger Policies:** Effective traffic management policies and enforcement are necessary to address unsafe driving behaviors and improve roadway design. This includes better signage, speed management practices, and the implementation of technology for monitoring and enforcement.
- » **Collaborative Efforts:** Partnerships between local governments, community organizations, and transportation agencies are essential to implement comprehensive safety strategies and address systemic issues.

6. Innovative Solutions and Community Programs

- » **Youth Programs:** Initiatives targeting young people can cultivate a safety culture from an early age, involving them in community safety efforts and peer education.
- » **Workplace Initiatives:** Organizations can improve safety by implementing advanced driving courses, promoting carpooling, and encouraging alternative modes of transportation to reduce exposure and risk.

The feedback highlights infrastructure inadequacies, behavioral risks, socioeconomic factors, and the need for enhanced education and community engagement to address the over-representation of Disproportionately Impacted Communities in traffic fatalities and serious injuries. Collaborative efforts, policy improvements, and innovative community programs are essential to fostering a culture of safety and reducing traffic-related risks statewide.

Region 3 - Virtual, October 14th 2024, 1:00-3:00pm

Virtual Workshop Attendees

Name	Organization
Jason Smith	CDOT R3
Tuesday Black	CDOT
Greg Hansen	Town of Silverthorne
Diane Finley	Pueblo
Christopher Montoya	N/A
Mark	CDOT
Gabrielle Gamily	CDOT Project Team
Melodie Clayton	CDOT Project Team
Rachel Peterson	Grand Valley MPO
Dana Brosig	Grand Valley MPO
San Lee	CDOT
Sanjiv Gupta	CDOT
Jrapp	N/A
Angie	CDOT
Matt Brown	Stolfus Project Team
Connor Klassen	VHB Project Team
Eric Tang	VHB Project Team
Evan Haugh	VHB Project Team

Key Takeaways: Region 3 Virtual Workshop

Based on the collective feedback received, the following are key takeaways and common themes from the Region 3 virtual workshop.

1. Infrastructure and Accessibility

- » **Lack of Investment:** Issues like inadequate sidewalks and lighting in unincorporated areas lead to safety concerns, especially for VRUs..
- » **Distance to Services:** Many community members live far from essential services, increasing the reliance on vehicles and exposing them to safety risks.

2. Education and Awareness

- » **Disparities in Driver Education:** Lack of public K-12 driver education and high costs of private courses limit access, particularly for lower-income students.
- » **Low Awareness of Laws:** There is a gap in knowledge regarding new or changing traffic laws, contributing to unsafe driving behaviors.
- » **Advocacy Gaps:** A lack of advocacy in diverse communities leads to insufficient focus on safety needs.

3. Behavioral Factors in Crashes

- » **Distracted and Aggressive Driving:** Behavioral issues, such as speeding, driving under the influence, and aggressive driving, are contributors to crashes, particularly in rural areas.
- » **Cultural Norms:** Perceptions that risky behaviors are acceptable or unlikely to result in consequences contribute to ongoing safety issues.

4. Crash Patterns and Contributing Factors

- » **Intersection Safety:** High volumes of traffic and cognitive overload at intersections can lead to serious crashes, especially for unfamiliar drivers and VRUs.
- » **Rural Road Risks:** Factors such as roadway conditions, fatigue, wildlife, and high speeds contribute to rural crash statistics, especially when rural areas lack safety infrastructure like shoulders.

5. Solutions and Initiatives

- » **Enhancing Safety Culture:** Strategies include promoting open discussions about mistakes, establishing clear safety expectations, and engaging in community education initiatives.
- » **Infrastructure Improvements:** Recommendations for increased enforcement of traffic laws, and ongoing educational programs to raise awareness about safety practices.

6. Community Engagement and Partnerships

- » **Collaboration:** There is a need to increase collaboration and partnerships with various organizations, including schools and AARP, to foster a community-wide approach to safety.
- » **Sustaining Momentum:** There was a suggestion to conduct regular meetings and competitions among schools or industries to promote ongoing attention to road safety.

These themes highlight critical areas for improvement and the need for comprehensive approaches to enhance safety in the communities discussed.



Appendix E

Virtual Engagement

Virtual Engagement Platform Comments Overview

The virtual engagement platform was live from July to December 2024 and received 286 stakeholder comments. It provided an opportunity for individuals to share safety concerns statewide - either in place of attending workshops or to offer additional input afterward.

Most comments were site-specific and have been organized by region, county, and Safe System Approach element. The majority came from Colorado Department of Transportation (CDOT) Regions 3 and 4, with fewer from Regions 2 and 5.

- » **Region 1:** Comments focused on intersection safety and roadway maintenance, especially to protect Vulnerable Road Users (VRUs).
- » **Region 2:** Input included intersection safety, drainage issues, and VRU considerations.
- » **Region 3:** Common concerns included speeding and a lack of sidewalk and crosswalk connectivity.
- » **Region 4:** Stakeholders cited speeding and infrastructure vulnerabilities related to weather.
- » **Region 5:** Feedback centered on Highway 550’s design, particularly its safety for trucks and VRUs.

Data






Safety Comments by County

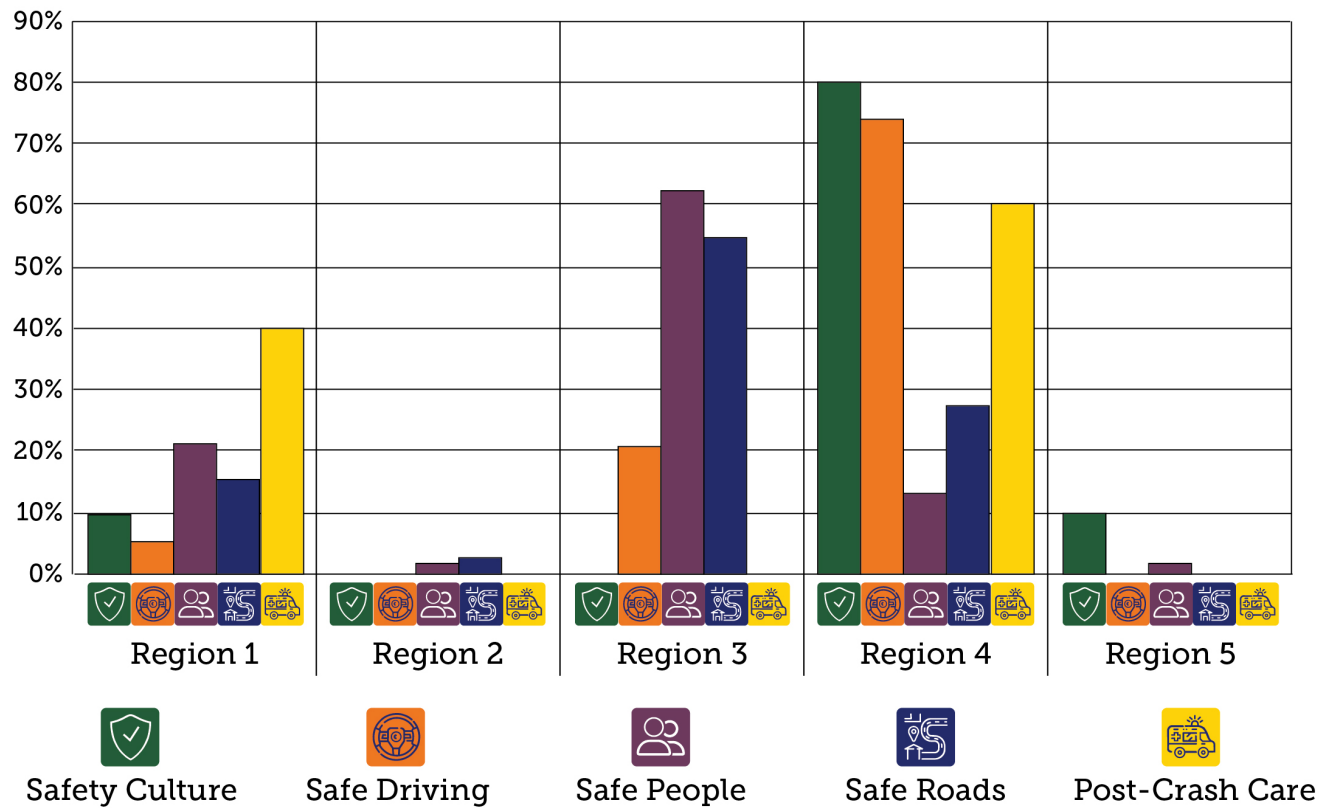
County	Number of Comments
Adams	3
Arapahoe	1
Boulder	18
Chaffee	1
Denver	4
Douglas	27
Eagle	129
El Paso	3
Jefferson	8
La Plata	1
Lincoln	1
Pueblo	1
Routt	5
Teller	1
Weld	84
Total	287

Safety Comments by Region

Region	Number of Comments
1	43
2	5
3	134
4	103
5	2
Total	287

Safety Comments by Safe System Approach and Region

Region	 Safety Culture	 Safe Driving	 Safe People	 Safe Roads	 Post-Crash Care	Total
1	1	3	13	24	2	43
2	0	0	1	4	0	5
3	0	12	38	84	0	134
4	8	42	8	42	3	103
5	1	0	1	0	0	2
Total	10	57	61	154	5	287



Regions by Safe System Approach Concern

Virtual Engagement Public Comments

ID	Comment	Approx. Comment Location
319	Hwy 36 and Mall Rd is a difficult intersection for traffic turning left from Mall Rd, especially during summer traffic. Traffic turning left can back up all southbound traffic on Mall Rd.	1907 Mall Road, Estes Park, Colorado 80517
318	Hwy 36 between Mall Rd and Pole Hill Rd has many accidents and slide-offs early during snowfall. This stretch gets very icy before most other roads in the area. R Life, EPPD	2864 North Saint Vrain Avenue, Estes Park, Colorado 80517
317	Between MM 3-5 on Hwy 7 snow, ice, drifting, and blowing snow make this area hazardous and require CDOT plows during and after snow, especially during windy conditions.	2720 South Saint Vrain Avenue, Estes Park, Colorado 80517
316	Between MM 5-7 on Hwy 36 there is a long and intermittent deep rut that follows the centerline. R Life, EPPD	6777 US Route 36, Estes Park, Colorado 80517
315	Fatality location.	39882 County Road 33, Ault, Colorado 80610
313	High percentage of left turns (Westbound CO60 to Southbound CR19). Consider adding left turn lane. Look at number of rear end crashes.	22965 County Road 19, Johnstown, Colorado 80534
312	Another near miss! Truck missed the road and went into ditch! CDOT!!! LOOK AT THE TRAFFIC REPORTS, NEAR MISSED AND DEATHS!!! YOU DON'T SEE THE NEAR MISSES BUT THE OCCUPANTS AT THE HOUSE SEE IT, HEAR IT AND ARE AFFECTED. Waiting for the fence to be taken down again by another accident! PAY ATTENTION!!	21031 Colorado Highway 392, Eaton, Colorado 80631
311	Dark corner can't see turn whole on 392. No markers, no lights, no warnings! Truck went in ditch on NE corner. FIX THIS CORNER ITS SO BAD!!!	21031 Colorado Highway 392, Eaton, Colorado 80631
310	Intersection of US285 & SHW114. Built in 1960's this junction has 45 conflict points, according to 2022 study this could be reduced to 8 conflict points with a roundabout. Current banked curve also promotes speeding.	630 Pitkin Avenue, Saguache, Colorado 81149
309	Regarding the loud traffic. Hwy 52 was here before the subdivision; we knew what we were getting when we moved in. Jake brakes...maybe a 30 second annoyance. The speeding is a Fort Lupton issue, I believe they annexed this part of H52, since it is in the city. What this road NEEDS is a turn lane for westbound traffic entering into subdivision.	166 South Trail Blazer Road, Fort Lupton, Colorado 80621
308	Deadly intersection. Pedestrian recently killed and vehicular close encounter daily	211 South Purman Avenue, Fort Lupton, Colorado 80621
307	We have trouble with entering and exiting our neighborhood. Cars are going way too fast. Desperately need a turn lane. Almost get rear ended daily. It is a very dangerous intersection.	1706 Virginia Drive, Fort Lupton, Colorado 80621

ID	Comment	Approx. Comment Location
306	This intersection needs better lighting and a better crosswalk.	211 South Purman Avenue, Fort Lupton, Colorado 80621
305	Traffic exceeds 55 mph on a regular daily basis. Big rigs use Jake brakes on a daily basis. I have never seen police using radar on the stretch of hwy 52 from Purman to WCR 29 1/2.	116 South Trail Blazer Road, Fort Lupton, Colorado 80621
304	We need an overhead message sign before exit 167. There is one at mile marker 169, but when the Dowd Junction canyon gets backed up, there is no way to avoid it at that point unless you try to illegally reverse down the 168 exit (which I've seen people do). Putting an alert sign up earlier would give people exit 167 and 168 to get off I-70 early and take an alternate route or spend some time in town while the roads clear up.	217 West Beaver Creek Boulevard, Avon, Colorado 81620
303	Continuous speeding and semis going to fast our houses shake windows shake noise is ridiculous! Jake brakes STILL being used despite signage up and down this highway! The best night of sleep has been when the most recent snowstorm came through! NO SEMIS traffic was actually traveling the speed limit or below. Amazing! Move these sand trucks and fuel trucks OFF this residential area already!!!	Colorado Highway 52, Fort Lupton, Colorado 80621
301	1 am, 2 am speeding semis. Liberty Sand trucks or Sandbox trucks. My entire house is shaking because of the rate of speed and weight of these semis are traveling. Get them a different route!! It is absolutely dangerous at the rate of speed they travel through a residential area!!!	111 Appel Court, Fort Lupton, Colorado 80621
300	Another truck in my property because he couldn't see the turn! In 10 min two cars ran the stop sign heading north on CR 43. The intersection is too dark and with the time change it's worse!	21031 Colorado Highway 392, Eaton, Colorado 80631
299	It's so dark at the intersection with no reflectors or lights that a truck went in the ditch tonight and many drivers miss the turn. There are no street lights, no reflectors and the stop sign on CR 43 heading south is half bent and has half working lights. The stop sign heading north is under sized and doesn't have flashing lights or doesn't work. VERY DANGEROUS! Do something about it!!	21031 Colorado Highway 392, Eaton, Colorado 80631
298	3am. It's s residential area. Speeding semis. My house and our neighbors houses shake from this semi traffic daily!!!! Fix the problem.	Colorado Highway 52, Fort Lupton, Colorado 80621
297	The trucks are speeding from the east so they are using the jake brakes!! It seems I see police south of town on old 85 in the country but we cant get enforcement for speed and noise on 52!	Colorado Highway 52, Fort Lupton, Colorado 80621
296	It has been over a MONTH since residents met with This HWY coalition! We have had one death in this area since!!!! And yet NOTHING is being done about the speed in this residential area!!! The speed, the noise, the semis and their Jake brakes at 3am are a PROBLEM!	Colorado Highway 52, Fort Lupton, Colorado 80621
295	Cars racing thru our neighborhood all hours of the day and night. Also racing on 52 and all around us you can hear street racing over by the cemetery. And the Jake Braking on 52 is ridiculous!!	1774 Silverado Lane, Fort Lupton, Colorado 80621

ID	Comment	Approx. Comment Location
294	Frequent accidents and extreme speeding at the left-side exit from I-70 onto I-76	Heartland Expressway, Arvada, Colorado 80640
293	Across from Purman Avenue on 52 by the golf course there is a barbed wire that has been broken down for many years. Last week a young man walked on that side of the road and got caught in the barbed wire. It is weeds that are several feet high and hasn't been cut for years. Either the city or CDOT needs to address the fence and the weeds. The boy was cut badly on his ankles and legs	1838 Silverado Lane, Fort Lupton, Colorado 80621
292	The usual safety issue all residents have been begging for CDOT to fix: this should NOT be a high speed highway. It is a huge safety issue as well as a noise issue for residents!!! We need the speed reduced and we also need a noise barrier. Jake brakes and speeding semis and trucks are a huge problem!! Being woken up DAILY at 3 am because a semi is barreling down the road and your house is shaking shouldn't be the norm!	Colorado Highway 52, Fort Lupton, Colorado 80621
291	Speeding semis and excessive noise from them!!! Our entire house shakes at 4 am! Loud jake brakes! Noise and speed mitigating is needed!	Colorado Highway 52, Fort Lupton, Colorado 80621
290	This intersection needs improvement. Multiple accidents and near misses! Lanes not large enough for semis to turn,	21031 Colorado Highway 392, Eaton, Colorado 80631
289	Excessive speeds on this road. This is mainly a residential area! There is a golf course across the road. Posted 65mph or 55mph is unacceptable. It's should be max 45mph. We just had a pedestrian killed at the intersection! It isn't the first along this stretch of road. How many people need to lose their lives or be injured before anyone does anything to fix this speed limit, to address maybe this SHOULD NOT BE a high speed semi highway. ???!!!	Colorado Highway 52, Fort Lupton, Colorado 80621
288	Speeding semis since 4 am. Speeding cars and trucks. Excessive noise from traffic	106 Corvette Circle, Fort Lupton, Colorado 80621
287	Can you do anything about the trucks using the jake brake?? Maybe patrol highway 52 for speed and jake brake.....	1840 Silverado Lane, Fort Lupton, Colorado 80621
286	ANOTHER person killed at our intersection on highway 52 in fort lupton!!! How many does it take to lower the speed from 55mph IN the city limits???	1838 Silverado Lane, Fort Lupton, Colorado 80621
285	People are making dangerous left turns into the north entrance of 7-11. There is not a turn lane in the westbound lanes and there is not an opening in the eastbound lanes for a car to get through. Children have been nearly hit as cars try to sneak between the other cars to get through.	210 1st Avenue, La Salle, Colorado 80645
284	Multiple accidents, multiple near misses, flooding of properties, culverts under sized, 19th deadliest intersection in the Region	21031 Colorado Highway 392, Eaton, Colorado 80631
283	Hwy 24 and Hwy 67, busy state highway intersection. Considerable recreational traffic and tourist traffic. Four lanes funnel down to 2 lanes. Frequent accidents and incidents in this intersection.	10 Buffalo Court, Divide, Colorado 80814

ID	Comment	Approx. Comment Location
281	<p>The area is lacking ANY funding to provide adequate safety!</p> <p>The intersection needs street lights, functioning blinking stop signs in both directions on CR 43, guardrail so the houses or fence don't continue to get hit and overall attention!</p> <p>Are your roadways lacking updated infrastructure? Yes, no shoulder, no turn or acceleration lanes, pot holes in the NE corner consistently and CDOT just lays crushed asphalt in the holes but within days there are pot holes again. Large dip on the north side of 392 on CR 43 from CDOT installing a culvert in 2018. This unexpected dip causes vehicles to break after going through the intersection which results in near misses, loss of a tire on a vehicle and people lose loads off their pickups. Semi trucks traveling west bound on 392 turning north onto CR 43 have to make a wide turn forcing any traffic sitting at the stop light to back up and they have to stop on a 55mph highway to wait for vehicles to move to make the turn.</p> <p>Is your area in need of improved traffic incident management to improve post-crash response? YES!</p> <p>People don't stop at the stop sign and cars get broadsided.</p> <p>There is a pump house on the SE corner that blocks vision of oncoming vehicles on 392.</p> <p>The stop sign on the SE corner doesn't blink and with no lights in the intersection people can't see!</p> <p>Do you feel that your transportation system safe for users of all modes (i.e., vehicles, motorcycle, cyclists, pedestrians)? No</p> <p>Do you notice more incidents in your area than other areas? Yes 19th deadliest intersection in the Region and that's not counting non-deadly accidents and near misses! And there is a house on that corner that gets hit!</p> <p>Are facilities in your area responsive when there are incidents? State patrol responded to every accident. CDOT does nothing regarding the floods in this intersection because their culverts are too small to handle the water!</p> <p>This corner floods in heavy rain storms and CDOTs ditch floods the houses on the NE corner. CDOT doesn't have the funds to fix this corner but spends millions on other transit projects. CDOT needs to look at the country roads not just the major highways.</p>	21031 Colorado Highway 392, Eaton, Colorado 80631
280	Can NOTHING be done about the speed limits?! Semis fly up and down this hwy with ZERO regard for the speed limit! This is a problem 24/7! There was just an auto pedestrian accident two nights ago! These semis go 65 mph using Jake brakes when going down the hill. What is it going to take for the speed limit to be dropped and for some assistance with noise modification and safety modifications for this residential area?!	Colorado Highway 52, Fort Lupton, Colorado 80621
278	19th deadliest intersection in th region. No sight line. Road too narrow for trucks to make a safe turn. Road markers destroyed. No turn or merge lane. If a truck cannot make the turn the first time it locks up the entire highway	21031 Colorado Highway 392, Eaton, Colorado 80631
277	Multiple accidents and some deadly.	21031 Colorado Highway 392, Eaton, Colorado 80631

ID	Comment	Approx. Comment Location
276	Fatal intersection flooding of properties	21031 Colorado Highway 392, Eaton, Colorado 80631
275	Flooding of properties undersized culverts	21031 Colorado Highway 392, Eaton, Colorado 80631
274	Flooding of properties	21031 Colorado Highway 392, Eaton, Colorado 80631
273	Undersized culverts	21031 Colorado Highway 392, Eaton, Colorado 80631
272	Flooding of properties	21031 Colorado Highway 392, Eaton, Colorado 80631
271	Flooding of properties	33062 County Road 43, Eaton, Colorado 80631
270	Flooding of properties undersized converts poor drainage	21031 Colorado Highway 392, Eaton, Colorado 80631
269	Flooding of properties, fatal intersections	21031 Colorado Highway 392, Eaton, Colorado 80631
268	Undersized culverts & flooding of properties	21031 Colorado Highway 392, Eaton, Colorado 80631
267	Fatal accidents and flooding	21031 Colorado Highway 392, Eaton, Colorado 80631
266	Under sized culvert	21031 Colorado Highway 392, Eaton, Colorado 80631
265	Flooding of properties	21031 Colorado Highway 392, Eaton, Colorado 80631
264	Flooding of properties, Multiple accidents, near hit misses, culvert under sized, fatal intersection	21031 Colorado Highway 392, Eaton, Colorado 80631
263	Dangerous intersection and floods!	21031 Colorado Highway 392, Eaton, Colorado 80631
262	Too many accidents. Near miss accidents. Flood area	21031 Colorado Highway 392, Eaton, Colorado 80631

ID	Comment	Approx. Comment Location
260	Accident this evening at approx 9:15pm!!! At Purman and 52! It was a big Accident. 52 was closed injured drivers! When is someone going to do something about the speed limit?!!! Not only being enforced but lowering it!	Colorado Highway 52, Fort Lupton, Colorado 80621
259	This intersection is extremely dangerous. I drive by this intersection often. I have seen it flooded from lack of drainage of water coming from the east and north. I also have seen near misses and obvious damage to fencing on the property on the north East Corner of this intersection	21031 Colorado Highway 392, Eaton, Colorado 80631
258	Multiple accidents and flooding issues that is a CDOT issue. Funding is needed.	33076 Hwy 52, Eaton, Colorado 80631
255	Excessive speed and noise from semis! If semis are going to be speeding up and down this road at all house noise mitigation needs to be implemented.	105 Bernard Court, Fort Lupton, Colorado 80621
254	Excessive noise and excessive speeding.	Colorado Highway 52, Fort Lupton, Colorado 80621
253	Difficulty turning onto 52. Semis traveling at excessive speeds.	Colorado Highway 52, Fort Lupton, Colorado 80621
252	Speed adjustment needed as well as noise mitigation! This is a residential RURAL area! Why do we have I-70 in our backyard?!	Colorado Highway 52, Fort Lupton, Colorado 80621
251	Excessive speed and semis using their Jake brakes at 3 am! Of semis are continue to be allowed to disregard speed and other laws a noise mitigation plan needs to be considered. Build a hill with trees between homes and 52. But do something!	1764 Silverado Lane, Fort Lupton, Colorado 80621
250	Speeding Semi rig. One after the other tonight! They need another route already. This is a residential area and a recreational area! We cannot even relax in our front yard we hear them in the front yard!	Colorado Highway 52, Fort Lupton, Colorado 80621
249	Speeding vehicles and semis making it difficult to turn safely	14956 Colorado Highway 52, Fort Lupton, Colorado 80621
248	Very dangerous intersection, many deaths, many accidents and near misses. Water/flooding problems created from CDOT ROW. Three homes flooded this year.	20901 Colorado Highway 392, Eaton, Colorado 80631
244	I disagree with everyone saying we need to slow this street down. The street is the bottleneck to every commute and connecting communities. I agree that it could be dangerous, but the reason for that is because people do not use crosswalks and tourists just walk aimlessly around. They are usually rubber necking and not paying attention. The MOST ideal solution is to built a street AROUND Main St. for those passing through, not to slow down a bottleneck even further.	789 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
243	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	10301 East Ken Pratt Boulevard, Longmont, Colorado 80501
233	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	611 South Pratt Parkway, Longmont, Colorado 80501
232	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	1980 East Ken Pratt Boulevard, Longmont, Colorado 80501
231	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	9499 Ute Highway, Longmont, Colorado 80503
230	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	903 Main Street, Longmont, Colorado 80501
229	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	1250 Main Street, Longmont, Colorado 80501
228	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	1650 Main Street, Longmont, Colorado 80501
227	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	1520 South Hover Street, Longmont, Colorado 80501
226	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	403 East Ken Pratt Boulevard, Longmont, Colorado 80501
225	This area is one of Longmont's worst High Injury Network locations with multiple VRU indicators. Improved safety countermeasures are needed.	2445 Main Street, Longmont, Colorado 80501
224	There is a huge pot hole on 52 as you leave Appel Farms subdivision, pls help	992 Sable Boulevard, Aurora, Colorado 80011
223	Excessive speed and noise from semis and automobiles! Both of these issues need to be addressed.	112 Appel Court, Fort Lupton, Colorado 80621
192	With my office overlooking this section of road, I see dangerous activity here multiple times a day. People riding bikes or scooters in high speed traffic. People riding these against the flow of traffic. The bus stops here are also nearly always overcrowded and proximate to high speed traffic.	1319 Federal Boulevard, Denver, Colorado 80204

ID	Comment	Approx. Comment Location
191	I commute through here multiple days a week and this intersection scares me sometimes. The wide turn radii and lack visibility makes cycling here very scary. If you're trying to get to CDOT headquarters from 13th here they seem to want you to take the longest, most inconvenient route (multiuse path).	2801 West Howard Place, Denver, Colorado 80204
190	This intersection terrifies me. I bike commute on this road almost daily and I scarcely go a week without a close call. The protected bike lanes and red arrows are nice but they don't stop cars from turning red onto Speer, even with the green cyclist light. I think an engineering solution should be implemented here to protect cyclists and pedestrians, both at this intersection and this corridor more generally - the protected bike lane certainly needs to be extended east on 13th.	519 West 13th Avenue, Denver, Colorado 80204
189	This intersection is very risky. It lacks safe places for pedestrians to cross yet is a location many in the community walk to and through. Cars travel at very high speeds and make turns at high speeds, putting cyclists and pedestrians at risk. The bus stop here is very uncomfortable thanks to the highway speeds car speed past at.	3055 Dartmouth Avenue, Boulder, Colorado 80305
188	This road needs work	33655 Pamplona Pt, Yoder, Colorado 80864
187	Road needs work	Colorado Springs, Colorado 80928
186	This road needs work	1303 Catalpa Street, Pueblo, Colorado 81001
185	Minturn encourages residents to register golf carts and snowmobiles to get around town, but 24 divides town in half preventing access to popular trail access points and town parks. Allow registered snowmobile/golf cart access along a designated stretch where no alternate exists (Little Beach to Minturn rd for example)	302 Main Street, Minturn, Colorado 81645
184	This has become a dangerous intersection with the increase flow of traffic and now 2 schools on opposite sides of the highway with no safe route between them. We would like to see a safe intersection and pedestrian crossing in the immediate future.	US Route 40, Steamboat Springs, Colorado 80487
183	Accidents at this intersection are common. Eastbound traffic is just coming down to a 55 MPH limit from 65, and just east of the intersection is a turn in-turn out for King Soopers.	1112 71st Avenue, Greeley, Colorado 80634
182	Traffic volumes on US 6 in Gypsum are the highest on US 6 in the county. Recent traffic study shows the need for 2 through lanes in each direction. This traffic goes east into the Town of Eagle creating massive congestion. The 2009 shelved project from CDOT for an Interchange at the airport would be a huge benefit to the system.	1000 White River Dr, Eagle, Colorado 81637
181	Impaired driving feels like it is a problem in the Gypsum area. On both I-70 and US 6 east and west of Gypsum. Recent fatality in Gypsum on US 6 at the School side Roundabout.	Gerald R. Ford Memorial Highway, Gypsum, Colorado 81632

ID	Comment	Approx. Comment Location
180	Hard to see when pulling out onto Main Street at peak times especially. Feels like you're gambling that cars aren't coming.	202 Main Street, Minturn, Colorado 81645
179	As a mom of two it's scary crossing Main Street with kids because you don't know if people commuting through town are going to stop or blow right by the crosswalk.	202 Main Street, Minturn, Colorado 81645
178	As a resident living in downtown Minturn I frequently walk with my infant in a stroller, the amount of times I have been in crosswalk and have not had cars slow down, or even accelerate as they come around the corner by Magustos is too many to count. 9/10 I run across the highway with my baby as I am concerned about being hit. We need more flashing light crosswalks and some other solutions to slowing traffic down. Its dangerous and feels like a matter of time till someone is injured or worse.	172 Main Street, Minturn, Colorado 81645
177	Highway 550 is not safe for cyclists, despite the painted bike lane. In practice, this painted line only encourages higher speeds for cars. In addition, there is a lack of safe crossing options for pedestrians.	J/P Tire, 1776 Main Ave, Durango, Colorado 81301
176	We need to slow HWY 24 speeds through the town of Minturn - let's look to Europe and have bump outs or roundabouts - this will make drivers slow down. Drivers don't even slow down when we are in cross walks.	293 Boulder Street, Minturn, Colorado 81645
175	I live on 261 Main St. Two issues I would like to bring up are resident safety and noise concerns. I would say speeding is a problem but yeah that's a problem everywhere. Specifically here I worry about my family being hit by drivers that are not paying attention. 1. When getting in and out of my car I fear I will be hit by drivers speeding by who take no notice of pedestrians as well when loading my children there is very little room to maneuver and this feels dangerous. 2. Noise- truckers coming in or out of town using j brakes or down shift methods that are incredibly loud. Mostly though the noise is from motorcycles revving there engines while driving by local eatery's.	262 Main Street, Minturn, Colorado 81645
174	Recommend placing mirror on this corner	101 Main Street, Minturn, Colorado 81645
173	My home sits on Main St. The alarming, jarring noise of trucks utilizing J Breaks at all hours of the day & night frighten myself & my children on a daily basis now	342 Main Street, Minturn, Colorado 81645
172	Hwy 24 / Main St in Minturn is VERY dangerous. We need more lighted crosswalks and at least one stop sign to slow down through traffic through this narrow downtown corridor. The speed limit should be lowered to 25 mph in the southern stretch of town and to 15 mph in the 100-500 blocks.	292 Main Street, Minturn, Colorado 81645
171	A crosswalk has not been allowed here by CDOT. For pedestrians and bikers, most of which are children & families utilizing the updated sidewalk, they must cross the highway here to get to the playground & bike park. Cars/trucks are going too fast to see the people waiting to cross and those that do slow down in order to allow safe crossings out themselves at risk to be rear-ended. There absolutely needs to be a crosswalk here with lights/etc	751 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
170	Crossing the street (at the cross walk) to go to the school bus stop can be treacherous- cars are speeding, not looking and are not paying attention that it is a cross walk; this applies to cars in both directions	202 Main Street, Minturn, Colorado 81645
169	There have been too many lives lost to suicide on the red cliff bridge, including several in 2024. Netting has been proven to save lives - CDOT needs to act NOW and install a system. https://www.goldengate.org/district/district-projects/suicide-deterrent-net/	504-598 US Route 24, Red Cliff, Colorado 81649
168	High use pedestrian crossing	50 Toledo Avenue, Minturn, Colorado 81645
167	Flashing light crosswalk needed here. We bike and walk to little beach park and the bike park daily and no cars stop. This is a major safety concern for all parents with children heading to the park on foot or by bike.	751 Main Street, Minturn, Colorado 81645
166	A flashing light crosswalk and slower speed enforcement with sited trap cameras would be ideal. I walk my daughter to the bus stop daily and commuter travelers do not stop unless we are very close to the edge of the oncoming traffic. This is a heavy safety concern for not only myself but many other minturn residents.	156 Main Street, Minturn, Colorado 81645
165	Crosswalk...	102a Main Street, Minturn, Colorado 81645
164	Allow the Town to construct overhanging signage and lighting (xmas lights crossing street, banners, etc) that indicate the heavy pedestrian and parking interface of the main street area.	122 Main Street, Minturn, Colorado 81645
163	Bicyclists should feel comfortable using the entire road while in town amongst parking. Add indicators and infrastructure to show this.	232 Main Street, Minturn, Colorado 81645
162	Allow a photo radar enforcement sign here at entrance to town.	100 Main Street, Minturn, Colorado 81645
161	In 1996, CPW, CDOT, and the State of CO completed a study looking at a rail to trail conversion for the entire stretch of the Tennessee pass line. There was even a MOU between the president of UP and Gov Romer. Shelved due to reasons no longer valid, CDOT should use it's legal right (sb37) to acquire railways in CO to acquire the Minturn - Leadville stretch and convert it into an alternate mode of transit for human powered travel, removing bicycle/vehicle conflicts on 24. This is a great time to re-approach UP as CDOT negotiates the long term lease for the Moffat Tunnel.	US Route 24, Minturn, Colorado 81649
160	Over the past 10-15 years, Leadville has seen an increase in residents who drive every morning to the Vail valley. Combined with the opening of the Ski and Snowboard Academy's new campus in Minturn ~10 yrs ago, the amount of morning and afternoon traffic through Minturn has vastly increased. We need to show these people that they are traveling through a town full of kids, pets, and businesses each day and separate the town of Minturn stretch from the tennessee pass stretch past where there are not towns.	US Route 24, Minturn, Colorado 81649

ID	Comment	Approx. Comment Location
159	Minturn is a perfect example of what has happened to small communities across Colorado. CDOT offices in Denver and Grand Junction designate the main streets of small towns as arterials and highways, and manage them in ways that is directly opposed to the benefit of the local community that in many cases, existed BEFORE the CDOT highway classification. There needs to be a change to the way roads are classified by CDOT and the state of Colorado in order to acknowledge that sometimes, vehicle and truck speeds are not the most important metric when the main streets of small communities are being discussed. Local towns should have more say in road design and management and programs should be created to foster local control.	272 Main Street, Minturn, Colorado 81645
158	This is an area that up until 4 years ago, would show a safe zero death statistic and no needed changes. Then 3 deaths happened in 3 years to pedestrians and bikers. We can't allow this same thing to happen in Minturn. Action is needed BEFORE we have an accident.	39371 US Route 6, Avon, Colorado 81620
157	The corridor through this area narrows significantly with no shoulder dropping off into the river. Running, biking, or walking this stretch with no sidewalk or protected lane is terrifying and almost no residents attempt it. Beyond lay the rec center, the ski and snowboard academy, and access to national forest trails. Could partner with the Forest Service to create a separated paved or crusher fines path off the highway similar to the US 82 access north east of Aspen leading a few miles up indy pass to the river and campground and residences along that road to separate users.	1616 Main Street, Minturn, Colorado 81645
156	This is one of the most popular summer and winter trailhead parking lots in Eagle county, right behind meadow mountain to the north. However it has only ~10 spots and people, kids, and pets are often left creating their own parking spaces on the highway next to speeding traffic. Engineer additional protected access to the trailhead, access across the road to the businesses, and improve the eco bus transit stop.	23698 US Route 24, Minturn, Colorado 81645
155	In general, the 24 to Leadville route through Minturn, over Battle Mountain and tenn passes is much less suitable than the 70 to 91 route which is better maintained and does not pass through any towns/main streets. How can we encourage this route?	24747 US Route 24, Avon, Colorado 81645
154	There is not currently a way for bicycle or pedestrian traffic to get from the popular Gore Valley eco trail on the north side of 24 to the extremely popular Meadow Mountain trail access and eco bus stops on the south side. The street in this area widens with multiple turn lanes and traffic speed increases accordingly. Need to engineer ways for people to cross this street.	Line Shack, Minturn, Colorado 81645
153	There are many comments about speed limit through town - but we also know that just changing the signs and adding a police officer are duct tape solutions to a bigger street design problem. Throughout the main street corridor, look into calming solutions such as alternating parking patterns (middle/diagonal), medians, curb extensions, and flashing down lighting or side lighting on key crossings. This is the only street access from one side of town to the other based on land restrictions, railroad, and river. Business patrons on sidewalks, school and commuter bus stops, preschool crossings, parallel parking, and multi modal traffic all mix in this area with fully loaded semi's traveling in excess of 25mph.	421 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
152	This intersection will see highly increased bicycle traffic as the eco trail connection into dowd junction into minturn is finished. Local rental shops estimate as many as 100 e bike rentals per day go from Vail to Minturn, and many locals and tourists use this connection to get from main st minturn to dowd junction on the protected bike lane. Need to address the crossing and limited sight lines for bicycles (they will not use the current pedestrian focused bulb out crossing due to space and lane crossing design.	101 Main Street, Minturn, Colorado 81645
151	Similar to the south end of town, this area needs street design features to indicate that drivers are entering a community with multi-modal street users. A raised section with landscaped narrowing features before the S curve could be home to a town of minturn sign and do a much better job of slowing traffic before a busy crossing and main street area.	23682 US Route 24, Minturn, Colorado 81645
150	This is the main entrance to the town of Minturn's only playground, the bike park, and the mini mile a child focused walking trail. It also is where people have to cross to get to concerts, the cemetery and events. There should at LEAST be a raised crossing and flashing indicators. This section of road is long and straight and people accelerate. It's terrifying to try to cross with a 5 and 1 yr old on bikes, walking, etc.	791 Main Street, Minturn, Colorado 81645
149	add raised sections of road and combined with landscaped traffic calming features to indicate that the leadville 500 has ended and you are entering a town. consider painted indicators and/or bumps (look at Iowa State University examples). Lowering the speed limit alone won't work, need to work on design features.	2084 US Route 24, Minturn, Colorado 81645
148	Excessive speeding	261 Main Street, Minturn, Colorado 81645
147	High speeds along 10th St lead to numerous injuries because of the accidents along this section.	5141 West 10th Street, Greeley, Colorado 80634
146	1. Crosswalk Needed: At this turn-off on Ballpark Rd is to a highly used recreation area, park and trailhead, and is being used by cars, bikes and pedestrians. There needs to be a pedestrian cross walk here for safety. And it should be one of the ones that has lights that warn cars when it is in use. This also means that speed limits need to be lowered coming into this high use, high density area of the Town of Minturn. 2. Starting at Ballpark Rd, Speeds should be lowered and signage needs to be added, including a watch your speed sign that uses radar to show a vehicle's speed. At this junction with the , vehicles are coming into town at speeds that are too fast. 25 MPH should start at this point based on density of homes, use of sidewalks and narrowness of highway and lack of shoulder.	761 Main Street, Minturn, Colorado 81645
145	We need reduced speeds as this is still a residential area. Maybe the 35 mph could be shifted farther towards Malloit so that cars slow down sooner. In addition, sidewalks all the way to Malloit Park road access would be helpful. If Belden is developed there will be an influx of children in our town and we need safe ways to travel on bikes and foot. As we stand, our little area has lots of kids riding bikes and walking to town or the bike park. We love our small town and want to be able to let our children run around it!	1108 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
144	Speed limit should be reduced to 25mph here for traffic going northbound towards I-70. (as well as southbound traffic)	1351 Main Street, Minturn, Colorado 81645
143	Gradient/shoulder width/curve radius in this section where Hwy 24 climbs from the flats up to the Homestake turnoff are completely insufficient to be safe for our current traffic speeds and traffic volumes. This section is very dangerous year round and needs an overhaul to some kind of modern standard with wider shoulders for and lower curve radius. Conditions on Hwy 24 from Lake County to Eagle County are a social justice issue where the large number of Latino and lower income service workers commuting to Eagle County have to daily deal with more treacherous commutes than people elsewhere. It is also an embarrassment that a route touted as the Top of the Rockies Scenic Byway and used seasonally by thousands of cyclists for marquee Colorado events like Copper Triangle, Ride the Rockies, and the Courage Classic has segments like that are essentially just biker death locations waiting to happen.	US Route 24, Red Cliff, Colorado 81649
142	Growth in Eagle and Lake County, and daily commuter worker traffic between the two, has reached a level where the number of slow vehicle pull-outs on the climbing lanes of both Battle Mountain and Tennessee Pass is completely inadequate and untenable. This situation causes drivers to make dangerous passes into head-on traffic on short straightaways without any legal passing zones. A meaningful number of new slow vehicle pullout lanes that are fully maintained through winter periods is desperately needed.	Tenth Mtn Div Mem Highway, Minturn, Colorado 81649
139	Although there is a neighborhood here with a significant amount of people, and increasing pedestrian (run/bike) use on Hwy 24 between downtown and the public school, fitness, and trailhead facilities at Maloit Park, this area has high speeds and no pedestrian accommodating. Need to reduce vehicle speeds sooner as people come off of Battle Mountain, perhaps well before the Maloit Park entrance, and need sidewalk or separated pedestrian/bike pathway at least out to Maloit and preferably to Tigiwon Rd.	1716 Main Street, Minturn, Colorado 81645
138	A significant number of new homes are coming online here. The need to extend the sidewalk from the 1000 block to the Minturn Boneyard and beyond to Maloit Park is greater than ever. In the meantime, regular pedestrian crossings around the Boneyard Open Space area are very treacherous here. Vehicles need to reduce their speeds much sooner down from 40/50mph to 25 or less, preferably 15, before they arrive to the Boneyard driveway and pedestrian crossing zone.	1351 Main Street, Minturn, Colorado 81645
137	Utilizing Hwy 24 and its narrow/absent shoulder is the only way pedestrians and bikers can get between the north and south ends of town. Accessing any of the public facilities or trailheads in Maloit Park and Tigiwon area via bike/foot/run is extremely dangerous due to the need to go through this area. Needs a sidewalk, separated bike/walk lane, or other pedestrian protection measures. As hundreds of new homes come online at the Maloit Park teachers housing and the Battle North development, the need for safe pedestrian passage through this area is only more pressing.	1616 Main Street, Minturn, Colorado 81645
136	Vehicle speeds and traffic volumes make crossing Main very difficult near these businesses. This is only going to get worse as the large developments in Maloit Park are built. Downtown has limited site corridors due to development history. Please further reduce vehicle speeds on Hwy 24 in Minturn.	502 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
135	Vehicle speeds and traffic volumes make turning onto Main during morning and evening Lake County commuter traffic very difficult. This is only going to get worse as the large developments in Maloit Park are built. Downtown has limited site corridors due to development history. Please reduce downtown speeds.	502 Main Street, Minturn, Colorado 81645
133	Vehicle speeds make pedestrian crossing very difficult. Please slow traffic.	400 Main Street, Minturn, Colorado 81645
132	Using the pedestrian crossing here is very difficult in mornings and evenings due to traffic volumes and speeds. Would like speeds reduced. Although some drivers do yield to pedestrians at the crosswalk, when drivers don't, the approach speeds and timing windows between cars are very tight to cross within. Would like speeds reduced.	202 Main Street, Minturn, Colorado 81645
131	Turning onto main in mornings and evenings during Leadville/Lake County commuter hours is very difficult due to vehicle speeds, the amount/consistency of cars, and shorter visibility in the downtown corridor. Would like speeds reduced.	50 Toledo Avenue, Minturn, Colorado 81645
130	Crossing main as a pedestrian here is really tough when drivers don't yield to the crosswalk due to how fast cars travel through this corridor.	161 Nelson Avenue, Minturn, Colorado 81645
129	Turning onto Main in this area is really difficult due to traffic speeds and reaction times within the limited visibility downtown corridor.	156 Main Street, Minturn, Colorado 81645
128	Vehicles too constant and too fast to turn right/N onto mainstreet during morning commuter traffic from Lake County; very difficult to left/S in the afternoon during the same.	101 Main Street, Minturn, Colorado 81645
127	Speed limits not enforced and most vehicles do not stop at crosswalks	491 Main Street, Minturn, Colorado 81645
126	Very difficult line of sight when trying to turn onto Main Street. Additionally, vehicles traveling along HWY 24 can't see pedestrians trying to cross the road. CDOT need to allow for intermediate or smaller sized bulb outs/curb extensions to help create safety but not take away too much parking along Main St.	Norman Avenue, Minturn, Colorado 81645
125	The hillside continues to move into HWY 24 (mudslides). Drainage, retaining walls and other mitigation efforts should be implemented as HWY 24 is the primary ingress/egress for the town of Minturn.	24747 US Route 24, Minturn, Colorado 81645
124	Need traffic calming measures as vehicles prepare to enter town and residential areas.	US Route 24, Minturn, Colorado 81649
123	Extensive on-street parking due to USFS trailhead parking lot overflow should have slower speed limits in this area.	23698 US Route 24, Minturn, Colorado 81645
122	We need stop signs on Hwy 24 within the town of Minturn	789 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
121	Speeding Traffic is constant.	23748 US Route 24, Minturn, Colorado 81645
120	Traffic is going to fast on HWY 24 to make turns onto Main Street.	102a Main Street, Minturn, Colorado 81645
119	Traffic View is Obstructed when turning onto HWY 24	161 Nelson Avenue, Minturn, Colorado 81645
110	Added ped safety needed	804 Cemetery Road, Minturn, Colorado 81645
109	Traffic Speeding	761 Main Street, Minturn, Colorado 81645
108	Semi Trucks should not be using this road as a bypass. They brake even though signs are posted and are always over the speed limit. The pedestrian flashing lights should be red not yellow we are telling cars to stop not slow down and cruise through. Speed humps should be used to slow people down from the Boneyard area to the end of Main Street.	674 Main Street, Minturn, Colorado 81645
107	Sidewalk on river side of road is very narrow. Cars and big trucks drive so fast right there next to pedestrians. Also no light for people crossing highway to park.	751 Main Street, Minturn, Colorado 81645
106	Tight, blind corner in an area with many pedestrians and bikes. Excessive speeds.	106 Main Street, Minturn, Colorado 81645
105	Traffic speeds through here- Leadville commuters and semis. Feels unsafe to walk or bike through town.	630 Main Street, Minturn, Colorado 81645
104	Barely a shoulder to walk or bike on, no sidewalks. Traffic speeds through here-very dangerous for pedestrians/bikes and the people who live in this area.	1616 Main Street, Minturn, Colorado 81645
103	Too many winter accidents on I70 here because the mountain shadow creates icy roads on a sharp turn at an on ramp. CDOT should build the tunnel they studied (and did a test bore for) years ago and eliminate this sharp curve.	Gerald R. Ford Memorial Highway, Avon, Colorado 81632
102	Nelson Ave changes to Meadow Rd approximately here and not at the intersection with Williams St.	Meadow Road, Minturn, Colorado 81645
101	Incorrect street name - this is part of Williams St not Meadow Road	Meadow Lane, Minturn, Colorado 81645
100	Nearly impossible to turn left (north) onto highway 24 from Nelson Ave during high traffic times because parked cars obstruct the view.	161 Nelson Avenue, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
99	Truck traffic along Main st. (highway 24) through Minturn is both constant and very dangerous. Often trucks nearly scrape one another as they pass by each other. All trucks over a certain length and weight should not travel through town, but be re-routed to highway 9. Also, the speed limit through Minturn needs to be reduced for all vehicles.	632 Main Street, Minturn, Colorado 81645
98	I live one block away from this intersection which has a non-lit crosswalk. I have had a number of close calls while crossing this corner to the gas station across the way. From distracted drivers to speeding, this is a dangerous intersection that needs help.	400 Main Street, Minturn, Colorado 81645
97	There is obstructed Visibility to traffic heading south when entering hwy 24 via Mann Ave.	Mann Street, Minturn, Colorado 81645
96	Need a lighted crosswalk at corner of Main St & Toledo...most cars not driving the speed limit & cars don't always stop for pedestrians	201 Main Street, Minturn, Colorado 81645
95	Pedestrian cross walk desperately needed. This should also help slow traffic down for cars turning onto main street.	202 Main Street, Minturn, Colorado 81645
94	There needs to be a sharp turn, sign here, warning, semi trucks to slow down around the corner. There's been many accidents head on collision because the corners too tight for the speed of semi trucks that can't make the corner and beer into oncoming traffic.	23602 US Route 24, Minturn, Colorado 81645
93	Difficult line of sight for turning onto Main Street. There is a utility pole blocking the view to the north.	50 Toledo Avenue, Minturn, Colorado 81645
92	Traffic calming measures needed to indicate vehicles are entering town and should slow down.	23622 US Route 24, Minturn, Colorado 81645
91	The speed limit should be slower through town. There are bikers, cars, kids, driveways, businesses, public amenities, and more. Some intersections have poor visibility, most intersections don't have flashers at their crosswalks and there are not many crosswalks across Main Street. People try to dodge across the Main Street because they don't want to walk 3 extra blocks to find a crosswalk, and it's very dangerous.	401 Main Street, Minturn, Colorado 81645
90	Minturn has an amazing and highly-used amenity (a public amphitheater with concerts, events, recreation,, basketball courts, public park, etc) across the Eagle River and this intersection is the only access point, whether for vehicles or those traveling on foot or bike. The primary sidewalk is on the west side of Main Street/Hwy 24, and a crosswalk with flashing lights is needed.	741 Main Street, Minturn, Colorado 81645
89	Inadequate speed control for cars coming into Minturn around a blind corner with heavy pedestrian traffic. Semi-Trucks often cannot navigate this turn without going into the opposing lane or hitting the curb.	122 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
88	Extremely hard to see oncoming traffic when turning onto HWY 24. Recently extended no parking areas were helpful and now they have been reduced to what they were before. Didn't really like the white poles, but did feel that the longer no parking areas allowed for a further view to the North and South to make a safer turn onto HWY 24.	50 Toledo Avenue, Minturn, Colorado 81645
87	Highway 24 through Minturn NEEDS the speed lowered to a consistent 20-25 mph through the entirety of the residential and commercial areas. The inability for people to pull out from side streets SAFELY is a serious safety concern for pedestrians, cyclists and drivers.	Breckenridge, Colorado 80424
86	People drive WAY too fast through this corridor. Speed limit is 25. Maybe they don't see that it has dropped (from 35 in a separate corridor closer to Red Cliff). It's terrifying to live on Main St with 2 young kids and a dog and watch people driving have zero regard for their safety.	455 Main Street, Minturn, Colorado 81645
85	There is a crosswalk here and often people are driving way above the speed limit (which is supposed to be 25). Better signage will help, maybe some slowdown physical barriers in the crosswalk. I've been with a stroller and a dog and have had people drive by without stopping to let me cross.	511 Main Street, Minturn, Colorado 81645
84	People use visual cues more than speed signs, and this area is visually where people begin to speed past the 25 limit, even though there is a ped crosswalk and a bus stop, where kids also are picked/dropped for school.	481 Main Street, Minturn, Colorado 81645
83	This area has a 35mph sign maybe 50 yards before a 25mph sign. Once someone sees a speed sign, are they less likely to notice another so soon after the first? Speeds after the 25 sign are commonly 5-10 mph over.	642 Main Street, Minturn, Colorado 81645
82	Speed limit should be 20 through most of downtown, we have a lot of bikers and pedestrians. Physical road calming measures should be in place, e.g. chicanes (possibly with alternating angled parking), road humps, more flashing crosswalks	261 Main Street, Minturn, Colorado 81645
81	Speed limit should be 25 starting here towards town, then reduce to 20 at 500 block	1172 Main Street, Minturn, Colorado 81645
80	Speed limit should be 20 from 100-500 blocks, with road calming measures in place so people obey it	562 Main Street, Minturn, Colorado 81645
79	Crosswalk and lights needed	804 Cemetery Road, Minturn, Colorado 81645
78	Inadequate sidewalk for pedestrians going to or coming from the bike park/little beach	702 Main Street, Minturn, Colorado 81645
77	This section is dangerous for bikers and walkers. Can't even ride on the grass along the road because of holes and the sidehills?	1616 Main Street, Minturn, Colorado 81645
76	We need to slow down traffic in this section of Minturn. Seventy percent are traveling faster than the posted limit, and large trucks are using their Jake brakes at all hours of the day. There is no shoulder for kids to ride bikes to school or the park, which is very dangerous.	1108 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
75	Making a left turn on this curve from the highway onto our road is dangerous, and cars often speed around corner heading south, not anticipating traffic may be stopped for a left turn here.	1716 Main Street, Minturn, Colorado 81645
74	tough intersection to see traffic on highway 24	221 Main Street, Minturn, Colorado 81645
73	Reduce speed limits on Hwy 24 in town to 25 mph from Williams St to Battle Mountain.	167 Williams Street, Minturn, Colorado 81645
72	Poor sight triangles. Dangerous gas station entrance on Harrison.	384 Main Street, Minturn, Colorado 81645
71	Too many 18 wheelers speeding through this small town. Speed limit needs to be reduced. Many residents walk and ride bikes.	671 Main Street, Minturn, Colorado 81645
70	The bulb out sticks directly behind driveway create a hazard when backing out of driveway onto highway. I have to use both lanes because the white sticks prevent using just one lane when pulling out	502 Main Street, Minturn, Colorado 81645
69	Intersections at Norman St and Meek St need better crossroads signs	502 Main Street, Minturn, Colorado 81645
68	This is a tight curve with no shoulder or side walk. There is a lot of bicycle and pedestrian traffic, as well as a few driveways entering the highway. It is very unsafe.	1688 Main Street, Minturn, Colorado 81645
67	Cars are traveling at excessive speeds North bound because they are coming out of one of the few straight away parts of the road in the Leadville to Eagle County commute. South bound they are speeding and passing in the no passing zone at this point, so they can get ahead of the other cars on the commute home to Leadville.	1010 Main Street, Minturn, Colorado 81645
66	This section of road is so dangerous. Drivers and trucks coming from both North and South speed through here. The limit is 45 and they exceed 60. It is an icy curve in the winter. It is also a residential zone. There is NO shoulder to walk or bike on. Will CDOT wait until someone gets hurt or dies before doing something.	1616 Main Street, Minturn, Colorado 81645
65	There needs to be a what's your speed indicator here on hwy 24 to ensure people are aware of their speed compared to the speed limit. People are coming into town and missing the speed reduction.	702 Main Street, Minturn, Colorado 81645
64	Super hard to see oncoming traffic when turning onto the highway.	156 Main Street, Minturn, Colorado 81645
63	Kids get picked up and dropped off by the bus here. People often are about to start gunning it as they are getting through town, or they haven't slowed down yet coming into town. It can be terrifying to watch how fast people go blazing by even when the bus is stopped, even with the bus stop sign out. Thankfully, the sheriff often catches these guys, but this is usually AFTER they've already run the bus stop sign. And with small kids running across the street to catch the bus... well, it's terrifying.	471 Main Street, Minturn, Colorado 81645

ID	Comment	Approx. Comment Location
62	Crosswalk with flashing pedestrian light needed. And please reduce the speed through town to 15MPH	384 Main Street, Minturn, Colorado 81645
61	Cars come through too fast and I see pedestrians at risk of being hit daily. I would like to see flashing lights at crosswalks throughout town. And specifically at the 200 and 100 block. Nelson Avenue And Toledo Avenue	156 Main Street, Minturn, Colorado 81645
60	South end of Minturn. Hwy 24 The speed limit should be lowered. There are many homes and trails. Plus a school turn in. People speed 10-15 +++miles over speed limit. Turning into my home is frightening when you see a semi coming on you at 55 mph. Many neighbors have been hit.	Minturn, Colorado 81645
59	Need to complete Vail Pass Safety Improvements project. Vail Pass closures cause detours through small residential towns where increased traffic and large trucks combine with pedestrians and cyclists creating unsafe conditions.	Gerald R. Ford Memorial Highway, Frisco, Colorado 81632
58	Decrease vehicular speed limits as cars are entering town.	1892 Cross Creek Road, Minturn, Colorado 81645
57	Need modified bulb-outs for increasing line of sight for pedestrians, cyclists and vehicles. (Minturn needs solutions that work within a small community and support resident safety combined with the ability to maintain parking for businesses). The current CDOT requirements do not support both of these goals.	308 Main Street, Minturn, Colorado 81645
56	No pedestrian facilities due to cost limitations leaving residents to walk along US HWY 24 with vehicular speeds over 40 mph.	1720 Main Street, Minturn, Colorado 81645
55	Vehicular speeds too high for the number of residential driveways, pedestrians and cyclists in the area.	1141 Main Street, Minturn, Colorado 81645
54	No crosswalk for access to the primary park in town leaving pedestrians unsure how to safely cross the highway.	741 Main Street, Minturn, Colorado 81645
53	Cable rail needs to be maintained and repaired in a timely manner after an accident so it will safe for the next hit.	7259 South Turkey Creek Road, Morrison, Colorado 80465
52	Emergency response is unable to utilize I-70 and I-76 shoulders in Denver Metro area responding to incidents due to lack of maintenance and debris removal.	67th Avenue, Denver, Colorado 80216
51	Highway roadside improvements with better shoulders, operational widenings that benefit safety still need to be considered going forward. Poor operational LOS leads to congestion, driver frustration increases, and safety problems are multiplied and magnified.	East State Highway 86, Castle Rock, Colorado 80116
50	State highways in our community are frequently driven with high speed, and red-light running behaviors. Signal timing, clearance and visibility improvements; enforcement and education to address these areas needs to be improved.	4514 Taho Court, Castle Rock, Colorado 80104

ID	Comment	Approx. Comment Location
49	Roundabouts need a CDOT SPF. I understand the State is working on this however, we needed something a couple years ago. Something is better than nothing so these rapidly growing intersection types can be evaluated, and safety improvements addressed. This roundabout is a frequently visited intersection by Police on a regular basis with the same crash types. Better guidance to address crashes at roundabouts needs to be in place.	Castle Rock Parkway, Castle Rock, Colorado 80108
48	Local agency has tried to assist CDOT in management of street lighting. CDOT has not changed over the meter to local agency so we are not able to repair, operate the arterial/highway street light system. This is safety hazard for all roadway users.	Meadows Parkway, Castle Rock, Colorado 80109
47	There is a lack of safe accessible multi-modal facilities on state highways. This needs to be a greater safety priority for the state. Preventing ped access midblock on high speed arterial/highways in urban/suburban communities needs greater implementation.	Meadows Parkway, Castle Rock, Colorado 80109
46	CDOT signalized intersections need more safety improvement attention. The free rights are a major conflict safety issue for peds and cyclists. Raised crosswalk treatments at signalized hwy intersections should be a standard.	2965 Santa Fe Drive, Castle Rock, Colorado 80109
45	CDOT ramp meter operation needs better operation and maintenance attention. Backing up local arterials on a regular basis with free flow on the interstate creates safety hazards on local roadways. This is worse at this location, but all ramp meters have struggled to effectively / safely manage traffic to varying degrees.	I 25, Castle Rock, Colorado 80104
44	CDOT signalized intersections need more safety improvement attention. I25 SB- 2018-2022 crash history, LOSS total IV, Crash pattern - sideswipe, overtaking turn, Additional off ramp right turn lane, longer mast arm to align signals over lanes are needed, possible ramp sign bridge to guide traffic to appropriate lane use to reduce crashes.	Frontage Road, Castle Rock, Colorado 80109
43	CDOT signalized intersections need more safety improvement attention. I25 NB Plum Creek - 2018-2022 crash history, LOSS total IV, Crash pattern - broadside, Town had to remove through lane on Plum Creek Pkwy for safety reasons of the ATMS and double right lane use compliance. CDOT needs to put a dedicated right turn lane in for ramp operation/safety, as the local agency needs to re-open the 2nd through lane on Plum Creek.	West Plum Creek Parkway, Castle Rock, Colorado 80109
42	CDOT signalized intersections need more safety improvement attention. I25 NB / Wolfensbeger- 2018-2022 crash history, LOSS Total IV, Crash pattern - approach turn, removing the signal and replacing with an interchange roundabout would be beneficial due to the non-perpendicular approach angles	830 North Wilcox Street, Castle Rock, Colorado 80104
41	CDOT intersections need more safety improvement attention. Founders / Metzler - 2018-2022 crash history, Crash pattern - approach turn This a 3/4 with signal queues that back up and created a crash problem. Closing the 3/4 to RI/RO would address	5188 Founders Parkway, Castle Rock, Colorado 80108
39	CDOT signalized intersections need more safety improvement attention. I25 NB - 2018-2022 crash history, Crash pattern - broadside	246 Founders Parkway, Castle Rock, Colorado 80104

ID	Comment	Approx. Comment Location
38	CDOT arterial intersections need more safety improvement attention. Founders / Trail Boss - 2018-2022 crash history, LOSS Total III, LOSS severe IV. Crash pattern - broadside	4621 Trail Boss Drive, Castle Rock, Colorado 80104
37	CDOT signalized intersections need more safety improvement attention. US 85/Promenade - 2018-2022 crash history, LOSS severe III. Four section FYA, advanced signal beacon, shoulder improvements	5546 Promenade Parkway, Castle Rock, Colorado 80108
36	CDOT signalized intersections need more safety improvement attention. Founders / Aloha- 2018-2022 crash history, LOSS severe IV.	Aloha Court, Castle Rock, Colorado 80104
35	CDOT arterial intersections need more safety improvement attention. Founders / Front- 2018-2022 crash history, LOSS Total IV. Crash type - approach turn, and right turns conflicting with pedestrians.	5188 Founders Parkway, Castle Rock, Colorado 80108
34	This is a high wildlife crash corridor. CDOT needs a proactive approach to addressing wildlife crashes on state highways. Plan, identify, implement before its a crisis.	2525 Founders Parkway, Castle Rock, Colorado 80108
33	CDOT arterial intersections need more safety improvement attention. Founders / Crowfoot Valley - 2018-2022 crash history, LOSS Total III. Needs advanced warning beacon due to curvature and downhill approach.	Founders Parkway, Castle Rock, Colorado 80104
32	CDOT arterial intersections need more safety improvement attention. CDOT Reg 1 is aware of the need for a signal at this intersection. They don't have funding or desire to signalize in the next 10 years due to some many other signal needs. This pushes the problem to local agencies who have their own priority projects that need to be addressed. CDOT should be able to assist LA, not the other way around. FHWA helps CDOT, and the expectation is that you are in a position to help locals. Founders / Crimson Sky - 2018-2022 crash history, LOSS Total IV.	851 Founders Parkway, Castle Rock, Colorado 80104
31	CDOT arterial intersections need more safety improvement attention. Founders / Allen - 2018-2022 crash history, LOSS Total IV, LOSS severe III. Crash pattern - overtaking turn.	5642 Allen Way, Castle Rock, Colorado 80108
30	The number of fatality and severe crash incidents on I25 has been steadily rising and getting worse in this section between Lone Tree and Castle Rock. I anticipate this will continue to degrade more severely over the next 10 years. The ripple effect is a complete breakdown of operations and safety for multiple hours for the Castle Rock area when this occurs. Having durable alternate routes, like 4 lane section on Hwy 85, slower speed limit on I25 with stronger more consistent enforcement. Improving connectivity and response to these incidents will help preserve the integrity of the off-highway system. This needs to be a greater consideration of CDOT as some of the worst crash LOSS are at your major arterial signalized intersections and incidents on I25 make those worse.	I 25, Castle Rock, Colorado 80109

ID	Comment	Approx. Comment Location
28	Lack of adequate ped and bike connectivity along State Highways is a serious deterrent to mobility and safety in the south Denver DRCOG area. We regularly hear, and particularly on Bike to Work days, folks can't ride on CDOT roadways in Castle Rock.	5012 Founders Parkway, Castle Rock, Colorado 80108
25	Lack of side path along State Highways is a serious deterrent to mobility and safety in the south Denver DRCOG area. We regularly hear, and particularly on Bike to Work days, folks can't ride in and out of Castle Rock safely to Sterling Ranch and Littleton.	Sabercat Way, Castle Rock, Colorado 80109
24	I70 between Denver and Byers. Road is coming apart where patch work was done. as weather has been moving through the road continues to deteriorate	874 F Avenue, Limon, Colorado 80828
23	there are bus stops on either side of this intersection. The distance to a signal crosswalk in either direction is extremely long for pedestrians. People sprint across this 8 lane road multiple times a day. This is an extremely dangerous place with fatal pedestrian deaths. Either the bus stops need to move, or a lighted crosswalk needs to be added.	3803 Half Turn Road, Colorado Springs, Colorado 80917
22	Drainage issue that has lead to water on the road and previously washed cars off into the drainage ditch. The current solution - closing the intersection whenever the weather report indicates rain -is far from perfect. The gate remains locked for days at a time while locals residents and commuters trying to access North Carefree are forced to take long detours. The y shaped intersection also has limited visibility and results in minor crashes often. With the continued development of housing units on Date Street, the traffic at this intersection necessitates a sidewalk, working drainage, and greater car visibility.	3963 Siferd Boulevard, Colorado Springs, Colorado 80917
21	The difference between the expensive Belmar TM housing blocks near Kentucky Dr & Pierce and the mobile homes closer to Mississippi & Pierce is shocking. Why does the sidewalk end? Why is does the speed limit increase from Kentucky Dr? The bike lane along Pierce is unusable (slopped, small, unprotected) compared to the one on Kentucky. There are a ton of apartments along the Pierce & Mississippi intersection that don't have safe pedestrian & bicycle access compared to a few blocks north.	1008 South Pierce Street, Lakewood, Colorado 80226
20	SO SO many people walk to this grocery store and shopping plaza. The crossing signal across Jewell Ave is plenty long, but going across Wadsworth is dangerous because the crosswalk time ends too fast. I often see people sprinting with their groceries in hand trying to get through the intersection in time. The sidewalk feels very dangerous with the proximity to the road. Ideally there would be a buffer zone between sidewalk and street, or at least a larger sidewalk.	1898 South Wadsworth Boulevard, Lakewood, Colorado 80232
19	This intersection connects many houses, a high school, recreation center, and parks. The car traffic is extremely fast from commuters and the sidewalks just end a little further north on Wadsworth. The numerous bus stops near this intersection are pretty popular but have no bench or shelter. This intersection needs to prioritize multimodal transit better, and I think that Mississippi Street which is less busy than Wadsworth should have a protected bike lanes and curb cuts on both sides on the intersection.	1110 South Wadsworth Boulevard, Lakewood, Colorado 80232

ID	Comment	Approx. Comment Location
18	Students cross US40 on foot and bike to access the Sleeping Giant School (K-8 school) from the Heritage Park neighborhood. The neighborhood has an established foot path encouraging pedestrians and bikers to cross at this point. There is very limited visibility for vehicles traveling west on US40 as a hill crests just above the place where students are crossing.	US Route 40, Steamboat Springs, Colorado 80487
17	Drainage issue at the Airport Road Eastbound off ramp that causes standing water on the roadway.	Tuskegee Airmen Memorial Highway, Aurora, Colorado 80019

ID	Comment	Approx. Comment Location
16	<p>The US40 Intersection is the sole ingress/egress to the neighborhoods of Heritage Park and Steamboat II (276 total households). The Intersection also serves as the sole ingress/egress to:</p> <ul style="list-style-type: none"> » Steamboat Montessori School (174 students and 33 employees with no school bus service available) » Anchor Way Church » Steamboat Bible Church » Heritage Park Preschool (40 students and 12 employees) » Heritage Park soccer fields <p>As a United States highway, 24,000 vehicles pass through this intersection daily. However, there is no current traffic control or safe crossing at the Intersection. In the absence of a light, there is no way for vehicles to safely enter or exit the highway or for pedestrians (including students) to safely cross the intersection. There is an urgent need for a traffic light and a pedestrian underpass at the Intersection.</p> <p>The speed limit on this section of US40 is 50 MPH (40MPH during school hours), with cars frequently traveling over 65 MPH. The Intersection presents significant safety risks in light of the density of vehicle and pedestrian traffic on US40 and between the neighborhoods and schools. Signage alone is not enough to alert highway drivers that they are entering a residential and school neighborhood where travel speeds must be reduced.</p> <p>Long lines of vehicles trying to enter Highway 40 at the Intersection can be observed during morning commuting times and during school pick up. Several close encounters have occurred including cars traveling the wrong way down US40 in an effort to expedite the turn out of the Steamboat II neighborhood during times when there is a constant stream of traffic on the highway. During these peak usage times, parents and young children are regularly attempting to cross the highway on foot with limited visibility. Middle school students dart across the highway when school is released. It is a matter of time before a serious accident will take place at the Intersection.</p> <p>Children are regularly found using the drainage culvert under the highway as a safe crossing space between schools, churches, neighborhoods, soccer fields, parks, and trails.</p> <p>The safety of this intersection has been a known issue for over a decade. The 2010 West Steamboat Springs US Highway 40 NEPA Study (created in partnership with the City of Steamboat Springs, Routt County and the Colorado Department of Transportation) recommends a signal at the intersection along with a pedestrian underpass (Appendix A). Pressure on the intersection has only increased since the Steamboat Montessori School opened in 2016 and Sleeping Giant School opened in 2021. Without regional transportation options, more vehicles are projected in future years to make the daily commute on US40 to and from Hayden and Craig.</p> <p>With the increased pressure on this high density residential and school intersection, the time has come for safety improvements at the Intersection in order to reduce the chances of accidents occurring for vehicles and pedestrians.</p>	27285 Brandon Circle, Steamboat Springs, Colorado 80487

ID	Comment	Approx. Comment Location
15	This lane from Federal to Colfax is used by large numbers of community members and commuters walking and biking in both directions. There is a no walk/bike sign, however there is not a connection here. This direct route connects people to the sidewalk on the northside of Colfax Ave in order to get to downtown Denver as well as connecting with Mile High Stadium, from/to the Decatur/ Federal Bus and Lightrail Station.	1320 Federal Boulevard, Denver, Colorado 80204
14	WB traffic on 56th needs a protected left turn on to Havana Southbound.	10495 East 56th Avenue, Denver, Colorado 80022
13	design taking trucks into consideration	11130 US Route 50, Poncha Springs, Colorado 81201
12	Is this the best lane configuration, where the Managed Lane drops right at the point that traffic is in the far left lane trying to navigate to the right lane to exit at Pena Blvd or Airport Road?	I-70 Express Lane East, Aurora, Colorado 80011
11	Construction Safety	Interstate 70, Golden, Colorado 80476
10	Is there any truck safety enforcement or weight check stations on the Central 70 corridor?	Tuskegee Airmen Memorial Highway, Denver, Colorado 80019
9	safe chain up and chain down stations	5375 US Route 285, Morrison, Colorado 80465
8	Vertical crest curve danger	14956 Colorado Highway 52, Fort Lupton, Colorado 80621

