



# El Paso County ROAD SAFETY PLAN



January 2023





EL PASO  COUNTY  
COLORADO











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# EXECUTIVE SUMMARY

## EXECUTIVE SUMMARY

El Paso County is committed to providing a safe and reliable transportation network to all its users. The county's road safety mission is to "reflect our community values by working towards zero transportation related deaths and reducing serious injuries through prioritizing resources and data driven improvements related to infrastructure and driver behavior utilizing the five E's of Engineering, Education, Encouragement, Evaluation, and Enforcement with a focus on driver behavior, multi-modal safety, and a targeted implementation plan." The El Paso Local Road Safety Plan provides the strategies and framework to accomplish this mission.

Identifying targeted projects and programs, tailored to the types of crashes most frequently occurring in the county, to improve safety, security, public health, and other risks will help El Paso County achieve this mission. Improving safety in transportation systems also may help increase the efficiency and reliability of the system, encouraging use across alternative transportation modes and improving quality of life for residents and visitors. El Paso County's Local Road Safety Plan utilized quantitative data analysis with qualitative local expertise to support a data-driven and publicly informed prioritization of safety strategies and investments.

The data analysis uncovers trends in fatalities and serious injuries, specific locations on the local network with the highest potential for safety improvement, and the most cost-effective solutions both at specific locations and county-wide. The safety data analysis highlighted key areas of safety, or emphasis areas, where the county can focus safety initiatives to make the greatest impact in traffic safety in the region. These emphasis areas facilitate the project prioritization decisions, process, and ultimately, the implementation of safety improvements in El Paso County.

Stakeholder and public engagement were critical to developing the plan, since leveraging local expertise and experience is important to understanding nuances in the safety data required to tailor the plan for the local community, the transportation network and driver experience. Engagement efforts included outreach to transportation professionals, law enforcement, transportation planners, engineers, emergency response providers, others impacted by safety investments and decisions and the public. This process also employed a variety of transportation safety stakeholders with insight into regional and state safety-related priorities to review goals, analyses, and recommendations delivered throughout the plan.

A combination of analysis and stakeholder input led to a series of recommended strategies and implementable actions, each developed with a focus on reducing crashes and eliminating fatalities and serious injuries. These strategies range across infrastructure and behavioral considerations, including:

- Developing systemic and county-wide solutions for emphasis areas such as roadway departure, speeding, unrestrained (no seatbelt), and intersection crashes.
- Implementing cost-effective safety countermeasures recommended through the Road Safety Audit process and incorporating countermeasures into maintenance efforts, planning, engineering and capital projects.
- Continuing and partnering on outreach and promotion of campaigns to educate the public on risks that may lead to fatalities and serious injuries.
- Utilizing ongoing enforcement efforts and resources to address driver behaviors.
- Expanding collaboration with a comprehensive group of transportation safety stakeholders, as well as sharing the tools and resources for identifying and addressing safety priorities.

This plan provides a framework from which transportation professionals and decision makers in El Paso County can efficiently implement safety improvements to address safety concerns and advance the county's goal of zero fatalities. The El Paso Local Road Safety Plan is a working document, and it will be reviewed and updated as priorities and safety data trends change.

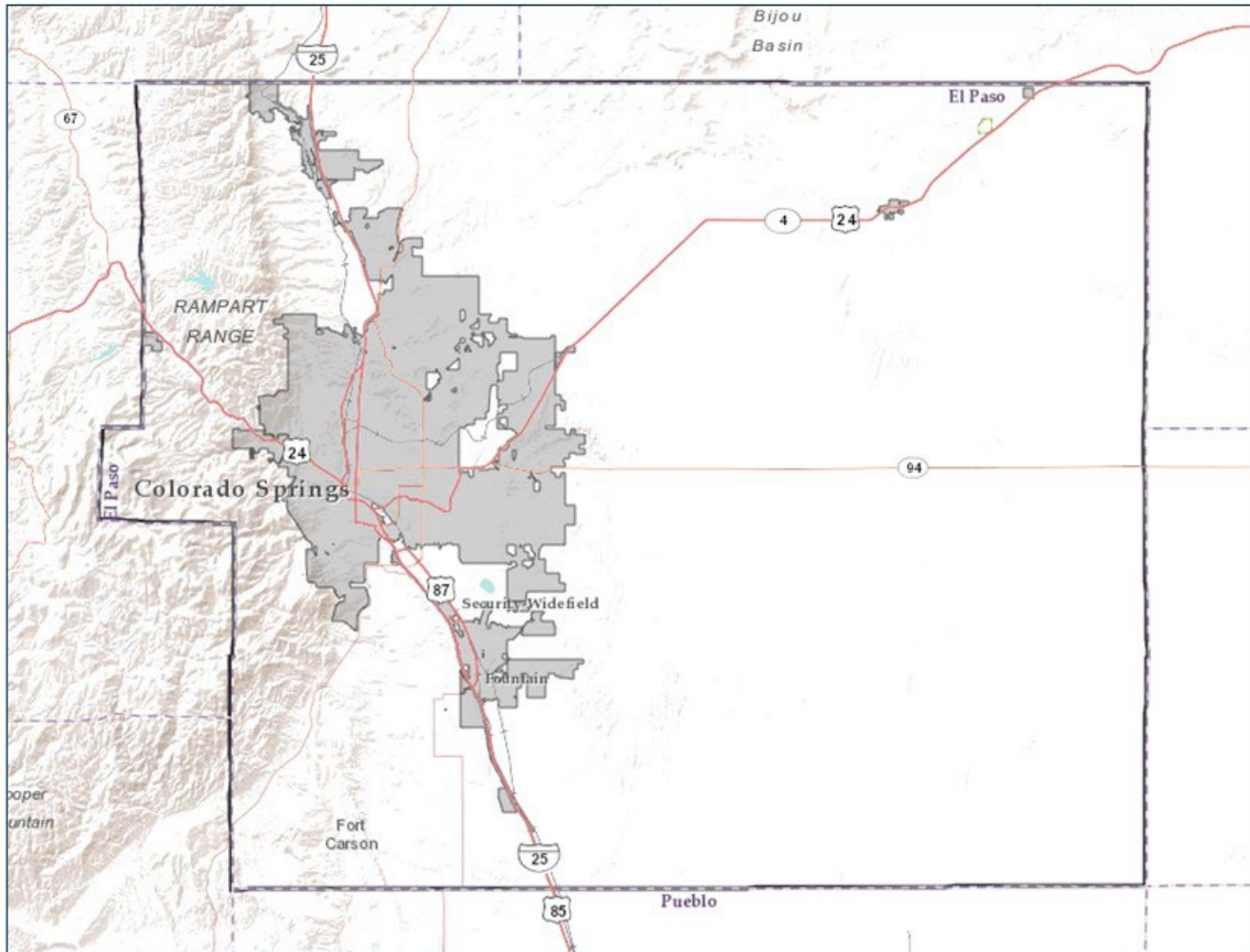


# INTRODUCTION

## OVERVIEW

The Local Road Safety Plan is one of the many components supporting El Paso County's commitment to safety and efficiency on the transportation network. This effort aims to develop investment strategies that target areas with historically high quantity and severity of motor vehicle crashes relative to other locations within the county and that target the identified emphasis areas, crash types, or causes most frequently seen in the region. This document describes the purpose for the plan, the data and how it is utilized, the stakeholder engagement activities, and strategies and recommendations derived through this planning process. Figure 1 shows El Paso County and the incorporated region delineated by a gray area.

Figure 1. El Paso County Limits and Incorporated El Paso County Area (gray)



Source: *El Paso County Boundary and Major Highways.*

## PURPOSE

Transportation and safety partners across the El Paso County planning area have historically implemented safety policies, programs and projects to address crashes, however, with the recent adoption of the Towards Zero Deaths/Vision Zero Strategy even one death on the transportation network is unacceptable, and when more agencies take a safety leadership role, more can be accomplished to reduce severe crashes. The El Paso County Local Road Safety Plan provides an opportunity for the county to further develop a proactive framework to achieve progress on the goal of eliminating fatalities and reducing serious injuries.

This Local Road Safety Plan has been developed to provide the county with detailed safety analysis and stakeholder input, so decision makers have all the resources to effectively prioritize the transportation safety needs throughout the planning area. This plan also identifies opportunities to educate and collaborate with other transportation safety stakeholders. Development of the Local Road Safety Plan uses a data-driven process that results in clear guidance and investment recommendations aimed at reducing the number and severity of all crashes that occur on the transportation system.

# PROCESS FOR DEVELOPING PLAN

El Paso County utilized aspects of the Federal Highway Administration (FHWA) five-step process for developing a Local Road Safety Plan. The process is meant to be cyclical, allowing for continuous review and updates and the approach and framework were tailored to the unique needs of El Paso County. Each of these elements is discussed in detail throughout the plan. Figure 2 shows the FHWA plan in graphic format.

Figure 2. FHWA Local Road Safety Plan



Source: Federal Highway Administration.

The first step of developing the Local Road Safety Plan was to engage key stakeholder and coordination around safety in the region. Safety stakeholders were organized and provided direction on how to help oversee the process, confirm priorities, and address the county’s vision. Stakeholders throughout the county were brought together for input on goals, analysis, emphasis areas, priority locations, and key elements of the plan. Each representative provided expertise to supplement the analysis throughout the development process.

The second step was to develop safety data analysis to drive decision making on potential emphasis areas and priority projects for the plan. This included collection and preparation of existing safety and safety-related data

and documentation, identifying trends and contributing factors, and conducting a network screening. The network screening identified intersections and segments with highest number and highest severity crashes that were not already addressed or planned to be addressed with safety improvements. Five intersections and five segments with characteristics typical of intersections and segments found around the county and had documented crashes from the network screening were selected for Road Safety Audits (RSAs). These audits identified specific engineering and other countermeasures to address safety at that location. This analysis and the methods used are discussed throughout the plan, including qualitative data provided from stakeholder feedback.

In the third step, the quantitative and qualitative data findings inform the identification of key emphasis areas and the development of strategies to address them. Strategies were also developed for RSA locations from the network screening and further refined by stakeholder feedback. These strategies included specific safety infrastructure improvements, systemic considerations for the entire network, and strategies outside of engineering and infrastructure.

The final two steps addressed the implementation and monitoring components of the plan. The efficacy of the strategies can be monitored by continuing to collect and analyze crash data to determine if safety conditions are improving and to update implementation and plan details as necessary. This plan was designed to be a living document where priorities and actions are data-driven, and actions and strategies are updated as the safety data trends change and reveal new priority safety concerns. The cycle will follow an approximate five-year schedule as future safety planning will be included as a component of the County's Major Transportation Corridors Plan.

## LITERATURE REVIEW

A literature review was conducted to understand the types of safety policies, programs, and projects already in place that could inform and enhance this Local Road Safety Plan. Appendix B details each document that was reviewed and the applicability to the El Paso County Local Road Safety Plan.

The literature review identified and documented 14 resources discussing local actions that can and are being implemented to address road safety. The documents pull from nationally recognized countermeasures to county level policy to determine what is currently being done in El Paso County to mitigate safety concerns and what can be done to improve upon existing strategies. The documents also help to affirm the necessity of safety planning and provide insight to support a focused approach to addressing safety concerns by identifying core issues and implementing solutions.

In addition to the literature review, the county will be considering adopting a Towards Zero Deaths/Vision Zero Strategy as a component of the El Paso County Local Road Safety Plan. This resolution, which will be considered during the adoption process of the final plan, directs the county's agencies to work towards achieving the vision identified through implementing the recommendations identified as a part of the plan. This plan is El Paso County's Towards Zero Deaths/Vision Zero Action Plan.





# SAFETY ANALYSIS

## PURPOSE

The data analysis involves an evaluation of roadway and crash data. This analysis helps determine safety trends and contributors across the county and establishes a benchmark from which future safety analyses can be compared. Furthermore, this analysis identifies which functional classifications of roadway and roadway types experience the highest frequency of crashes, generalized areas where crashes are most severe and frequent, and which crash types occur most often in the county. The results of this analysis are used to focus investment in the most efficient and effective way possible by targeting where and why crashes are happening.

## DATA SOURCES AND COLLECTION

Several data sources were leveraged to develop the safety analysis. The crash data sets had two high level requirements; there needed to be crash event data (e.g., severity, cause, conditions, etc.) and there needed to be location/situational data (e.g., coordinates, route name, distance to intersection etc.). Based on these conditions, the following sources had the details necessary to properly perform the safety analysis:

**Table 1. Crash Analysis Data Sources**

Source	Data	Type
Colorado Department of Transportation	Count Data	Excel
Pikes Peak Area Council of Governments	Traffic Volumes; Crash Data	Geodatabase
El Paso County Sheriff's Office	Crash Data	Excel/CSV
Colorado Springs Police Department	Crash Data	Excel/CSV
El Paso County	Jurisdictional Boundaries; Roadway Segments and Speed	Shapefiles

Availability of crash locations is imperative when completing in-depth safety analysis and providing an accurate understanding of a region's crash trends. The GIS location of a crash event allows analysis to be linked to roadway characteristics, roadway classes, jurisdictions, roadway ownership, and additional fields only available

within other datasets. This includes network analysis, such as screening the roadway network for local roadway crashes to map and prioritize locations where crash severities or crash types are overrepresented. Specific crash locations are also needed to accurately analyze a specific location, often prioritized through network screening, and select appropriate countermeasures to address the contributing factors and collision types.

The Colorado Department of Transportation (CDOT) is responsible for geolocating crashes in Colorado on state-maintained routes. CDOT provided crash data from 2010-2019 within the county, however, the dataset does not provide latitude/longitude for crashes on the local roads in the state, and coordinates provided by officers on local roads are not validated by CDOT's quality assurance staff.

The Pikes Peak Area Council of Governments (PPACG) is a Metropolitan Planning Organization (MPO) encompassing 16 municipalities and counties, including El Paso County. Crash locations on local roads within their planning area were previously developed by PPACG staff. However, the local road crashes were only provided from 2010 through 2015. After 2015, crash geolocating services were no longer provided, making local roadway crash data beyond 2015 unavailable.

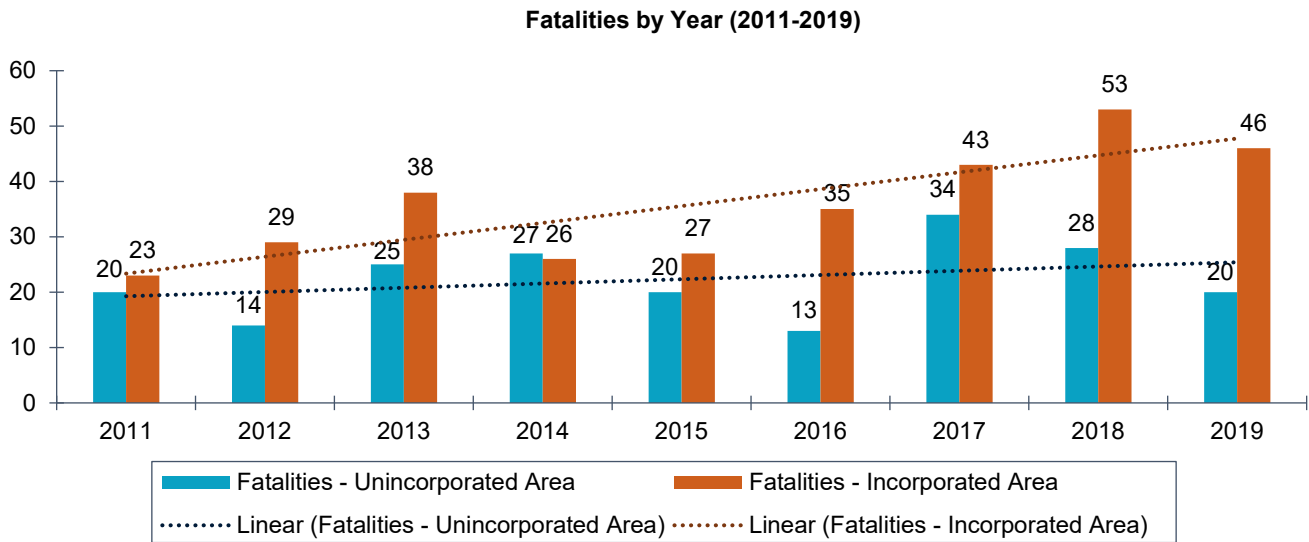
The Colorado Springs Police Department also located crashes for all roadways with Colorado Springs, including from 2016 – 2019. The combination of the three sources provided a high percentage of the total crashes in county. However, the local roadway crashes outside of Colorado Springs from 2016 – 2019 (5,114 crashes) remained unlocated for the county. For those crashes without coordinates from partner agencies, a process was developed for pin-pointing the specific location of the event through intersection, roadway, and milepost information provided in the crash data. Further information about the geolocating process can be found in Appendix H. Geolocating Memo.

## CRASH ANALYSIS FINDINGS

The crash analysis resulted in a high-level roadway safety compendium for the county, breaking down the generalized crash trends by quantity and severity trends for each year, location and other conditions. This data informs the detailed analysis by identifying the overrepresented safety contributors, or emphasis areas, within the county.

Generally, fatalities are trending upwards over the decade from 2011 to 2019. While this may be concerning, the population of El Paso County, and Colorado at large, has also been growing, putting more people on the road and creating opportunities for more traffic conflicts. Notably, fatalities county-wide jumped from 2016 to 2017, but unincorporated area fatalities decreased 2017-2019. In 2019, fewer than 70 fatalities were recorded in El Paso County. Figure 3 shows the county fatalities by year from 2011 to 2019 and the linear trend of fatalities for both unincorporated and incorporated El Paso County.

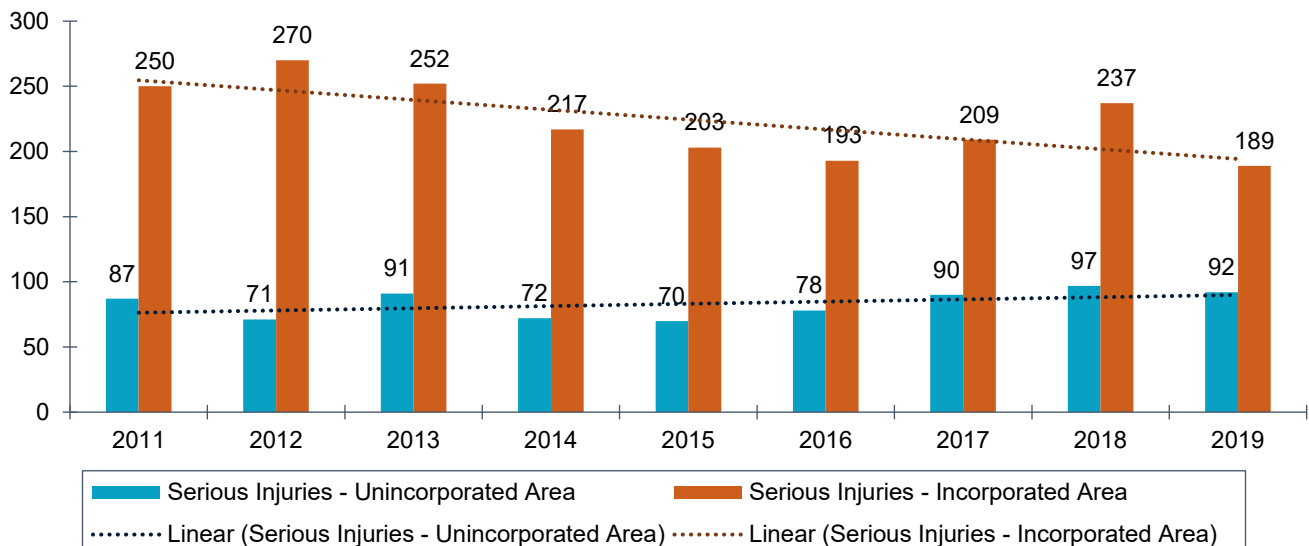
**Figure 3. El Paso County Fatalities by Year**



Source: Colorado Department of Transportation.

Serious injuries have been trending down county-wide from 2011 to 2019, but over the same period have been trending slightly upward in unincorporated areas. County-wide, serious injuries were fewer than 300 in 2019. Figure 4 shows the county serious injuries by year from 2011 to 2019 and the linear trend of fatalities for both unincorporated and incorporated El Paso County.

**Figure 4. El Paso County Serious Injuries by Year**

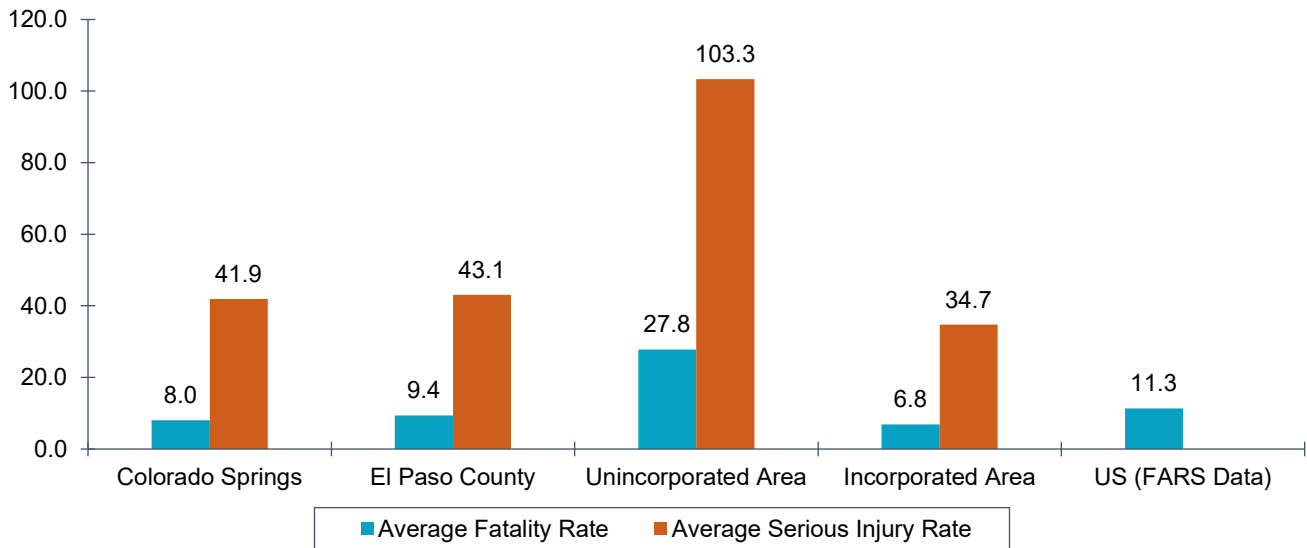


Source: Colorado Department of Transportation.

When comparing injury severity at a per capita rate, the prevalence of unincorporated El Paso County as an area of concern for safety becomes clear. The fatality rate per population in unincorporated areas is nearly four times that of incorporated areas and nearly two and a half times that of the national average. Similarly, the serious injury

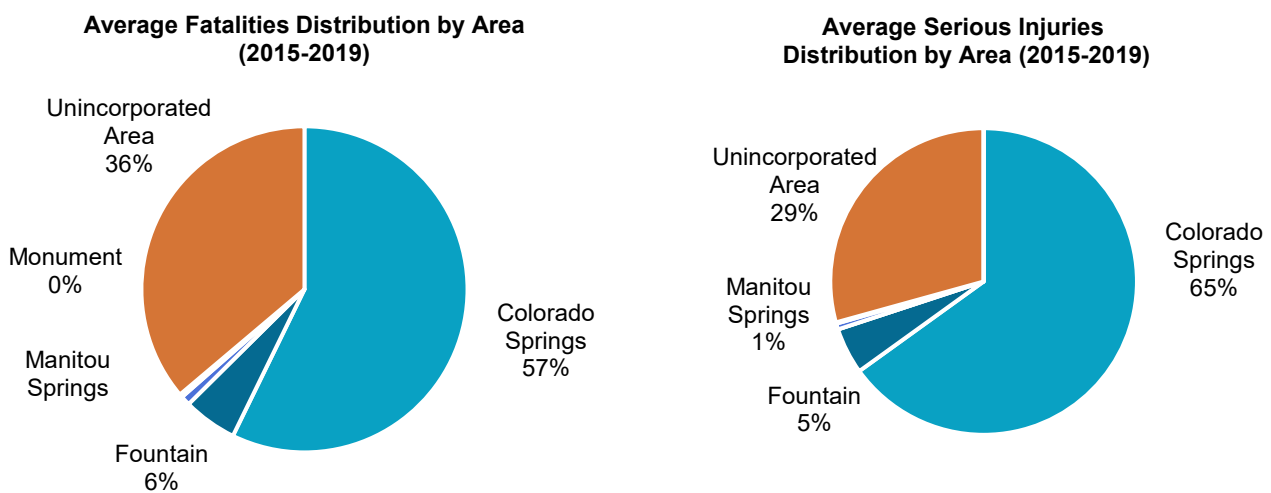
rate per population is more than double the county average, and almost triple that of the incorporated areas. Figure 5 shows the five-year average injury severity rate per 100,000 population from 2015 to 2019. As a note, averages are presented as five-year averages to represent current conditions most closely.

**Figure 5. El Paso County Average Injury Severity Rate per 100,000 Population (2015 – 2019)**



While Colorado Springs accounted for 57 percent of fatalities and 65 percent of serious injuries on average from 2015-2019, unincorporated areas accounted for 36 percent of fatalities and 29 percent of serious injuries on average across the same period; the difference between the two being the markedly higher population in Colorado Springs. Figure 6 shows the county average injury severity distribution by area from 2015 to 2019.

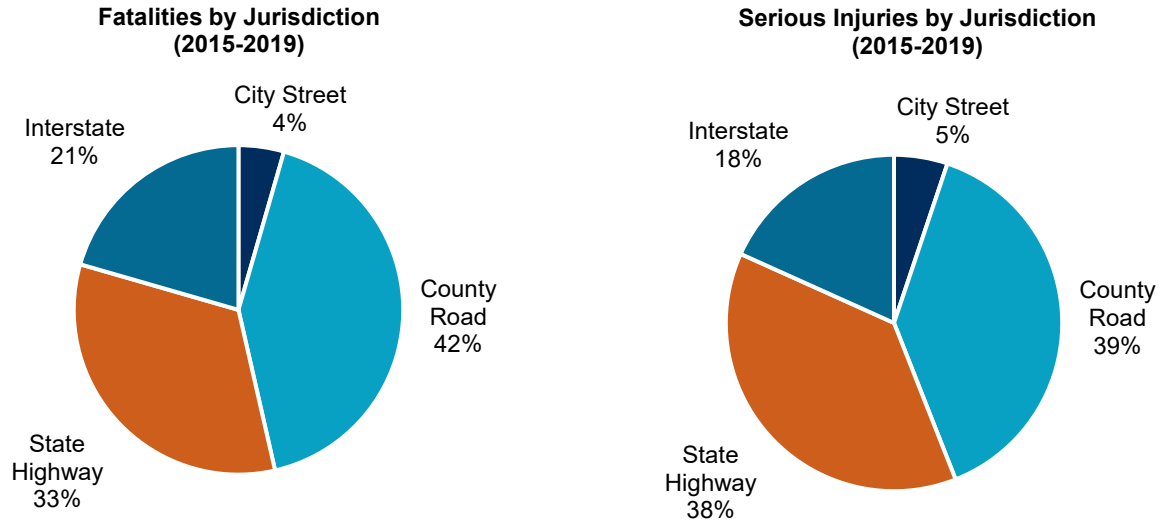
**Figure 6. El Paso County Average Injury Severity Distribution by Area (2015 – 2019)**



When breaking down the unincorporated El Paso County injury severity by roadway jurisdiction, county roads account for 42 percent of fatalities and 39 percent of serious injuries. On those county roads, local roads account for 30 percent of the fatalities, and major collectors account for 36 percent of serious injuries. This information

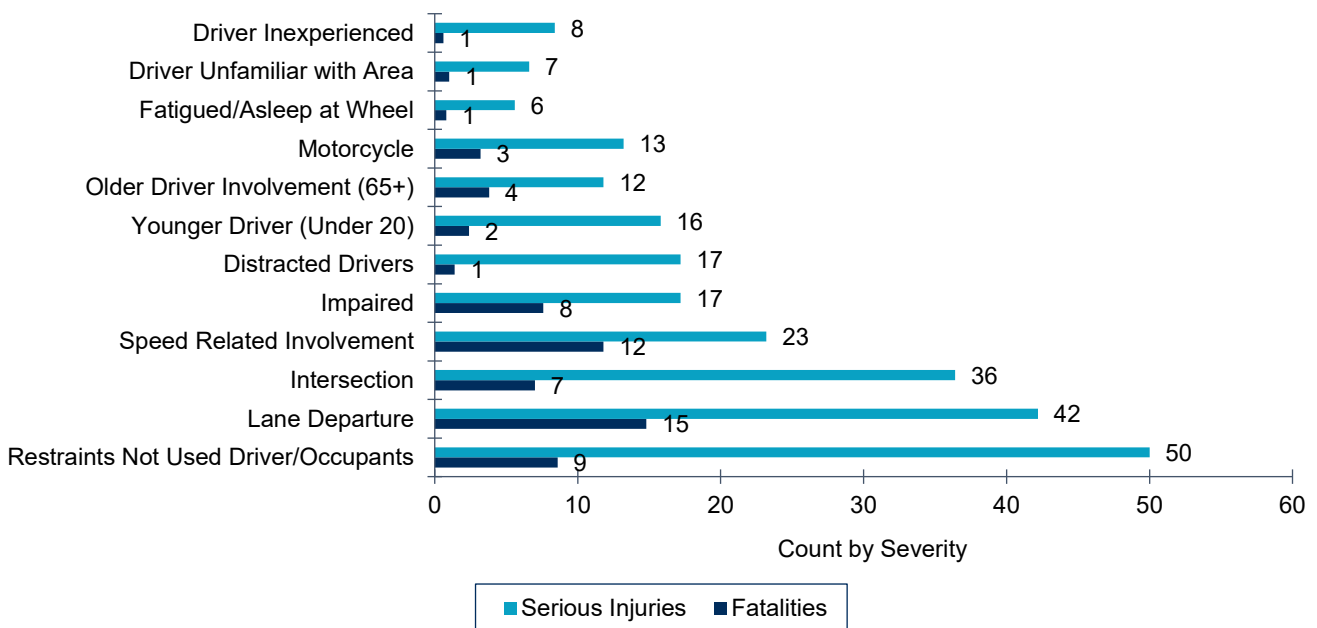
helps to target the roads on which safety investments will be the most impactful. Figure 7 shows the unincorporated El Paso County injury severity by roadway jurisdiction from 2015 to 2019.

**Figure 7. Unincorporated El Paso County Injury Severity by Roadway Jurisdiction (2015 – 2019)**



Further breaking down unincorporated El Paso County injury severity by contributing factor reveals that speed related and lane departure crashes resulted in the highest number of fatalities. Additionally, seatbelt usage and lane departure crashes resulted highest number of serious injuries. The top five contributors to fatalities on unincorporated El Paso County roadways were, in order from highest to lowest, lane departure, speeding, unrestrained occupants, impaired drivers and intersection crashes. Figure 8 shows the unincorporated El Paso County average injury severity by contributing circumstance from 2015 to 2019.

**Figure 8. Unincorporated Area Average Injury Severity by Contributing Circumstance (2015 – 2019)**



These initial results will inform which specific locations warrant further safety considerations, and ultimately support resource allocation for safety infrastructure and policy enhancements. The following section details the network screening process from which the priority locations are derived.

## Network Screening

### Methodology

Two methodologies were developed for assessing crashes on the El Paso County roadway network, one for intersections and one for roadway segments. The following sections describe the methodology for performing the network screening for intersections and roadway segments. The result of this analysis is a list of segments and intersections in the county ranked based on the frequency and severity of crashes at that intersection and segment. This ranking is used to develop a priority list of 50 locations, 25 each from intersections and segments, based on the quantitative data analysis and the qualitative stakeholder expertise where the most frequent or severe crashes are occurring. These 25 intersections and segments were then narrowed down to 10 priority locations where Road Safety Audits (RSA) were conducted. More information about the prioritized segments, intersections, and RSAs can be found below.

#### Intersections

Intersection points were created where each roadway network line segment crosses or intersects within the CDOT roadway shapefile. At the generated point, the following data required for ranking were attributed through GIS: crash data and roadway data.

Crashes (2015-2019) within a 150-foot radius of an intersection point were flagged as “at intersection” and attributed or tied to that intersection. Crash criteria collected through the network screening process included the average number of crashes that occur at the intersection per year, crash costs based on crash severity, manner of collision or crash type that appears the most times within the attributed crashes, and manner of collision or crash type that appears the most times within the attributed fatal and serious injury crashes.

Roadway data and site types are also useful to analyze and compare the intersections, as well as provide context in the evaluation process to determine potential improvements. Other data collected and assigned to each intersection included pedestrian, bike and transit facilities, the number of lanes, and speed limit.

#### Segments

A sliding window of 600 feet or 0.11 miles was used to group crashes along the roadway network into individual segments for evaluation, sliding every 150 feet or 0.03 miles. A buffer of 50 feet was also used on either side of the roadway line to adjust for misalignment of crash data locations with the roadway.

Crash data (2015-2019) attributed to intersections was not considered in the segment analysis. Remaining crashes were attributed to the segments identified through the network screening process based on the crash location. Criteria developed for each segment included the average number of crashes per mile per year, crash costs based on crash severity per mile, manner of collision or crash type that appears the most times within the attributed crashes, and manner of collision or crash type that appears the most times within the attributed fatal and serious injury crashes.

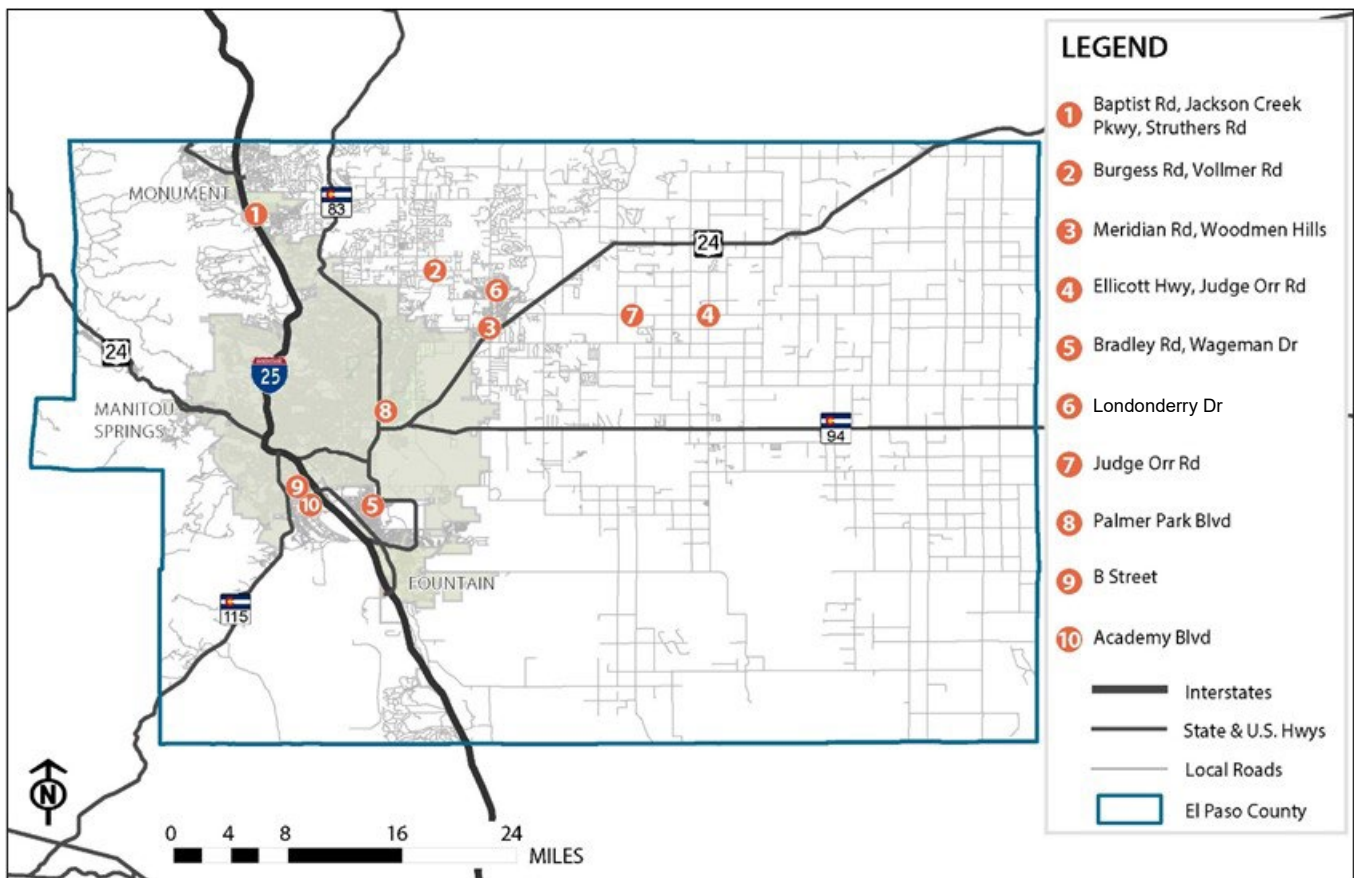
Roadway data and site types are also useful to analyze and compare the segments, as well as provide context in the evaluation process to determine potential improvements. Other data collected and assigned to each segment included locations of pedestrian, bike and transit facilities, the number of lanes, and speed limit.

The list of the top 25 intersections and segments where the most frequent or severe crashes occurred from 2011 – 2019 can be found in Appendix C. Top 25 Segments and Intersections.

### Priority Locations

The network screening methodology, as described in the **Network Screening** methodology section, results in two priority lists, one for intersections and one for segments. Stakeholder feedback was utilized to select 10 priority locations, five from each list, for further examination of safety concerns and ultimately recommended safety measures to eliminate crashes. In addition to crash severity and frequency, the Stakeholder Group considered local knowledge of the road network, planned or recently implemented safety improvements, variety of intersection and segment types, treatment options and diversity of safety issues. Figure 9 shows the locations of the segments and intersections.

**Figure 9. Segment and Intersection Priority Locations Overview**



### Intersections Priority List:

1. 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.
2. The intersection of Burgess Road and Vollmer Road is stop controlled in one direction and has a pattern of broadside crashes resulting in injury. Warning signs, striping and other low costs treatments, as well as an Intersection Conflict Warning System, will be considered.
3. The intersection of Meridian Road and Woodmen Hills Drive has an overrepresentation of rear end crashes. Potential treatments include signal retiming, improved lighting, and adding protected movements.
4. The intersection of Ellicott Highway and Judge Orr Road 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.
5. The intersection of Bradley Road 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.

### Segments Priority List:

1. 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.
2. Judge Orr Road has a segment with high overturning and fixed object crashes. Potential treatments focus on speeding and keeping drivers on the road.
3. Palmer Park Boulevard 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.
4. B Street 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.
5. Academy Boulevard has four segments with a concentration of rear-end crashes due to congestion. Potential treatments include improved lighting, rumble strips and enhanced wayfinding measures.

### Road Safety Audits

Road Safety Audits were conducted at the five priority segments and the five priority intersections listed above and shown in Figure 9. The RSA is an examination of the safety performance of a roadway by an independent audit team that seeks to qualitatively report on road safety issues and to suggest potential safety improvements for all road users. This process involved reviewing crash data and reports, conducting a pre-assessment meeting to review project information, conducting a field review to observe both daytime and nighttime roadway conditions and traffic operations, performing a safety-focused assessment, report preparation documenting the analysis and findings, and developing a formal response and action plan. The recommendations produced as a result of these RSAs can be found in the Strategies and Recommendations chapter and the full RSA report.





# STAKEHOLDER ENGAGEMENT

Stakeholder engagement was a critical component of the decision making and strategy development process. The engagement effort utilized three levels of input to ensure the public, industry professionals and representatives of neighboring jurisdictions and the Highway Advisory Commission all had an opportunity to share their experience and expertise to help inform the El Paso County Local Road Safety Plan. The following sections describe stakeholder meetings and public outreach efforts.

## STAKEHOLDER MEETINGS

Four stakeholder Meetings were organized throughout the plan development process to ensure wide input and support from state and county agencies and elected officials. Stakeholder members included emergency management personnel, regional safety specialists, the Highway Superintendent, and representatives from the Public Information Office, County's Sheriff's Office, State Safety Office and PPACG, among others. Representatives from trucking industry and non-motorized travelers were also included to ensure multimodal considerations.

The stakeholder meetings were designed to collect input throughout the plan development process. The first meeting served as an introduction to the plan and provided an opportunity for stakeholders to understand the existing conditions and review the preliminary data to help guide the direction of the plan. The meeting focused on establishing the framework from which the data would be analyzed, and the plan would take shape.

The second stakeholder meeting presented the results of crash data analysis and further framed the objectives of the plan. The analysis determined several intersections and roadway segments for which safety was a concern. The stakeholder group weighed in with their individual expertise to form the top-10 priority locations list. The list, as discussed in the Priority Locations section, selects five segment and five intersection locations for further review.

The third stakeholder meeting presented a detailed road audit to stakeholders of the selected top-10 priority locations. The audit examined potential treatments for the safety concerns, and members discussed and provided feedback on the presented alternatives. The meeting also served as an opportunity for stakeholders to review the online dashboard for public use.

The fourth stakeholder meeting provided the draft prioritized project list for each objective and implementation timelines, as well as the best practices and safety resources toolkit. Stakeholders were provided a summary on the purpose and background for developing these documents, as well as the process by which they would review and provide input on these plan elements.

Stakeholders agreed that reducing the highest severity and most costly crashes should be a priority of the plan. They confirmed, based on the regional trends and analysis presented that roadway departure crashes and non-motorist crashes should be emphasis areas within the plan, including the roadway characteristics and contributing circumstances most likely to lead to those crash types. They also provided several strategies related to education, enforcement, and emergency medical services based on the results and findings of the regional trend analysis on fatalities and serious injuries, as well as their experience working in transportation. All stakeholder meeting materials are available on the project website at [www.epcsaferroads.com](http://www.epcsaferroads.com).

## PUBLIC OUTREACH

One of the most important functions of any planning process is public engagement and outreach. The El Paso County Local Road Safety Plan developed a dashboard in which users can engage with the data from the Safety Analysis and an interactive map where specific safety issues can be geolocated and detailed using firsthand accounts. The firsthand accounts of safety issues in El Paso County are critical in identifying the specific locations where users of the transportation system feel unsafe and experience unsafe conditions, and this public input helps to inform how best to address safety concerns in the county. The El Paso County safety dashboard, shown in Figure 10, allows users to navigate through and actively engage with county-level crash data. The data provided is organized into eight subsets and includes general trends, crash type/motorcycle crashes, roadway factors date and time, light and weather conditions, driver age, driver violations and by location in the form of a map. Additionally, the dashboard allows the user to select from unincorporated, incorporated or full county data, and can then filter crash data by emphasis area, functional classification of the roadway, road surface, road jurisdiction and impairment related crashes.

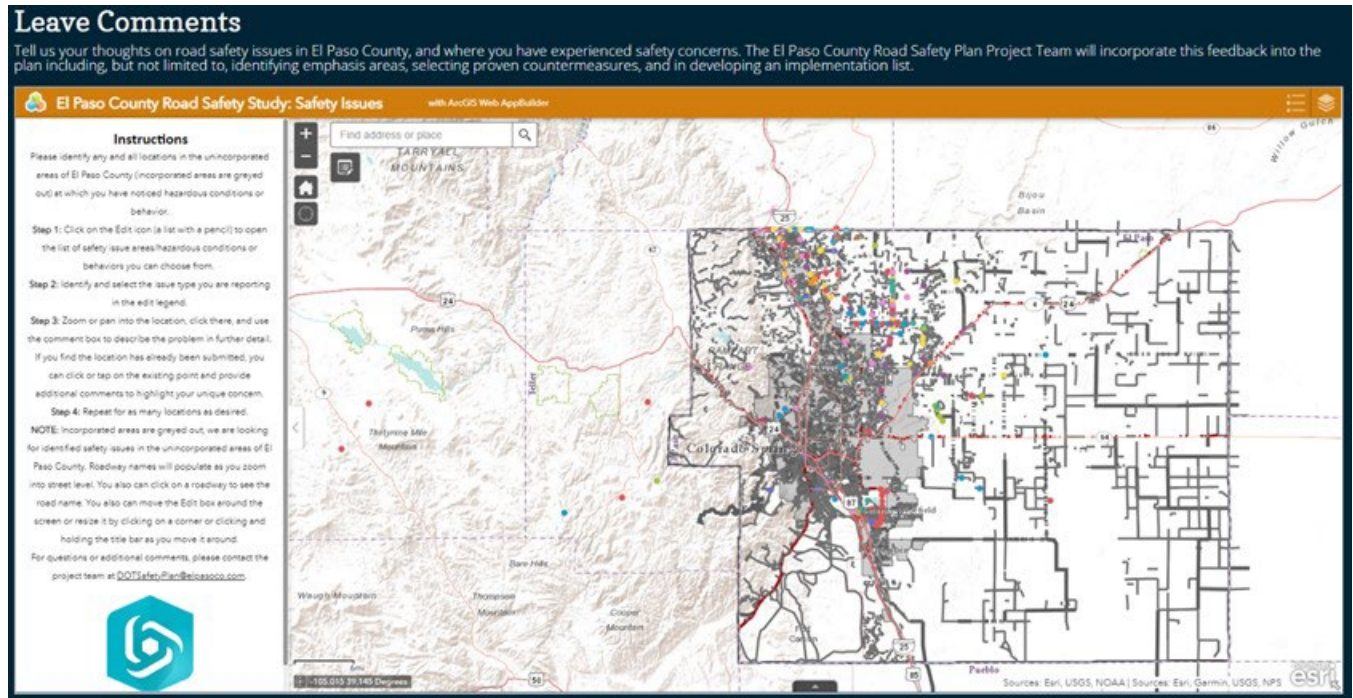
Figure 10. El Paso County Crash Statistics Dashboard<sup>1</sup>



<sup>1</sup> Located at [El Paso County Safety Performance Dashboard \(app.powerbi.com\)](http://El Paso County Safety Performance Dashboard (app.powerbi.com)).

The other component of public outreach is collection of comments regarding safety issues. The El Paso County Local Road Safety Plan ensured valuable public comment was collected and displayed on an easy-to-use online mapping platform. Users were directed to leave comments that were specific to unincorporated El Paso County based on the historic overrepresentation of crashes in that area, but recorded comments even if they were made in incorporated El Paso County. Users were also directed to geolocate their comments and provide the type of issue and details about the issue so it could be recorded with the highest level of detail feasible. The map, presented in Figure 11, shows all the locations of concern and color codes the points dependent on issue type.

Figure 11. Public Comment and Locations of Concern Mapping Dashboard<sup>1</sup>



<sup>1</sup> Located at [El Paso County Road Safety Plan | Leave Comments \(epcsaferroads.com\)](http://El Paso County Road Safety Plan | Leave Comments (epcsaferroads.com)).

## OUTREACH AND FEEDBACK FINDINGS

The public outreach and feedback allowed the community to provide valuable input into areas of concern. Additionally, the stakeholder group was given the opportunity to review and comment on identified concerns. The feedback showed that nearly 60 percent of the 124 public comments identified issues that are a priority location. High concentrations of comments were located along Burgess Road, Vollmer Road, Hwy 105, Countyline Road and S Powers Boulevard, with several other corridors having issues identified. The most common hazards identified were speeding, red light running, long crossing distances, limited shoulder width and poor visibility, in order of most to least comments. The comments were nearly evenly split between segment related issues and intersection related issues, with only four more comments referring to intersection issues than to segment issues.

The feedback confirmed many of the issues identified in the crash analysis and network screening process and supported the strategy and recommendations development process. A full list of comments received is available in Appendix G. Stakeholder Meeting Survey Results.