



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.