

EL PASO COUNTY

ROAD SAFETY PLAN



Stakeholder Meeting #3 - Meeting Notes Tuesday, August 2nd, 1:30 pm – 3:30 pm

Summary of the Stakeholder Meeting #3

Introductions:

Victoria Chavez welcomed attendees and provided an introduction to the meeting. A list of attendees can be found in Figure 1 below.

Figure 1: Stakeholder Meeting Attendees

| Stakeholder/Consultant | Organization | Attended |
|-------------------------------|--|-----------------|
| Jason O'Brien | PPACG | ✓ |
| Victoria Chavez | El Paso County | ✓ |
| Jimmy Biren | CDOT Region 2 Traffic | ✓ |
| John Lantz | EPC Department of Public Works Engineering | ✓ |
| John Lupton | Colorado State Police | ✓ |
| Adam Jeffrey | Bicycle Advocacy Group | ✓ |
| Pepper Whittlef | CDOT Region 2 Traffic | ✓ |
| Cory Hopwood | Cambridge Systematics | ✓ |
| Ross Williams | EPC Community Services Department | ✓ |
| Tim Stickel | El Paso County | ✓ |
| Gina Jones | Colorado DOT | ✓ |
| Brandy Williams | City of Fountain | ✓ |
| Ginna Jones | Colorado DOT | ✓ |
| Laura Richards | Cambridge Systematics | ✓ |
| Maureen Paz de Araujo | Wilson & Co. | ✓ |
| Gabrielle Renner | Wilson & Co. | ✓ |

Project Update and Overview

Victoria welcomed meeting attendees and thanked participants for their feedback. Laura Richards discussed the project, where the plan currently stands task-wise, and the overall project schedule.

Comments/Questions: None

Emphasis Area Analysis

Cory Hopwood discussed the results of the emphasis area analysis. Four emphasis areas were analyzed: intersection, speeding, unrestrained, and lane departure.

Intersection

Comments/Questions:

Brandy Williams: Are there any theories as to why a lot of these crashes are on minor arterials or why we see other trends?

Cory Hopwood: We do not have complete data so are hesitant in developing theories on this. We will point out trends, consistencies in the data and suggest possible explanations as part of the plan.

Pepper Whittlef: Asked what characteristics is the team seeing with stop control – running STOP signs, inadequate gap, sight-distance?

Cory: We are not seeing a single common thread – all of these things are factors in these crashes.

Speeding

Comments/Questions:

John Lupton: The findings are as he expected, consistent with CSP experience. Narrow roads, minimal shoulders, and no seatbelts are common factors. There are also a lot of failure to stop at STOP and YIELD signs.

John Lantz: There a lot of data related to network with no tie to traffic volumes/congestion.

Cory Hopwood: The team has done some congestion-based analysis but we do not have volumes for all roads.

Cory Hopwood: We did not have VMT for the unincorporated area so we were not able to qualify this data by VMT.

Unrestrained

Comments/Questions:

Victoria Chavez: For younger drivers involved in unrestrained (unbelted) crashes social media will be helpful to reach them with a belting message. Also Colorado does not have a primary seat belt law so there is potential for new legislation here.

Ginna Jones: Why wasn't impaired driving an emphasis area?

Cory Hopwood: It scored 5th and we set 4th as the cut-off. Additionally, we acknowledge that there is overlap with the top four emphasis areas and that other local and state programs are already addressing this issue.

Victoria Chavez: Colorado is also one of the few states that does not have a primary seatbelt law. There are legislative initiatives that could be pursued to address that.

John Lantz: It is hard to enforce seatbelt laws.

Ginna Jones: Wonders what will happen with increased substance abuse in 2020. Stated that just because there is evidence behind primary seatbelt laws does not mean it is best practice anymore.

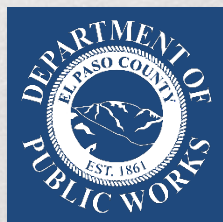
Victoria Chavez: Let's chat about this.

Lane Departure

Comments/Questions: None

Priority Locations

Gabrielle Renner discussed the input received from stakeholders that aided in narrowing down the priority list to ten locations for Road Safety Audits. Safety treatment examples were presented to show potential recommendations that will be considered at the Road Safety Audits. Gabrielle Renner then shared the five segment locations and the five intersection locations. She explained that a diverse set of locations were prioritized to yield a wide range of treatment options and strong candidates to serve as a blue print for similar locations.



- Segments

- Academy Blvd has four segments with a concentration of rear-end crashes due to congestion.
- Judge Orr Road has a segment with high overturning and fixed object crashes. Potential treatments focus on speeding and keeping drivers on the road.
- Widefield Blvd has a segment that runs through a skewed intersection and has an adjacent rail crossing. Potential treatments focus on warning signs and improved lighting and visibility.
- Londonderry has a priority segment adjacent to the school and its entrance with a concentration of broadside crashes. Treatment options will be reviewed for warning signs and pedestrian improvements.
- Palmer Park Blvd has a segment with a high number of speeding and overturning crashes. Treatments will be considered to slow drivers down and make them aware of the frequent access points.

- Intersections

- The intersection of Meridian Rd and Woodmen Hills Drive has an overrepresentation of rear end crashes. Potential treatments include signal retiming, improved lighting, and adding protected movements.
- The intersection of Bradley Rd and Wageman Drive is stop controlled in one direction and has a concentration of broadside crashes. Sight distance improvements and advanced warning will be considered during the RSA.
- The intersection of Baptist, Jackson Creek, and Struthers is signalized and has a high number of rear end crashes. Traffic calming may be a consideration at this intersection.
- The intersection of Baptist, Hodgen, and Roller Coaster is stop controlled in one direction with a concentration of turning and broadside crashes. Improved lighting, sight distance improvements, and even the implementation of a signal will be reviewed.
- The intersection of Ellicott Hwy and Judge Orr Rd is stop controlled in one direction with an overrepresentation of broadside crashes. Warning signs, striping and other low costs treatments, as well as a signal, will be considered.

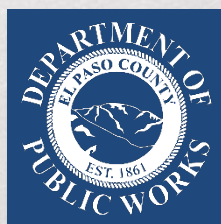
Comments/Questions:

Adam Jeffrey highlighted bicycle and pedestrian considerations that should be made at each of the priority intersections, such as avoiding rumble too close to intersections, vertical grade impacts, and traffic signal operations/turning movements.

Pepper Whittlef brought up opportunities for access management and the use of RCUTs or roundabouts.

Captain Lupton brought up the challenges with sight distance and speed differential for bicyclists in the county. He also brought up the shift in volumes to more rural locations and people move out of the city.

Attendees qualitatively supported the priority locations and the types of issues the data identified.



Gabrielle Renner then discussed the process and purpose of the road safety audits. She highlighted FHWA guidance and the checklist for completing audits, as well as the approach for including a diverse team of varying sizes based on the type and location of the intersection and segment that will review locations and share recommendations.

Comments/Questions:

Captain Lupton has a Traffic Incident Management team with PPACG that addresses removal of crash results quickly and avoiding secondary crashes.

Next Steps

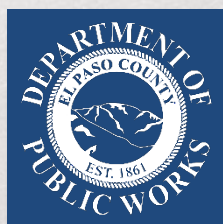
Laura Richards conducted a poll for attendees to answer the following questions:

- What area of investment would make the biggest positive impact on safety?

The screenshot shows a Mentimeter poll with the following responses:

- Increasing shoulder widths, and flattening the dirt shoulders to be as shallow as possible on county roads to the fence lines.
- Intersection improvements
- Improve shoulders, intersection strategies
- traffic calming
- Shoulders
- Updating paint/lines on roadways that narrow the lanes, expand shoulders and help indicate tricky intersections
- On-street, traffic physically separated (medians, walls, etc) bicycle infrastructure.
- Engaging community, particularly those populations you're showing are at highest risk - ages 25-40
- Striping improvements - more durable materials, maybe consider wider edge line for run-off road. Access control.

- Are there any local plans, policies, or projects that integrate safety successfully with other transportation objectives?



Are there any local plans, policies, or projects that integrate safety successfully with other transportation objectives?

Mentimeter

Pikes Peak Regional Traffic Incident Management Strategies/ Drive Smart Colorado.

3-feet to pass cyclists (Bike Colorado)
- not sure if that's what you're looking for?

safety is a component of all EPC corridor studies
access management plans are also positive

PPACG safety study and coordination on design project with safety experts and law enforcement



The Safety Data Dashboard will be included through the EPC Safe Roads website.

The presentation from this meeting will be sent out to all of the stakeholders via email.

The next stakeholder meeting will take place in November.

