

# Safety Action Plan



## MEMORANDUM

Date	August 15, 2025
To	Matt Figgs, Town of Gypsum
From	Y2K Engineering
Subject	Crash Analysis Memorandum

## Introduction

The Town of Gypsum is in the process of developing a transportation Safety Action Plan (SAP), which will help to refine the Town's strategic approach to enhancing roadway safety. This project involves a review of current safety trends, existing programs and processes, and public/stakeholder involvement to identify strategies and establish an action plan to improve transportation safety in Gypsum. This memorandum is intended to provide an overview of historic crash trends within the Town of Gypsum over the study period. Crash data within the Town of Gypsum was obtained from January 1, 2015, to December 31, 2024.

## Methodology

Crash reports are filed by reporting officers from local jurisdictions or state patrol for specific crashes. In Gypsum, the reporting jurisdictions are the Eagle County Sheriff's Department and Colorado State Patrol. These crash reports are reported to the Colorado Department of Revenue, where they are synthesized and prepared as a tabular dataset available to the public. The data used in this analysis was obtained by the Town of Gypsum SAP project team for use in this study directly from CDOT and the Department of Revenue. Reportable crashes included in this database represent crashes with injuries or fatalities, uninsured drivers, more than 1,000 dollars in damages as a result of the crash, alcohol or drugs involved, or by driver request.

Once obtained from CDOT, the crash data underwent a geocoding process to verify and assign coordinate data to each crash. This process involved using intersection and roadway data from crashes that were either reported as occurring in Gypsum or were reported in Eagle or Garfield



counties without an assigned reported municipality. While no part of the Town of Gypsum lies within Garfield County boundaries, crashes reported as occurring in nearby Garfield County without a known jurisdiction were included in the initial dataset to ensure that all crashes within Gypsum would be caught in the data net. Crashes on Interstate 70 (I-70) were excluded from the dataset. As some crashes occurred on Highway 6 and other roadways that act as boundaries between towns, some crashes were outside the geofence but on the roadways that lie within Gypsum jurisdiction. These crashes were manually added to the dataset.

For crashes without a reported municipality, location data such as intersection names, mileposts, or roadway descriptions, were used to assign coordinates where available. The final dataset was determined by using a GIS boundary to filter out any crashes that occurred outside of the project area. Where location data could not be used because of crashes with misspelled location names (Colley Mesa and Cooley Meda, for example, instead of Cooley Mesa) were identified and added to the dataset manually. GPS coordinates were added manually to all of the locations without GPS coordinates through Google Earth.

Power BI software was used to compile all crashes and clean the data that was provided. Data clean up included a variety of steps. An example of a cleanup step is the combination of crash types because of differences in spelling or capitalization. For example, crashes reported as overturning, rollover, and ROLLOVER were reported as three different crash types, which were combined as 'Overturning/Rollover'. Following data cleaning, the analysis outlined below was conducted.

## Helpful Definitions

Throughout this memorandum, a few specific terms will be used. They are defined below.

**SBI - Serious Bodily Injury Crashes** - Serious bodily injury (SBI) crashes are crashes that result in one or more serious bodily injuries, which is defined as broken extremities, severe lacerations, paralysis, etc.

**KABCO Scale** - A system used by law enforcement and transportation agencies to classify the severity of injuries resulting from traffic crashes. It includes five levels: **K** for fatal injuries, **A** for serious (incapacitating) injuries, **B** for moderate (non-incapacitating) injuries, **C** for possible injuries (minor or suspected), and **O** for property damage only/no apparent injury.

**KSI - Killed and Serious Injury Crashes** – Killed and serious injury (KSI) crashes are crashes that result in one or more fatalities or serious bodily injuries (SBI). SBI crashes are defined above. Fatal crashes are defined when one or more people die within 30 days of the crash as a result of the injuries sustained in the collision. These collisions correspond to “K” and “A” injuries in the KABCO scale.

**Crash Type** – Crash types are defined by the State of Colorado Crash Reporting Manual.

## Overall Crash Trends

Since 2015, there have been 693 recorded crashes within the Town of Gypsum, an average of 69 crashes per year. The number of crashes has varied each year, with crashes peaking in recent years. Since 2022, the number of annual crashes has been above average with 102 reported crashes in 2022, 95 reported crashes in 2023, and 106 reported crashes in 2024. From 2019 to 2023, the population of Gypsum grew by an annual average of 4.7%. In that same time period, the number of annual crashes grew annually by approximately 18.8% on average. This trend indicates that the rise in crashes is outpacing population growth in the area.

Over the 10-year period, there was one (1) fatal crash and nine (9) SBI crashes. The fatal crash occurred in 2022. The average annual number of SBI crashes was also less than 1 per year for the study period, with 2017, 2018, and 2019 not reporting any SBI crashes, and a high of two SBI crashes in 2016 and 2023. The two KSI crashes in 2016 represented 3.1% of all crashes that occurred that year, the highest percentage of any year. **Figure 1** shows the number of crashes by injury severity for each year in the analysis period. **Figure 2** shows the number of fatal and serious injury crashes from 2015 to 2024.

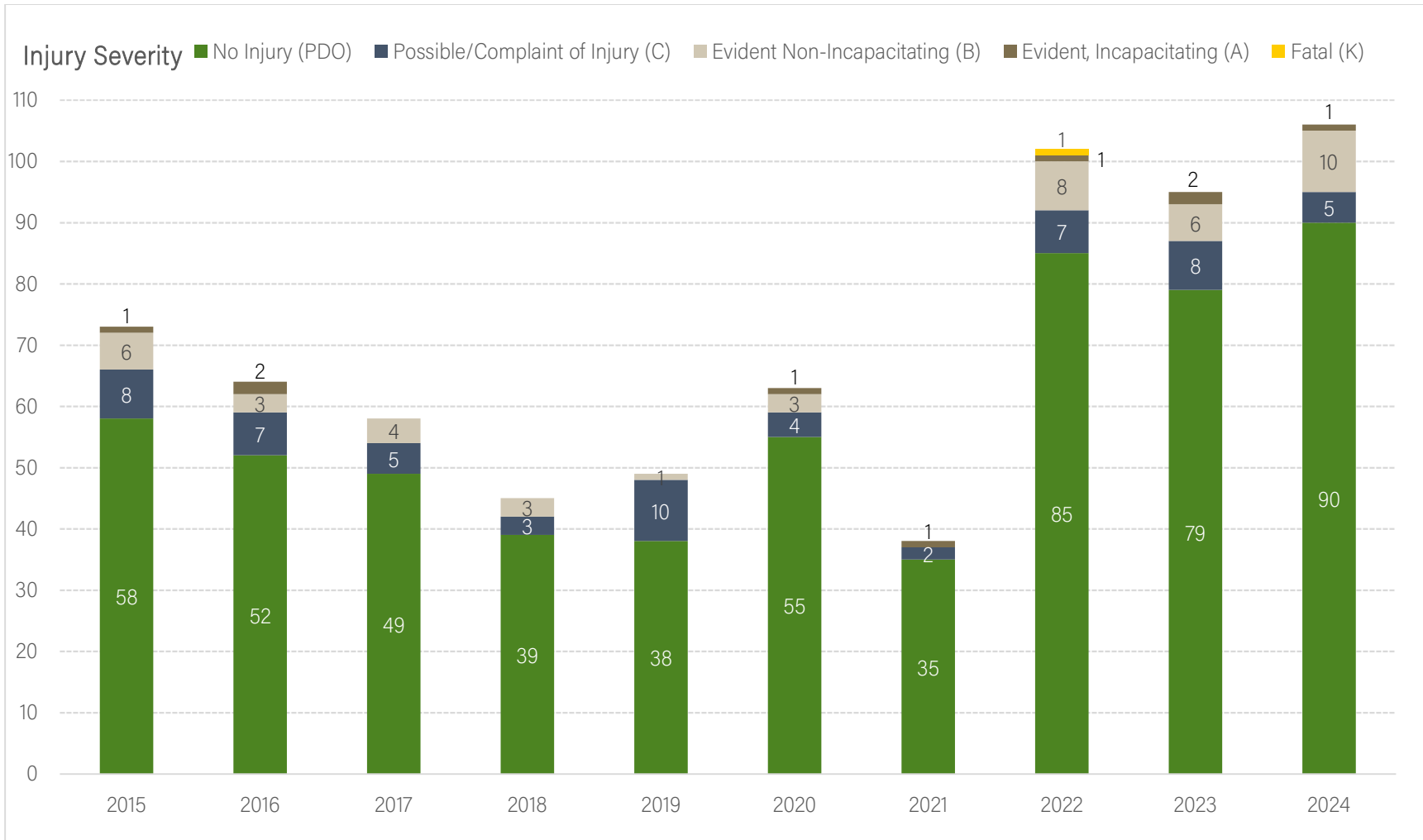


Figure 1: Crashes per Year, Town of Gypsum, 2015-2024

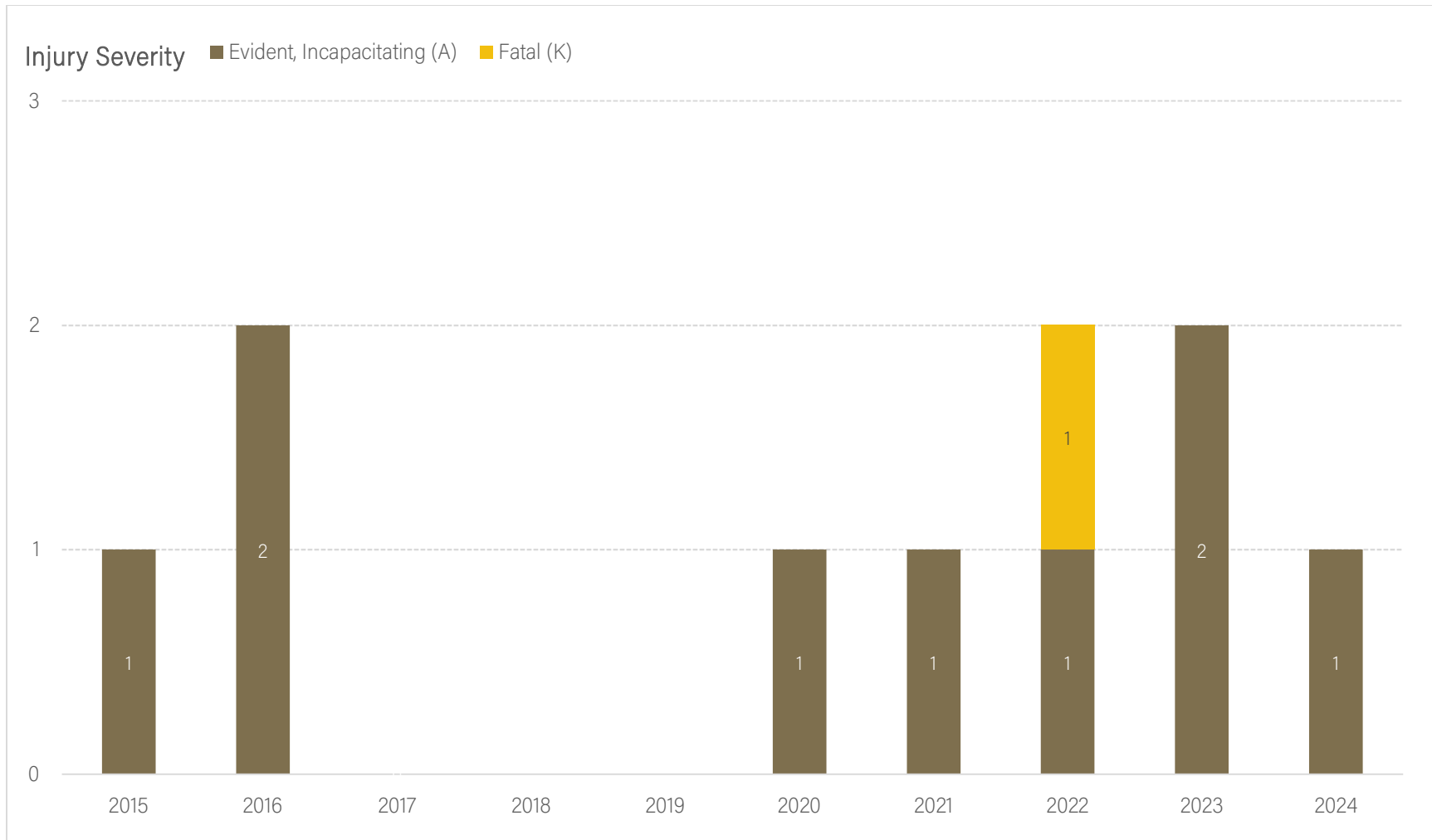
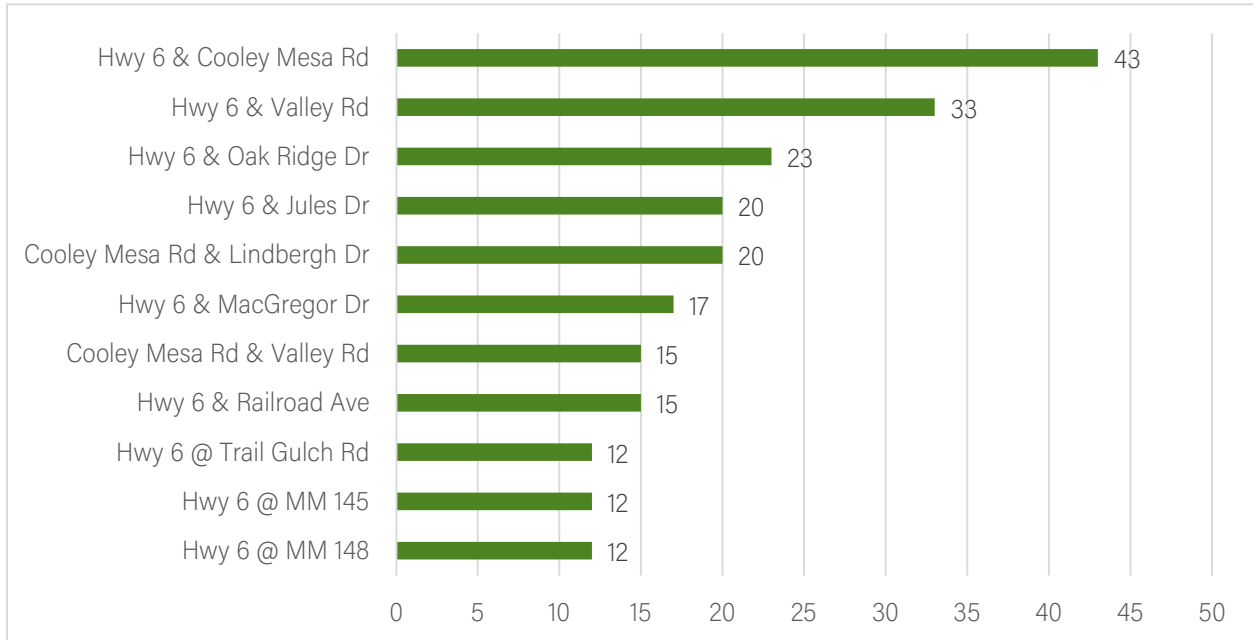


Figure 2: KSI Crashes per Year, Town of Gypsum, 2015-2024

## Where

The intersection of Highway 6 and Cooley Mesa Road experienced the highest number of crashes, with 43. No intersection experienced more than one KSI crash. The fatal crash occurred at a midblock location on Jules Avenue south of Highway 6. The intersections with the highest frequency of crashes are shown in **Figure 3**.



*Figure 3: Highest Crash Intersections*

Of the 693 crashes recorded in the study area between 2015 and 2024, 249 (35.9%) occurred on Highway 6, and 8 of the top 10 intersections with the highest crash frequency are on Highway 6. Four KSI crashes occurred on the highway, representing 40% of all KSI crashes. Highway 6 was the only roadway in Gypsum that recorded more than one KSI crash.

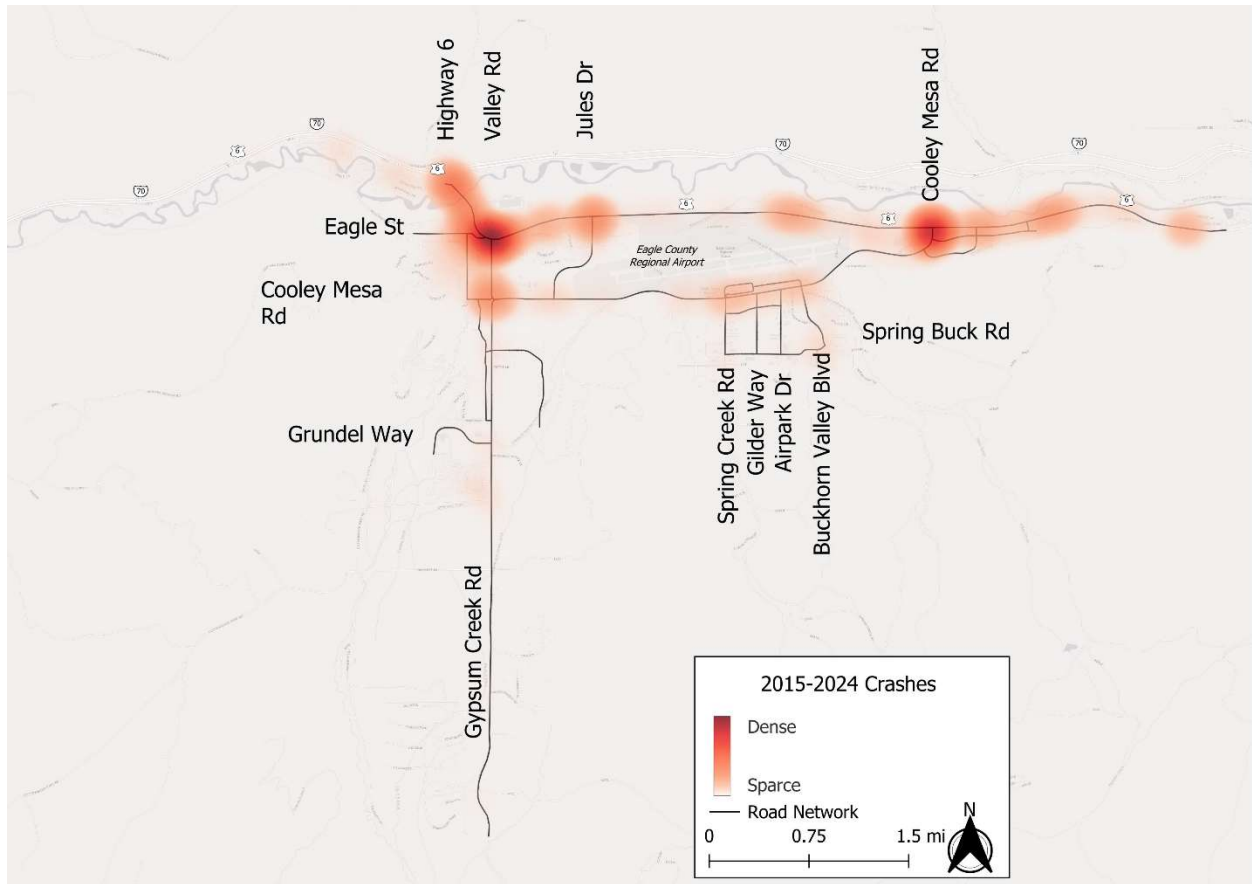


Figure 4: Gypsum Crash Heat Map

Figure 4 shows a heatmap of all crashes in Gypsum from 2015 to 2024. As discussed above, many of the hotspots are along Highway 6, specifically at the intersections of Highway 6 at Valley Road and Cooley Mesa Road. There are also smaller hotspots along Cooley Mesa Road and Valley Road. Figure 5 shows the locations of each of the SBI and fatal crashes from 2015 to 2024.

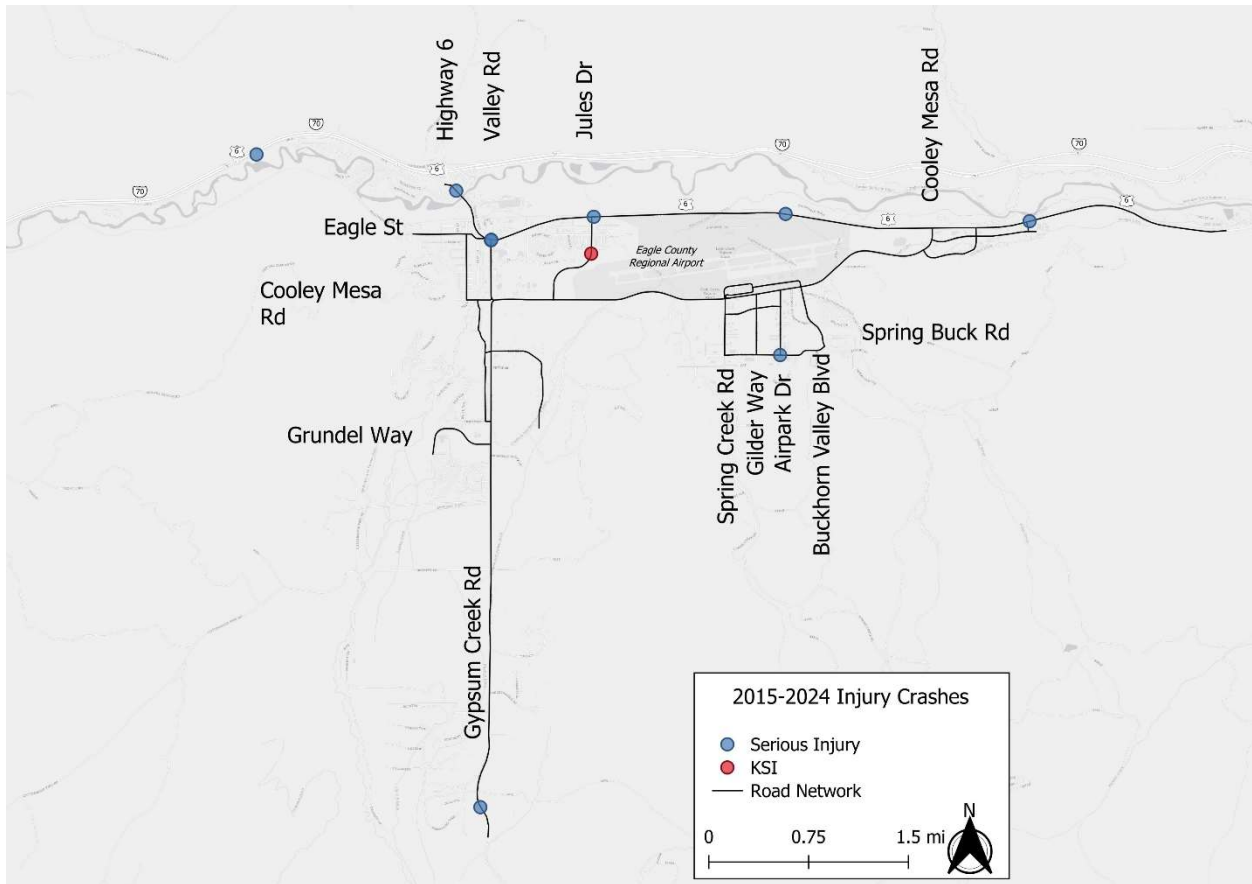


Figure 5: Gypsum KSI Crash Locations

## Why

This section explores the types of crashes that occurred in the project area from 2015 to 2024 along with the related factors.

## Crash Type

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	%
<b>Rear End</b>	13	15	13	12	9	15	7	24	19	20	<b>147</b>	<b>21.2%</b>
<b>Animal</b>	21	7	14	3	7	6	6	24	20	17	<b>125</b>	<b>18.0%</b>
<b>Fixed Object</b>	11	13	6	9	5	13	3	15	14	21	<b>110</b>	<b>15.9%</b>
<b>Broadside</b>	11	9	9	4	12	7	10	14	16	11	<b>103</b>	<b>14.9%</b>
<b>Non-Fixed Object</b>	2	7	6	3	1	6	1	13	12	12	<b>63</b>	<b>9.1%</b>
<b>Sideswipe</b>	3	2	3	2	5	3	3	5	5	9	<b>40</b>	<b>5.8%</b>
<b>Approach Turn</b>	3	5	1	1	4	1	4	2	2	4	<b>27</b>	<b>3.9%</b>
<b>Overturning/ Rollover</b>	4	2	3	2	2	4	2	2	4	3	<b>28</b>	<b>4.0%</b>
<b>Curb/ Embankment</b>	2	0	2	5	2	5	1	2	3	5	<b>27</b>	<b>3.9%</b>
<b>Other</b>	2	1	1	4	2	0	1	1	0	1	<b>13</b>	<b>1.9%</b>
<b>Pedestrian</b>	1	3	0	0	0	1	0	0	0	2	<b>7</b>	<b>1.0%</b>
<b>Bike</b>	0	0	0	0	0	2	0	0	0	1	<b>3</b>	<b>0.4%</b>
<b>Total</b>	<b>73</b>	<b>64</b>	<b>58</b>	<b>45</b>	<b>49</b>	<b>63</b>	<b>38</b>	<b>102</b>	<b>95</b>	<b>106</b>	<b>693</b>	

shows the distribution of crashes in the Town of Gypsum by crash type from 2015 to 2024. The most frequently reported crash types were rear-end crashes (21.2% of all reported crashes) followed by crashes with wild animals (18.0% of all crashes), fixed object crashes (15.9% of all crashes), and broadside crashes (14.9% of all crashes). Together, these four crash types make up over two-thirds of all crashes. Pedestrian and bicyclist crashes made up 1.4% of all crashes.

Table 1: Number of Crashes by Crash Type and Year

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	%
<b>Rear End</b>	13	15	13	12	9	15	7	24	19	20	<b>147</b>	<b>21.2%</b>
<b>Animal</b>	21	7	14	3	7	6	6	24	20	17	<b>125</b>	<b>18.0%</b>
<b>Fixed Object</b>	11	13	6	9	5	13	3	15	14	21	<b>110</b>	<b>15.9%</b>
<b>Broadside</b>	11	9	9	4	12	7	10	14	16	11	<b>103</b>	<b>14.9%</b>
<b>Non-Fixed Object</b>	2	7	6	3	1	6	1	13	12	12	<b>63</b>	<b>9.1%</b>
<b>Sideswipe</b>	3	2	3	2	5	3	3	5	5	9	<b>40</b>	<b>5.8%</b>
<b>Approach Turn</b>	3	5	1	1	4	1	4	2	2	4	<b>27</b>	<b>3.9%</b>
<b>Overturning/ Rollover</b>	4	2	3	2	2	4	2	2	4	3	<b>28</b>	<b>4.0%</b>
<b>Curb/ Embankment</b>	2	0	2	5	2	5	1	2	3	5	<b>27</b>	<b>3.9%</b>
<b>Other</b>	2	1	1	4	2	0	1	1	0	1	<b>13</b>	<b>1.9%</b>
<b>Pedestrian</b>	1	3	0	0	0	1	0	0	0	2	<b>7</b>	<b>1.0%</b>
<b>Bike</b>	0	0	0	0	0	2	0	0	0	1	<b>3</b>	<b>0.4%</b>
<b>Total</b>	<b>73</b>	<b>64</b>	<b>58</b>	<b>45</b>	<b>49</b>	<b>63</b>	<b>38</b>	<b>102</b>	<b>95</b>	<b>106</b>	<b>693</b>	

Figure 6 compares crash types by their resulting severity. Identifying crash types that are overrepresented in KSI crashes can help prioritize safety countermeasures based on the crashes most likely to result in a higher severe outcome, rather than frequency. Overturning, pedestrian, bicycle, and broadside crashes represent a larger share of KSI crashes than non-KSI crashes. While the overall number of KSI crashes is relatively small, the differences in proportions offer valuable insights. For example, pedestrian crashes account for one percent of all reported crashes in Gypsum but comprise 20 percent of KSI crashes, highlighting the heightened severity associated with these incidents.

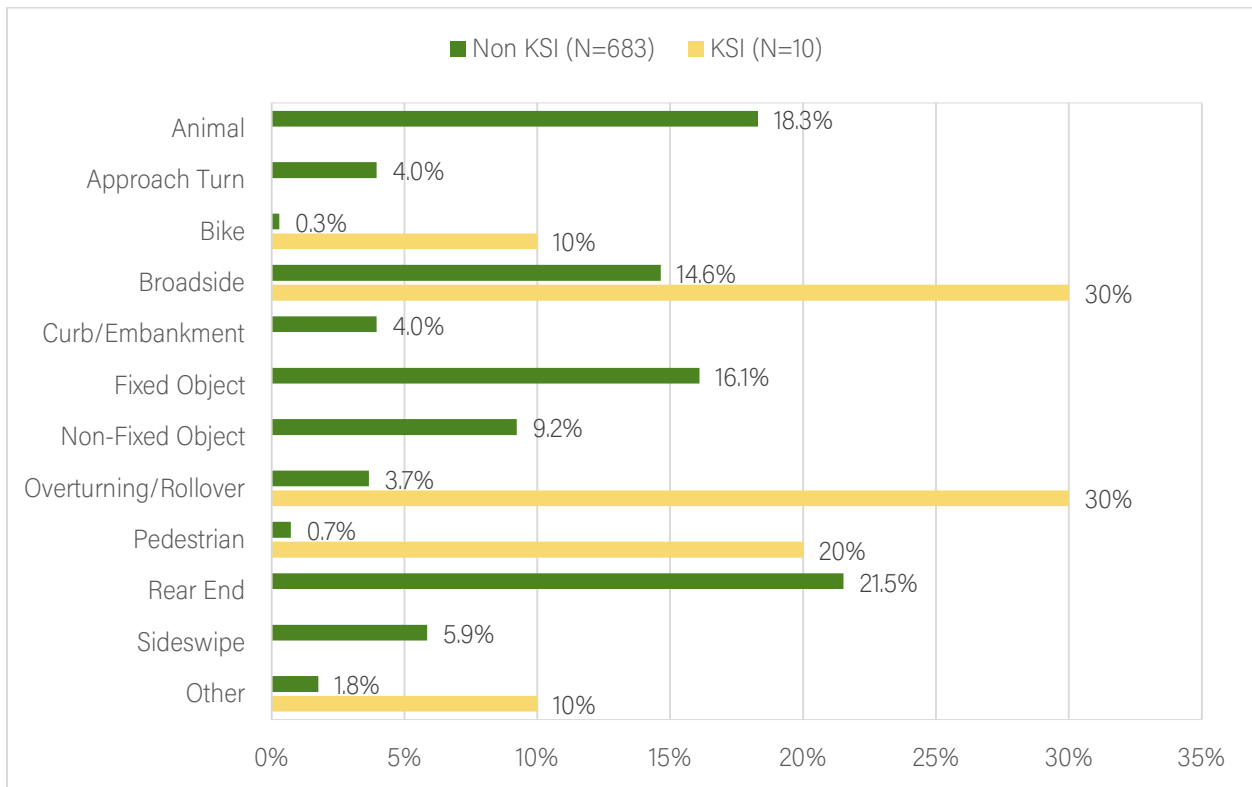


Figure 6: Crashes by Crash Type and Severity

Table 2 summarizes the annual number of pedestrian and bicyclist crashes, along with associated injury severity. Over the 10-year analysis period, pedestrian and bicyclist crashes averaged one per year. Despite their low frequency, these crashes accounted for three of the ten KSI crashes, representing 30 percent of all KSI crashes.

Table 2: Pedestrian and Bicycle Crash Severity

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
<b>Pedestrian/ Bicycle Crashes</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>
No Injury (O)	0	0	0	0	0	1	0	0	0	2	3
Possible Injury (C)	0	0	1	0	0	1	0	0	0	0	2
Minor Injuries (B)	0	0	1	0	0	0	0	0	0	1	2
Serious Injuries (A)	1	0	1	0	0	1	0	0	0	0	3
Fatal (K)	0	0	0	0	0	0	0	0	0	0	0

Table 3 summarizes the 10 KSI crashes in the Town, emphasizing key contributing factors and outcomes. A notable number of incidents involved drivers losing control of their vehicles. All KSI crashes involving pedestrians or bicyclists involved individuals under the age of 20. The most common crash types were overturning and broadside collisions. Although not included in the 10-

year dataset, a fatal crash involving a young pedestrian occurred in late 2014, just prior to the study period. Details of this crash are included in the table.

Table 3: KSI Crash Details

Date	Injury	Time	Location	Most Harmful Event	Description
10/7/2014	Fatal	6:17 PM	Apache Dr N of Aztec Ct	Pedestrian	A three-year-old pedestrian was struck and killed by a backing SUV in a residential neighborhood.
10/7/2015	SBI	6:17 PM	Highway 6 & Valley Rd	Pedestrian	A seven-year old pedestrian was struck and seriously injured by a pickup truck headed northbound on Valley Road.
1/19/2016	SBI	1:06 AM	Highway 6 & Bertroch Ln	Pedestrian	A 19-year old pedestrian was struck and seriously injured while crossing Bertroch Ln headed southbound. According to crash records, the pedestrian was crossing against the signal at the time of the collision.
5/18/2016	SBI	5:13 PM	Highway 6 & Earhart Dr	Broadside	A northbound driver was making a left turn and was struck by a westbound driver. The northbound driver did not yield right of way to the westbound driver.
9/9/2020	SBI	7:50 PM	Highway 6 & Valley Rd	Bicycle	A pickup-truck driver was making a southbound right turn and struck a seven-year old eastbound bicyclist crossing the crosswalk. The child was seriously injured.
12/6/2021	SBI	8:14 AM	Highway 6 & Jules Dr	Broadside	A northbound driver was making a left turn and was struck by an eastbound driver. The northbound driver did not yield right of way to the eastbound driver.
3/1/2022	SBI	4:44 PM	Highway 6 @ MM 145.5	Broadside	An eastbound driver crossed over the centerline and was struck by a westbound driver.

9/10/2022	Fatal	1:41 PM	Jules Ave & Sunny Ave	Overtuning	A southbound motorcyclist lost control of the motorcycle, overturned, and was struck by a northbound vehicle. The motorcyclist was killed.
4/28/2023	SBI	3:34 PM	I-70 Frontage Road @ MM 138	Overtuning	A westbound driver lost control of their vehicle and overturned, going off the left side of the roadway.
7/16/2023	SBI	6:37 PM	Spring Buck Rd & Airpark Dr	Other	A driver making an eastbound right turn struck failed to yield right of way to a person riding a motorized bike.
5/13/2024	SBI	8:30 AM	Gypsum Creek Rd & Brightwater Club Rd	Overtuning	A motorcyclist travelling southbound on Gypsum Creek Road left the road, struck a delineator post or mile marker and overturned, resulting in serious injury.

## Driver Behavior

Figure 7 illustrates the percentage of crashes involving driver behavior factors, such as impairment and failure to use seatbelts or other safety gear. While these factors are not always consistently reported, the data helps identify potential trends. The single fatal crash during the study period involved a motorcyclist who was not wearing a helmet and was suspected of being impaired.

Crashes involving serious injuries were less likely to involve impaired driving compared to fatal crashes. Among serious injury crashes, 11% involved a driver who was impaired. This percentage increases slightly to 16% for crashes resulting in evident injuries, then decreases to 8% for possible injuries and 5% for crashes with no injuries. This implies that crashes involving roadway users that are impaired by alcohol or drugs often result in more serious outcomes in Gypsum.

Seatbelt and helmet use also show a clear relationship to crash severity. While the single fatal crash involved someone not wearing safety equipment, 44% of serious injury crashes involved someone not wearing appropriate safety equipment (either seatbelts or helmets). This percentage drops further to 9% for non-serious injuries, then remains low for crashes with possible or no injuries (12% and 10% of crashes, respectively).

Speeding was not cited as a factor in the fatal crash, and was cited in 11% of serious injury crashes, 16% of evident injury crashes, 20% of possible injury crashes, and 18% of non-injury crashes.

Impairment crashes occurred most frequently from 6:00 PM to 1:00 AM during the night and early morning, with the peaks occurring from 6:00 to 7:00 PM and 9:00 to 10:00 PM.

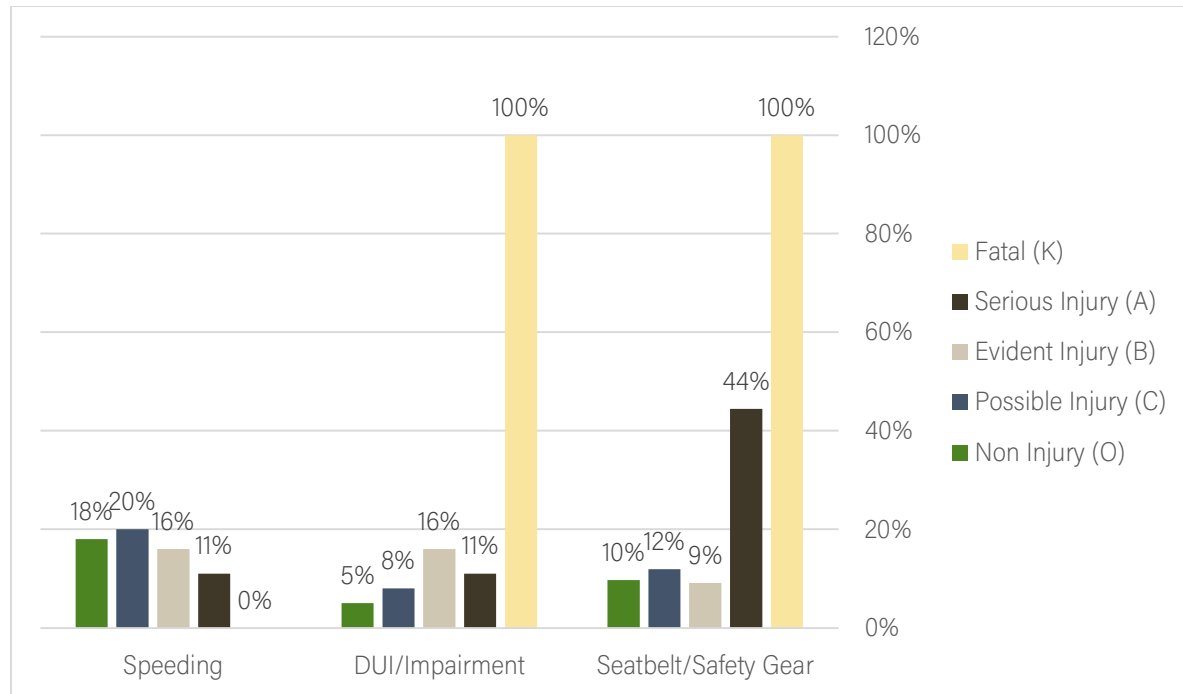


Figure 7: Percent of Human Factors in Crashes by Severity

## When

Figure 8 shows the frequency of crashes in the Town of Gypsum by month along with the average daily maximum temperature. The month with the greatest number of crashes was January with 88 crashes, while July saw the lowest number of crashes with 37 crashes. The increase in crashes from November through March corresponds with winter weather conditions, including snow and ice, and could be impacted by seasonal tourism traffic related to nearby skiing and snowboarding.

During winter months (November through March), adverse weather conditions such as snow, hail, sleet, or rain were present in 22% of crashes, compared to just 5.1% in the opposite months. Driver inexperience was also more common in winter crashes (11.8% compared to 7.2%), as was driver unfamiliarity with the area (3.4% compared to 1.5%), potentially due to increased tourist traffic to

nearby ski towns. Additionally, wild animal crashes were notably higher in winter, accounting for 20.4% of all winter crashes, as compared to 12.9% of summer crashes.

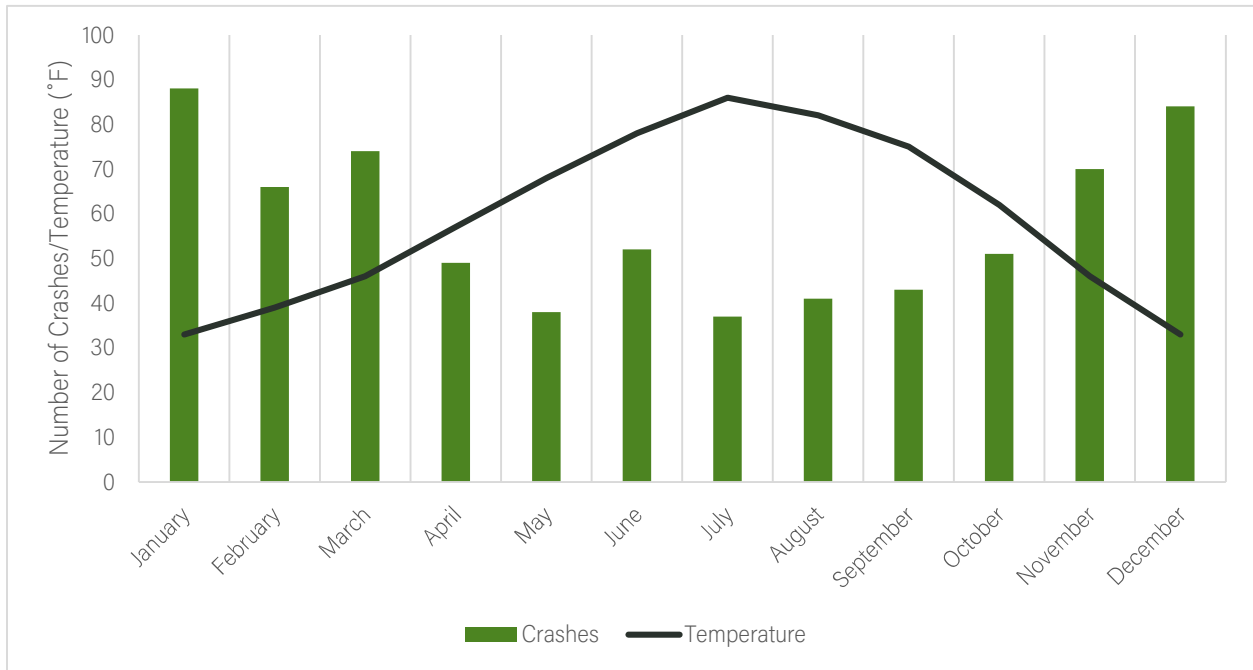


Figure 8: Number of Crashes by Month in the Town of Gypsum

The frequency of serious injury and fatal crashes by month is shown in **Figure 9**. The greatest frequency of KSI crashes happened in May and September, both with two crashes, including a fatal crash in September. February, June, August, and November have no recorded KSI crashes in the 10-year study period. Based on data from this study period, there is no correlation between KSI crashes and the month of the year.

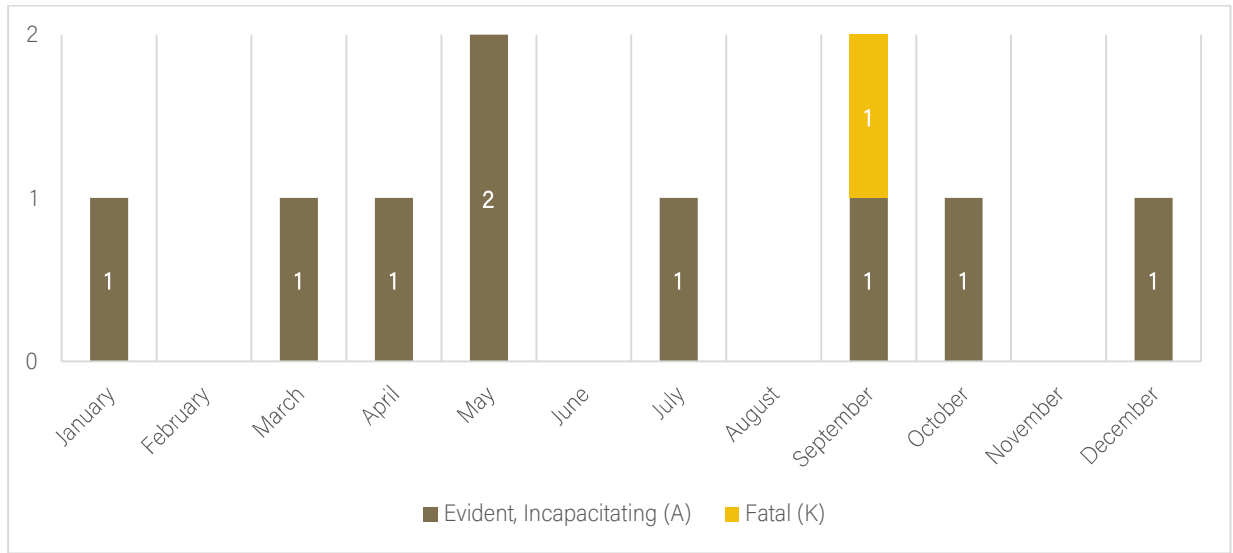


Figure 9: Number of Serious Injury and Fatal Crashes by Month

The distribution of crashes by day of the week is shown in **Figure 10**. Overall, crashes occurred most frequently on Thursdays, while the fewest crashes happened on Saturdays. KSI crashes occurred most frequently on Wednesdays. No KSI crashes were reported on Thursdays. An average of 107 crashes occurred on weekdays (Monday through Thursday), while the weekend average was 91 crashes. Weekdays averaged 1.5 KSI crashes, while weekends averaged 1.3 KSI crashes. This suggests that while crashes occur more often on weekdays, serious crashes have no significant correlation to day of the week.

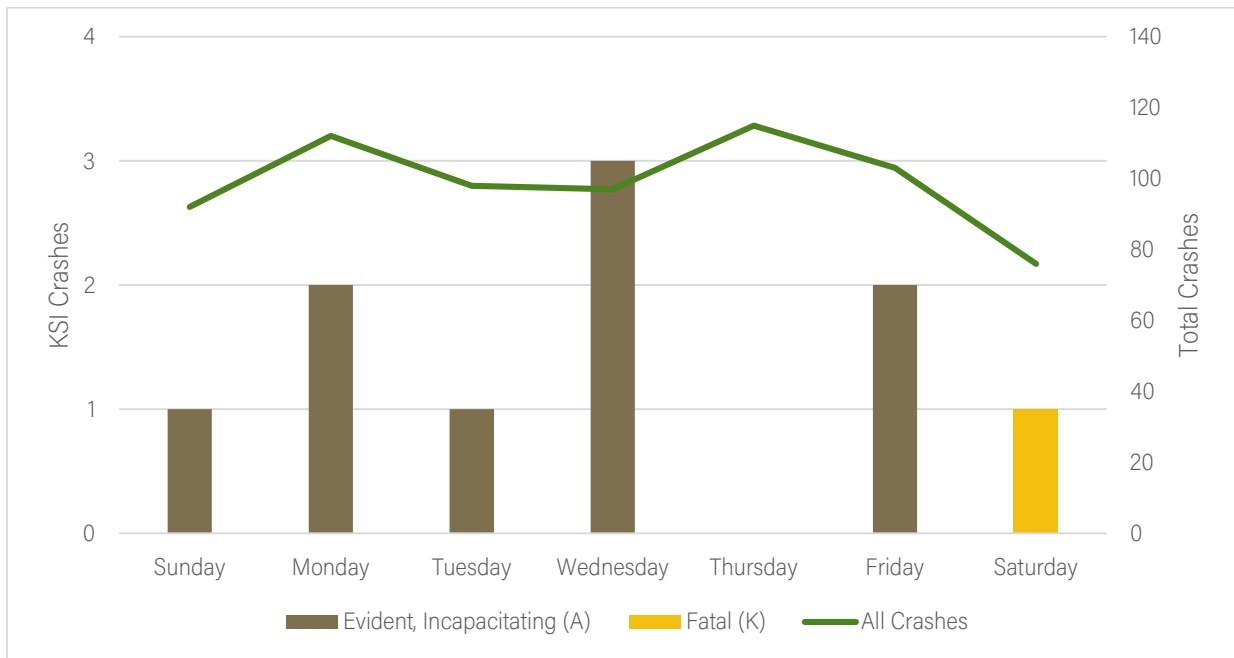


Figure 10: Number of Crashes by Day of the Week

The hour where the most crashes occurred, or “peak hour”, was 6:00 to 7:00 PM in the evening. The midday peak hour was 11:00 AM to 12:00 PM, and the AM peak hour was 8:00 to 9:00 AM. There were fairly consistent time of day distributions across all days with the exception of Sunday, which had a significant peak at midnight (nine crashes) compared to other days (maximum of three crashes). Thursday and Friday also had higher midday peaks than other days. **Figure 11** shows crashes in Gypsum by the hour of the day that they occurred. The peak hours for crashes were 8:00 to 9:00 AM (61 crashes) and 6:00 to 7:00 PM (64 crashes). The highest number of KSI crashes (two) occurred during each of those hours as well. Most KSI crashes occurred in the afternoon and early evening from 1:00 to 8:00 PM.

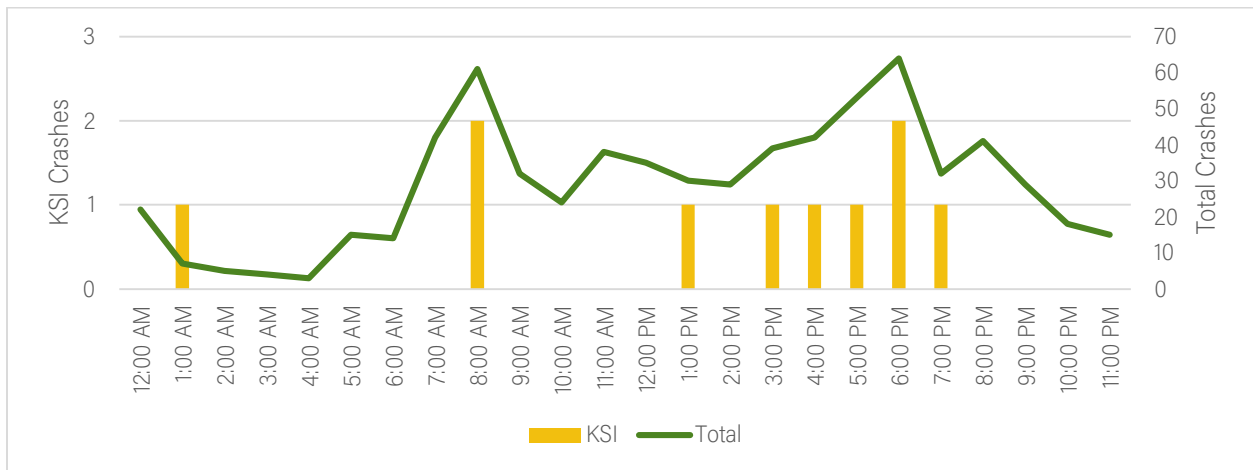


Figure 11: Crashes by Time of Day

Figure 12 shows that the majority of crashes (57%) occurred during daylight, with 41.6% of crashes occurring during dawn, dusk, or dark conditions. Most crashes that occurred in the dark happened in unlit conditions, with 21.1% in unlit areas and only 12.7% in areas that were dark but lit.

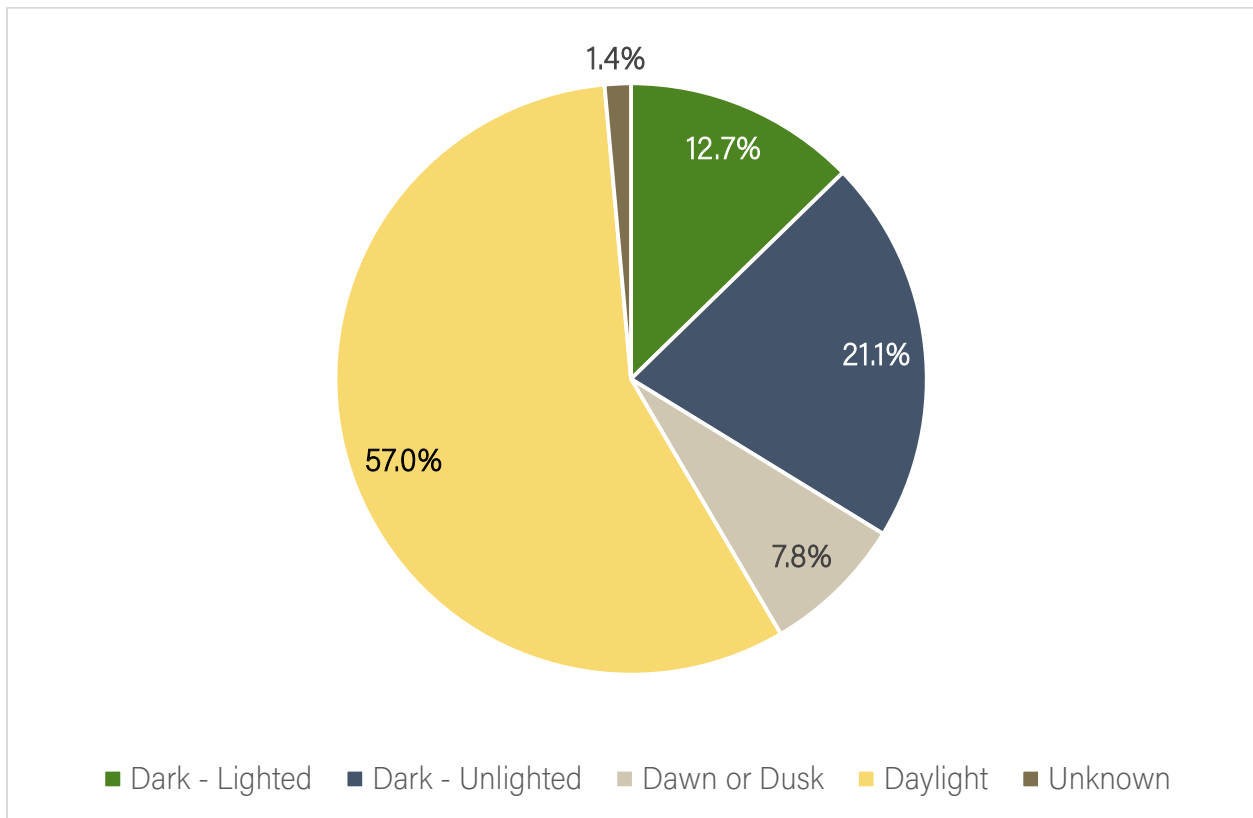
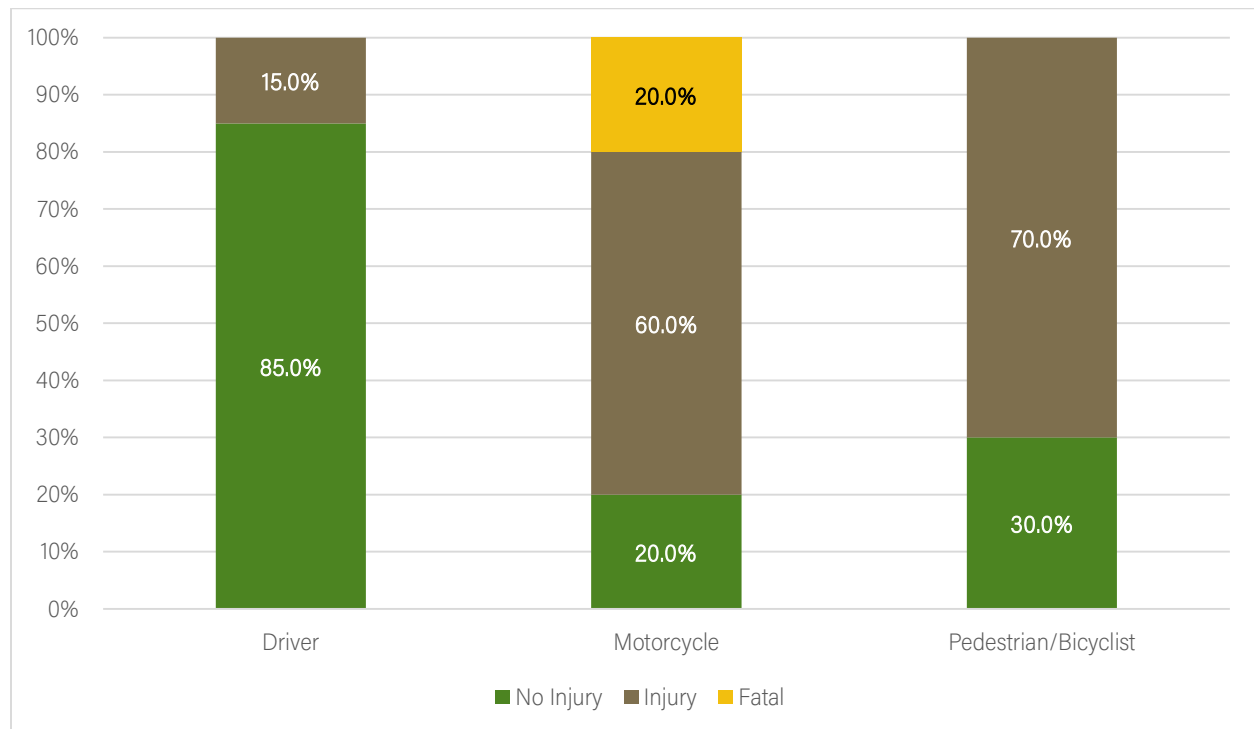


Figure 12: Reported Lighting Conditions during Crashes

## Who

For this analysis, the user types are separated into three categories depending on who was involved in the crash: driver, motorcyclist, and pedestrian/bicyclist. **Figure 13** shows the distribution of user types by injury severity for crashes in Gypsum within the study period. For crashes only involving drivers (678), the injury and fatal percentage is the lowest among all user types. Motorcyclists see the highest injury and highest fatal percentage of any user, but the lowest amount of total crashes (5). Crashes involving pedestrians and bicyclists (10) also had higher injury and fatal crash percentages than vehicles, with 7 of 10 crashes resulting in an injury or fatality. In this graph, the term "injuries" encompasses serious injuries, evident injuries, and possible injuries.



*Figure 13: Number of Crashes by User Type and Injury Severity*

**Figure 14** shows the number of crashes by the age and gender of the drivers involved. Drivers between the ages of 15 and 24 appear more often as Unit 1, typically meaning they were more directly involved in the actions that led to a crash. Among this group, males aged 15 to 19 had the highest count at 78 (11.3% of all crashes), followed by males aged 20 to 24 with 58 (8.4% of all crashes). Female drivers in these age ranges were also involved more frequently than older age groups, although their numbers were lower than those of their male counterparts (41/5.9% and 20/2.6%, respectively). In general, crash involvement as Unit 1 in Gypsum decreases with age.

Drivers over 65 were involved far less often in this role. Unit 2 drivers, which are secondary roadway users present in the crash but may or may not have contributed to causing the crash, are more evenly spread across age groups.

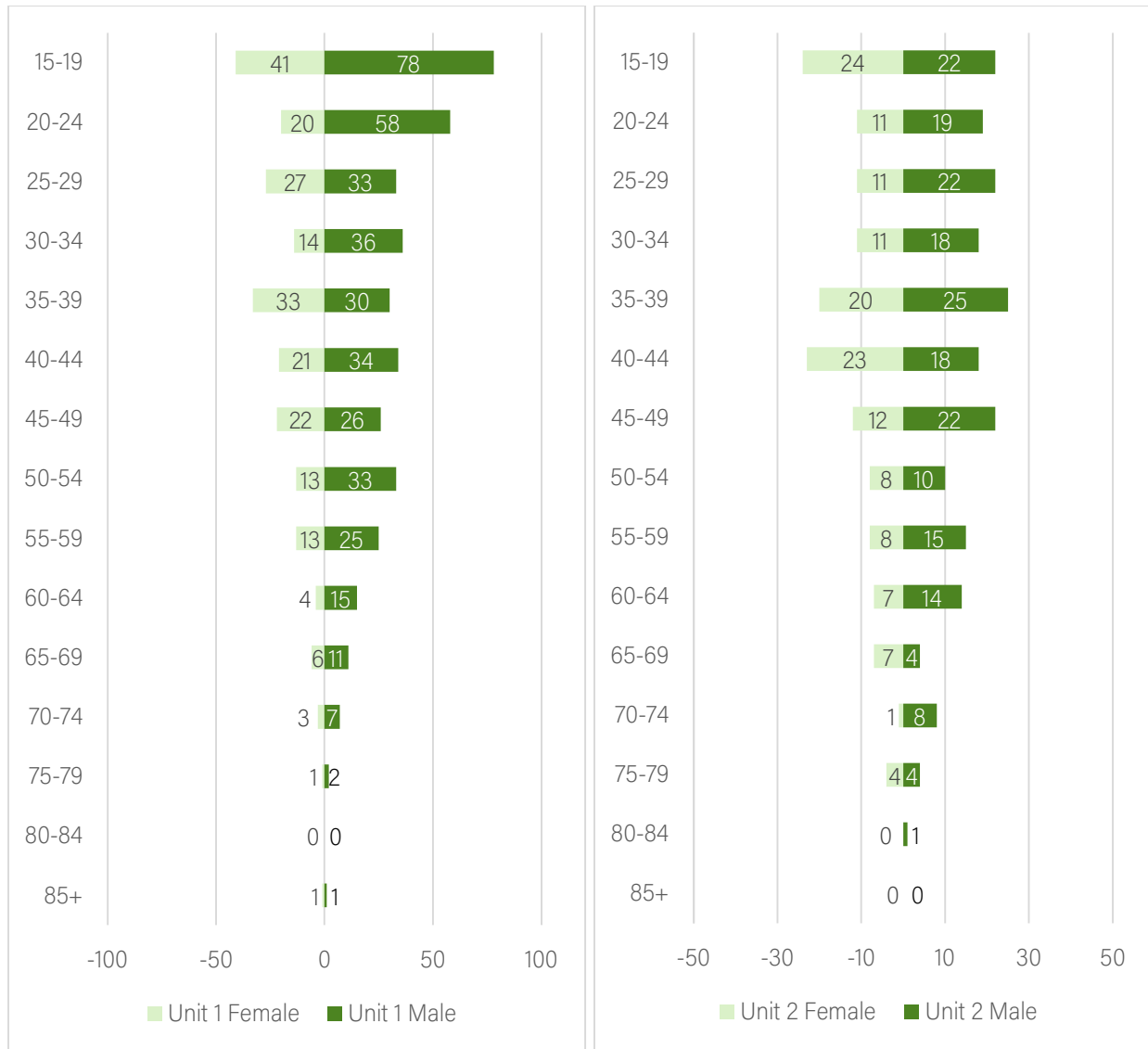


Figure 14: Crashes by User Age

## Regional Road Safety Context

To provide context for Gypsum's crash statistics, this report includes a comparison with two other Colorado Western Slope towns located along the I-70 corridor: Eagle and Rifle. These municipalities were selected due to their geographic proximity, similar population sizes, and comparable roadway contexts.

All three towns serve as regional hubs with a mix of residential neighborhoods, local businesses, and through traffic. Like Gypsum, both Eagle and Rifle experience seasonal traffic fluctuations due to tourism and regional travel, and have roadway networks that include state highways, local streets, and rural access roads. These similarities make Eagle and Rifle useful benchmarks for evaluating crash patterns and identifying potential safety strategies applicable to Gypsum's unique transportation environment.

In 2022, Gypsum had an estimated population of 8,937. During the same year, Rifle had an estimated population of 10,546 (approximately 16.5% higher than Gypsum) and Eagle had an estimated population of 7,430 (approximately 18.4% lower than Gypsum).

### Total Crashes

Between 2018 and 2022, the Town of Rifle reported 638 crashes that occurred outside of the I-70 corridor, including 12 serious injury crashes and two fatal crashes. During the same period, the Town of Gypsum reported 297 crashes, with three serious injury crashes and one fatal crash. Although Rifle's population is approximately 16.5% higher than Gypsum's, it experienced 91.7% more reported crashes. Rifle also had four times as many serious injury crashes and twice as many fatal crashes as Gypsum over the same five-year period. Over the 10 years of Gypsum data evaluated, there were 693 total crashes reported in Gypsum, making the average number of crashes per year 69 in Gypsum, while in Rifle, the average is twice as high at 128 crashes per year.

The Town of Eagle's report identifies the 10 intersections with the highest number of reported crashes, which together accounted for 349 crashes between 2013 and 2023. In comparison, the 10 intersections with the most reported crashes in Gypsum experienced a total of 210 crashes during the ten-year study period. Although Eagle's population is lower than Gypsum's by approximately 18.4%, it experienced nearly 66.2% more crashes at its top 10 intersections. No fatalities were reported in Eagle from 2013 and 2023, and the report does not report the number of serious injury crashes.

These comparisons suggest that Gypsum experiences a significantly lower overall crash burden than other similarly situated mountain towns along the I-70 corridor, even after accounting for population differences. However, this analysis does not account for variations in overall traffic volumes or the extent of regional pass-through traffic, factors that can substantially influence crash exposure. Both Rifle and Eagle had notably higher crash totals, which may reflect higher traffic demand, more complex roadway networks, or land use patterns that elevate crash risk.

## Fatal and Serious Injury Crash Share

Between 2018 and 2022, the Town of Rifle reported two fatal crashes, representing 0.31% of its 638 total reported crashes during that five-year period. In comparison, the Town of Gypsum reported one fatal crash, accounting for 0.34% of its 297 total crashes. While the absolute number of fatal crashes is low in both communities, the relative percentages are similar. This suggests that, despite the lower crash frequency, Gypsum remains vulnerable to the most severe crash outcomes, with a comparable share of high-severity incidents.

During the same period, Rifle experienced 12 serious injury crashes, which made up 1.88% of its total crash count. Gypsum reported three serious injury crashes, accounting for 1.01% of all reported crashes. Collectively, this means that 1.35% of crashes in Gypsum and 2.19% of crashes in Rifle resulted in a fatality or serious injury, both of which are below the Colorado statewide average of 2.8%. **Figure 15** shows the distribution of reported crashes in each municipality by their severity.

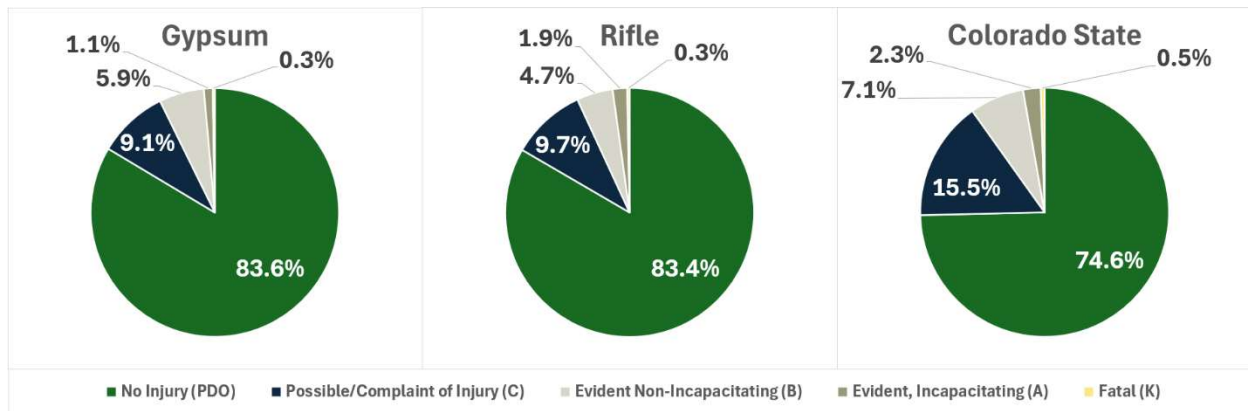


Figure 15: Distribution of Crashes by Severity in Gypsum, Rifle, and the State of Colorado

## Pedestrian and Bicycle Crash Share

Between 2013 and 2023, the Town of Eagle reported three crashes involving bicyclists, though the severity of these crashes was not documented. One pedestrian crash was also reported during this period, which did not result in any injuries. This equates to fewer than one non-motorized crash per year on average.

Between 2018 and 2022, the Town of Rifle reported five pedestrian crashes and four bicycle crashes. Of these, one pedestrian crash resulted in a fatality and another caused a serious injury. This represents a higher volume and greater severity of non-motorized crashes compared to Eagle, reflecting increased safety concerns for people walking and biking. Pedestrian and bicycle crashes accounted for 1.4% of the total crashes in Rifle, and 14.3% of the reported KSI crashes. On average, Rifle experienced nearly two non-motorized crashes per year during this five-year period.

In comparison, between 2015 and 2024, the Town of Gypsum reported a total of seven pedestrian crashes and three bicycle crashes. Two reported pedestrian crashes resulted in serious injury, and one of the bicycle crashes resulted in a serious injury. Additionally, one other serious injury crash involved a person riding a motorized bike; however, this was classified as "other" rather than a bicycle crash and is therefore not included in the bicycle crash totals. Pedestrian and bicycle crashes accounted for 1.4% of the total crashes in Gypsum, and 30% of the reported KSI crashes. This amounts to an average of one non-motorized crash per year over the 10-year period.

Compared to the Towns of Eagle and Rifle, Gypsum experienced a moderate number of non-motorized crashes but a notably higher share of severe outcomes. While Eagle had the fewest crashes and no documented injuries, and Rifle had the highest number of non-motorized crashes with two resulting in KSI, Gypsum saw fewer total crashes than Rifle but a disproportionately high

severity—30% of its reported KSI crashes involved pedestrians or bicyclists. This suggests that although non-motorized crashes in Gypsum occur less frequently, they are more likely to result in serious injury or death, underscoring the community's vulnerability to severe outcomes for people walking and biking.

## Animal Crash Rates

Animal crashes accounted for 6.6% of all reported crashes in Rifle, making them the fifth most common crash type. In Gypsum, however, animal crashes made up 18% of all reported crashes, ranking as the second most common crash type in the town. Although Rifle and Gypsum are located less than 50 miles apart, this discrepancy may be explained by differences in surrounding land use, roadway characteristics, and proximity to open space or wildlife corridors. Much of Gypsum's roadway network is surrounded by undeveloped areas or habitat-rich terrain, which may lead to more frequent interactions between vehicles and wildlife than in other similar municipalities.

## Final Considerations

This report used data provided by the CDOT to conduct a safety analysis of 10 years from 2015 to 2024 within the boundary in the area surrounding the Town of Gypsum. The following key findings are based on a review of crash data from 2015 to 2024:

### Crash Trends

- Since 2014, there have been 693 recorded crashes within the Town of Gypsum, an average of 69 crashes per year.
- Crashes in Gypsum have increased at a faster rate than population growth, on average rising approximately 18.8% annually between 2019-2023 compared to a 4.7% annual population increase.
- Of the 693 crashes, there were nine (9, 1.3%) crashes that resulted in serious injury and one (1, 0.14%) fatal crash.
- November to March saw a higher frequency of crashes, with an average of 76 crashes per month compared to 44 crashes per month from April to October.

### Crash Locations

- 35.9% of all crashes that occurred in the study area occurred on Highway 6.

- 54.0% of all crashes occurred on the three main roadways in the study area: Highway 6, Valley Road, and Cooley Mesa
- 50% of KSI crashes occurred on Highway 6, Valley Road, and Cooley Mesa

### **Pedestrian and Bicycle Crashes**

- 7 pedestrian and 3 bicyclist crashes occurred in the study area from 2015-2024.
- 3 out of 10 of these crashes resulted in serious injury.
- All pedestrian and bicyclist serious injury crashes involved youth under the age of 20
- Pedestrian and bicyclist crashes made up 1.4% of all crashes, but account for 30% of all KSI crashes.

### **Crash Types**

- The most frequently reported crash types were rear-end crashes (21.2% of all reported crashes) followed by crashes with wild animals (18.0% of all crashes).
- For KSI crashes, the most common crash types were overturning crashes and broadside crashes (30% each) followed by pedestrian crashes (20%).

### **Regional Comparison**

- Gypsum experiences a lower overall crash burden compared to similar mountain towns along the I-70 corridor (Rifle and Eagle).
- Pedestrian and bicycle crashes in Gypsum are disproportionately severe despite occurring less often than other municipalities, accounting for 30% of KSI crashes.
- Animal crashes represent a significantly higher share of Gypsum's total crashes (18.0%) compared to Rifle (6.6%).

# Safety Action Plan



## MEMORANDUM

Date	August 15, 2025
To	Matt Figgs, Town of Gypsum
From	Y2K Engineering
Subject	Evaluation of Risk Factors

## Introduction

The Town of Gypsum is in the process of developing a transportation Safety Action Plan (SAP), which will help to refine the Town's strategic approach to enhancing roadway safety. This project involves a review of current safety trends, existing programs and processes, and public/stakeholder involvement to identify strategies and establish an action plan to improve transportation safety in Gypsum. This memorandum provides an overview of observed risk factors in Gypsum. The findings and analysis presented are based on field observations and a review of existing infrastructure conditions.

While no definite methodology has been identified to assess or evaluate risk factors pertaining traffic safety, using Risk to Drive Action is recognized by FHWA as supporting the principle of **safety is proactive**<sup>1</sup>. The evaluation presented here is aligned with FHWA's Safe System approach and it evaluates factors related to Safe Speeds, Safe Roads, and Safe Road Users. For the purposes of this evaluation Safe Vehicles and Post Crash Care were not investigated.

## Field Based Risk Assessment Methodology

The SAP team performed a Field-Based Risk Factor Evaluation on six key corridors in Gypsum. These corridors were selected from the Town's arterials and collectors network through crash data analysis and input from the Town. For this effort, local roads were not evaluated. Field reviews were

<sup>1</sup> <https://highways.dot.gov/safety/data-analysis-tools/systemic/systemic-approach-safety-using-risk-drive-action>



conducted along the selected corridors to assess infrastructure and behavioral factors that may contribute to crashes. Following the initial site visits by the project team, steering committee members and Town staff were invited to participate in subsequent reviews to share additional context and observations. Through field reviews and input from local stakeholders, the Field-Based Evaluation of Risk Factors helps identify context-specific safety concerns, highlight opportunities for risk mitigation, and guide future safety improvements.

## Selected Corridors

The five roadway segments, divided into six sections, were chosen based on a history of injury and fatal crashes, pedestrian and bicycle activity, and crash frequency. While Highway 6 has high crash numbers, it was excluded due to ongoing safety improvements anticipated to make significant changes to the safety conditions of the roadway. **Figure 1** shows the location of each corridor.

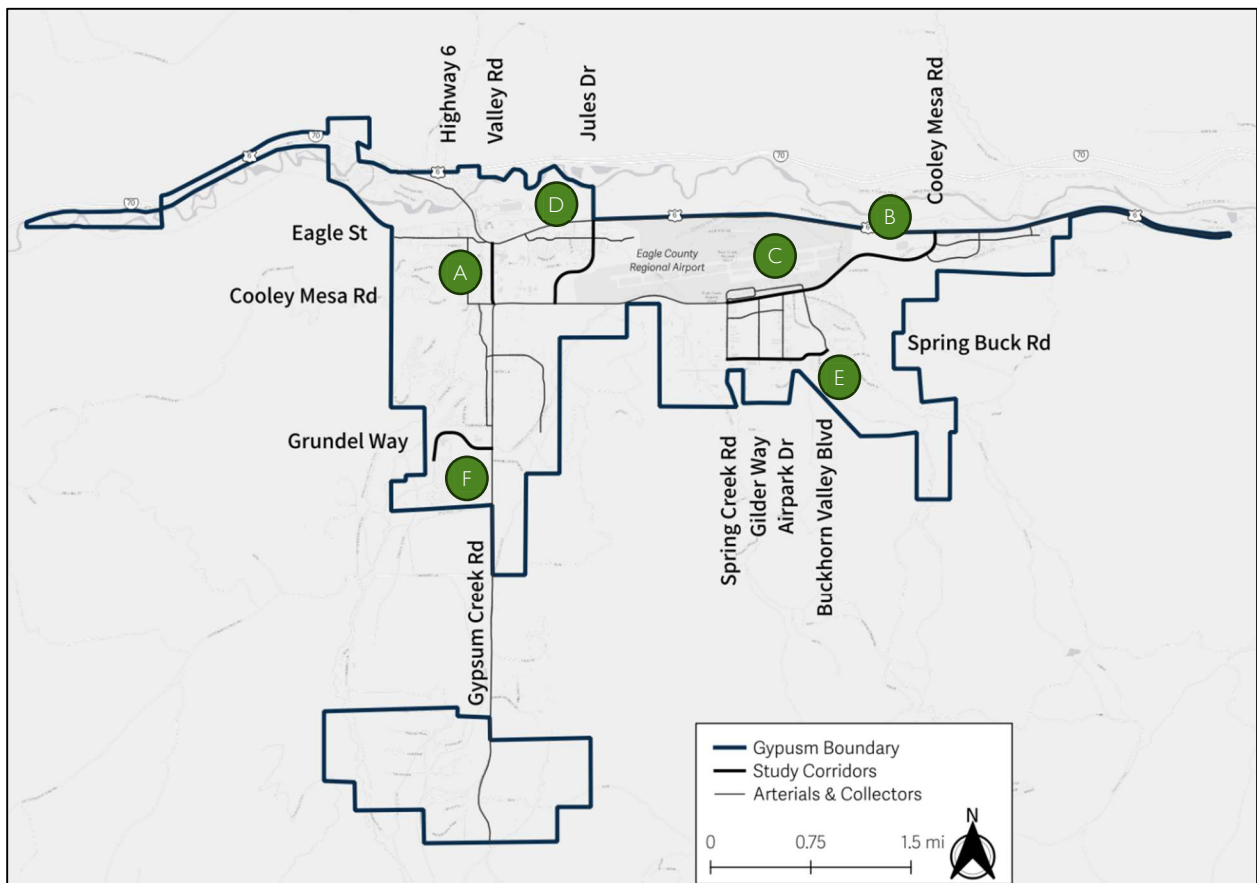


Figure 1: Study Corridor Locations

The information below details the selected corridors, along with the justification for their selection.

**A. Valley Rd North :** Cooley Mesa to Hwy 6, 0.45 Miles

*This segment was selected due to its high crash frequency, with 78 crashes, including four injury crashes and five pedestrian and bicyclist crashes. There are also more pedestrian and bicycle activity centers on this segment.*

**B. Cooley Mesa East :** Hwy 6 to Siena Lake Pkwy, 0.9 Miles

*This segment was selected due to its high crash frequency, with 77 crashes, including eight injury crashes.*

**C. Cooley Mesa Central :** Siena Lake Pkwy to Spring Creek Rd, 0.9 Miles

*This segment was selected due to its high crash frequency, with 33 crashes, including one injury crash and one pedestrian or bicycle crash.*

**D. Jules Dr :** Hwy 6 to Cooley Mesa, 0.8 Miles

*This segment was selected because despite being a lower-volume roadway, it has experienced multiple crashes, including one that resulted in a fatality, and three injury crashes.*

**E. Spring Buck :** Spring Creek Rd to Buckhorn Valley Blvd, 0.8 Miles

*This segment was selected because despite being a lower-volume roadway, it has experienced multiple crashes, including one that resulted in injury.*

**F. Grundel Way :** Valley Rd to Chatfield Ln, 0.6 Miles

*This segment was selected due to the proximity schools, and therefore increased likelihood of pedestrian and bicycle activity.*

## Approach

Field work for the project was conducted on May 20<sup>th</sup> – 21<sup>st</sup>, 2025. The project team completed initial corridor reviews prior to involving Town staff and steering committee members to gather further insights and local context.

On Monday, May 20, field reviews were conducted on the Spring Buck and Jules Drive corridor in the morning from 8:00 to 10:00 AM, followed by Valley Road North and Grundel Way in the afternoon from 12:30 to 2:00 PM.

On Tuesday, May 21, the team reviewed the Cooley Mesa East corridor from 10:00 to 11:00 AM and Cooley Mesa Central from 12:30 to 1:30 PM.

The project team utilized the ArcGIS Field Maps mobile application to document transportation-related risk factors during field reviews. This tool enabled real-time, location-based data collection and ensured consistency across all observations. **Table 1** provides a list of the field data collected. This list includes a broad set of potential risk indicators designed to guide observations during site visits. While comprehensive, the list was intended as a flexible reference, recognizing that not all elements would be relevant at every location.

The data collected was organized into the following categories:

- Segments
- Intersections
- Midblock and Other Crossing Areas
- Behavioral and Observational Insights
- Additional Data

*Table 1: Field Data Collection List*

<b><i>Segments (Corridor-Level Observations)</i></b>
Sidewalk
Curb & Gutter
Speed Limit
Roadway Width
Shoulder
Bike Infrastructure
Lighting Presence and Coverage
Road Surface Condition
<b><i>Intersections</i></b>
ADA Ramps
Crosswalks
Traffic Control Type
If Signalized:
<ul style="list-style-type: none"> <li>• Left Turn Phasing</li> <li>• Pedestrian Signal Presence &amp; Type</li> </ul>
Visibility of Signal Heads/Stop/Yield Signs (Obstructions, Retroreflectivity)
Intersection Lighting
Turning Radii
<b><i>Midblock and Other Crossing Areas</i></b>
Marked Pedestrian Crossings
Unmarked Crossing Activity
RRFB or Pedestrian Beacon Presence

Median Refuge Island
Sight Distance to Crosswalks
<i>Behavioral &amp; Observational</i>
Observed Driver Speeding or Aggression
<i>Additional Data</i>
Unusual Road Geometry

## Field Based Risk Assessment Findings

In **Attachment A**, the results are organized to present segment-wide summaries for each of the five studied roadways—six total sections, since Cooley Mesa is divided into central and east segments. These summaries include data elements that reflect broader corridor conditions.

System-wide findings across all corridors are presented in this section for each of the risk factors evaluated. Factors evaluated are driver speed (Safe Speeds), vertical crests, traffic control (Safe Roads), crossing activity, crosswalk conditions, sidewalk obstructions, and behavioral & observational factors (Safe Road Users).

### Safe Speeds

#### Driver Speed

The project team collected spot speed data on the evaluated roadway during field work. Each corridor exhibited an average speed under the posted speed limit. It should be noted that this data was collected as a spot sample and is not sufficient to represent statistically significant conditions. At least 24 hours of speed data is recommended to draw reliable conclusions.

*Table 2: Summary of Speed Data Collected*

Corridor	Posted speed limit	Average speed	Observation window	# of cars
Cooley Mesa Central Rd	45 mph	41 mph	12 minutes	70
Cooley Mesa East Rd	45 mph	40 mph	38 minutes	196
Grundel Way	20 mph	17 mph	14 minutes	7
Valley Road	30 mph	27 mph	27 minutes	81
Jule Dr	30-40 mph	33 mph	20 minutes	35
Spring Buck Rd	25 mph	26 mph	21 minutes	13

## Safe Roads

### Vertical Crests

The project team noticed five vertical crests on study corridors where the alignment transitions from an uphill to a downhill grade. In all cases, vertical crests reduce a driver's visibility, limit stopping distance, increase the risk of head-on collisions, and can obscure driveways or cross streets—resulting in additional risk.

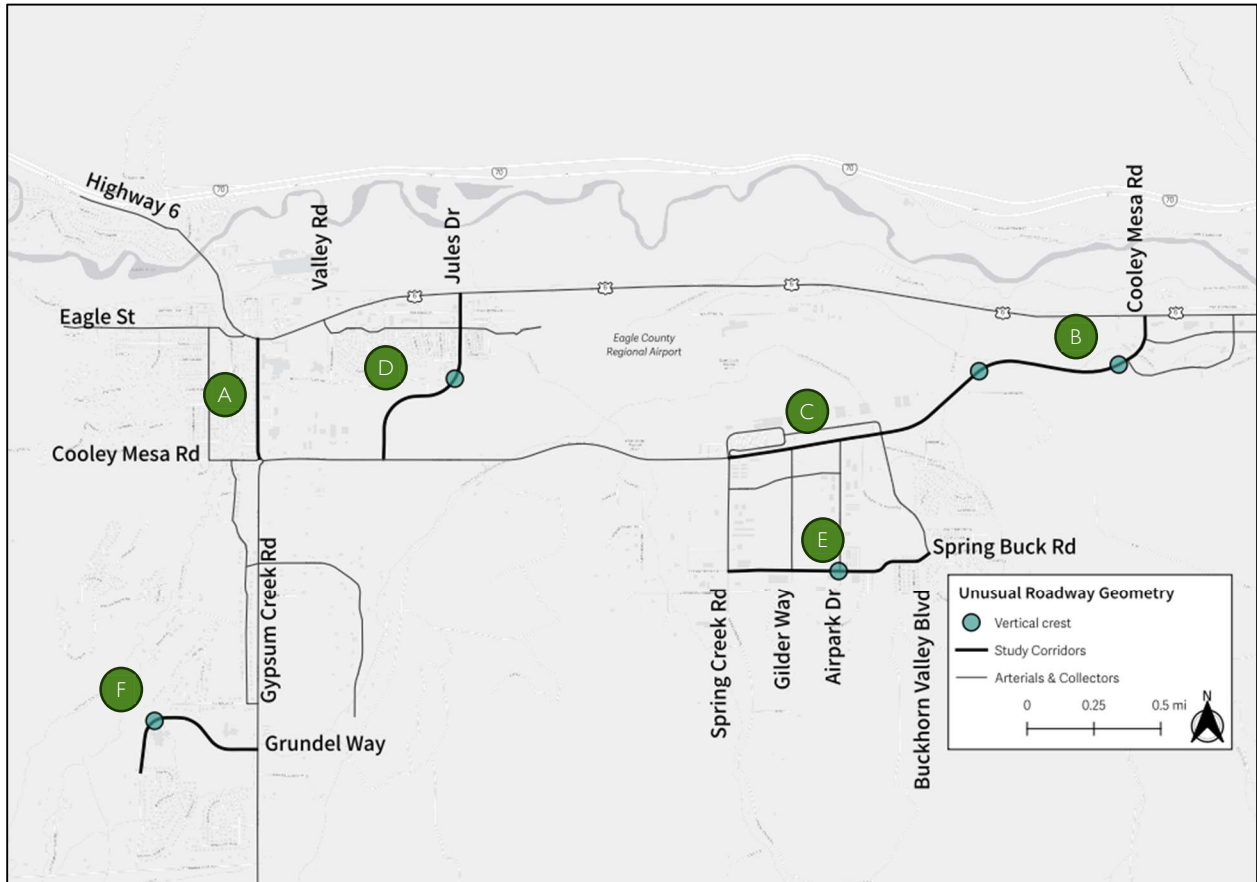


Figure 2: Vertical Crest Locations



*Figure 10: Unusual Roadway Geometry - Vertical Crests*

## Traffic Control

The type of traffic control at an intersection is an important factor in evaluating crash risk. Intersection configuration directly affects both the number and severity of potential conflict points. For example, traditional four-leg signalized intersections can have more than 30 vehicle-to-vehicle conflict points, while certain alternative designs, such as roundabouts, can reduce that number by more than half.

Within the Town of Gypsum, there are currently three traffic signals and three roundabouts. Two signalized intersections along Highway 6 are currently being converted into roundabouts. The roundabouts offer a strong safety advantage through reducing conflict angles (transforming right-angle and head-on conflicts into lower-severity merging and diverging conflicts), fewer conflict points, and lower operating speeds.

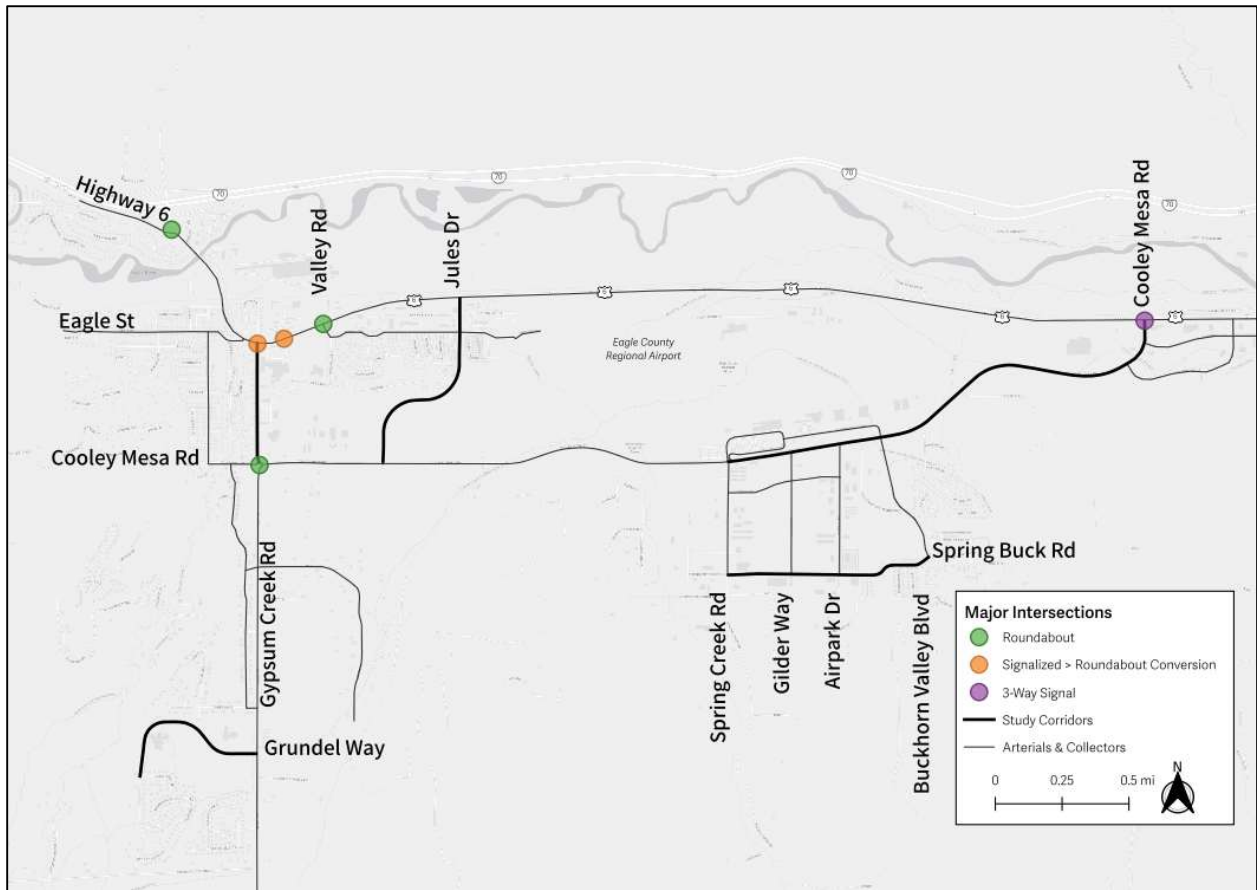


Figure 3: Traffic Control

## Crossing Activity

The locations of crossing activity observed on the evaluated corridors are noted in **Figure 4**. This includes locations with paved crossings, median refuge islands, multiuse paths, and footpath and animal crossings.

Footpaths, or 'goat trails' are informal user-created pathways formed by repeated foot or bicycle traffic. These paths typically emerge where formal infrastructure does not exist, or does not align with desired routes, indicating natural desire lines or gaps in pedestrian connectivity. These pathways highlight areas where pedestrians and bicyclists may be present and exposed to risk due to lacking infrastructure. Similarly, game trails caused by animal activity were also identified, as they may indicate locations of frequent wildlife crossings.

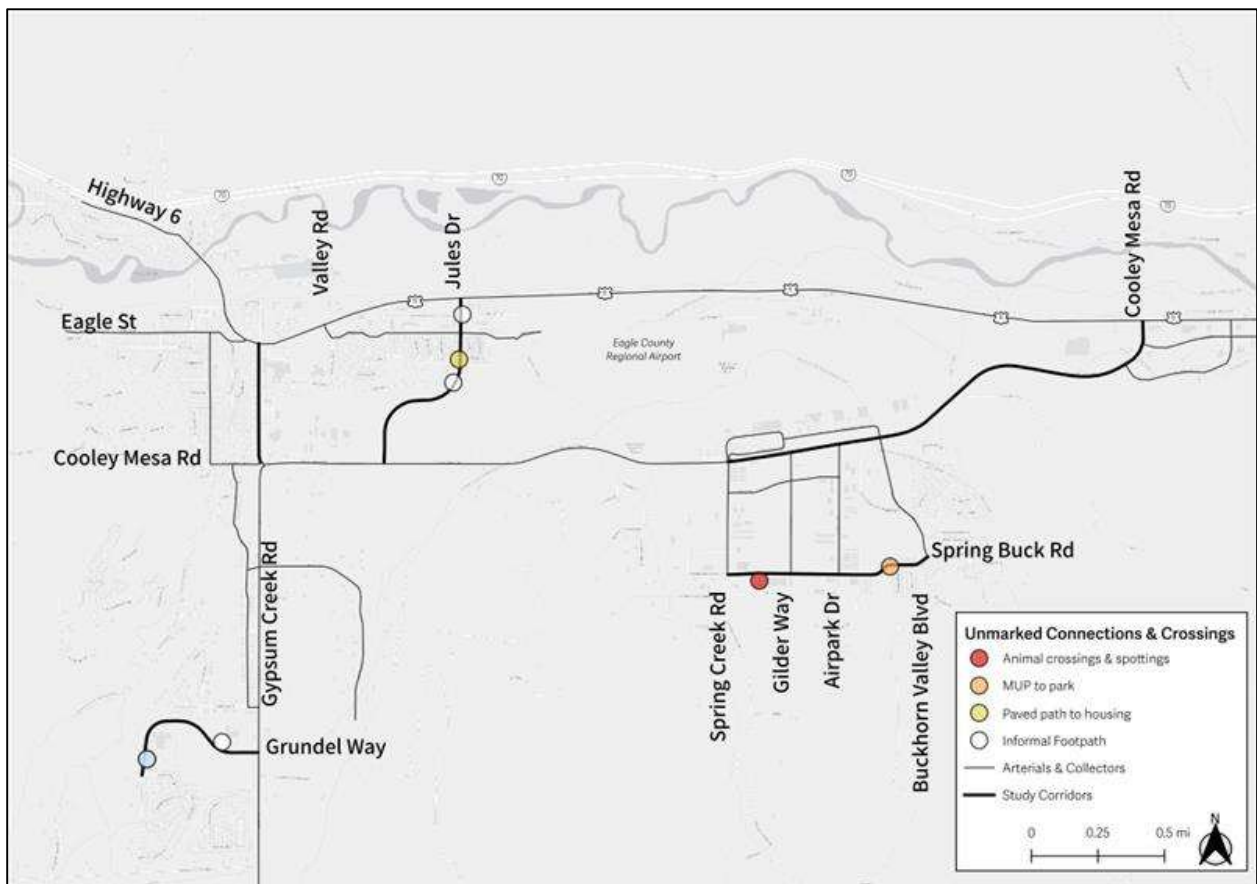


Figure 4: Crossing Activity Locations

## Safe Road Users

### Crosswalk Conditions

Currently, there are 45 marked and unmarked crosswalks across the six studied corridors. Of the total, 19 crosswalks are marked and 26 are unmarked. Most marked crosswalks have a "Ladder" type marking on the pavement. Marked crosswalks have an average distance of approximately 59 feet, while unmarked crosswalks average around 66 feet. Jules Dr and Cooley Mesa Rd both include crosswalks exceeding 100 feet. Valley Rd has the highest number of marked crosswalks, with 8 out of its 14 entries marked. **Attachment B** shows detailed aerial images of the crosswalk locations.

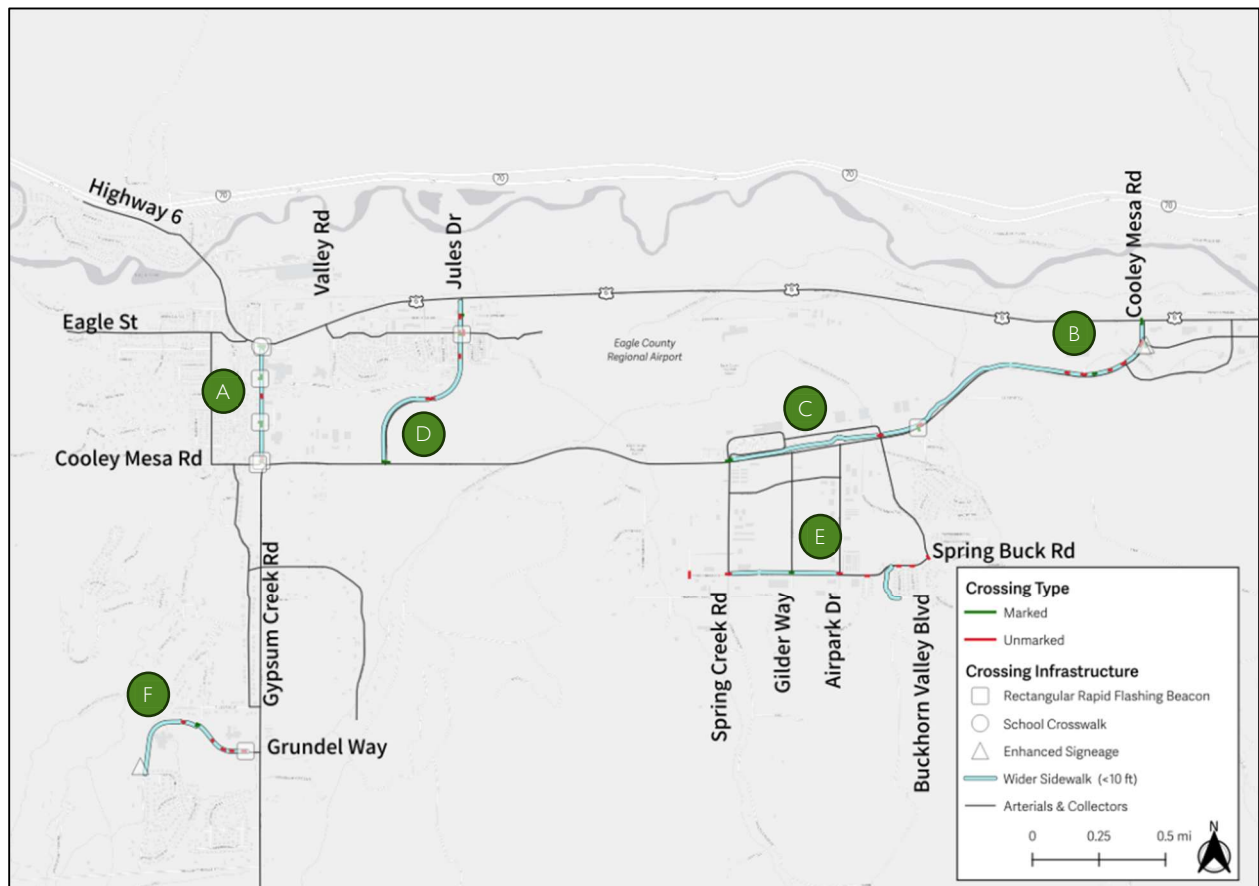


Figure 5: Crossing Infrastructure

## Sidewalk Obstructions

Groundhog activity has undermined the stability of some sidewalks in Gypsum by displacing the soil beneath the pavement. Groundhogs create tunnels that reduce the structural support for the concrete slab. Over time, this can lead to uneven settling, cracking, or surface collapse. These conditions result in non-compliance with ADA standards due to tripping hazards and changes in surface level. These types of obstructions were evident on Spring Buck Rd and Grundel Way as shown in **Figure 6** and **Figure 7**.

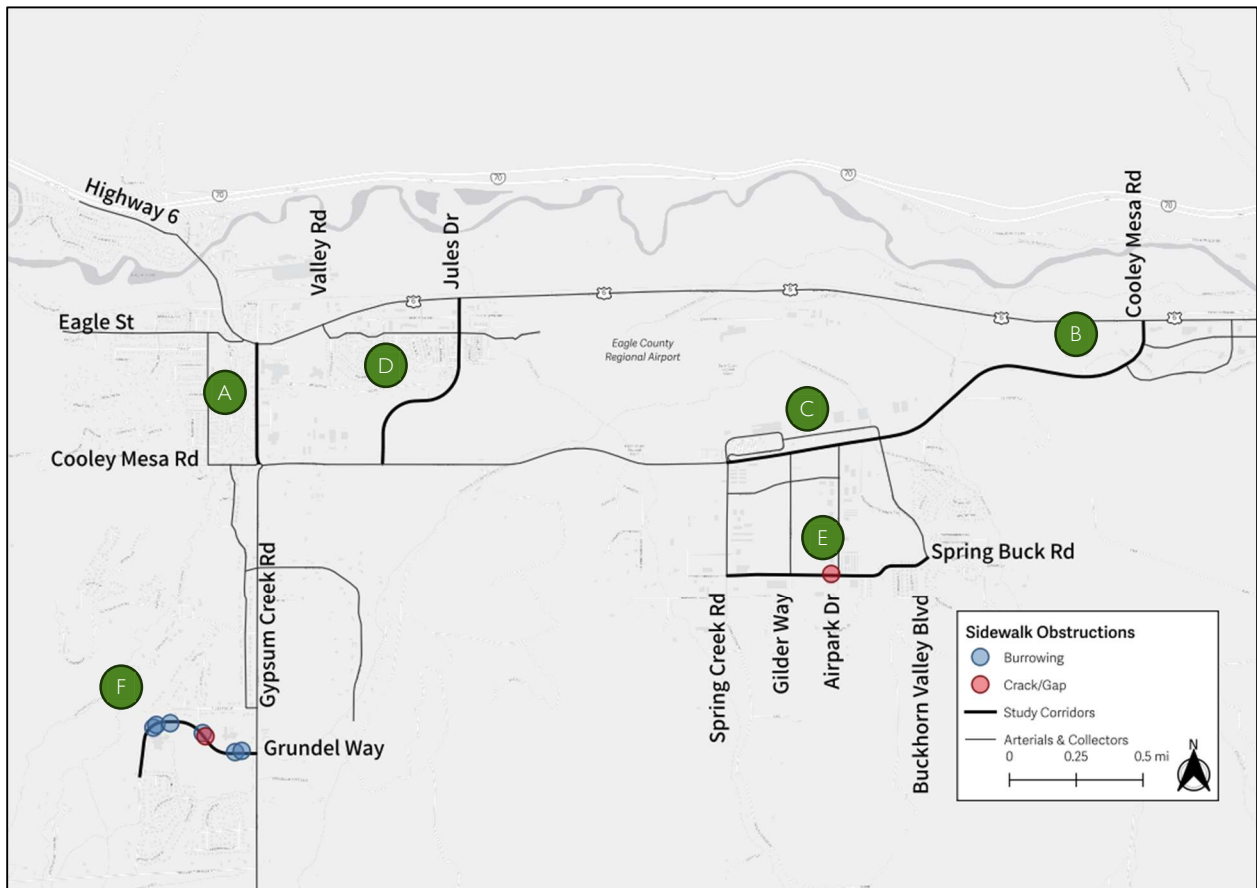


Figure 6: Sidewalk Obstruction Locations



Figure 7: Sidewalk Obstruction Photos

## Behavioral & Observational

The project team observed school-related bicycle and pedestrian activity along the study corridors, including examples such as a walking school bus and children biking with parental supervision. School locations are shown in **Figure 8**. Transit activity was also observed, particularly during commuting times.

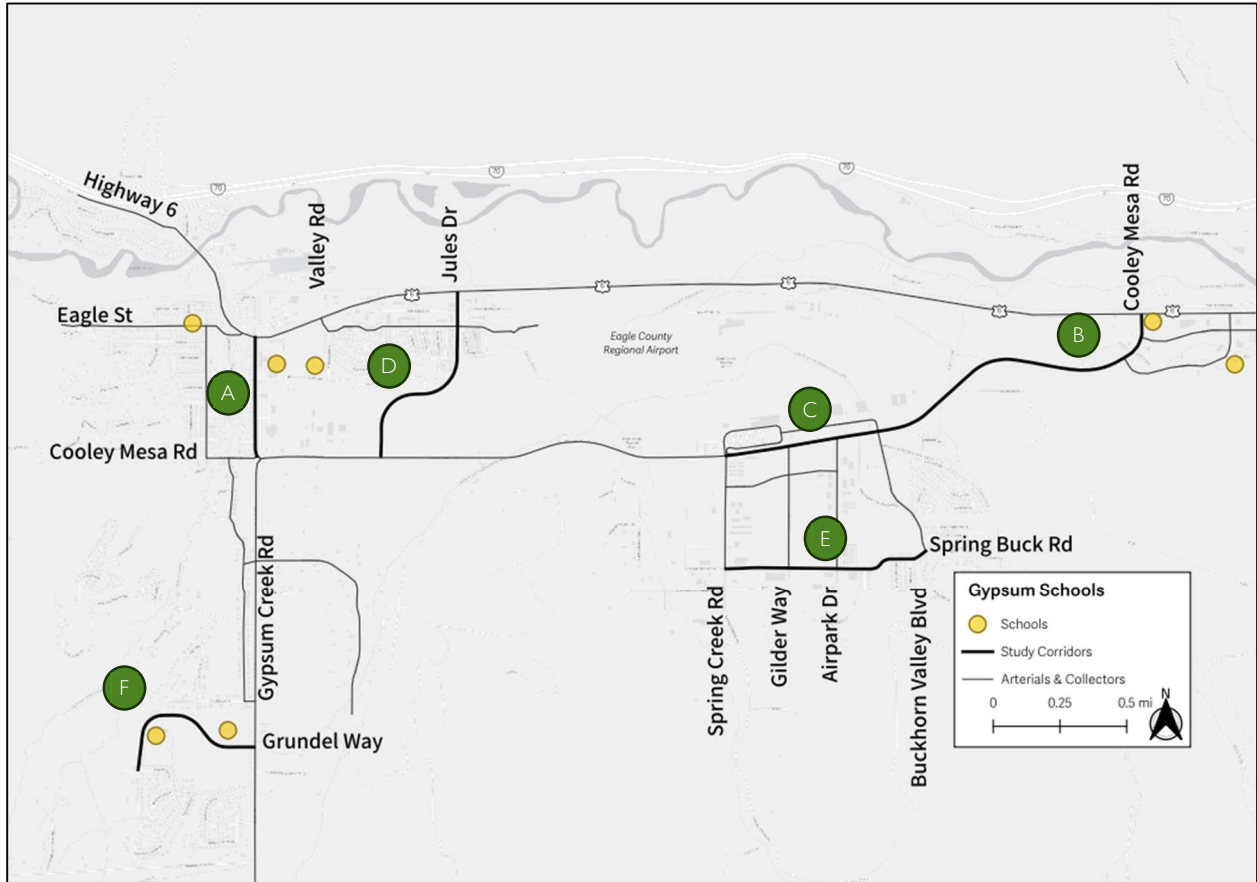


Figure 8: School Locations

The project team observed that most, if not all, biking activity occurs on sidewalks. All sidewalks along the study corridors are at least five feet wide, providing sufficient space to comfortably accommodate both pedestrians and bicyclists. Dedicated bicycle facilities were not present on any of the five study corridors. However, some corridors such as Grundel Way, Spring Buck Road, and Jules Drive have shoulders that could potentially support on-street bicycle activity.

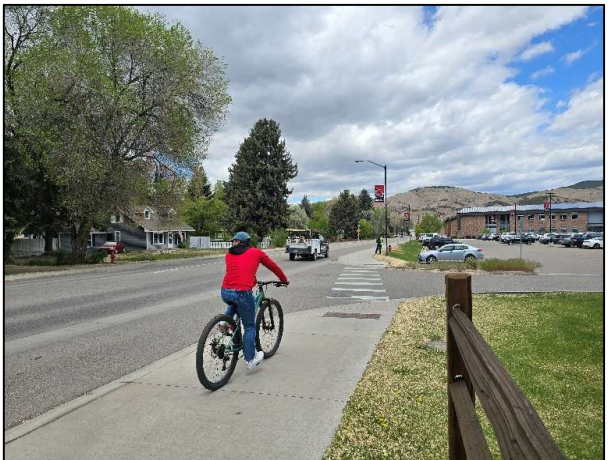
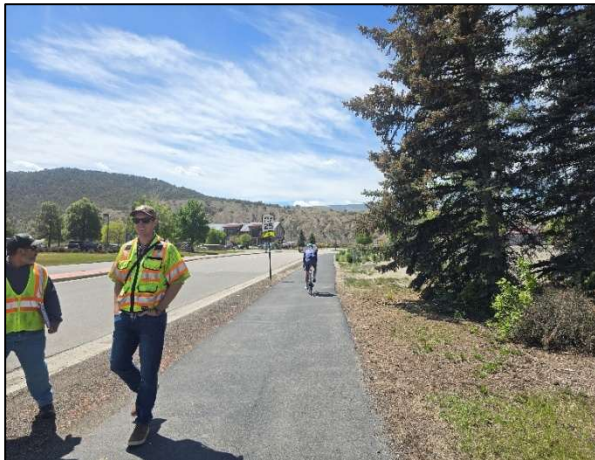


Figure 9: Pedestrian, Bicyclist, and Transit Activity

## Themes

Themes observed throughout the town are important because they reveal consistent patterns that contribute to overall risk. Identifying these themes helps the project team move beyond isolated issues and understand systemic safety challenges. This broader perspective ensures that recommendations address not just individual problem spots, but also town-wide conditions that impact the safety and comfort of all roadway users.

Key observed themes are as follows.

### Safe Speeds

- **Design Standards Favor Wide Roadways and Large Curb Radii:**  
While intended to support industrial traffic, these design choices may inadvertently increase vehicle speeds and reduce safety for pedestrians and bicyclists, especially in mixed-use or residential areas.

### Safe Roads

- **Inconsistent Treatments:**  
Across the study area, the use of crosswalk signage, striping, and stop bars varied, often lacking consistency with best practices. Similarly, school zone signage and treatments were not uniformly applied, and traffic calming options appeared limited.
- **Need for Coordinated Access Planning and Control:**  
Unregulated access points along major corridors contribute to conflict points and unpredictable vehicle movements, increasing crash potential.

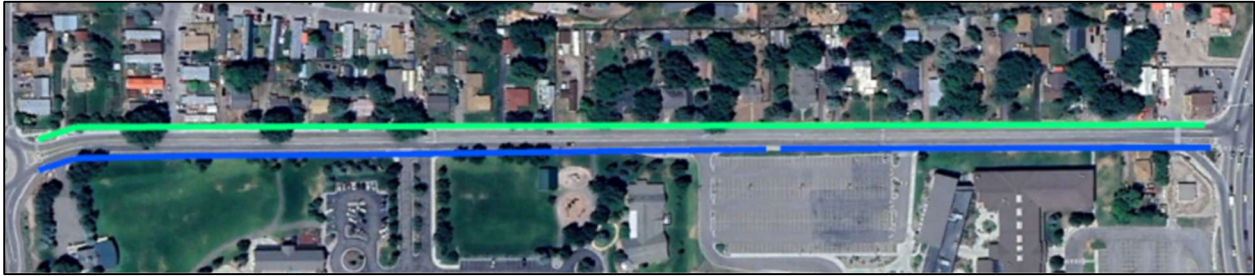
### Safe Road Users

- **Positive Support for Non-Motorized Travel:**  
Many corridors feature detached sidewalks and shared-use paths that enhance comfort for people walking and biking. However, the safety and continuity of these routes depend heavily on the availability of safe and accessible crossings.

This evaluation of risk factors aligns with the principles of the Safe System approach by recognizing that human error is inevitable, but serious injury and death are not. By proactively identifying systemic issues the Town can address risks before they result in crashes. This proactive, system-wide perspective ensures that safety improvements work together to create forgiving roads, manage speeds, and protect all road users, consistent with national best practices in traffic safety.

## Attachment A - Segment Wide Data

### A. Valley Rd North : Cooley Mesa to Hwy 6, 0.45 Miles



Valley Road			
Characteristic	East side sidewalk & corridor (Blue)		West side sidewalk & corridor (Green)
	Cooley Mesa to Parking Lot	Parking lot to Hwy 6	Cooley Mesa to Hwy 6
Road Surface	Well-maintained	Well-maintained	Well-maintained
Lighting	None	By school	By school
Bike Infrastructure	None	None	None
Shoulder	curb & gutter	curb & gutter	curb & gutter
Roadway Width	34 ft	34 ft	34 ft
Speed Limit	30 mph	25 mph (when children present)	30 mph
Curb & Gutter	1 ft of gutter	1 ft of gutter	1 ft of gutter. Slanted curb
Sidewalk width	8 ft	8-9 ft	5-6 ft

## B and C. Cooley Mesa East & Central: Hwy 6 to Spring Creek Road, 1.8 Miles



Cooley Mesa Rd East & Central				
Risk Assessments	North side sidewalk risk assessment (Green)	North side sidewalk risk assessment (Orange)	North side sidewalk & segment (blue)	North side sidewalk & segment (near Hwy 6)(blue & purple)
	MUP from Spring Creek to La Grow Rd	MUP	Costco Driveway to La Grow Rd	Hwy 6 to Costco Driveway
<b>Road Surface</b>	Well-maintained	Well-maintained	Well-maintained	Well-maintained
<b>Lighting</b>	None	None	None	By school
<b>Bike Infrastructure</b>	None	None	None	None
<b>Shoulder</b>	None	None	Gravel 1-5 ft	Grass 1-5 ft
<b>Roadway Width</b>	50 ft	26 ft	65 ft to 26 ft to 55 ft east to west	70 ft, 20 ft TWLT Lane
<b>Speed Limit</b>	45 mph	45 mph	35 mph	25-35 mph
<b>Curb &amp; Gutter</b>	No	Yes	No	Gutter. Slanted Curb
<b>Sidewalk width</b>	8-9 ft	5 ft	7-8 ft	8-9 ft

## D. Jules Dr: Hwy 6 to Cooley Mesa, 0.8 Miles



<b>Jules Dr</b>				
Risk Assessments	West side sidewalk & corridor (Green)			East side sidewalk & corridor (Blue)
	Hwy 6 to Jules Dr (Local street)	Jules Dr (Local street) to turn lanes on Jules Dr	Jules Dr turn lanes to Cooley Mesa Rd	Cooley Mesa to Hwy 6
<b>Road Surface</b>	Few cracks	Few cracks	Well-maintained	Few cracks
<b>Lighting</b>	Only at Intersections & midblock crossings	None	None	None
<b>Bike Infrastructure</b>	None	None	None	None
<b>Shoulder 1</b>	None	2-4 ft pavement	7 ft pavement	6 ft pavement
<b>Shoulder 2</b>	None	30 ft gravel & dirt	13 ft gravel & dirt	4.5 ft gravel & dirt
<b>Roadway Width</b>	48 ft prior to first mid block crossing 30 ft before slope	40 ft	40 ft	40 ft
<b>Speed Limit</b>	35 mph	35 mph	35 mph	35 mph
<b>Curb &amp; Gutter</b>	Yes	None	None	None
<b>Sidewalk width</b>	7-8.5 ft	7-8 ft	8-9 ft	None

### E. Spring Buck: Spring Creek Rd to Buckhorn Valley Blvd, 0.8 Miles



Spring Buck Rd			
Risk Assessments	North side sidewalk & corridor (Green)		North and South side sidewalk & corridor (Orange)
	Spring Creek Rd to Airpark Dr	Airpark Dr to Crocket Ct	Crocket Ct to Buckhorn Valley Blvd
Road Surface	Few cracks	Few cracks	Well-maintained
Lighting	None	Only at intersection	None
Bike Infrastructure	None	None	None
Shoulder 1	8 ft grass	None	None
Shoulder 2	curb & gutter	curb & gutter	curb & gutter
Roadway Width	38 ft	42 ft	26 ft
Speed Limit	25 mph	20 mph	20 mph
Curb & Gutter	None	Yes	Yes
Sidewalk width	9 ft	8 ft	5 ft

## F. Grundel Way: Valley Rd to Chatfield Ln, 0.6 Miles



<b>Grundel Way</b>			
<b>Risk Assessments</b>	<b>East side sidewalk &amp; corridor (Blue)</b>	<b>East side sidewalk &amp; corridor (Green)</b>	<b>West side sidewalk &amp; corridor (Orange)</b>
	<i>Chatfield Ln to Goat trail</i>	<i>Goat trail to Whitetail Dr local road</i>	<i>Whitetail Dr local road to Gypsum Creek Rd</i>
<b>Road Surface</b>	Few cracks	Well-maintained	Well-maintained
<b>Lighting</b>	None	By school	None
<b>Bike Infrastructure</b>	None	None	None
<b>Shoulder 1</b>	None	1 ft pavement	1 ft pavement
<b>Shoulder 2</b>	4-5 ft gravel	1 ft grass & gravel	3 ft gravel
<b>Roadway Width</b>	28 ft	28 ft	26 ft
<b>Speed Limit</b>	20 mph	20 mph	20 mph
<b>Curb &amp; Gutter</b>	None	Varies from curb & gutter to grass & gravel shoulder	None
<b>Sidewalk width</b>	8-9 ft	8-9 ft	9-10 ft

## Attachment B – Crosswalks Details

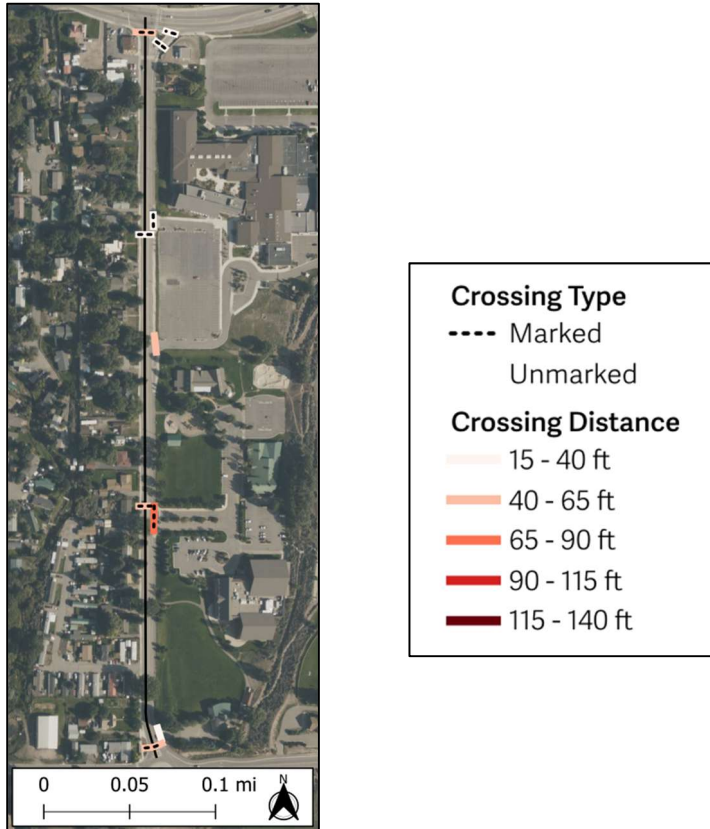
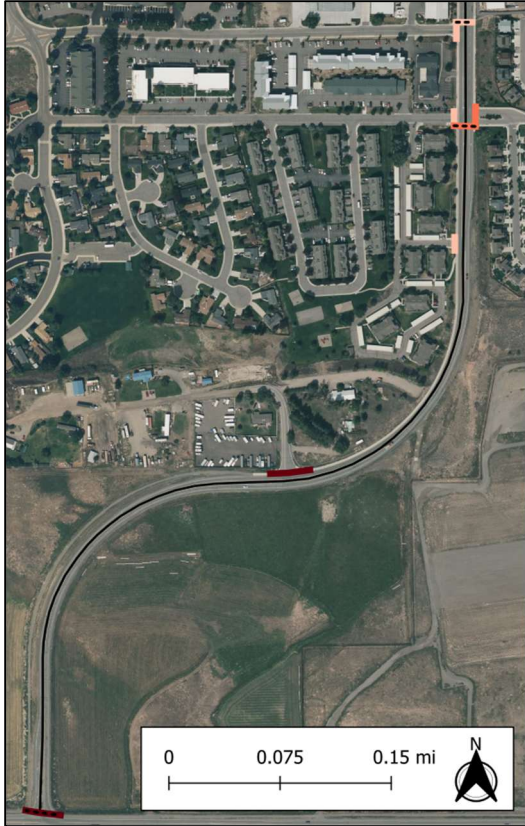


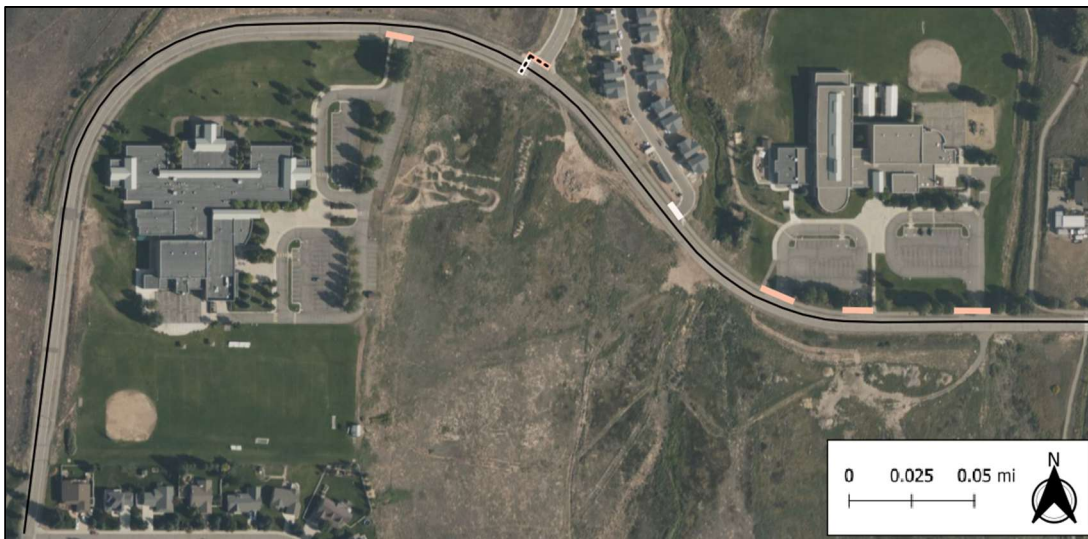
Figure 10: Valley Road Crosswalks



Figure 11: Cooley Mesa Crosswalks



*Jules Drive Crosswalks*



*Grundel Way Crosswalks*



*Spring Buck Road Crosswalks*

September 2025

# Public Engagement Summary



TOWN OF GYPSUM  
SAFE STREETS FOR ALL

## Safety Action Plan



# Overview of Round 1

The project team coordinated with the Town of Gypsum to conduct public engagement on the Safe Streets for All Safety Action Plan. Public engagement launched April 2025 with the first steering committee meeting. The team also gathered community feedback through online and in-person methods.

- **Steering Committee 1:** April 8
  - Heard from 15 committee members, representing 10 different stakeholder groups
- **Project Website Online Feedback:** May 16 – July 31
  - Received 335 contributions from 140 different people
- **Gypsum Daze Engagement:** July 18-19
  - Spoke with 250 people
- **Total Community Members Engaged: 405**

## Public Outreach

The Town of Gypsum helped to raise community awareness about the Safety Action Plan through different communication methods including the Town newsletter, Facebook, Instagram, and the distribution of flyers throughout the community. Over 2,500 people were informed about the project through online outreach methods<sup>1</sup>.



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<sup>1</sup> Using the average reach generated through social media posts and the unique number of clicks through the project website embedded in the Town newsletter.

# Community Outreach & Engagement



**250 people**

engaged at  
Gypsum Daze



**650 visits**

to project website  
during Phase 1



**81 surveys**

online survey  
responses



**234 mapped**

comments on  
issues map



**264 votes**

on map pin  
comments



**2,532 people**

informed via social  
media & newsletter

## Gypsum Daze

Gypsum community members were invited to share their feedback on the Safety Action Plan during the annual Gypsum Daze celebration, held July 18-19. During the outreach event, the project team spoke with approximately 250 people over the two-day event. Participants provided feedback through hands-on activities and several people provided additional comments related to concerns about Gypsum roadways and ideas to improve the community.

## Mason Jar Activity: Roadway Safety Priorities

Participants were asked to rank their top priorities related to roadway safety in Gypsum, by placing colored poker chips into mason jars. The jars were labeled with six different safety improvements: lighting; visible crosswalks; signalized intersections or Rectangular Rapid Flashing Beacons (RRFB); sidewalks; multi-use pathways; pedestrian refuge mid-crossings; and traffic calming/speed reduction measures. In addition, there was a jar with the statement "I would not use active modes for travel in Gypsum, even with safety improvements".

Respondents were asked to select their top three priorities by placing colored chips for their first, second, and third choices. Blue indicated the 1st choice, red the 2nd choice, and white the 3rd choice. At the end of the two-day event, each jar was tallied by the color of chips, and then the priorities were given a weighted score based on the number of 1st, 2nd, and 3rd place votes that were placed in each jar.

Overall, the top four roadway safety priorities were visible crosswalks, multi-use pathways, traffic calming/speed reduction measures, and sidewalks. Visible crosswalks ranked the highest, with a weighted score of 83. Multi-use pathways and traffic calming/speed reduction measures both scored 70, and sidewalks received a score of 60. The statement “I would not use active modes for travel in Gypsum, even with safety improvements” received a score of 2, indicating that most of the respondents might be encouraged to use active transportation modes in Gypsum with the implementation of roadway safety improvements.

Roadway Safety Priorities	1st Choice (Blue/Black)	2nd Choice (Red/Green)	3rd Choice (White)	Total Chips	Weighted Score
<b>Visible Crosswalks</b>	15	13	12	40	<b>83</b>
<b>Multi-Use Pathways</b>	13	11	9	33	<b>70</b>
<b>Traffic Calming/Speed Reduction Measures</b>	17	6	7	30	<b>70</b>
<b>Sidewalks</b>	10	10	10	30	<b>60</b>
<b>Signalized Intersections or Rectangular Flashing Beacon</b>	7	8	9	24	<b>46</b>
<b>Lighting</b>	6	6	12	24	<b>42</b>
<b>Pedestrian Refuge Mid-Crossing</b>	1	3	0	4	<b>9</b>
<b>I would not use active modes for travel in Gypsum, even with safety improvements</b>	0	1	0	1	<b>2</b>

## Map Activity: Locations with Safety Concerns

Visitors at the Gypsum Daze booth were provided with a large map of Gypsum and asked to provide feedback on areas of concern by placing colored dots corresponding with four different categories:



- **Green:** Roadway – places where participants feel unsafe on Gypsum roads.
- **Blue:** Bicycle/Pedestrian – places where participants feel unsafe walking or biking.
- **Yellow:** Intersections- intersections where participants feel unsafe or need improvement.
- **Red:** Speeding Vehicles – places where participants feel drivers travel at unsafe speeds.

Throughout the two-day event, participants placed 75 colored dots on the map. Speeding vehicles received the highest number of dots, followed by Intersections, Bicycle/Pedestrian, and the Roadway category received the fewest dots.

### Summary of Map Pins

75 total pins placed on the interactive map, in four different categories

**Roadway: 6**

**Bicycle/Pedestrian: 20**

**Intersections: 24**

**Speeding Vehicles: 25**

## Map Locations

Colored dots were spread across 38 different locations on the map, ranging across the four areas of concern. US 6 & Railroad Ave received the most concentrated number of dots, with representation from the Roadway, Intersection, and Bike/Pedestrian categories. Eagle Street & 2<sup>nd</sup> Street had the second highest collection of dots, followed by Valley Road & Mayne Street. The chart below lists the 10 locations that received the most dots.

Map Location/Dot Placement	Green	Yellow	Blue	Red	Total Dots
<b>US 6 &amp; Railroad Ave</b>	2	5	1	0	<b>8</b>
<b>2<sup>nd</sup> &amp; Eagle St.</b>	0	2	2	2	<b>6</b>
<b>Valley Rd. &amp; Mayne St.</b>	0	2	2	1	<b>5</b>
<b>Cooley Mesa Rd. &amp; Lindbergh Dr.</b>	0	3	1	0	<b>4</b>
<b>Cooley Mesa Rd. &amp; Buckthorn Valley Rd./Eldon Wilson Rd.</b>	0	3	1	0	<b>4</b>
<b>Eagle St. &amp; US 6</b>	0	2	1	1	<b>4</b>
<b>Valley Rd. &amp; Timberwolf</b>	0	1	2	0	<b>3</b>
<b>Whitetail Dr. between Timberwolf &amp; Cotton Ranch Dr.</b>	0	0	0	3	<b>3</b>
<b>Jules Dr. between Sunny Ave &amp; Jules Dr.</b>	1	0	0	2	<b>3</b>
<b>US 6 &amp; Jules Dr.</b>	0	2	1	0	<b>3</b>

## Community Conversations

During Gypsum Daze, the project team had valuable conversations with community members including topics like needed infrastructure improvements, ideas for community development, and specific locations within Gypsum that residents had safety concerns. Some booth visitors also provided positive feedback about the Town of Gypsum staff, including their level of activity and attentiveness to concerns within the Gypsum community.

Most commonly, event attendees voiced their concerns about E-bikes including the speeds they travel, failure to follow traffic laws, and poor etiquette around other cyclists and pedestrians. Community members referenced improvements to

Gypsum roads such as roadway maintenance, trimming vegetation to improve line of sight, on-street parking, narrow sidewalks, need for more paved pathways and crosswalks, and connectivity to local parks.

While placing dots on the map, participants mentioned specific areas of concern, commenting on the need for bicycle and pedestrian facilities such as crosswalks and wider sidewalks, locations where Rectangular Rapid Flashing Beacons (RRFB) are needed, missing signage, and stop sign compliance. Participants expressed the need for safer connections for youth traveling to Red Hill Elementary and the addition of an RRFB at the high school. Event attendees also mentioned the need for a downtown area in Gypsum and suggested having food truck events to bring the community together. [See Appendix A for a list of all public comments.](#)



## Online Engagement

KLJ Engineering developed a dedicated project website using the Social Pinpoint platform, which was available for the first round of public feedback from May 16 – July 31. During Phase One of engagement, the project website received 650 visits from 460 unique visitors. The website featured three different methods for the Gypsum community to provide feedback, which generated 335 total contributions from 140 unique participants.

Website Visitation & Contributions			
650 Website Visits	460 Unique Visitors	69% 1 <sup>st</sup> Time Visitors	31% Returning Visitors
335 Total Contributions	234 Map Pins	81 Survey Response	20 Direct Comments

## Survey Responses

Website visitors were encouraged to participate in a six-question survey, and 81 responses were collected. The first three questions used a sliding scale to gauge the participant's perceived level of safety driving, walking, and biking on Gypsum roads. The fourth question was set up the same way but asked about the level of safety waiting for public transit or accessing existing bus stops. Questions five and six were open-ended questions to collect qualitative feedback.

The sliding scale used a range from 1 to 5: 1 represents feeling the least safe and 5 feels the safest. When respondents were asked to rate their level of safety using the Gypsum transportation system, driving had the highest average score, followed by waiting for or accessing public transit, and walking. Biking on Gypsum roads received the lowest average score.

- Question 1: I feel safe driving a vehicle on Gypsum roads – average score: 3.8
- Question 2: I feel safe walking in Gypsum – average score: 3.3
- Question 3: I feel safe biking in Gypsum – average score: 3.0
- Question 4: I feel safe waiting for public transit or accessing existing bus stops – average score: 3.7

## Safer Travel in Gypsum

Question 5 gathered feedback about ways to make travel safer in Gypsum for all road users. There were 70 responses to the open-ended statement "I would feel safer traveling in Gypsum if...". Four themes rose to the top of the comments: bicycle and pedestrian infrastructure; traffic laws/enforcement; bicycle and pedestrian safety/education; and other roadway concerns. [See Appendix A for a complete list of survey comments.](#)

### ***Bicycle and Pedestrian Infrastructure***

There were 40 comments related to improving the walking and biking experience through the built environment. These ranged from safer crosswalks, along with the addition of flashing beacons, sidewalks, bike lanes, multi-use pathways, and

covered bus stops. There were also several comments about conflicts between bicycles and pedestrians, noting the need for separated bicycle and pedestrian facilities or wider sidewalks/pathways.

### ***Traffic Laws & Enforcement***

Comments related to laws and traffic enforcement were submitted 38 times. The need for speed limit reduction and speed limit enforcement were the most common topics. There was also concern about driver behaviors such as failure to stop for bicycles and pedestrians, running stop lights/stop signs, and failing to yield at roundabouts. Many participants felt there are too many Off Highway Vehicles (OHV) on the roads, and that these users rarely follow the traffic laws. Some respondents specifically commented that they would like to see a bigger police presence within the community and on Gypsum roads.

### ***Bicycle & Pedestrian Safety/Education***

There were 23 comments focused on bike and pedestrian safety and the need for walking and biking education for youth, especially young e-bike riders. E-bikes were the top concern in this category. Most comments referred to e-bike riders riding too fast, failing to yield to pedestrians, and rarely obeying the traffic laws. People also expressed concern for youth crossing the street without stopping to look for oncoming traffic, noted for walkers and bikers. There was also a general concern about the safety of young people on bikes, with suggestions for the requirement of bike helmets, especially those using e-bikes.

### ***Other Roadway Concerns***

Other types of roadway concerns appeared 19 times including topics like better lighting, clear line of sight, traffic congestion, and better signage. Those listing line of sight as a concern specified vegetation overgrowth, blind corners, and on-street parking as reasons. There were some comments related to emergency access and evacuation routes, with the current level of congestion during peak travel times.

## Other Comments Related to the Gypsum Transportation System

The final survey question asked respondents if they had other comments about Gypsum's transportation system. Question 6 reinforced many of the ideas shared in question 5, however there were five themes: Transit was the most common response in Question 6, followed by traffic laws and enforcement, bicycle and pedestrian safety/education, bicycle and pedestrian infrastructure, and other roadway concerns.

### ***Transit Service & Improvements***

Community members referenced transit service or improvements to the existing transit system 14 times. Most respondents mentioned they would like access to free public transit in Gypsum. There were also comments specific to the need for bus service with mention to Cotton Ranch, Valley Road, and a shuttle between Gypsum and Eagle. Responses also indicated the need for additional bus stops including one at Grundel Way and Valley Road, Red Hill and Gypsum Creek, and there was also a request for Park and Rides on both sides of I-70. Respondents also mentioned the need for lighting at bus stops or inside of bus shelters.

### ***Bicycle & Pedestrian Safety/Education***

While responses referencing bicycle and pedestrian safety or education were like those in Question 5, the key difference was concern for e-bike users riding on sidewalks, which posed challenges for people walking, pushing strollers, or using a mobility device.



### ***Bicycle and Pedestrian Infrastructure***

Additional responses indicated the need for a wider tunnel and pathway under Highway 6. There were also suggestions for the Town of Gypsum to incorporate bike share or micromobility options for travel.

### ***Other Roadway Concerns***

Within this category, respondents mentioned that there are too many roundabouts in Gypsum, concerns about noise pollution from engine brakes and OHVs on the streets, and there was also concern about semitrucks parking on the exit ramps.

## Interactive Map

There were 234 map pins placed on the interactive map, spread across five categories: Bike/Pedestrian, Roadway, Intersection Concern, Speeding Vehicles, and Other. Participants had the option to vote on comments within the map by giving a thumbs up or down, there were 264 votes.

Interactive Mapping Activity				
234 total pins placed on the online map, in five different categories				
<b>Bike/Pedestrian:</b> 63	<b>Roadway:</b> 24	<b>Intersection Concern:</b> 68	<b>Speeding Vehicles:</b> 56	<b>Other:</b> 23

Comments for each of the map pin categories were analyzed and summarized, resulting in the identification of five key patterns, broken into relevant topics: Traffic laws and enforcement, bicycle and pedestrian infrastructure, other roadway concerns, traffic flow and control, and education. Similar topics were tallied across all map pin categories to determine the level of importance for each area of concern/need, [see Appendix B for an outline of patterns and overarching topics.](#)

- |                                       |            |
|---------------------------------------|------------|
| ● Traffic Laws & Enforcement          | Total: 116 |
| ● Bicycle & Pedestrian Infrastructure | Total: 103 |
| ● Other Roadway Concerns              | Total: 86  |
| ● Traffic Flow & Traffic Control      | Total: 63  |
| ● Bicycle & Pedestrian Education      | Total: 25  |

## Map Pin Votes

Interactive map participants had the option to vote on comments placed on the map, by giving a thumbs up or down on existing comments. There were 264 total votes received. The average vote score was calculated by adding up the total up and down votes placed on each comment; the highest average score was 6 and the lowest average score was -1. The table below outlines the number of votes received in each map pin category, the number comments with an average score greater than 3, along with the locations and summary of the comments with average scores greater than 3.

Summary of Map Pin Votes		
Comment Summary	Location	Average Score
<b>Intersection Concern</b> <b>Total Up/Down Votes: 46</b> <b>Total Comments with Average Score &gt;3: 3</b>		
Traffic control, dangerous intersection	Spring Creek & Cooly Mesa Rd	6
Turning with "no turn on red"	Highway 6 & Sylvan Lake Rd	4
Heavy traffic, concern about pedestrian safety	Spring Creek & Cooly Mesa Rd	6
<b>Bike &amp; Pedestrian</b> <b>Total Up/Down Votes: 29</b> <b>Total Comments with Average Score &gt;3: 2</b>		
Crosswalk needed	Valley Road & Mayne	4
Crosswalk needed	Mayne & Bradford	4
<b>Speeding Vehicles</b> <b>Total Up/Down Votes: 36</b> <b>Total Comments with Average Score &gt;3: 2</b>		
Safety of bikes and pedestrians	2 <sup>nd</sup> Street & Fire Station	4
Speed bumps needed	905 Mayne	4
<b>Roadway</b> <b>Total Up/Down Votes: 11</b> <b>Total Comments with Average Score &gt;3: 1</b>		
E-bike regulations	Valley Road & Lundgren	4
<b>Other</b> <b>Total Up/Down Votes: 11</b> <b>Total Comments with Average Score &gt;3: 1</b>		
Town of Gypsum light too bright	Railroad & Highway 6	6

## Key Patterns Identified within Map Pins

### ***Traffic Laws & Enforcement***

Overall, the most common concern was traffic laws and enforcement, with 122 similar reoccurring comments across all map pin categories. Some of the common topics include speeding vehicles, the need for police enforcement, driver behavior, OHVs on the roads, drag racing, and e-bike regulations.

- **Speeding Vehicles:** Comments were pinned on numerous roadways and intersections, both in residential areas, collector roads, and major corridors. Several respondents mentioned vehicle speed as a potential cause for crashes, expressing concern for vulnerable road users and other drivers who follow the posted speed limit. There were also comments that noted the need for speed limit reduction.
- **Driver Behavior:** Many comments referenced distracted drivers, drivers not paying attention, or failing to stop/yield for bicycles and pedestrians.
- **Police Enforcement:** There was reference to speed limit, on-street parking, and drivers failing to stop at stop signs/traffic lights. There were also some comments related to signalized intersections where there is "no turn on red" posted, and that many drivers do not adhere to the posted signage.
- **OHVs on Roads:** Respondents noted that OHV users do not follow traffic laws, they race up and down the streets, and that they do not yield to vulnerable roadway users. Some comments also mentioned that if OHVs are going to be allowed on the road, younger kids and teens should not be allowed to drive these vehicles. Respondents also felt that OHVs should not be allowed on Gypsum roads.
- **Drag Racing:** While speeding vehicles was a common topic, there were several comments that specifically stated drag racing was a safety concern.
- **E-Bike Regulations:** Most map pin comments were directed towards the specific need for the regulation of e-bikes on multi-use paths, sidewalks, and roads. Comments noted the need for age restrictions of e-bike users, that e-bikes should be required to follow traffic laws, and that use should be regulated or not allowed on multi-use



pathways and sidewalks. Survey responses differed however, most of e-bike comments mentioned the need for education and bicycle etiquette for e-bike users.

- **Vehicles Blocking Sidewalks & Pathways:** Respondents indicated that there were vehicles parked on sidewalks and pathways, making it difficult for pedestrians and individuals using a mobility device to safely navigate these areas. Some also commented that they were forced to walk or use a wheelchair in the road when encountering vehicles blocking the sidewalk.

### ***Bicycle & Pedestrian Infrastructure***

There were 105 similar comments related to bicycle and pedestrian infrastructure. Most mentioned was the need for crosswalks, followed by general concern for the safety of pedestrians and bicycles, paved multi-use trails, sidewalks, improved connectivity to the bike path, maintenance of existing infrastructure, improved transit access, ADA accessibility/compliance, and desire for a bike park.

- **Crosswalks:** When talking about the need for bike and pedestrian facilities, the concern about safe street crossing ranked among the highest priorities. Many comments mentioned improved crosswalks, including the addition of flashing beacons or pedestrian intervals at signalized intersections. Other comments noted the need for additional crosswalks or areas where it was not safe for bicycles and pedestrians to safely cross the street.

- **Safety for Bikes & Pedestrians:** There were several comments that stated a general concern for the safety of bicycles and pedestrians, especially in areas with heavy traffic and limited facilities for vulnerable road users. There was also concern for youth traveling to school or crossing the street.
- **Paved Multi-Use Trails:** Respondents noted the need to complete missing sections of existing pathways, more pathways through town, and connections from neighborhoods to schools and other community amenities.
- **Sidewalks:** Most responses noted areas with heavy pedestrian traffic where there are missing segments of sidewalks, or areas where pedestrians must walk along the shoulder of the road. Comments also indicated the need for wider sidewalks and the separation of bicycles and pedestrians.
- **Connectivity to Pathways:** Respondents listed the need for connectivity or safe access to the existing bike path. These comments were separate from the mentions for additional/completed pathways.
- **Maintenance of Existing Infrastructure:** Comments addressed areas along the bike path and sidewalks that were cracked, bumpy, or un-even surfaces making it difficult for someone pushing a stroller or using a mobility device such as a cane or walker.
- **Improved Transit Access:** Respondents mentioned the need for additional bus stops in town or safer access to existing bus stops.
- **ADA Accessibility/Compliance:** There was reference to the need for improved ADA accessibility on sidewalks, missing curb cuts, and ADA access along the Gypsum Creek Bridge.
- **Bike Park:** There was only one comment suggesting a community bike park, it mentioned trail connectivity to Jules Drive.



## ***Other Roadway Concerns***

There were a range of topics that related to roadway improvements and other concerns combined into one category. Overall, 81 comments were tallied, with topics ranging from line of sight, roadway signage, roadway design, noise pollution, road maintenance, parking on interstate ramps, road construction blocking sidewalks, icy roads, and street lighting.

- **Line of Sight:** Comments related to line of sight were noted in various parts of town, with concerns related to vegetation overgrowth, on-street parking, blind corners, or other roadway design that impacts visibility of on-coming traffic. Comments also stated that drivers have difficulty seeing bicycles and pedestrians crossing the street, specifically related to vegetation and on-street parking.
- **Roadway Signage:** Most comments specified the need for signage such as speed limit signs, pedestrian crossing, no parking, and share the road. There were also suggestions about posting signage on busy corridors that would encourage drivers to slow down in advance of pedestrian crossings. Some comments noted that the “Welcome to Gypsum” sign was too bright. Although there were only a few comments about the Gypsum sign, these comments each received six up votes on the map comments, indicating additional respondents supported or agreed with the comments.
- **Roadway Design:** Respondents mentioned that in some areas, the design or marking on the road causes confusion for drivers, especially visitors.
- **Roadway Maintenance:** Comments were related to potholes, areas where drainage is an issue with heavy rain or snow and paving the road to the water tank.
- **Noise Pollution:** Respondents were concerned about the noise from semitruck braking, speeding vehicles, and OHVs on the roads.
- **Parking on the Interstate Ramps:** Comments mentioned safety concerns with semitrucks parked on the freeway ramps at the existing interchange.
- **Road Construction:** Respondents noted that road construction was blocking sidewalk access, posing safety concerns for pedestrians, especially those with mobility limitations.
- **Icy Roads:** Comments noted areas where the roads were sloped or downhill posed concern during the winter months.

- **Street Lighting:** There was one comment about the need for street lighting along the pedestrian routes to popular parks.

### ***Traffic Flow & Control***

The fourth area of concern was traffic flow and control, which had 61 similar comments with topics ranging from traffic flow, difficulty turning, need for traffic control, roundabouts, need for speed bumps, concerns about Costco area, and traffic congestion.

- **Traffic Flow:** Comments noted concerns about difficulty turning or traveling through intersections. Turning right onto Highway 6 appeared multiple times, along with traffic flow on Cooley Mesa Rd, and Valley Rd.
- **Roundabouts:** Most comments mentioned a need for more roundabouts, while there were two comments specifically stating, "no more roundabouts".
- **Traffic Signals & Stop Signs:** There were some areas where respondents indicated having traffic control such as stop signs or signalized intersections would make street crossing safer for bikes and pedestrians. Other comments indicated the need for stop signs because of too much traffic, or close calls.
- **Speed Bumps:** Many comments that referred to speeding vehicles as a concern also mentioned the need for speed bumps, especially in residential areas or places with more pedestrian traffic.
- **Costco Parking Lot:** Cooley Mesa Rd & Lindbergh Dr. was an area of concern mentioned within the intersection and bike/pedestrian map pin categories. Respondents mentioned the need for traffic flow and control in this area, listing concerns about difficulty getting in and out of the Costco parking lot, especially during drop-off and pick-up times for the Stone Creek Charter School.
- **Traffic Congestion:** These comments noted significant traffic congestion during canyon closures, and the need for another I-70 interchange. Some responses also expressed concern for evacuation during an emergency when traffic bottlenecks.

## ***Education***

The final pattern identified in the map pin data was education. There were 25 comments with topics related to bicycle and pedestrian education, Safe Routes to School, and young driver education.

- **Bicycle & Pedestrian Education:** Comments in this category were more generalized to all bikes and pedestrians, with special notes about e-bikes and individuals who may be regular multimodal users. There was also concern about bicycle etiquette in relation to pedestrians. Respondents also mentioned concerns about youth who walk and bike to school or area parks, noting the need for education, with reference to young people not looking before crossing the street and children on bikes and scooters not wearing helmets.
- **Young Driver Education:** Comments were directed towards young drivers who do not yield to bicycles and pedestrians, and who are inconsistent in obeying traffic laws.

## **Roadway & Location Mentions**

In addition to geo-coding the comments placed on the map, there were mentions of roadways and specific locations within town that generated concern; these mentions were included within the comments on the map. There were also roadways/locations mentioned in the open-ended survey responses. Overall, there were 50 total mentions including: 40 roadways, five schools, three neighborhoods, Eagle County Airport, the post office, Sienna Valley Club, and Collett Enterprises business access. The top ten roadways/locations mentioned include: Valley Road, Cooley Mesa Road, Highway 6, Gypsum schools, Buckhorn Valley Blvd, Chatfield, Vicksburg Lane, 2<sup>nd</sup> Street, Mayne, and Collett's business access.

### ***Top Roadway Mentions***

Among the 40 roadways mentioned, the top three were major corridors through Gypsum. Valley Road had the most concerns, with 35 total mentions, followed by Cooley Mesa Road with 29 comments, and Highway 6 received 15 mentions. These roads were mentioned both by themselves and as an intersection. Community concerns for the three corridors were similar with comments ranging from the need for traffic control, difficulty turning, line of sight/difficulty seeing oncoming

traffic, unsafe for bikes and pedestrians to cross the street, speed of traffic, and notes about near misses or crashes. The table below outlines the top three roadways and how they were referenced within the online comments.

Major Corridors Mentioned in Comments					
Valley Road	35	Cooley Mesa Road	29	Highway 6	15
Valley Rd	27	Cooley Mesa Rd	14	Highway 6	9
Valley Rd & Highway 6	3	Cooley Mesa Rd & Jules Dr	5	Highway 6 & Railroad Ave	4
Valley Rd & Lundgren	2	Cooley Mesa Rd & Lindbergh Dr	5	Highway 6 & York View Dr	1
Valley Rd & Grundel Way	2	Cooley Mesa Rd & Buckhorn Valley Blvd	2	Highway 6 & Eagle Street	1
Valley Rd & Vicksburg Ln	1	Cooley Mesa Rd & Spring Creek	2		
		Cooley Mesa Rd & Valley Rd	1		

The remaining 4th to 10th ranked roadway/location mentions include Gypsum schools, Buckhorn Valley Blvd, Chatfield, Vicksburg Lane, 2nd Street, Mayne, and Collett’s business access. Most comments referred to speeding vehicles and the concern for safety of bicycles and pedestrians. Some responses mentioned heavy pedestrian traffic in the area and that it is unsafe/difficult to cross the road. On Vicksburg Lane, comments specified the need for stop signs and at Vicksburg and 2<sup>nd</sup> Street there were comments about poor line of sight and an icy spot during winter months. Along 2<sup>nd</sup> Street, there was one comment about the need for ADA accessibility. There were multiple mentions about the need for a crosswalk at Mayne and Bradford, there was also concern about vehicle speed on Mayne and respondents listed the need for speed bumps.

Between the map comments and survey responses, there were some comments stating the location either had a crash, near crash, potential for future crashes, or the comment stated it was “dangerous.” The table below includes roadways/locations with comments denoting higher safety concerns.

Intersections/Roadways Mentioned	Occurrence
Lindbergh Dr. & Cooley Mesa (Costco & Stone Creek Charter School)	13
Grand Ave & Sylvan Lake Rd	5
Valley Rd & Lundgren Blvd (Town Hall Campus)	5
Railroad Ave & Highway 6	4
Grand Ave & Moes BBQ	3
Grand Ave & Trail Gulch Rd	3
Cooley Mesa Rd & Buckhorn Valley Blvd	3
Cooley Mesa Rd & Spring Creek	2
Valley Rd & Mayne Street	2
Vicksburg & 2nd Street	1
Collett Enterprises Business Access	1
Valley Road (whole corridor)	1
Jules Drive (whole corridor)	1
Bridge & Underpass	1
Tienda Roxxy	1
Highway 6 (Gypsum corridor)	1

### ***Schools, Neighborhoods, and Businesses***

Gypsum schools were lumped into a category because multiple schools were mentioned; overall the schools were called out 13 times, ranking as the fourth highest number of mentions within the map comments. Stone Creek Charter School had the most mentions, comments expressed concerns about traffic through the Costco parking lot. Red Hill Elementary was mentioned in three comments, which mentioned the safety of children walking to school; one comment also mentioned the intersection of Red Hill Elementary and Gypsum Creek. There were two comments about Gypsum Middle School, one was related to the street crossing by the school and the other noted safety of youth on e-bikes. Gypsum High School was also mentioned in two comments: both referenced young drivers traveling in and out of the school parking lot. One comment noted the general safety of pedestrians around the post office when student drivers are leaving the school.

Gypsum Elementary also had a mention, which was related to the need for safer options for students walking and biking to school.

Chatfield neighborhood received eight total mentions. Comments referenced speeding vehicles through the neighborhood, the need for a crosswalk to connect to the multiuse path, and the need for a paved path connecting Chatfield to Sienna Valley Club.

Collett Enterprises business access was the tenth most mentioned locations on the map. Comments noted driver confusion with heavy truck traffic going in and out of the driveway access from Highway 6. There were also concerns about safety and potential conflicts between vehicles using Jules Drive to access Highway 6 and the heavy vehicles coming in and out of Collett's.

# Stakeholder Identification

Stakeholder /Community Partner	Agency Representative
Core Transit	Dave Levy
Eagle County	Ben Gerdes
Eagle County	Birch Barron
Eagle County Regional Airport	Josh Miller
Eagle County School District	Christof Abraham
Eagle County Sheriff’s Department	Heath Mosness
Gypsum Fire Protection District	Justin Kirkland
Mountain Recreation	Anna Englehart
Mountain Recreation	Scott Ruff
Town of Gypsum	Jacob Rivera
Town of Gypsum	Jim Hancock
Town of Gypsum	Matt Figgs
Town of Gypsum	Melvin Valdez
Town of Gypsum	Taylor Slauch
Vail Health	Elizabeth Kruger

## Steering Committee Meetings

Public engagement kicked off early April with the first steering committee meeting, held at Gypsum Town Hall. There were 15 people in attendance, representing 10 different stakeholder groups. During the meeting the project team gave an overview of the project, shared the crash analysis data, and facilitated discussion on project vision, goals, and objectives.

Through hands-on activities including strength, weakness, opportunities, threats (SWOT) and a map exercise, the steering committee had a successful discussion that helped to identify key areas of concern along with information gaps that could be addressed by community members. Stakeholders also shared information about the future growth of the Town of Gypsum and community services.

## Areas of Concern

During the map activity, community members identified safety concerns ranging from dangerous intersections, areas where bicycle and pedestrian safety improvements are needed, and evacuation routes. Some stakeholders mentioned they would like to see Town of Gypsum services and amenities more accessible via active transportation.

Some of the areas of greatest concern include Highway 6 & Railroad Ave, Valley Rd, Costco, and Cooley Mesa Rd. Committee members discussed several points along Cooley Mesa Rd, noting the need for safer pedestrian crossing near Costco and the Charter School, traffic control at Cooley Mesa Rd and Spring Creek, and reducing traffic speeds along the corridor. CORE Transit noted that each morning there are approximately 25-30 people walking from the bus stop on Cooley Mesa: both employees at the industrial park and people going to the airport or parking garage. With the amount of pedestrian activity, committee members discussed the need for sidewalks and safe street crossings.

Fire and EMS expressed concern with Valley Rd in the event of an emergency evacuation, noting choke points and safety concerns for drivers turning left onto Valley Rd. They also mentioned that the fire station is in a residential area, which poses some concerns about their response time, and pedestrian safety for individuals walking or crossing the street in that area.

Future growth was the key takeaway during the SWOT activity. The group discussed conflicts between developing more housing, affordable housing, and the density of housing, because this results in more vehicles on the street. Future roadway improvements should accommodate growth but encourage multimodal travel to try to mitigate traffic congestion.

## Information Gaps: Community Engagement

Stakeholders felt it was important to get a diverse perspective when looking at safety issues within the community and they hoped community members could provide an understanding of key issues by sharing their personal experiences. Committee members wanted to gain an understanding of the public perception of walkability, bikeability, and connectedness, along with an idea of who might utilize services if they felt safer to use active transportation.

# Looking Ahead

## Steering Committee

The steering committee will remain engaged throughout the course of the project, convening for a total of four meetings.

- SCM #2: August 2025
- SCM #3: September 2025
- SCM #4: November 2025

## Public Engagement Phase 2

During the second round of engagement, the project team will share a summary of community needs and common themes identified during phase 1. The project team will gather community feedback to help with future project prioritization during the second round. This will be facilitated through another round of in-person engagement, the project website, which will incorporate updated project information, a summary of what was heard, and online surveys.

# Engagement Schedule

Task	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March
Public Engagement Plan	█												
Town Construction Meeting		█											
Steering Committee Meetings (4x)		█				█	█		█				
Project Website			█	█	█	█			█	█	█		
Social Media and Marketing			█	█	█	█			█	█			
Community Touchpoint Events (3x)					█				█				
Public Engagement Summary						█						█	
Town Council Work Session													█

\* Items in green indicate the engagement task has been completed, yellow items are upcoming.

# Public Engagement Appendix

# Appendix A

## Public Comments

### Gypsum Daze Comments

Community Conversations: Gypsum Daze		
Concerns & Improvements	Locations with Safety Concerns	Other Comments
Trees block the sidewalk with branches	Raised crosswalks should be on Valley Road	Love that Town of Gypsum employees come out on first day of school
Roadways are bumpy with potholes	Raise the speed limit of Highway 6	Gypsum should work towards having a Downtown Main Street
Mini motorcycles/e-bikes: Unsafe crossings, too fast, no helmets	Safer connection for pedestrians to Red Hill Elementary	Gypsum should encourage tiny houses/ADUs and bring food trucks back
Add pedestrian/bike paths	2nd Street/Vicksburg stop sign non-compliance	
There should be a helmet rule/law	The sidewalks are too narrow on 2nd Street	
E-bikes are an issue (x 13)	Connect Tenderfoot Lane to Grundel Way - currently goat tracks	
Sidewalks are too narrow	Cotton Ranch & Laura has a streetlight out	
Bike lanes should connect to the southern neighborhoods.	Jules & US 6 needs an RRFB	
Gypsum should complete the greenway	High School intersection should get an RRFB	
Crosswalks should connect to every park	Alpine Ranch & Plain Street by the tire place is missing a sign	
No parking signage needed along the streets		

## Survey: Comments from Q5 & Q6

Survey Responses: Question 5 (70 total responses)
I would feel safer traveling in Gypsum if...
Speed limits were enforced, and drivers weren't in such a hurry most of the time.
E-bikes are our biggest safety concern. We need regulations in place with strict enforcement.
I think we need to look at the laws on electric bicycles. I see these people, children and adults, not following basic traffic laws. Skipping don't walk signs, running red lights, riding 2 or more people at the same time, etc.
Kids on e-bikes were required to go through a rider safety course, when allowed to travel on the streets, or paths.
I think that better crosswalks are needed on Cotton Ranch Dr at the Black Bear and White Tail Crossings. Traffic on Cotton Ranch Dr moves quickly and both crossings are heavily used by residents and, more importantly, kids on the way to and from school.
lighting indicating a pedestrian for the people turning right from Cooley Mesa to Valley rd. My son was almost hit by a car there. Cars come at full speed looking back and never look for pedestrians. There should be a flashing light at this intersection.
I would love to feel comfortable biking around town and have amenities in order to do so rather than driving. I feel fine driving, but I would prefer to bike, and I do not feel safe besides on the bike path. I believe a huge reason for that is e-bikes.
Drivers coming from Cooley Mesa or Vicksburg are not yielding in the roundabouts! Also, when we are exiting out of Cotton Ranch onto Valley Rd pedestrians on bikes totally ignore the STOP sign. And the students flying through Black Bear fly through the STOP signs.
All the above are examples, especially LIGHTING and safer street crossings, covered bus stops, more police presence and more police talking to kids about speed, safety, helmets etc.
I did not encounter e-bikes, snow piles & dumpsters on the sidewalks, and there was at least one sidewalk on all streets wide enough to walk a dog
We could use a few more flashing light crossings, mostly we need the drivers and people when crossing the street in town to pay attention.
Regulations or enforcement for reducing the speed of e-bikes on sidewalks and wearing helmets
If e-bikes were not allowed on the road.
The bike/walking path was put back together near the new school project by Chatfield Corners.
Creating a separate bike and walking path on Valley Road south of Chatfield Corners to Brightwater. Currently, the runners and bikers are on this narrow road, and it is unsafe.
The developers of the new preschool and apartment complex at Grundel and Valley Road would have opened the walking path in the 'Spring of 2025' as listed when the project began. My wife and I walk daily and are forced to walk along the road.
Speed control on Red Table and Sunny Avenues. Signs, speed bumps?
More street lighting
If there was a separation of bike, vehicle and pedestrian trails.

E-bikers would have some rules not to bike so fast and in groups, jumping and weaving all the time creating dangerous situations for drivers. Also, little cars for kids went out of hands of their parents who allowed them to drive on an opposite lane.
Less on-street parking to navigate, stop signs not obscured by foliage and automobiles, clear sight lines at roundabouts.
The place under the bridge needs to be fixed. Traffic gets so congested by the other exit next to the park, but the one under the bridge with a mirror is too dangerous and it does not give people time to turn. Also, kids on e-bikes is an issue.
Railroad Ave./Hwy 6 intersection is dangerous, there's been several accidents and near misses.
There was a roundabout on Cooley Mesa Rd at the intersection of Cooley Mesa and Spring Creek.
I would feel safer if the speed limit on Valley Road was reduced significantly, I would also feel safer if there were speed humps installed at each of the two crosswalks on Valley Road.
Section of frontage road west of Riverview Rd along the frontage road needs a guardrail. The road is very close to the bike path. Reduced speed limit along the frontage road east of the campground. Many vehicles speed along this section.
Less roundabouts. They are adding roundabouts for a downtown idea not for the needs of the town. Everything is bottle necked in town on both ends. The fire years ago proved if we had a major issue we would all burn as no one could leave town.
We need speed bumps on Lost Lane, too many four wheelers and side by sides and people drive too fast on Lost Lane someday someone is going to get hit so please put speed bumps.
Left turn from Eagle St onto Hwy 6 needs improvement, hopefully roundabout design will resolve. Horrible conflicts occurring with E-BIKES and conventional bikes using pedestrian sidewalks, travel through crosswalks without stopping/yielding and not looking.
Construction should not block paths and trails; it forces people to walk on the road.
Key intersections like Hwy 6 & Railroad lack signals and safe turning lanes. A new I-70 interchange between Eagle and Gypsum would reduce congestion, improve flow, and offer critical emergency access. These are top priorities for vehicle safety.
Less roundabouts. People don't know how to navigate roundabouts. It backs up the traffic especially if you have 2 roundabouts together. Adding a roundabout at Highway 6 & Valley.
More enforcement of existing laws. Stop signs are a suggestion. Speeding on residential streets is common. Let's have more enforcement.
Less OHV vehicles, more speed management, separate bicycle lanes.
There were police officers that enforced the rules and laws.
Rescind OHV rule that allows travel in town or make it 18 and up, make ordinance that you must have a helmet on e-bike
More sidewalks, light up crossings, better signage and tree trimming, covered bus stops especially Buckhorn, sidewalk on same side of street from Buckhorn Valley Blvd to bus stop, better lighting in Buckhorn.
If there were well maintained, and contiguous bike paths separate from the roadway connecting every community.
Flashing light crossing when crossing from Post Office to HS. Cars are not watching for bikes or pedestrians. Flashing light crosswalk at roundabout for Valley Road and Cooley Mesa to keep bikers and pedestrians safe.
More streetlights, safer street crossings, signal used intersections on Cooley Mesa.

There needs to be streetlights on 2nd Street and the streets coming off 2nd.
For cycling it is annoying that we have beautiful bike paths that don't get fixed. Especially in Chatfield. They are also horrible for kids to ride scooters on.
Safer street crossings, sidewalks, lower traffic speed limit
A direct sidewalk returned SOON for kids to/from areas south of Grundel to the schools/rec center, e-bikers had basic road rules enforced against them, and intersections along Cooley Mesa were addressed. We likely need 2-3 SINGLE LANE roundabouts.
More street lighting, safer street crossing, sidewalks on all streets, and signalized at all major crosswalks.
More speed enforcement on all vehicles, especially at intersections along Cooley Mesa, Gypsum Creek and Buckhorn Valley roads. Enforce the regulations on OHV's, get them to slow down and not be on the roads joyriding.
Too much speeding on 2nd Street
Roundabout at Valley Road, traffic from town moves way to fast
My neighborhood, Buckhorn Valley, has a lot of cars that spill out from the driveways into the sidewalks. This makes it difficult to walk and impossible for my elderly parent to use their walker.
Kids on e-bikes stayed off the roadways.
Safer Street Crossing, more speed enforcement, more enforcement of loose dogs and off-road vehicles in neighborhoods.
Finishing core trail on Hwy 6 would be nice.
Streetlights, speed bumps, police presence
Bike paths
I would feel safer walking with my dogs on leash if dogs were on leash within neighborhoods. I would feel safer traveling in my car if there were not young children on motorized scooters crossing neighborhood streets at a faster pace than my driving/car.
There were better sidewalks by the underpass and generally more pedestrian access.
Some additional street lighting, more visibility for ped/bike crossings on major roads, prevention of speeding on side streets.
All crosswalks need flashing lights, if not then nobody stops for pedestrians.
More Streetlights
Reduce speed limit on Valley Rd, and enforce it
Safer street crossings. People do not stop for pedestrians or bikes at crossings even when light is flashing. Valley Road has too much traffic, vehicles constantly speed.
Street crossings, sidewalks more level and able to walk on with walking devices.
Bike path that doesn't cross highway 6. Safer street crossings
Speed bumps in Chatfield corners. Kids being required to wear helmets on their e-bikes
Better roundabout awareness. Too many trucks seem to act like they have the right-of-way and don't even slow down.

More police enforcement!!!! More presence, as well as citations!!! There is no regard for the law in Gypsum. Enforce speed limits, on-street parking, reckless driving, racing, stopping at crosswalks, etc.

The corner of Cooley Mesa and Lindbergh Drive (Costco interchange) were more well thought out. Perhaps a right turn only lane on Cooley Mesa southbound (from the Hwy 6 side). Too many close calls, someone is going to get in a bad accident!

The electric bikes and the children riding them have become a huge issue. I can't walk my dogs without being run off the sidewalk by kids on electric bikes. They ride at full speed past other pedestrians and cut in front of cars from the sidewalks.

Less noise from loud cars and ATVs, more safety from e-bikes on walking paths, slowed speeding

### Survey Responses: Question 6 (48 total responses)

#### Do you have additional comments related to Gypsum's transportation system?

Too many kids on e-bikes- no helmets and going too fast on paths. Too many loud ATVs cruising neighborhood streets

A minimum age for e-bike usage.

I-70 bridge from Costco and Hwy 6 is extremely necessary. The Railroad Ave intersection is extremely dangerous.

I've seen a rear end collision from someone stopping for a pedestrian and the car behind not paying attention. Also widen the tunnel underneath Hwy 6. As a female I would never walk through that by myself.

I think it would be helpful to require anyone using an e-bike to wear a helmet. If a 7-year-old can go at the same speed as a car in the street but I could get pulled over for not wearing a seatbelt and have more to shield me, then there's a problem.

Deputies (SRO'S) need to talk to Gypsum Middle & Red Hill Elementary to STOP at all the road signs in Cotton Ranch and throughout Gypsum they are not wearing helmets and are riding the electric bikes recklessly!

Too much noise pollution. Truck engine brakes on Valley Road. Valley road is too noisy.

Roundabout at Valley Rd & Vicksburg is too small & the merging southbound Valley Rd traffic is too fast because the entry is too straight

The flow of traffic at the Valley Road/Hwy 6 roundabout has been very good. Thank you!

We don't need all these roundabouts, especially if you are putting them so close together it is going to back up traffic more.

A bus stop over by the schools to allow kids, teachers, and neighbors easy access to public transportation.

Please add a bus stop to the Grundel and Valley Road area. Gypsum has lots of bus stops but nothing to service the Chatfield / Cotton Ranch neighborhoods. The closest stop is the park and ride which is 2 miles away. This would be an asset to us.

There are numerous kids with electric bikes silently passing me from behind on the sidewalks doing 15 miles an hour with no warning.
I am extremely concerned about the e-bikes around our town; a lot of children who own these don't wear helmets and they are full speed around our streets and I've seen very young kids riding them. I think there should be some safety rules about this.
I don't use the bus; a bike share program would help like WeCycle in Aspen.
Gypsum should have access to bus service that is free like the rest of the county.
I believe the area between Valley Road and Highway 6 and Valley Road in Cooley Mesa should be reduced down to 20 miles an hour with strict enforcement and speed humps installed each of the crosswalks.
I think the semi-truck parking situation has a negative impact on the town's appearance. I do not think it is safe to have the trucks parking on the I-70 entrance and exit ramps and there is too much trash left, and it detracts from the appearance of the town.
Stop wasting money on roundabouts widen the roads for more traffic. We don't need a downtown we need infrastructure for the homes the council keeps approving but don't have the infrastructure to accommodate. Also make developers pay for the upgrades.
Multi-apparatus uses on sidewalks through crosswalks and disregard for other vehicular / foot users is problematic, youth and young adults NOT looking, parents teaching children how to ride electric toys / remote control toys in motorized lanes.
The bus system sucks there should be a bus up Valley Road.
With all the development along Valley Road please extend the bike path to Brightwater and lower the speed limit to 35.
Stop with so many roundabouts. The one off the interstate is a joke. How many incidents have there been already? We don't need a roundabout at Sienna Lake. Complete waste of money.
It is very sad that the MAGAs voted against the free valley wide transportation for anyone using it in Gypsum.
Bus stops should have covers for people waiting and lighting so people can see you at night.
It would be great to build out the park and rides on both sides of the 70 exit and have an express bus that leaves from there instead of from further in town. It would also be nice to get that additional 70 exit to Cooley Mesa built.
The west side of town is tough layout, from Valley Rd west. Heavy foot/bike/kids traffic on Valley Rd - high risk w/current speed limit
Couldn't be happier with the way the hills down (WB, NB) to the Valley Rd roundabout were maintained with sand on the icy days/nights this winter--thank you
We need to revote the Core transportation sale tax for free bus fare to all of Eagle County, would help to ease traffic. Also, bigger roundabouts for all supply truck traffic that is now part of our day.
Gypsum needs to join CORE transit and get free bus service.
A bus stops around Red Hill/Gypsum Creek Middle School. A bus stop around Chatfield Corners
There should be bicycle stop signs at the two south exits of Costco. The bikes speed into the road where the driver is trying to turn.
More bus stops and first/last mile efforts would help get cars off the road. Shuttle bus between Eagle and Gypsum would be fantastic.
Need bike paths in neighborhoods

Anything that is motorized should be following traffic laws. It is unsafe for the riders and the vehicle drivers.
I think we need more officers enforcing the speed limits as well as very young minor children, driving side-by-side and four wheelers all over the town of Gypsum.
Need to widen railroad bridge over Highway 6
More enforcement of the speed limits. More rules/laws for E-bikes. Do away with ATV/off road vehicles in town limits or enforce the laws.
Something needs to be done about traffic coming in and out of the rec center before someone is seriously injured or killed.
Agree with Town looking at dirt bike/ATV use in Town. Teens are simply out of control on the public streets. No respect for vehicles, bikes or walkers.
I am concerned that the new roundabout at Highway 6 and Valley Road will not be safe and conducive to pedestrian crossing.
Yes, again, more police enforcement. Enforce all laws, and no dirt bikes/ATVs/UTVs shouldn't be exempt from the laws. Cite tinted windshields and illegal drivers! Hire more officers. Gypsum is no longer a "Playful City" in the USA.
Gypsum continues to do a great job with traffic control and flow! Thank you! We know when the traffic count reaches a certain point, the entrance to Costco will change, but in the meantime, the existing interchange should be safer.
Those electric bikes were part of a program to reduce adults driving their car and to use the e-bike instead. The program offers anyone with a valid license a discounted e-bike. But adults are handing them off to their children who are irresponsible.

## Map Pin Comments

Map Pin Comments (234 total comments)		
Intersection Concerns: 68 pins		
Comments	Latitude	Longitude
Crosswalk between Red Hill Elementary school and new apartment complex.	39.62261607	-106.9517637
There needs to be signs warning drivers coming from the overpass indicating there is no right turn allowed on the offramp, also a one-way sign and wrong way sign. One night, someone was trying to turn right as I was just coming to the roundabout from WB I 70. They then went back to the roundabout on the other side of the highway near the shell Gas station. It looked like they were confused between the 2 roundabouts. Luckily, I was blocking them from turning right going in the wrong direction on the offramp.	39.65281592	-106.9553666
Too much oncoming traffic to ever pull out in time. I've also had numerous vehicles pull out in front of me due to impatience or poor visibility or were focusing on other things, almost causing an accident.	39.64471902	-106.8869535
Major blind spot causing accidents and close calls. Requires brush trimming and a fisheye mirror at the least.	39.64461087	-106.9509958
Too many people come up Summer Meadow and go through the stop sign turning right on Springfield Street. Only a matter of time before a child gets hit on their bike!!	39.61738816	-106.9504035
Hopefully solved by new round about! Thanks!	39.64480978	-106.9502915
Intersection should have stop sign for east/west traffic, not north/south. So many cars going north/south do not stop. It does not help that the tree on the corner obstructs the stop sign. More cars going east/west stop at this intersection.	39.64388081	-106.9423769
I have nearly missed this stop sign 3 times coming south on Airpark Dr. Does the sign need to be bigger? Slightly relocated? This is a route I often take, and even knowing the stop sign is there, there are not enough visual or environmental cues to alert the driver to stop.	39.63198401	-106.9084546
Agree with this being difficult lines of sight, high traffic volumes, speed is 45 mph! Turning lanes from airport and Cooley Mesa westbound add to confusion, and highly dangerous but much needed ped/bike crossing.	39.63828928	-106.9160534
Poor line of sight for cars. Improvements could also support bike/ped crossing.	39.64663408	106.9516128

When trying to turn left from Crest Wood to Oak Ridge the trees and bushes block being able to clearly see. This wouldn't be a problem if traffic traveling north would follow the speed limit, but I have almost been hit twice here because people were speeding and there is limited visibility.	39.64590377	-106.947154
Dangerous intersection with Costco and the school. Add a hotel around the corner how does anyone navigate this intersection in the future.	39.64464736	-106.8867381
Hard to see traffic on Cooley Mesa when turning out of Costco. Need stoplight or roundabout there.	39.64467736	-106.8869586
Entering or departing from the airport can be difficult. Multiple roads onto Cooley Mesa cause interruptions for flow.	39.63854574	-106.9407311
With the new neighborhood, there needs to be a passing lane for vehicles entering from the east and turning left into the driveway. I've been stuck behind several cars already.	39.6432413	-106.8976139
Visibility is blocked by trees, bushes, and rock wall, while pulling out of Commerce Center RD. Also, cars come fast around the corner to the west of it.	39.63839526	-106.9231405
The crosswalk here should at least have light to let drivers know when someone is crossing. It's a crazy intersection and without more visibility someone is going to get hurt.	39.64469353	-106.8869475
This intersection has become increasingly dangerous due to the high amount of airport traffic as well as people who work in the area. The Amazon warehouse will only add to the problem. Also, there are quite a few people who ride the bus and have to cross Cooley Mesa to walk up the hill to work. This should have been a bigger priority than the roundabout on Hwy 6 and Valley Road.	39.63812439	-106.9158662
Trying to make a left turn here without being able to clearly see oncoming cars in the mirror makes for a dangerous situation. There have been many accidents at this intersection. Is there something we can do to make it safer?	39.64661082	-106.9516081
Left turns becoming more difficult with the additional traffic counts.	39.64972359	-106.9538864
People can't seem to get out of this parking lot safely. It is better if you just turn right or west and do not try and cross to go east. People are coming too fast going west and you can't see them until the last minute.	39.64300016	-106.8910707
People don't stop turning right. I stop but almost get hit by people behind me that don't want to stop. I've also been yelled at for stopping. Get police to enforce the law!	39.64593251	-106.8868189
Kids don't look for cars coming out of Vicksburg Lane or in the roundabout. They walk wherever they want. Ticket the parents of the free-range kids.	39.63811143	-106.9491748

You can't see traffic heading north on valley road leaving the school parking lot because of the freshly planted trees. I love trees but don't block the view of oncoming traffic. Why is that hard to figure out??	39.64294806	-106.9490456
This intersection needs a 4-way light and police enforcement! Stop paying for overpriced studies and use some common sense!	39.64717838	-106.9348709
If you paid police to do their jobs and they handed out tickets to people who blew through red lights it would stop. But no, you all spend 5 million on another stupid roundabout. Lights can work just fine, give people tickets for breaking the law!	39.64471203	-106.9489884
Cross walks should NOT be so close to the roundabout. By design the cars are moving, suddenly a car slams on the breaks and no one behind them are prepared and they can't see why the person is suddenly stopping. Kids don't look they assume someone will see them and stop. They don't use the lights. People need to parent their kids! The people should wait for cars to pass then cross. It's common sense that doesn't seem to exist often now.	39.63835478	-106.948926
Because of the jersey barriers you can't tell if someone is heading north if you are getting off the interstate. I have an SUV and can't see, imagine a shorter car. For a car heading north it pinches too much when you get to the roundabout.	39.65289111	-106.9549329
Nearby west entrance to Collett's causes driver confusion; hard to tell if east bound vehicles are going to turn onto Jules or go into Collett's. Incorrect guess has northbound vehicles on Jules Drive pulling out into traffic when they shouldn't. Also, close call with T-bone collision when north bound driver did not see east bound driver which was blocked by east bound semi turning south.	39.64713276	-106.9349228
Stop sign at corner of Ponderosa and Pine Place becomes covered by foliage and during the height of growing season is obscured. Autos parking east of the stop sign on the street obscure views in conjunction with foliage.	39.64388712	-106.9424245
Right turn, this light appears to be a suggestion. People continually drive right through this light when Red. The current lines painted for stopping are too far back and you cannot see traffic clearly heading east bound on Highway 6.	39.64599437	-106.8869851
This intersection is a daily concern. It is truly amazing that there are not more accidents at this intersection. The road is so wide and the flow of traffic between Costco, airport and now all the new homes coming into play is only going to make this intersection more dangerous. Also, with Stone Creek Charter right there the school pickup traffic adds to this as well. Thank you for considering this intersection.	39.64469698	-106.8869627

Dangerous intersection at Railroad Ave and Hwy 6 especially during rush hour, around 8am or 5pm. If you are trying to turn left from Railroad Ave onto Hwy 6, all incoming cars from the north are blind due to the bridge. I have witnessed many near accidents. This is also a dangerous crossing for pedestrians and bikers!!	39.64663505	-106.9516062
The intersection of Vicksburg Lane and 2nd street has some issues. I've seen close calls there at least four times in the past year alone. When coming south on 2nd street and coming to a stop, it is difficult to see if a car is coming eastbound on Vicksburg due to a large retaining wall on that corner blocking the view. Cars coming east on the narrower Vicksburg Lane don't have a stop sign and often speed through that intersection very fast. I've seen multiple close calls where a southbound car turning left from second street doesn't see a car with the right of way coming eastbound on Vicksburg and almost causes an accident. A stop sign for the eastbound Vicksburg cars would make this much safer. Second, there is a moderate downhill slope into the intersection coming southbound on 2nd street. In the Winter, this area becomes very icy after a snowstorm and is not well maintained. My car has slid there myself despite having new snow tires, and going	39.63817694	-106.952552
This would be helpful to have a roundabout, considering it is such a busy intersection. The flow of traffic would move better and be safer.	39.64470483	-106.8869836
Dangerous intersection people coming out of the new apartments almost get hit or pull onto traffic too slowly. Needs an acceleration lane.	39.64724035	-106.9303843
Collet's intersection should be moved. Constant truck traffic is too close to an intersection I don't believe this meets setback requirements.	39.64668276	-106.9405319
This should be a roundabout- so much traffic, and bad sight lines make for a dangerous left hand turn for both buckhorn and jet center traffic- especially at night. I think a safer pedestrian crossing would be helpful too.	39.6394672	-106.90544
Cars frequently don't stop when heading north across Springbuck Rd.	39.63094729	-106.9086904
It is unsafe and difficult to cross or cycle to the other side of the road to get onto the bike path (intersection of Buckhorn Valley Blvd and Cooley Mesa Rd).	39.63950656	-106.9054103
This intersection has long been goofy due to the proximity to the west entrance to Collett's. Now that traffic volume has increased, a roundabout or other intersection treatment is needed to improve safety and reduce confusion, mistiming etc.	39.64668064	-106.940715
This intersection is highly dangerous. If we had a roundabout, it would greatly reduce the risk of an accident. I have almost been in 2 accidents here.	39.63826093	-106.9159785

This turning movement is blind and dangerous.	39.64661437	-106.9517229
Turning left onto Eagle Street is always very congested. Cars coming from the interstate are hard to see around the corner and cars coming off Eagle Street are always struggling to turn left, so it makes it a bit of a mess	39.64481305	-106.9500607
Dangerous turning left or right at this intersection.	39.64655283	-106.9516459
I would like to have a safe way to cross Cooley as a bike rider and pedestrian to access the bike path and airport.	39.63960419	-106.905423
This is where Gypsum should focus on building a roundabout. It will reduce risk for citizens and be more inviting for business to expand.	39.64470341	-106.8871374
Need a roundabout. Lots of traffic from airport & Buckhorn and not a safe place for people to cross to gain access to bike path.	39.63955318	-106.9056328
People speed here; it is hard to get out onto Cooley.	39.63827727	-106.9221612
Traffic control for construction is terrible at this intersection.	39.64495096	-106.9471777
Poorly executed entrance from the interstate. Due to the angle vehicles can come into the north intersection dangerously fast. I almost get hit daily even from county sheriffs at times.	39.65117922	-106.9552053
Terrible intersection. Collet's driveway is illegally close to the intersection. Even with the slower speeds this is still a very dangerous intersection. Should have been a stop light or something instead of School Side this is the most dangerous intersection in town.	39.64667917	-106.9406953
Terrible traffic control plan for construction. Engineer in charge needs to review his plan. Almost get hit every morning by a confused motorist. I hear walking at this intersection is very dangerous as well. Kids are still in school very concerning.	39.64474392	-106.9490662
Dangerously small roundabout	39.65290108	-106.9555521
This is easily the most dangerous intersection in Gypsum. The mirror is incredibly difficult to use, and traffic is constantly going 45mph+ on 6th Avenue.	39.6467187	-106.9517376
The turn lane here has markings and a street sign that are inconsistent leading many speeding drivers planning to turn right onto Cottonwood Pass to drive through the turn lane for Chatfield Ln narrowly missing others turning out of the neighborhood	39.61858396	-106.94917
Nearly impossible to make a left turn out of Buckhorn Valley. Many close calls.	39.63948442	-106.9053368

This intersection has gotten super congested, leading to numerous "near misses" every day. Between rushed locals, rental cars and visitors rushing to flights unfamiliar with the area, those leaving Costco, visitors to Lindbergh businesses, and parents headed to/from the school this is getting dangerous.	39.6447038	-106.8868497
Crossing bikes, pedestrians, and cars from Mayne onto Valley have a hard time with southbound traffic visibility/speed	39.63260971	-106.9490389
Traffic entering York View Dr. from west bound is too tight, and to enter Hwy 6, hard to see for oncoming traffic, because of sage brush blocking view, along Hwy 6. Sidewalk should be extended at north end of York View Dr. to bike path.	39.65499798	-106.9699107
Vehicles turning right from Porphyry onto River View don't come to a complete stop at the stop sign, but "roll" on through. Vehicles turning left from River View onto Porphyry "cut" the corner instead of swinging wide.	39.64998	-106.95861
Blind left turn. I see cars almost hit daily.	39.64663492	-106.9516504
I hate this intersection when things get busy. It sucks to cross if you want to go to Asian Fusion and it sucks/ can be scary when there's lots of traffic due to speeds and the lack of markings or alignment on the Asian Fusion side.	39.6466791	-106.9406954
This intersection could be improved greatly for pedestrians, cyclists, and vehicles. I see a lot of confusion and some close calls here.	39.64607903	-106.94037
There are no crosswalk markings here, it is very busy with pedestrians and vehicles, plus speeding.	39.64525868	-106.9402146
We need a roundabout here, not over at Siena Lake	39.63962229	-106.905389
Unsafe getting onto Hwy 6. Limited visibility from RR bridge	39.64876776	-106.9525359
Many close calls here.	39.63840572	-106.9159451
<b>Bike/Pedestrian: 63 Pins</b>		
<b>Comments</b>	<b>Latitude</b>	<b>Longitude</b>
Crosswalk connecting pedestrian/bike path on each side of this main road going through Chatfield neighborhood. Pedestrian crossing warning sign ahead of crossing on each side of the road. Maybe speed bumps to help drivers slow down in this neighborhood full of kids.	39.61831364	-106.9533018
Crosswalk and pedestrian crossing warning sign from early learning center and apartment complex to middle school.	39.62266213	-106.9518344
Crosswalk with flashing lights needed for pedestrians and bike riders	39.62251913	-106.9503909

I would like to see an effort made to educate bicyclists on the rules of the road. Most seem to think they have the right-of-way in the crosswalks. With the introduction of e-bikes this is even worse. Mostly kids but also adults ride wherever they want, crossing between lanes, on and off sidewalks, going in the wrong direction... And with the frequency of vehicles traveling too fast, especially in neighborhoods, I'm really surprised there haven't been accidents. Please address this before someone gets really hurt.	39.64078224	-106.9465339
Tank needs paved walking trail, it's inaccessible for staff to check water tanks.	39.57184651	-106.9534607
Needs paved walking way so staff will check water tanks.	39.63325056	-106.9491634
Dangerous crossing, needs a crosswalk	39.63264281	-106.9490196
Don't feel safe crossing the road here, would love a crosswalk. Many kids have trouble crossing this road here too, very dangerous with the high speed of cars at this intersection.	39.63262521	-106.9490463
It would be super to have a contiguous bike path up Valley Road.	39.63397297	-106.9491868
Bike Path or wider shoulder needed for cycling near or on Highway 6. Cycling 'Share the Road' signs needed everywhere near major through ways. There is a misperception about cyclists legally being on a road.	39.6461898	-106.9427986
A crosswalk is needed here to safely cross between Mayne and Bradford.	39.63261888	-106.9489961
Excited to see what will be put into place after the construction is complete. This will be a heavily used path by students when it is complete, hoping for flashing lights and a crosswalk here.	39.62089963	-106.9493969
A continued bike path along Hwy 6. While we know the continuous Eagle Valley trail goes south to the airport, it would be safe for the pedestrians who walk from the bus stops/Costco to GH Daniel. If east of Spring Creek ever gets developed, there will be more bike and pedestrian traffic along Hwy 6, so why not put it in early? We know most bicycles won't use it so maybe even widening Hwy 6 would make it a bit safer too.	39.64603224	-106.8871865
There is a crosswalk (yellow sign) on both sides of the street, one side has a ramp to easily get into the street at the corner however the south side of the street where it crosses there is not a safe way to get onto the sidewalk if you are on a bike or wheel chair.	39.6328143	-106.8987569
Agree 100% with the need for a sidewalk to access the bus stop. If Core Transit isn't going to expand their route into the heart of Buckhorn Valley, residents need a safe way to get to the existing bus stops.	39.63972069	-106.9036894
This is a popular walking/biking area. People speeding, many blind turns. No sidewalks and barely any shoulder to walk on.	39.64295368	-106.9566188

This applies to the old town area in general. People are packing their driveways full of cars which do not fit in their allotted parking area. The rear end of the cars is blocking the sidewalk. To make matters worse, there are cars parked on the street adjacent to the cars hanging off the driveways, so if you are walking on the sidewalk, you get boxed in! I walk my kids in a stroller daily and have to walk in the street because I cannot turn around with a double stroller when I get boxed in and/or get off the sidewalk easily without a curb break.	39.64236235	-106.952557
Frequently used by pedestrians with & without dogs. No sidewalks or shoulders.	39.64311489	-106.956568
Oftentimes vehicles do not stop at the flashing crosswalk... Suggest making the crosswalk one big speed hump please...	39.64272254	-106.9490962
I often walk my dogs on this sidewalk and there are visibility concerns when approaching this intersection from East to West, due to trees and obstacles people cannot see us walking until we are in the intersection.	39.64999351	-106.9586116
We live in the school zone. My child cannot safely walk to school because there's no crosswalk, no lights and everyone is always speeding due to lack of police presence when the school zone signs are on.	39.62369989	-106.9485457
Cars do not respect the pedestrian right of way. My daughter, who walks to school every day, has had a few close encounters with cars almost hitting her because they do not stop before the stripes or wait long enough for her to cross. Additionally, old town area allows on street parking but people do not respect the color markings on the street curbs. They will park overnight so close to a stop sign, making it hard to turn correctly in the lane. This happens at the 1st and Eagle intersection as well.	39.64532177	-106.9525381
Going across from Railroad Street to the bike path is very dangerous. It's hard to see the mirror. Cars coming underneath the train tracks can't see people.	39.64664017	-106.9515987
Could use a blinking crosswalk sign	39.64467543	-106.8869457
Sometimes the light cycles and the crosswalk signal doesn't	39.64598613	-106.8870723
Homes use path and right off way to access back yards, storing vehicles and equipment in their yards. also parking in the right of way	39.65514051	-106.9696572
Homes use path and right off way to access back yards, storing vehicles and equipment in their yards. also parking in the right of way	39.65217683	-106.9613286
Need a cross walk to the recreation path.	39.64663399	-106.9515824
Asphalt conditions are horrible here. Forces bikes onto frontage road.	39.65533054	-106.9781263
We need a bike path up to Siena Valley Club	39.59294441	-106.9493887

Very dangerous for bikes to cross at this intersection, even when using the crosswalk at the next intersection to the east cars do not stop.	39.63959006	-106.9054028
E-bikers, mostly school kids, drive so fast that we drivers sometimes can't see them, or they appear from nowhere so fast and never even try to follow rules or push their breaks. They are jumping and speeding as fast as they can when they go past vehicle drivers.	39.64354506	-106.9439017
Need crosswalk to park.	39.64447686	-106.9522191
I was hit by a car at the stop sign by a car turning right. I see countless kids on bikes fly across this pedestrian path and have seen many a near miss. There needs to be a light or beeping/lighted signs for crosswalk here.	39.64041193	-106.949008
Please consider connecting the bike path from Chatfield to Sienna Valley cCub. Many people would love to ride further, and Valley Road is too narrow for recreational riding. As well many kids could ride to school from Amherst if there was a connection.	39.60031075	-106.9491202
Need improved trail connectivity to Jules Drive. Could we build a bike park here?	39.64211196	-106.9459878
Conditions of this sidewalk asphalt are horrible for biking.	39.63225361	-106.9096383
The conditions of the asphalt here are miserable on a bike.	39.63884374	-106.9240871
Almost got hit by a car in crosswalk here	39.64847413	-106.9520194
With increase in traffic down Valley Road, I would love to see a pedestrian crosswalk with flashy lights installed at Mayne Street and Bradford, crossing Valley.	39.63264012	-106.9490522
Kids are always going from the quail run sidewalk to mountain glen on e-bikes extremely fast without stopping at the road. I have seen very close calls multiple times. There should be some kind of stop sign for sidewalk.	39.6436886	-106.9359526
It's hard to cross Grand Street on a bike to get from Railroad Ave to the bike trail.	39.64701915	-106.9518918
There are several spots where this applies, but E bikes and scooters driven by underage drivers are a real menace on sidewalks. They have no idea about the rules and drive 30+MPH on sidewalks and roadways. I walk quite often and am afraid I will be struck. Being run over by a 30 MPH bike is frightening. They also ride on the roadways and have no concept of safe driving. At night they ride without lights. I am surprised no one has been killed yet. If you want to experience this, watch the roadways (including the golf course) north of Gypsum Middle School after school lets out. They ride in clusters!	39.63514812	-106.9491427

Almost every day, there are cars parked on the sidewalks and bike paths in the Willowstone neighborhood in Gypsum. Pedestrians and bikers need to cross the gravel or rocks and use the street in order to bypass the parked vehicles.	39.65125012	-106.9675682
Not safe for people to cross here, need flashing lights	39.64022552	-106.9025507
Need overpass or tunnel for safe crossing.	39.64564925	-106.8865652
The new bike path near Dotsero is amazing but it's missing one part, and it's a very dangerous part! The bike path ends right before the bridge so pedestrians, including children have to bike, walk and run over the bridge and there is absolutely no space on the side to stay off the road. Not only are there a ton of trucks that use this road, but the sun glare is horrible in the evening when most people are out getting their exercise. For the safety of the kids and people in Dotsero please find a way to connect the bike path.	39.64924254	-107.0587536
Curb ramps are not ADA-compliant. Wrong angle and execution are completely wrong. Someone in a wheelchair will roll into traffic one of these days.	39.63833946	-106.9489954
There is no safe way to cross on a bike or walking back from the bus to Buckhorn.	39.64025532	-106.9024618
There is not a safe way to walk or bike from the airport to Cooley Mesa going west.	39.63880758	-106.9149669
There isn't a safe option for biking from the liquor store on Bertroch until after the entrance to the Gypsum Plant	39.64979543	-106.95377
People coming out of airport pull in front of bikes crossing on bike path.	39.63567177	-106.9047182
Crossing Hwy 6 from Post Office to HS side of street to go back up Valley Road, I have been almost hit several times. Drivers will do a right turn at the red light even though pedestrian light or driver coming from HS side will turn left when I am on crosswalk on bike.	39.64461873	-106.9479221
This whole stretch is super dangerous for cycling. The lane ends and people are speeding. And then the interchange to get up to the bike path is also super shady.	39.6382838	-106.9490075
Agree-with no sidewalk here due to construction there needs to be a safer way for kids to get to the schools	39.621576	-106.9494101
Sidewalk was removed for construction and now everyone has to walk along Valley Road. Should have required entrance along Grundel.	39.62144449	-106.9495958
Before/After GCMS starts/ends many students go way too fast and recklessly on E-bikes, with no regard for the rules of the road or anyone else for that matter.	39.62395037	-106.9535344
Maybe add a crosswalk here? There is a lot of foot traffic to the park in Gypsum Estates, and too many speeders on this road.	39.64384124	-106.9400569

(Mostly young) E-bike users don't look twice when entering the crosswalk. It already has flashing pedestrian lights; they just don't get used.	39.63828286	-106.9490065
Busy cross area for bikes/pedestrians, might want to consider flashing lights for the cross walk.	39.63828295	-106.9402701
This would be a great place for a crosswalk or pedestrian sign	39.6326356	-106.9490229
It would be great to have another pedestrian walkway outside of Buckhorn	39.64025543	-106.9024622
Drivers are not always watching for pedestrians/bikers at this intersection.	39.64459114	-106.948935
<b>Speeding Vehicles: 53 Pins</b>		
<b>Comments</b>	<b>Latitude</b>	<b>Longitude</b>
People tend to speed very fast through here. With many children present in this area, I worry about possible fatalities from children taking off into the road with these speedy drivers who tend to be on their phone not paying attention.	39.64092238	-106.9490781
3-way stop sign or/and speed bumps. Some drivers speed nearby kids going to or leaving schools and don't yield to pedestrians at crosswalk.	39.62396167	-106.9535111
Smooth straightaway provides an ideal setting for drag racing. ATVs and dirt bikes also push well past the limit and are LOUD.	39.61326865	-106.9574101
Need speed bumps and speed limit signs. People drive into the Costco parking lot going fast.	39.64499886	-106.8889458
No more roundabouts!	39.64454166	-106.886826
Stop drag racing	39.63213415	-106.913137
Speed limit sign, often drag racing	39.63660449	-106.9188031
Constantly hearing vehicles revving their engines and sounding like a racetrack in the middle of the night.	39.64462599	-106.9349872
ATVs and Canyon closure traffic	39.61905752	-106.9573718
The cars coming out from Vicksburg to the roundabout don't slow down and almost mowing people coming down Valley Road to the roundabout. When Valley Road people get to the roundabout first the Vicksburg Ln people just don't care and almost hit other cars.	39.638204	-106.95201
Speeding cars, 4 wheelers, and dirt bikes are out of control daily	39.62768403	-106.9497028
45 mph is too fast for Colley Mesa now, given the volume of traffic, increase in bike path use, and increasing activity at the airport and on the south side involving turning and merging vehicles. signed at 45 mph seems to give some folks the okay to go 55-60mph.	39.63993183	-106.9033546
Car speeds still too high for bikes/peds crossing.	39.64848174	-106.952106
All day, every day, cars, trucks, dirt bikes, 4-wheelers, e-bikes - and most not wearing helmets	39.64343113	-106.95624

Downhill morning traffic especially hazardous	39.64279556	-106.9590755
This is a tricky intersection where driving seems to be above 25 miles an hour, and no one uses turn signals when leaving traffic circles. As a pedestrian I always feel like I'll be hit. Are there flashing pedestrian lights on all sides?	39.63819648	-106.9491658
EVHS NEEDS ACCOUNTABILITY for their driving students... insane behavior from behind the wheel...	39.64331158	-106.9476194
Constant speeding vehicles	39.64915154	-106.9547799
Cars and 4 wheelers speeding up and down the hill and down Eagle Street.	39.6451411	-106.9560421
I see people speed through this neighborhood daily. There are small children who live on this street. One house has the road almost entirely blocked with their cars, morning and evening. Cars speeding through and dodging parked cars. We've reported it several times, but no one seems to care.	39.6313027	-106.9040347
The speeds on Valley Rd. is getting out of control. Cars, Trucks, Dump truck, sideboards, motorcycles, dirt bikes, it's ridiculous! People need to be ticketed more or double fines! Something needs to happen, or somebody is going to die.	39.63158374	-106.9487451
You can hear kids stomping on it at night on valley road.	39.6359579	-106.9490601
People go way too fast on Buckhorn Valley Blvd. Hire police and hand out tickets. Tons of free-range kids just stepping out in front of moving cars.	39.63260606	-106.9001716
People are speeding on Mayne Street. I don't think speed bumps would be great since we have horse trailers coming and going. Rumble strips? Temp gates staggered that force slowing down. They can be removed in the winter for plowing. Kids race from the cul-de-sac, burning rubber, tossing beer cans and bottles. How about some law enforcement. Spoke with the town manager multiple times. He just puts a temp speed sign that doesn't help. Once it's gone everyone wants to speed again.	39.62773277	-106.9418734
Some kids race and compete, 3 bikes at a time, watching them going so fast scares me. They don't follow any rules or speed limits. Some drivers are texting on their cellphones and don't stop at stop signs, and never slow down.	39.64232788	-106.9490251
People drive too fast in residential areas on all streets. Even when I am in my house, I can hear people's cars, bikes ohv louds high speed sounds.	39.64464338	-106.9440202
Speed limit is not marked in this section of road after the roundabout. Many cars are speeding, which makes the bridge underpass even more dangerous for cars trying to turn.	39.64682367	-106.9516114

Valley Road constantly has speeding traffic; it is hit or miss whether somebody will stop at the crosswalks on Valley Road. Whenever school traffic lets out its insane chaos, there is no accountability for the safety of pedestrians or people around. Eagle Valley High School has done little to nothing to mitigate this and neither has the Town of Gypsum, it is ridiculous that these students are allowed to behave this way with no repercussions for their actions, there is constant drag racing that happens on Valley Road from high school students, and something needs to happen to address this. I highly suggest speed bumps / humps installed at the crosswalks on Valley Road. We have a high school, library, rec center, and the town hall all having activity on this main road, there is no need to increase the speed limit on such a short section. If anything, we should reduce the speed limit down to 20 miles an hour at all times from Valley Road at Highway 6 to Valley Road at Cooley Mesa. I encourage you to go walk on the sidewalk on either side of Valley Road in between these two areas and see how uncomfortable you feel with the amount of traffic and the speed. Thanks for your consideration	39.64337868	-106.9490831
Many trucks and cars speed along this section of frontage road. The bike path is not protected and is very close to the frontage road.	39.65262107	-106.9622871
The speed limit should be reduced- 30 is too fast for cars to safely turn left here with limited visibility. Also, perhaps a dip installed to make this intersection safer.	39.64678309	-106.951589
Speeding vehicles on a very busy street with lots of pedestrians.	39.63979966	-106.9490872
Consider installing speed bumps on Mayne Street. It's like a racetrack in front of my house and I'm worried about the safety of children and animals that reside and play on Mayne Street. Most of the speeding occurs from some residents and some teenage visitors to our neighborhood.	39.63263764	-106.9445795
Habitual speeding is a problem on Second Street. Recommend construction of a separated sidewalk to improve pedestrian access on this street and to narrow the roadway and perhaps calm traffic.	39.64436803	-106.9525473
People fly down this road	39.63006261	-106.9489567
People drive very fast down this road; I don't enjoy walking on these sidewalks due to the speeding	39.64517297	-106.9386806
Beautiful spot to walk but I never take my kids here. Cars and large trucks are always speeding.	39.64306547	-106.934856
I have seen cars literally drive through the open field. I have seen cars racing by the park and around the curve towards Pinon Street. Multiple safety concerns	39.64389576	-106.9394655

Speeding vehicles all over Gypsum. What troubles me most is the risk this poses to the most vulnerable among us, our children. Many of them walk or ride their bikes along these streets, and it only takes a split second for a tragedy to occur. The same concern extends to pedestrians, including elderly residents and parents pushing strollers, who rely on the safety of our sidewalks and crosswalks to navigate the neighborhood. We should not have to wait for a serious accident or a loss of life to take meaningful action. I urge the relevant authorities and community leaders to consider implementing additional safety measures such as speed bumps, clearer signage, and increased enforcement of speed limits. Our neighborhood should be a safe, peaceful place for all who live here—especially for our children who deserve to grow up without fear of danger just outside their front doors.	39.64360166	-106.9525017
There are multiple things I could pick here. Speeding vehicles make it terrifying to walk down Grundel and live on Grundel. We have small kids and put a backyard fence in because we are terrified of someone hitting one of our children. This area needs speed bumps especially because we end up with a TON of traffic from UTVs and ATVs and many of them are teenagers speeding down the road. The turn off from Cottonwood also makes it a speeding area. With the new school going in, I fear it is going to get worse.	39.6167664	-106.9576013
People going down Cottonwood drive so fast all the time. Cows get out and cyclists are almost hit all the time. All it would take is one person to drive off the road to hit a family walking on the path.	39.61616826	-106.9565754
There are daily, sometimes even hourly, instances of speeding on 2nd street.	39.64341969	-106.952504
Significant issues and multiple "close calls" with speeding traffic. This road is a private road and is used irresponsibly and disrespectfully by nonresidents ESPECIALLY those using it to get to Gypsum Elementary.	39.64202034	-106.9399083
Traffic travels way over posted speed limit. Cars passing each other in no passing zone. 4 wheelers and motorcycles exceeding speed limit.	39.565942	-107.035924
I feel 30 miles an hour is too high of a speed limit on Buckhorn Valley Blvd. There are dozens and dozens of families and kids walking and playing close to this street. Then you have cars going over the speed limit on a road that already has too high of a limit for this kind of heavy and pedestrian area.	39.63425913	-106.8994739
We have many accidents, and one person has died on this road because they are going 80 or faster. We need better traffic control or speed bumps to help keep the speed down.	39.64468194	-106.9349717
Many people drive 40 or faster on Rangeview Drive. Many kids play in the area and property has been damaged because of the high speeds.	39.639365	-106.953328

No one pays attention to the speed limit on BVB. Cars, construction vehicles, ATVs and dirt bikes all speed up and down this street, in a neighborhood that has many children, dogs and dog owners walking and biking.	39.628967	-106.89622
This would be a great road for a road diet to reduce speeding and increase pedestrian/ cyclist safety.	39.64526899	-106.9366257
Racetrack	39.64043392	-106.9400894
Day and night, way too fast and NO sidewalks	39.64406945	-106.9509201
This street is treated like a racetrack, specifically weekends and evenings.	39.64612186	-106.9373185
Speeding vehicles day and night, excessively. Possibly make it NOT a through street.	39.64527609	-106.9357872
Too many speeding cars, too many off-highway vehicles joy riding/speeding	39.62971243	-106.8973233
Speeding vehicles in both directions, day and night.	39.65035587	-106.960096
We need marked crosswalks and maybe speed bumps on 2nd Street. Nowhere is safe for children or others to cross and cars speed on this road all the time, especially at night.	39.640314	-106.951613
During busy times of day traffic speeds coming around corner from 1st Street onto Railroad Avenue	39.64661433	-106.953513
<b>Roadway: 24 pins</b>		
<b>Comments</b>	<b>Latitude</b>	<b>Longitude</b>
Narrow road. No sidewalks. Kids playing in the road. Cars parked in road obscuring pedestrians.	39.64273654	-106.9509955
This roadway needs discussion. First, the speed limit is 20 MPH. There is only one speed limit sign heading east to west. No sign heading west to east. Also, nobody obeys the speed limit. Second, lines in the road would slow people down. If they feel constrained passing, they might obey the speed limit. Third, the sidewalk ends at the bridge over Gypsum Creek. Bridges and sidewalks need ADA compliance and completion and a crosswalk to 2nd Street. Fourth, Valley Road cars heading south need to slow down when approaching the roundabout. Vicksburg Lane should have the right of way entering roundabout traveling east.	39.63815092	-106.9513426
Tank needs paved access so staff will check water tanks.	39.63385006	-106.9663374
Needs to be paved so staff check water tanks.	39.62948249	-106.9088139
Needs paved access for staff to check water tanks.	39.62749687	-106.8861341
Road needs to be paved to help staff check water tanks.	39.63489116	-106.9274396

Speeds on Valley Rd are way too fast, heavy truck traffic on it when they should be forced to use Jules Dr when coming from the Airport or business center. High school kids race from the parking lot to Hwy 6 or south from Hwy 6 as soon as they clear the dip. Traffic is very bad first thing in the morning and late in the afternoon, often backing up causing problems for homeowners. Make Valley Rd only for local traffic only	39.64374	-106.94938
Please put in a roundabout here! So many near accidents!	39.64456715	-106.8869701
Keep trees and bushes clear at all roundabouts in town for good visibility. Not like Town of Eagle that planted too many trees and bushes. Maybe post speed limits for all roundabouts.	39.64569415	-106.9444886
Rock wall and spruce tree block visibility at intersection. Nice looking tree, maybe cut lower branches OR move tree.	39.63922128	-106.9083201
Need to cut back trees and bushes at intersection for better visibility.	39.63920655	-106.9082481
Need to cut back trees and bushes at intersection for better visibility.	39.63876881	-106.911637
Need to cut back trees and bushes at intersection for better visibility.	39.63818807	-106.9159596
Need a sign at Alpine Ranch Road for (No parking on streets). Need to inform SMI not to park on the street. They park there very regularly. Also Carpet One sometimes. Also the East end of Plane St is a parking lot.	39.63594295	-106.9220281
Roundabout would be nice	39.64591385	-106.8870709
I do not feel that it is safe to have semi-trucks parking on the entrance and exit ramps of I-70.	39.65166656	-106.9543457
Bottle necked area constant traffic issues. We don't need roundabouts for your downtown idea we need traffic to flow better with all the approved homes and businesses. The town has for 20+ years said they intend to widen Highway 6 it's time to do it.	39.64684766	-106.9516479
Left or right vehicle turn onto Valley Rd from the Gypsum Town Hall / Library/ Library/ Rec Center complex is problematic where E-BIKES speed through cross walk without yielding or looking. Fence and street posts obscure the E-BIKE from vehicular drivers when BIKES ARE greater than 10 feet from the intersection. When a pack of E-BIKE users travel through, often a last E-BIKE trails behind and have watched or witnessed near misses. Encourage education on WHO has right of way and who / when shall yield at Gypsum crosswalk. Mechanized / EBIKES plainly DO NOT STOP UNDER ANY CIRCUMSTANCE. AND EBIKE USERS DO NOT SIGNALLY INTENTIONS TO OTHER MOTORIZED VEHICLES.	39.64000082	-106.9490343
Narrow road with a steep slope on the right side (when driving from east to west), dangerous especially in winter when road is icy and snowy, maybe a barrier should be installed.	39.64573543	-106.8488562
It would be nice to have sidewalks on both sides, and the existing path needs some TLC.	39.64528929	-106.9375462

Parts of Greenway and Schoolside seem wider than they need to be.	39.64472818	-106.9402501
A great candidate for a road diet to make the future downtown accessible by foot and bike.	39.64611865	-106.9383985
For being an area of "NO on street parking at any time" it is never enforced. Making it unsafe for kids to ride bikes in this neighborhood.	39.64366128	-106.9381628
For being an area of "NO on street parking at any time" it is never enforced. Making it unsafe for kids to ride bikes in this neighborhood.	39.64468952	-106.9380761
<b>Other: 23 pins</b>		
<b>Comments</b>	<b>Latitude</b>	<b>Longitude</b>
Razors, ATV's, Dirt Bikes, Go-Karts, Minibikes, Surrón E-Bikes, e-scooters, and modified mufflers on cars and trucks, all driven over the speed limit, unsafe, underage in some cases, not in compliance with TOG off road use. The town needs to get a handle on the noise these produce as well above the noise ordinance levels the town established.	39.63818269	-106.9505244
More lightning around the entire park.	39.6446544	-106.9518819
It would be great to have a bus stop out here for all the schools and surrounding neighborhoods.	39.62233358	-106.9495563
Draining issues. When it rains, all the water south and west of 2nd Street flows into Vista Court and down between 90 Vista Ct and 86 Vista Ct where it pools because there is no drain or clear path to drain down below the property at 86 Vista Ct. In the fall this water freezes at night causing a slip and fall hazard on sidewalks.	39.6419863	-106.9518788
Gypsum sign to bright at night	39.6470819	-106.9522175
Free range kids are not being watched by parents. Cars parked on both sides of the street all hours of the day and night, the combo is dangerous! I thought Gypsum had no on street parking rules. Why don't you enforce the rules on the books. Hire police and hand out tickets!	39.63141395	-106.9040456
Rolling coal is part of Gypsum etiquette. Not sure how many chipped diesel trucks there are in our community, but it seems as if some of the motorists find delight in blasting pedestrians with nuisance exhaust here.	39.63828276	-106.9488697
People always park on the streets even if we have signs, NO Street Parking. It gets worse on a weekend.	39.64416984	-106.9439056
People always park on the streets even if we have signs, NO Street Parking. It gets worse on a weekend.	39.64368691	-106.9420775
People always park on the streets even if we have signs, NO Street Parking. It gets worse on a weekend.	39.64327566	-106.9428695

Covered waiting area for both directions would be helpful for bus riders. My only concern would be visibility when making a left turn off Riverview.	39.65238657	-106.9614472
Someone is going to die at this intersection	39.64874346	-106.9524156
This intersection is a problem. We should create a large roundabout on Hwy 6 and change the entry point to Costco.	39.64468682	-106.8868783
A roundabout here would make a lot of sense	39.63833504	-106.9160023
As growth continues in both Eagle and Gypsum, a new I-70 interchange between the two towns could improve traffic flow, reduce congestion in town centers, and create a safer emergency access point. The location would serve regional development and airport traffic while unlocking new areas for planned growth in a controlled way.	39.65226761	-106.8868315
A sidewalk here would be useful for those trying to get to bus stop, they walk in the ditch next to the road currently.	39.63969723	-106.9038153
Bumpy asphalt makes cars that are unaware pull into the left lane at times to correct. What's bad is this is new asphalt.	39.64637027	-106.8772868
How about starting with the new roundabouts that were made too small and just made to look good for Gypsum Daze!	39.6446532	-106.9491072
OHV use. Dirt bikes and side-by-sides ripping up and down Buckhorn Valley Blvd, turning around in the dog park lot. There is no trail access there, they should not be on that road. Enforcement is needed.	39.628967	-106.89622
Vehicles parked on either side of Riverview at these addresses during hours when parking is prohibited by Town statute cause a safety issue because it is a "blind" curve and vehicles travelling in both directions are unable to see oncoming traffic.	39.6489	-106.95572
Vehicles parked on either side of Riverview at these addresses during hours when parking is prohibited by Town Statute cause a safety issue because it is a "blind" curve and vehicles travelling in both directions are unable to see oncoming traffic.	39.64923688	-106.9556759
Town of Gypsum welcome sign/display board WAY too bright at night causing a loss of vision while navigating under bridge and near intersection. PLEASE put a light sensor on the display that lowers the intensity of the display during nighttime	39.64671642	-106.9517326
Parking issues for all businesses located on Railroad Avenue every evening & weekends; especially on Friday nights for access to Tienda Roxxy. Customers end up parking on sidewalk by the wood fence which causes traffic back up and safety concerns. Commercial units were required on Railroad when property was built, it was discussed making railroad avenue ONE WAY off Hwy 6.	39.64660002	-106.9532535

# Safety Action Plan



## MEMORANDUM

Date	December 16, 2025
To	Matt Figgs, Town of Gypsum
From	Y2K Engineering
Subject	Existing Policy and Process Review

## Purpose & Structure

This memorandum summarizes the Town of Gypsum's current policies, practices, policies, plans, guidelines, and/or standards procedures related to project programming, transportation safety, development review, maintenance, community education, enforcement, and grant funding. The intent is to document existing policies and identify areas where processes are informal or evolving supplemental to the strategy development effort. This document will provide the initial framework for the adoption of new or revised policies as the plan moves forward for SS4A Implementation Funding. Information for this memo was gathered via a review of existing plans/projects/studies (Figure 1), as well as a detailed questionnaire completed by Town staff.

Local Plan/Policy/Study	Year Completed
Comprehensive Master Plan	2017
Town of Gypsum Community Survey	2022
Master Traffic Study (Update)	2024
I-70 Eagle Airport Interchange Feasibility Project	Ongoing

Table 1: Plans Reviewed

Existing policies in this memo are presented under the following eight (8) categories:

1. Project Programming and Prioritization
2. Integration of Safety in Project Design
3. Development Review Process
4. Maintenance and Safety Enhancements



5. Incident Response and Management
6. Community Education and Awareness
7. Enforcement and Data-Driven Safety Efforts
8. Funding and Grant Opportunities

## **Project Programming & Prioritization**

### **CAPITAL IMPROVEMENT PLANNING:**

- Town staff are required to prepare a five-year Capital Improvement Plan (CIP) annually as part of the budget cycle.
- CIP development and adherence have improved over the past several years.

### **PROJECT PRIORITIZATION PROCESS:**

- Staff drafts an initial prioritization list, which is then reviewed with Town Council for feedback.
- Prioritization is currently managed through an Excel-based process, relying heavily on subjective assessment rather than a formal scoring rubric.
- Corridor improvements, intersection rebuilds, and similar projects do not follow a standardized prioritization framework.

### **RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES**

- During project identification, integrate a crash history review of roadways or intersections to identify crash patterns. Where patterns are identified, incorporate recommended strategies into the project scope and cost estimate.
- Establish a quantitative prioritization process for CIP project list that includes safety metrics such as number of crashes, crash modification factor, etc.

## **Integration of Safety in Project Design**

### **SAFETY CONSIDERATIONS IN PLANNING:**

- Safety is considered in project planning, although congestion mitigation currently drives most design decisions.
- The Town has no formal, adopted standards promoting pedestrian, bicycle, or transit-oriented road design, although specific multimodal recommendations are made in various plans/studies.

#### CRASH DATA AND DESIGN STANDARDS:

- Crash history is not yet systematically evaluated for project identification or design improvements.
- Existing design guidance derives from the master traffic study, which is largely roundabout-focused.

#### SPEED LIMITS AND TRAFFIC CONTROL DEVICES:

- Speed limits are not routinely evaluated, though speed-trailer data (85th percentile) is used when concerns are identified by the community.
- The Town has not increased speed limits recently; focus has been on design changes that improve compliance.
- Warrant analyses for traffic signals or other traffic control devices are conducted only when needed, typically associated with development proposals.
- Thresholds for future signalization are acknowledged, but application is inconsistent.

#### RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES

- Establish bicycle and pedestrian priority corridors based on land use and transit connectivity, and implement Complete Streets practices along those corridors using best-practice guidance, including CDOT's bicycle and pedestrian design guidelines, with emphasis on intersection design, enhanced crossings, mid-block crossings, and implementation thresholds.
- During early design, conduct a crash history and risk review of roadways and intersections to identify crash patterns or potential risks, and incorporate appropriate safety strategies into the project scope and cost estimate where issues are identified.

## Development Review Process

#### TRANSPORTATION SAFETY REQUIREMENTS:

- Developers are required to conduct traffic impact studies (TIS), but off-site mitigation has traditionally focused on vehicle operations rather than active-transportation safety.
- On-site trail networks are typically incorporated, but broader multimodal considerations are not formalized.

#### PEDESTRIAN, BICYCLE, AND TRANSIT ACCOMMODATIONS:

- There are no formal requirements for pedestrian, bicycle, or transit facilities within development review.
- Coordination with CORE Transit occurs as needed but is not a default requirement.

- Enhanced crossings have been required in isolated cases (e.g., school projects).

#### COMMUNITY INPUT AND ENFORCEMENT:

- Community concerns are addressed through Planning Commission and Town Council hearings.
- There are no incentives for exceeding minimum safety standards.
- 2022 Community Survey identified community concerns and top traffic safety priorities.

#### RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES

- Integrate Complete Streets considerations into the development review and traffic impact study process by evaluating each development's role within the broader land use and transportation network. This should include identifying bicycle and pedestrian needs consistent with Complete Streets planning, reviewing crash history and safety risk on adjacent or impacted roadways, and recommending on- or off-site improvements where existing safety concerns or crash patterns warrant mitigation.

## Maintenance and Safety Enhancements

#### MAINTENANCE PRACTICES:

- Traffic signals are maintained via on-call services.
- Road resurfacing lacks a formal maintenance schedule, though the Town is currently working to establish one.
- Annual restriping is conducted each year.
- Sidewalk defects (grade issues, cracks) are repaired as needed.
- Two new trucks equipped with Roadway Management Technologies (RMT) systems will provide pavement-quality data once calibration is complete.

#### SAFETY ENHANCEMENTS DURING MAINTENANCE:

- Routine safety upgrades (e.g., pedestrian crossing improvements, signal timing adjustments) are not standard practice, but staff sees this as an opportunity area.

#### BUDGET FLEXIBILITY:

- The maintenance budget is relatively static; capital funds fluctuate annually.
- Roadway maintenance priorities are identified each year, with some flexibility to address emerging needs.

## RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES

- On an annual or bi-annual basis, assess the upcoming roadway resurfacing plan to identify opportunities to incorporate safety improvements through signing and striping.
- Conduct a sidewalk inventory town-wide and develop an improvement program to address deficiencies, connectivity gaps, and accessibility.

## Incident Response and Management

### CRASH INVESTIGATION:

- Serious injuries or fatal crashes are investigated by Colorado State Patrol.
- Findings are shared with the Town through established relationships and communication channels.

### AGENCY COORDINATION:

- Coordination with CDOT, Eagle County, and other partners occurs as needed.
- Traffic Incident Management (TIM) metrics are established and tracked to monitor response times

## RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES

- Captured through strategy development process

## Community Education and Awareness

### CURRENT PROGRAMS:

- Vail Health provides helmet giveaways, e-bike education content, and youth safety initiatives.
- The Town supports:
  - Crossing guard presence first week of school
  - Enforcement presence for high-school drivers
  - SRO-led traffic safety Q&A sessions
  - Juvenile driving class efforts (in development)
  - 911 Camp for ages 9–11 (includes bike safety, concussion awareness, and driving simulations)

#### PARTNERSHIPS:

- Partners include: Vail Health, Eagle County Sheriff, School District, Fire Department, Mountain Youth, Mountain Recreation District, Colorado State Patrol.

#### SCHOOL-AREA SAFETY:

- Signing and striping, including school zone flashers indicating reduced speed limits, are present in school areas but are inconsistently applied across the Town.
- Enforcement efforts are typically increased during first weeks of school year.
- The Town has not formally pursued Safe Routes to School (SRTS) grants or projects to date.

#### OUTREACH TO UNDERREPRESENTED GROUPS:

- Engagement often occurs through the MIRA Bus, which visits targeted neighborhoods.
- Additional outreach includes car-seat checks and bike-safety education.

#### COMMUNITY ENGAGEMENT BUDGET:

- Annual engagement funding is set each year.
- A new staff position was recently added to expand outreach capacity.

#### RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES

- Captured through strategy development process

## Enforcement and Data-Driven Safety Efforts

#### TRAFFIC ENFORCEMENT:

- The Town contracts with the Eagle County Sheriff's Office for enforcement.
- DUI enforcement is supported through state-funded DUI task force shifts; no DUI checkpoints are conducted.
- Enforcement locations/times are determined based on concerns raised and available data.

#### DATA UTILIZATION:

- Data sources include community complaints, speed-trailer data, and Sheriff's monthly reports (citations, contacts, etc.).
- Crash or safety data is not publicly shared at this time.

#### PUBLIC REPORTING TOOLS:

- There is no dedicated tool for reporting unsafe conditions, near-misses, or speeding issues.
- General feedback forms exist on the Town website, but they are not traffic-specific.
- Residents often report concerns via dispatch or direct email to the Town or Sheriff.

#### AUTOMATED ENFORCEMENT:

- Automated enforcement cameras are planned for deployment in 2026.

#### RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES

- Captured through strategy development process

## Funding and Grant Opportunities

#### GRANT PURSUITS:

- The Town has explored or is actively considering:
  - BUILD
  - Rural and Tribal Assistance Program
  - Regional Infrastructure Accelerators Program
  - MPDG, INFRA, MEGA (for airport interchange project)
  - SS4A Implementation
  - KLJ Engineering maintains a standing contract to support grant writing.

#### CIP DEVELOPMENT:

- The five-year CIP is reviewed annually with Town Council.

#### RECOMMENDATIONS FOR INCORPORATING SAFETY MEASURES INTO PROCESSES

- Utilize the crash dashboard to inform and strengthen safety-related grant applications.

## Conclusion

Gypsum has several foundational practices in place across planning, development, safety, maintenance, and enforcement. However, many processes, particularly those related to multimodal safety standards, data use, maintenance scheduling, and public reporting, remain informal or under development. This summary may serve as a baseline for future policy development, strategic safety planning, and safety aligned initiatives.

# Safety Action Plan



## MEMORANDUM

Date	February 17, 2026
To	Matt Figgs, Town of Gypsum
From	Y2K Engineering
Subject	Safety Action Plan – School Zone Treatment Guidance

## Introduction

Improving safety for children and youth traveling to and from school is a key priority identified in the Gypsum Safety Action Plan (SAP). One of the Plan's core strategies is to standardize school zone treatments and provide marked crosswalks to create more consistent, predictable, and safer conditions around schools. During development of the SAP, additional traffic safety incidents occurred within school zones and involving youth, reinforcing the urgency of advancing this strategy.

The purpose of this memorandum is to move the Safety Action Plan from policy to action by establishing clear guidance for school zone treatments and pedestrian crossings, and by applying that guidance to schools throughout Gypsum. This memo is intended to support near-term implementation, promote consistency across school areas, and help prioritize improvements that reduce risk for students and families.

## Standard School Zone Treatments

A school zone is a designated area around a school that prioritizes the safety of students, staff, pedestrians and bicyclists by implementing specific traffic control measures. These measures typically include speed flashers, reduced speed limit signs, school zone warnings, and crosswalk markings and signage. The purpose of these devices is to alert drivers to exercise caution and reduce speed, especially during peak times when children are present, such as pick-up and drop-off periods.

The strategic placement of school zone speed flashers is essential for enhancing driver awareness, lowering speeds in critical areas, and clearly defining school zone boundaries. Proper placement

# Town of Gypsum

## School Zone Treatment Guidance

helps drivers respond appropriately: if placed too far, drivers may not remain alert when in the critical area; if too close, drivers may not have sufficient time to react and slow down. Flashers should be positioned based on roadway classifications, speed limits, and the specific context of each school.

According to the MUTCD, a 'reduced school speed limit zone' should be established through an engineering study. Colorado regulations require state or local authorities to set school zone boundaries and timing for enforcement.

The start of each school zone is marked by a flasher assembly indicating a reduced speed limit during specific hours. Additional signage, including school zone warnings, end-of-zone markers, speed limit signs, and school crossing ahead signs, are placed at intervals to maintain driver awareness. Flasher placement recommendations are based on stopping sight distance, in line with MUTCD 11th Edition guidelines, and should be measured from the edge of school property, marked crosswalks, or stop/yield bars—whichever is farthest from the school. The distance is typically calculated using either the posted speed limit or the 85th percentile speed, depending on available data. This methodology provides a consistent framework while allowing for site-specific adjustments based on factors such as school crossings, driveways, and parcel boundaries to address unique conditions at individual schools.

Figure 1 below shows where the placement of school zone signs is recommended.

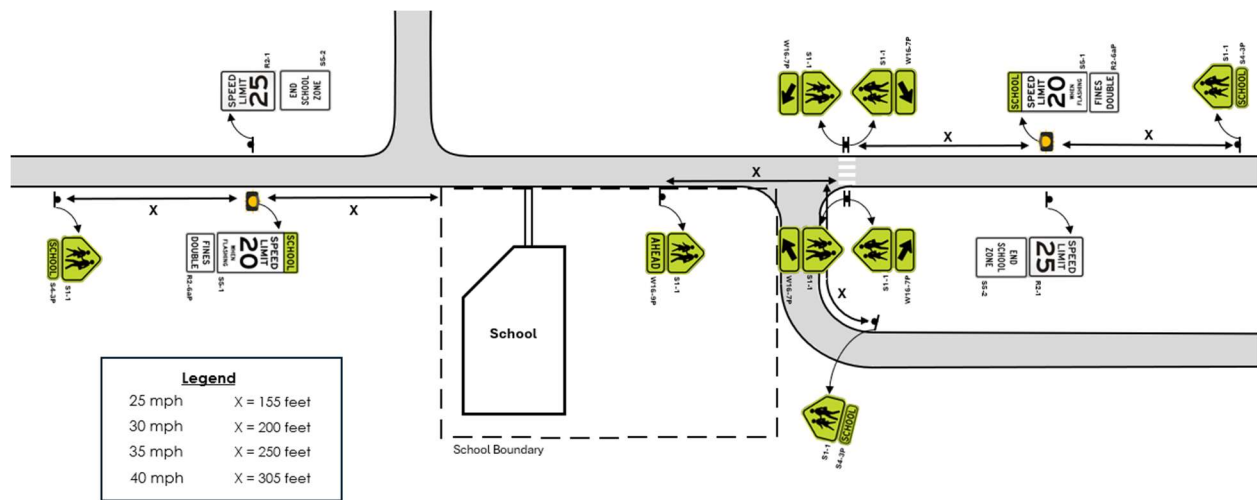


Figure 1: School Zone Treatment Schematic

The flashers are recommended to be solar-powered, with vertically stacked beacons and include signage indicating the reduce speed limit is in effect when flashing, along with notices that speeding fines are doubled in school zones.

## Study Area and Evaluated Schools

The following schools within the Town of Gypsum were evaluated for standardized school zone treatments. **Figure 2** shows a vicinity map that includes the locations of the four schools included in this evaluation.

1. Gypsum Creek Middle School
2. Red Hill Elementary School
3. Gypsum Elementary School
4. Eagle Valley High School

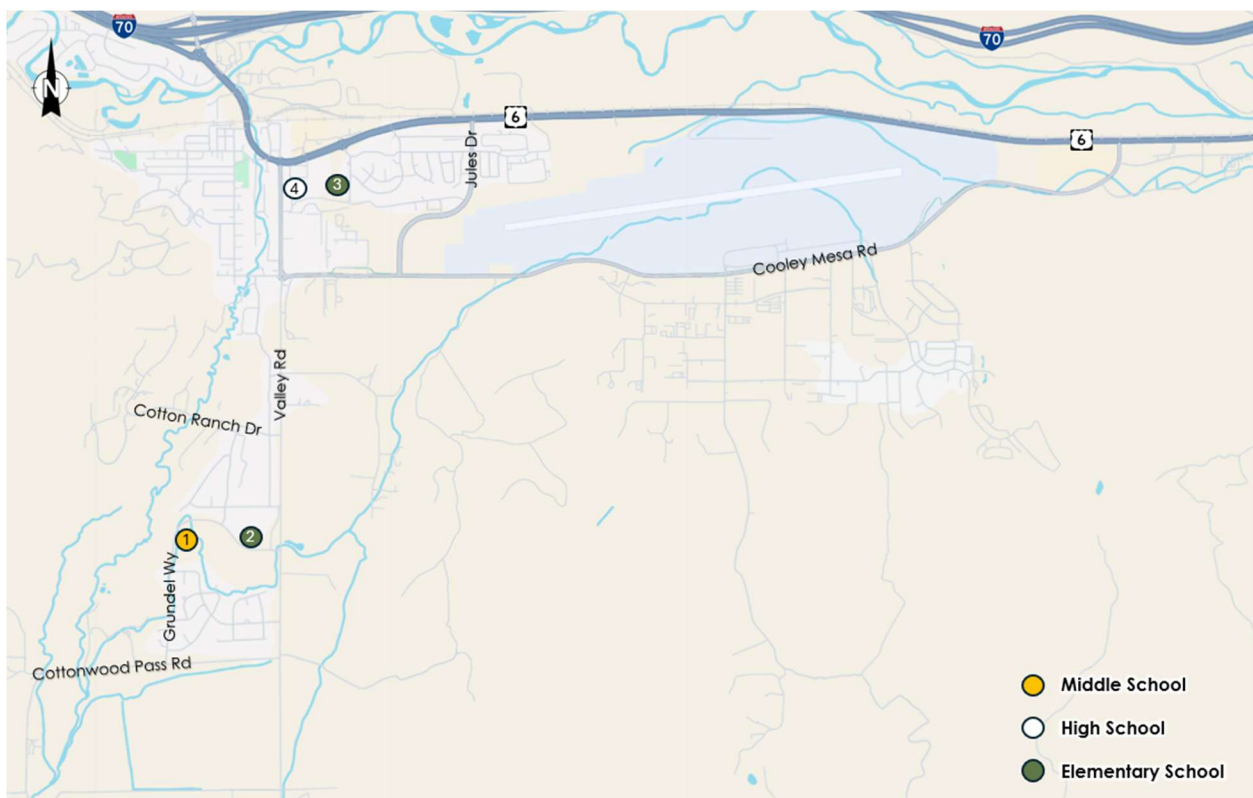


Figure 2: Town of Gypsum Evaluated Schools

## Recommendations

School zone extents, as described in the approach above, along with targeted recommendations for signage, crosswalks, and other treatments, were developed for each school based on existing conditions and consistent with national best practices. Exhibits documenting recommendations at each of the schools have been provided to the Town of Gypsum to support implementation of improvements.

# Safety Action Plan



## MEMORANDUM

Date	October 7, 2025
To	Matt Figgs, Town of Gypsum
From	Y2K Engineering
Subject	Safety Action Plan – Underserved Communities and Areas of Persistent Poverty – DRAFT

The purpose of this document is to summarize the analysis process and data sources used to identify underserved communities, as defined in the Infrastructure Investment and Jobs Act (IIJA), within the Town of Gypsum, as they relate to the Roadway Safety Action Plan.

## Definition & Application

The Notice of Funding Opportunity (NOFO) for Safer Streets for All (SS4A) 2025 funds defines an “underserved community” as consistent with the definition of an Area of Persistent Poverty (APP) in the Infrastructure Investment and Jobs Act (IIJA; 49 U.S.C. § 6702(a)(1)), as follows:

- Any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter, 20 percent or more of the population continually lived in poverty, as measured by
  - the 1990 decennial Census;
  - the 2000 decennial Census; and
  - the most recent annual small area income and poverty estimate of the Bureau of the Census;
- Any census tract with a poverty rate of not less than 20 percent, as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018; and
- Any territory or possession of the United States.

Agencies requesting funding for an implementation project through the SS4A program must identify whether the jurisdiction(s) included in the application, as well as any project areas, are entirely, partially, or not included within an underserved community. Per the NOFO, applicants may use the Underserved Communities Tool and the resources outlined in the NOFO to help identify if their jurisdiction or project area are located within an Area of Persistent Poverty.

Additionally, applicants can include their own data to describe their community context, safety problems, and how their project will benefit their community.

## **Underserved Community – Area of Persistent Poverty Analysis**

The USDOT created a SS4A Underserved Community tool available on the USDOT website ([SS4A Applicant Map Tool](#)) for the purposes of responding to the Underserved Communities questions in the SS4A grant applications. From the information document, *“The Tool displays all U.S. Census tracts and those of U.S. territories, showing which are identified as underserved communities. Applicants may use the Tool to respond to application questions in Valid Eval about underserved communities.”*

The interactive tool allows users to search areas of underserved communities through census tracts. It does not allow users to search by locational boundaries like states, counties, cities, etc. Figure 1 shows the Town of Gypsum area highlighted. As indicated, there are two census tracts within the Gypsum area which are not (No) defined as underserved communities.

Town of Gypsum  
 Underserved Communities  
 October 7, 2025

Figure 1 – SS4A Underserved Communities Tool near the Town of Gypsum

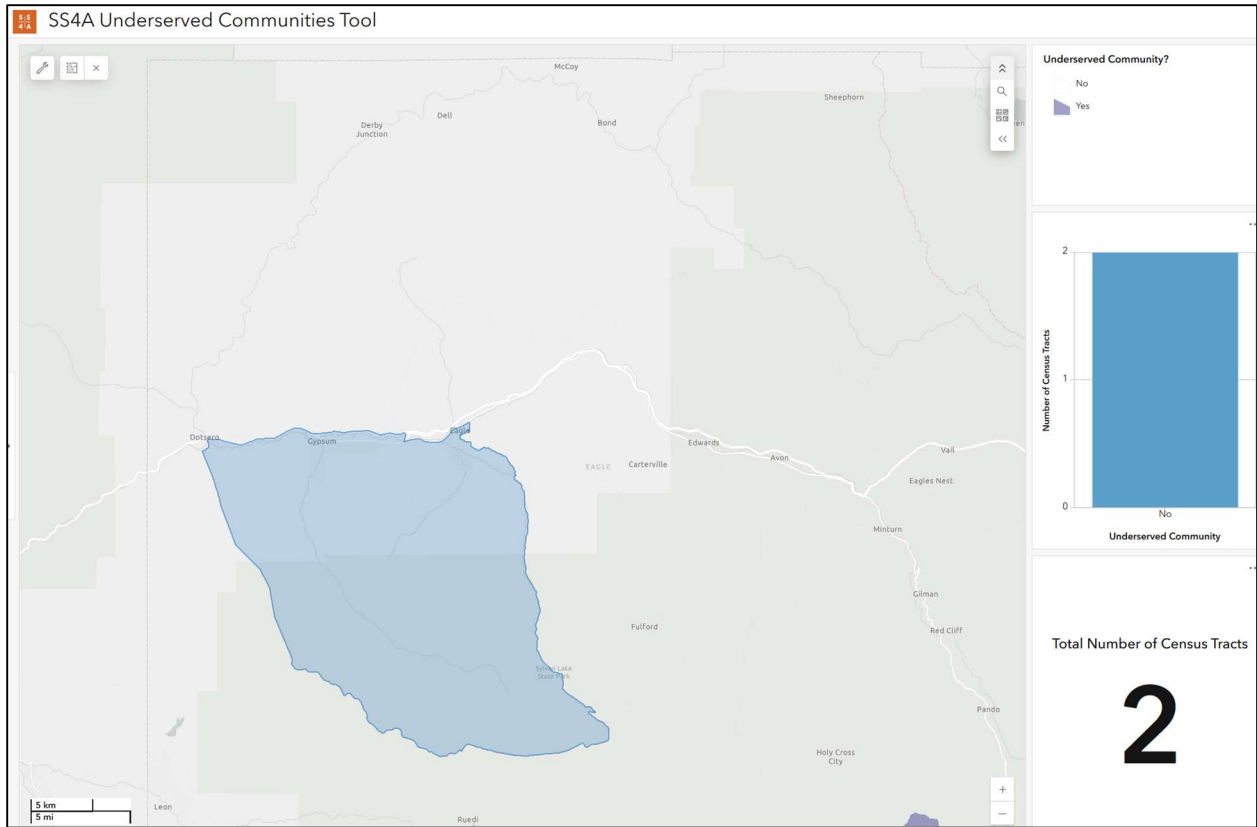


Table 1 outlines the two census tracts which are included in the Town of Gypsum’s boundary, 08037000405 & 08037000200. These census tracts are not considered areas of persistent poverty (APP).

Table 1 – Census Tracts within or partial within the Town of Gypsum Planning Boundary

ID	State	Tract	2020 Population	Context	APP
121	CO	08037000405	6,876	Completely Rural	No
690	CO	08037000200	8,385	Completely Rural	No

ID	E-W Street	N-S Street	Project Details	Grand Score	Engineering Sub-Score	Non-Engineering Sub-Score	CMF Score	Peak Daily Traffic Score	Pavement Conditions Score	EPDO Score	VRU/Proximity Score	Feasibility Score	Rank	Status	Funding
C4	Cooley Mesa Road	Lindbergh Drive	East Cooley Mesa corridor: Access control at Lindbergh, traffic signal at McGregor, RRFB and pedestrian crossing at Lindbergh, sidewalk on Cooley Mesa from McGregor to Lindbergh	78	58	20	20	3	5	30	15	5	1	Not Started	Unfunded
C1	US 6	Trail Gulch Road	US 6 Segment 1: Widen Hwy 6 to 4 lanes from Valley Rd to I-70; Widen railroad overpass; Intersection improvements at Railroad Ave and entrance to American Gypsum plant; Pedestrian and Core Transit stop improvements	71	51	20	5	6	10	30	20	0	2	In Design	Unfunded
C5	Cooley Mesa Road	I-70	I-70 Airport Interchange Project: New interchange at I-70; New connector road over Eagle River connecting to Cooley Mesa Road	70	60	10	20	10	0	30	10	0	3	In Design	Unfunded
C6	Cooley Mesa Road	Spring Creek Road	Cooley Mesa/Airport Corridor: Install pedestrian facilities on south side from Spring Creek to Navajo; Spot radii improvements for safer side-street crossing	68	48	20	20	3	5	20	10	10	4	Not Started	Unfunded
C2	US 6	N Airport Road	US 6 East Corridor: Roadway lighting along US 6 from Jules Drive to the Town boundary with Eagle, implemented in a manner that reflects the rural context and considers existing and future development, to reduce wildlife collisions.	65	55	10	10	10	5	30	5	5	5	Not Started	Unfunded
C3	US 6	Earhart Drive	US 6 Segment 5: Widen US 6 to 4 lanes from Earhart Dr to easterly town limit; Reconstruct southwest corner of Cooley Mesa intersection to enhance pedestrian access; Access control plan recommendations	65	65	0	20	10	5	30	0	0	5	In Design	Unfunded
R1	US 6	Jules Drive	Install roundabout, continue pedestrian connection along US 6, and install roadway lighting	58	43	15	5	3	5	30	10	5	7	In Design	Unfunded
S14	Cooley Mesa Road	Buckhorn Valley Boulevard	Signalize the Cooley Mesa Road/Buckhorn Valley Boulevard intersection (when warranted)	58	48	10	20	3	5	20	5	5	7	Not Started	Unfunded
S16	Cooley Mesa Road	Siena Lake East	Trail connection to Navajo pedestrian crossing	58	48	10	20	3	5	20	5	5	7	In Construction	Fully Funded
S18	Cooley Mesa Road	Siena Lake Parkway	Signalize the Cooley Mesa Road/Siena Lake Parkway intersection (when warranted)	58	48	10	20	3	5	20	5	5	7	Not Started	Partially Funded
S2	Sunny Avenue	Jules Drive	Implement Core Transit, bicycle and pedestrian improvements	55	35	20	20	0	5	10	10	10	11	In Design	Unfunded
S12	Chatfield Lane	Valley Road	Install speed feedback sign	55	35	20	10	0	5	20	10	10	11	Not Started	Unfunded
S17	Cooley Mesa Road	West Airport Parking Lot	Install roadway lighting, investigate turning options into parking lot	55	45	10	20	0	5	20	5	5	11	Not Started	Unfunded
R3	Cooley Mesa Road	Jules Drive	Install a roundabout, RRFBs, and roadway lighting	48	28	20	0	3	5	20	15	5	15	Not Started	Unfunded
R6	Cooley Mesa Road	Spring Creek Road	Install roundabout with RRFBs, roadway lighting, ped/bike connection and crossing	48	38	10	10	3	5	20	5	5	15	Not Started	Unfunded
R5	Cooley Mesa Road	Airpark Drive/Airport Drive	Upgrade traffic control to traffic signal; Install roadway lighting	43	33	10	5	3	5	20	5	5	17	Not Started	Unfunded
R4	Grundel Way	Valley Road	Install a roundabout, RRFBs, and roadway lighting	40	25	15	5	0	0	20	10	5	18	Not Started	Unfunded
S3	I-70 Frontage Road	Trail Gulch Road	Investigate pedestrian/bike connection across I-70	40	30	10	20	0	0	10	0	10	18	Not Started	Unfunded
S9	Spring Buck Road	Buckhorn Valley Boulevard	Install roadway striping, and identify appropriate pedestrian focused improvements, such as bulb-outs, pedestrian refuge, etc.	40	25	15	20	0	5	0	5	10	18	Not Started	Unfunded
R2	US 6	Green Way	Identify and install intersection improvements such as RRFBs, and/or roadway lighting	38	28	10	5	3	0	20	5	5	21	Not Started	Unfunded
S4	Cotton Ranch Road	Valley Road	Install speed feedback sign	38	28	10	10	3	5	10	0	10	21	Not Started	Unfunded
S6	Grundel Way	Whitetail Drive	Improve pedestrian crossing and add roadway lighting	35	25	10	10	0	5	10	5	5	23	Not Started	Unfunded

April 2026

## Phase 2 - Engagement Summary



**TOWN OF GYPSUM  
SAFE STREETS FOR ALL**

# **Safety Action Plan**

Y2K Engineering

KLJ Engineering

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## Engagement Phase 2 Overview

The project team coordinated with the Town of Gypsum to conduct the second phase of public engagement on the Safe Streets for All Safety Action Plan (SAP). Public engagement launched at the end of February 2026 and concluded in March 2026. This effort included updates to the project webpage, informing the community of engagement opportunities, meeting with a stakeholder working group, a Town Council presentation, tabling at the Gypsum Recreation Center, as well as an online survey open from March 3<sup>rd</sup> to March 24<sup>th</sup>, 2026. An overview of Phase 2's efforts and key findings are explained in the following sections.

### Phase 2 Engagement Goals

As part of the engagement effort, goals were identified to help provide guidance on development of materials, messaging, and determine the level of engagement. This phase of engagement was focused on sharing the previous engagement results, the draft SAP, gathering feedback on near term initiatives: E-Bikes and School Zones, and gathering feedback on the draft SAP project list.

The goals of this phase of engagement were:

1. *Inform* the community about results of Phase 1 engagement
2. *Inform, share, and gather input* from the community of the Draft SAP, that includes:
  - 2.1. Near Term Initiatives: E-Bikes and School Zones
  - 2.2. The Draft SAP Project List



## Engagement Approach

To meet the project goals, five events were identified to ensure engagement reached and as many community members and stakeholders as possible. Table 1 outlines the details of the five engagement events.

Gypsum Phase 2 engagement launched on February 24, 2026 with a presentation of the draft Safety Action Plan to Town Council. The next three engagement opportunities were hosting community conversations with engagement board activities at the Town of Gypsum Community Outlook Meeting, the Gypsum Recreation Center, and then the engagement boards were posted at Town Hall.

The online engagement event was a combination of sharing information and then gathering feedback through a survey. This was open for community feedback for three weeks.

Table 1 – Engagement Events			
Engagement Event:	Date & Time:	Location:	Engagement Activities:
Town Council Presentation	Tuesday, February 24, 2026, 3:00 to 4:30 pm	Gypsum Town Hall 50 Lundgren Blvd. Gypsum, CO	Presentation and Discussion
Pop-Up / Tabling Engagement at Town of Gypsum Community Outlook Meeting	Tuesday, March 3, 2026 Meeting Starts @ 6:00 PM 50 Lundgren Blvd.	Gypsum Town Hall 50 Lundgren Blvd. Gypsum, CO	Community Conversations and Engagement Board Activities

Pop-Up / Tabling Engagement at Gypsum Recreation Center	Wednesday March 4, 2026 9:00 – 11:00 am 3:00 – 6:00 pm	Gypsum Recreation Center 52 Lundgren Blvd Gypsum, CO	Community Conversations and Engagement Board Activities
Engagement Boards Posted at Council Chambers	March 5 – March 24, 2026	Gypsum Town Hall 50 Lundgren Blvd. Gypsum, CO	Engagement Board Activities
Online Engagement	March 3 – March 24, 2026	<a href="https://inputcentral.com/gypsum-safety-action-plan">https://inputcentral.com/gypsum-safety-action-plan</a>	Project Information and Online Survey

## Notification Process

The notification process for this phase of engagement included the standard notification/agenda posting for the Town Council meeting, updates to the website, and announcements via the Town of Gypsum's Facebook page. The Town posted information on Facebook on March 1<sup>st</sup> and March 21<sup>st</sup>, 2026.



Town of Gypsum - Government

March 1 at 5:00 PM · 🌐

**! REMINDER: Community Input Table RECHEDULED !**

The table will now be at the Gypsum Rec Center on Wednesday, March 4, 9am-noon and 3-6pm.

--

**COME SHARE YOUR FEEDBACK!**

The Town of Gypsum is nearing the completion of our Safe Streets for All Safety Action Plan. Learn more about what we heard from the community and projects that were identified through the planning process. Stop by our table at the Gypsum Rec Center.

**! RECORDATORIO: Mesa de aportes de la comunidad el 4 de marzo !**

La mesa se llevará a cabo en el Gypsum Rec Center el miércoles 4 de marzo, de 9:00 a. m. a mediodía y de 3:00 p. m. a 6:00 p. m.

--

**¡VEN A COMPARTIR TUS OPINIONES!**

El Ayuntamiento de Gypsum está a punto de finalizar su Plan de Acción de Seguridad "Calles Seguras para Todos". Infórmate sobre las opiniones de la comunidad y los proyectos identificados durante el proceso de planificación. Visita nuestra mesa en el Centro Recreativo de Gypsum.



Town of Gypsum - Government

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**! Share your Feedback !**

Your voice keeps our streets safe. Tell us what's working and what's not. We're listening! The Town of Gypsum is currently working on a safety initiative which aims to reduce traffic fatalities and serious injuries. Share your input in the survey below!

<https://inputcentral.com/gypsum-safety-action-plan>

TOWN OF GYPSUM

## Safe Streets For All

**Share your feedback  
or get involved.**

**Visit the project  
website.**



*Facebook Notifications by the Town of Gypsum*

## Webpage & Project Materials

The webpage was updated in late February 2026 that included posting the Draft SAP, Town Council Presentation, Engagement Information boards, an update project schedule, and survey questions.

Webpage content can be reviewed in Attachment 1.

The screenshot displays a webpage layout. At the top left is a 'Project Overview' section with a dark green header and a paragraph of text. Below this is a section titled 'What is "Safe Streets for All"?' with a dark green header. To the right is a 'Project Schedule' section with a vertical timeline of four items: 'Analyze Current Conditions' (March - June 2025), 'Public Engagement Round 1' (May 2025 - July 2025), 'Identify Strategies and Solutions' (July - November 2025), and 'Public Engagement Round 2' (March 2026). Below the schedule is a 'Final Recommendations and Report' section (December 2025 - April 2026). At the bottom of the webpage are four colored boxes with icons and text: a green box with a building icon, a yellow box with a dollar sign icon, a brown box with a speech bubble icon, and a green box with a checklist icon.

## Engagement Activities & Results

Phase 2 engagement activities reached close to 200 community members through conversations and interactions held in the community and online.



Interacted with 50+ Community Members at Engagement Events



100 + People Visited the Gypsum Safety Action Plan Webpage



24 People Completed the Online Survey via the Gypsum Safety Action Plan Webpage

## Town Council

Gypsum Phase 2 engagement launched on February 24<sup>th</sup> with a presentation of the draft Safety Action Plan to Town Council. Council feedback was generally positive, with members expressing support for the plan's risk-based approach that considers factors beyond crash history, including driver behavior and systemic risk. The item was presented as a brief report-out with limited questions, and no major concerns were raised.

## Pop-Up/Tabling Engagement at Gypsum Recreation Center, Construction Open House, Council Chambers

Two pop-up tabling events took place allowing in-person interaction with the project team. The first took place on March 3<sup>rd</sup> at a construction open house in conjunction with a Town of Gypsum Community Outlook Meeting, and the second on March 4<sup>th</sup> at Gypsum Recreation Center. These pop-up events saw conversations with approximately 50 residents across both pop-ups.

In addition, to these pop-ups, the engagement boards were posted at the Town Council Chambers March 5<sup>th</sup> through the 24<sup>th</sup> that allowed those visiting the chambers to provide input at their discretion.

Four boards were used to present information and receive feedback.

**Board 1:** A summary of Phase 1 engagement results

**Board 2:** Draft list of future projects and highlighted next steps for E-bikes- and School Zones

**Board 3:** Town map with draft future projects list marked

**Board 4:** Feedback Activity where people were asked to provide input on two questions: *How do the featured projects impact your-day-to-day routine in Gypsum?* And *How will the proposed Projects make you feel traveling in Gypsum?* With the latter question asking participants to use colored dots to indicate their level of travel comfort.



TOWN OF GYPSUM | SAFE STREETS FOR ALL

# Safety Action Plan

Community feedback helped to inform the Safety Action Plan, sharing valuable insights that helped to identify safety concerns within the Gypsum transportation system.

## What We Heard

**1,479** TOTAL ENGAGEMENTS

**ENGAGEMENT SUMMARY**

- 650 WEBSITE VISITS
- 264 VOTES ON MAP COMMENTS
- 250 PEOPLE AT GYPSUM DAZE
- 234 MAPPED COMMENTS
- 81 SURVEYS

**COMMON THEMES AND KEY TAKEAWAYS**

**Safety Concerns**

- DRIVER BEHAVIOR**  
Speeding, distracted driving, failing to obey traffic laws and posted signage
- LINE OF SIGHT**  
Trees and landscaping, vehicles parked on the street, blind corners
- E-BIKES**  
Riders do not follow rules of the road, do not yield to pedestrians, high speeds on the bike paths and sidewalks.
- OFF HIGHWAY VEHICLE (OHV) ON THE ROADS**  
Fail to follow traffic laws and posted signage, young drivers, bikes and pedestrians experience conflicts on bike paths and sidewalks.

**Community Needs**

**SAFER INFRASTRUCTURE**

- **Multimodal Pathways:** Safer connections to existing pathways, additional pathways, wider sidewalks or pathways, and separation between bikes and pedestrians.
- **Safe Street Crossings:** Safer and more visible crosswalks
- **Traffic:** Calming Improvements
- **Greater Presence of Law Enforcement**

**Roadways Needing Improvement**

Through public comment, community members expressed concerns about several roadways and intersections. Concerns ranged from vehicle speeds, safety of bicycles and pedestrians crossing the street, intersections that are difficult to progress through, and corridors and intersections leading to popular destinations.

VISIT OUR WEBSITE: [WWW.INPUTCENTRAL.COM/GYPSUMSSA](http://WWW.INPUTCENTRAL.COM/GYPSUMSSA)

Board 1

TOWN OF GYPSUM | SAFE STREETS FOR ALL

# Safety Action Plan

## Community Feedback Shaping Future Projects

**NEXT STEPS**

**E-Bikes**

- Community input and stakeholder discussions highlighted E-Bike use as a growing safety focus in Gypsum.
- The Town of Gypsum is working to address these issues through regional collaboration.
- Mountain Youth is leading a regional E-Bike committee with partners across the Eagle County area. Through this regional partnership, Gypsum will be able to identify opportunities for education and outreach, and learn from peer communities to develop and refine E-Bike policies.

**School Zones**

- Improving safety within school zones was identified as a priority through both safety analysis and recent incidents.
- The Town developed School Zone Treatment Guidance to provide clear, standardized direction for signage, reduced speed zones and pedestrian crossing treatments throughout Gypsum.
- This will allow for timely implementation, promote consistency across school areas, and support improvements that reduce risk for students and families.

**CURRENT DRAFT PROJECT LIST**

ID	E-W STREET	N-S STREET	PROJECT DETAILS	Priority Project
C1	US 6	Trail Gulch Road	US 6 Segment 1: Widened Hwy 6 to 4 lanes from Valley Rd to 170. Widened railroad overpass, intersection improvements at Railroad Ave and entrance to downtown Gypsum along 170. Intersection and Core Transit Stop Improvements.	
C2	US 6	N Airport Road	US 6 east corridor: Street lights for highway from Johns Avenue to town border with Eagle	
C3	US 6	Earhart Drive	US 6 Segment 5: Widened US 6 to 4 lanes from Earhart Dr to steady state limit. Reconnect southeast corner of Cooley Mesa intersection to enhance pedestrian access. Access control plan reconfigurations	
C4	Cooley Mesa Road	Lindbergh Drive	East Cooley Mesa corridor: Access control at Lindbergh, traffic signal at McGregor, RFB and pedestrian crossing at Lindbergh, sidewalk on Cooley Mesa from McGregor to Lindbergh	
C5	Cooley Mesa Road	170	I-70 Airport Interchange Project: New interchange at 170. New connector road over Eagle River connecting to Cooley Mesa Road	
C6	Cooley Mesa Road	Spring Creek Road	Cooley Mesa/Airport Corridor: Install sidewalk on south side from Spring creek to 170. Split rail improvements for safer side-street crossing	
R1	US 6	Johns Drive	Install roundabout, continue pedestrian connection along US 6, and install roadway lighting	
R2	US 6	Green Way	RFBs, and install roadway lighting	
R3	Cooley Mesa Road	Johns Drive	Install a roundabout, RFBs, and roadway lighting	
R4	Granddahl Way	Valley Road	Install a roundabout, RFBs, and roadway lighting	
R5	Cooley Mesa Road	Airport Drive / Airport Drive	Upgrade traffic control to traffic signal. Install roadway lighting	
R6	Cooley Mesa Road	Spring Creek Road	Install roundabout with RFBs, roadway lighting, ped/bike connection and crossing	
S2	Stamp Avenue	Johns Drive	Implement Core transit bicycle and pedestrian improvements	
S3	I-70 Frontage Rd	Trail Gulch Road	Investigate pedestrian/bike connection across I-70	
S4	Cotton Ranch Road	Valley Road	Install speed feedback sign	
S6	Granddahl Way	Whitetail Dr	Improve pedestrian crossing and add roadway lighting	
S8	Spring Buck Road	Buckhorn Valley Boulevard	Install roadway crossing, investigate installing pedestrian refuge	
S12	Chaffin Ln	Valley Road	Install speed feedback sign	
S13	Cottonwood Pass Road	Valley Road	Install roadway lighting	
S14	Cooley Mesa Road	Buckhorn Valley Boulevard	Signalize the Cooley Mesa Road/Buckhorn Valley Boulevard intersection (when warranted)	
S16	Cooley Mesa Road	Sims Lake East	Trail connection to Navajo pedestrian crossing	
S17	Cooley Mesa Road	West airport parking lot	Install roadway lighting, investigate turning options into parking lot	
S18	Cooley Mesa Road	Sims Lake Parkway	Signalize the Cooley Mesa Road/Sims Lake Parkway intersection (when warranted)	

Board 2

TOWN OF GYPSUM | SAFE STREETS FOR ALL

# Draft SS4A Projects

**Project Locations**

- Spot Intersections (ex. S3)
- Roundabout Intersections (ex. R3)
- Future Signalized Intersections (ex. S18)
- Project Corridors (ex. C2)
- I-70 Airport Interchange Project (ex. C5)
- Railroad
- Project ID
- Priority Project ID

Board 3

TOWN OF GYPSUM | SAFE STREETS FOR ALL

# Safety Action Plan

## Feedback Activity

**HOW DO THE FEATURED PROJECTS IMPACT YOUR DAY-TO-DAY ROUTINE IN GYPSUM?**

SHARE YOUR FEEDBACK ABOUT THE LIST OF PROJECTS. INCLUDE THE PROJECT ID WITH EACH COMMENT PLACED ON THE BOARD.

**How will the proposed projects make you feel traveling in Gypsum?**

PLACE A COLORED STICKER TO INDICATE YOUR LEVEL OF TRAVEL COMFORT.

- I WOULD FEEL LESS SAFE
- I WOULD FEEL THE SAME
- I WOULD FEEL SAFER

**DRIVING A VEHICLE ON GYPSUM ROADS**

**WALKING IN GYPSUM**

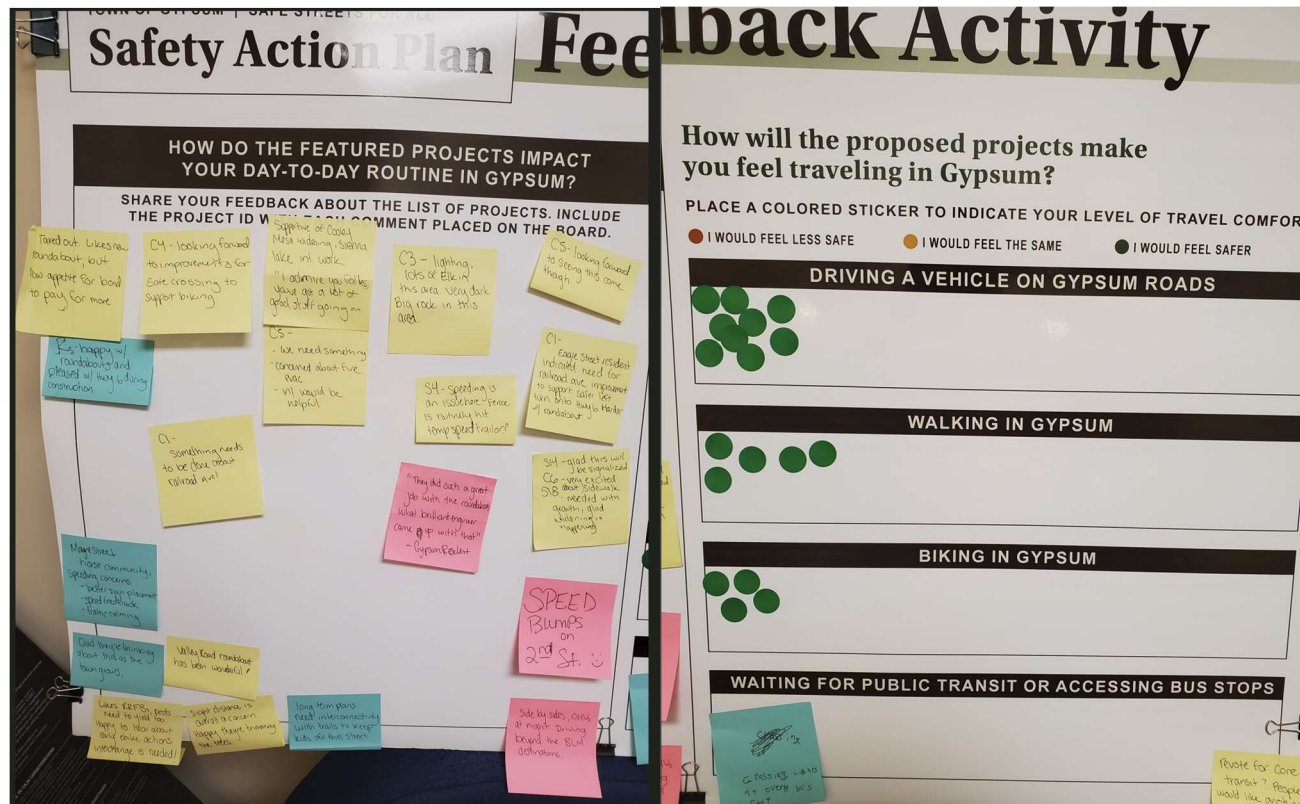
**BIKING IN GYPSUM**

**WAITING FOR PUBLIC TRANSIT OR ACCESSING BUS STOPS**

Board 4

**Board Feedback:**

Project Code	Comment
C1	<i>Eagle Street resident indicated need for Railroad Ave. improvement to support safer left turn onto Hwy 6. Harder with roundabout.</i>
	<i>Something needs to be done about Railroad Ave</i>
C3	<i>Lighting. Lots of elk in this area. Very dark. Big rock in this area.</i>
C4	<i>Looking forward to improvements for safe crossing to support biking.</i>
C5	<i>We need something</i>
	<i>Concerned about fire evac</i>
	<i>Int. would be helpful</i>
	<i>Looking forward to seeing this come through</i>
C6	<i>Very excited</i>
S4	<i>Speeding is an issue here. Fence is routinely hit, temp speed trailer?</i>
S14	<i>Glad this will be signalized</i>
S18	<i>Needed with growth, glad widening is happening</i>
N/A	<i>Taxed out. Likes new roundabout but low appetite for bond to pay for more</i>
	<i>R's [sic] happy with roundabouts and pleased with hwy 6 during construction</i>
	<i>Mayne [sic] Street, horse community, speeding concerns: better sign placement, speed feedback, traffic calming</i>
	<i>Glad they're thinking about this as the town grows</i>
	<i>Likes RRFBs, peds need to yield too; Happy to hear about early e-bike actions, interchange needed!</i>
	<i>Sight distance is an overall concern; Happy they're trimming the trees</i>
	<i>Long term plans need interconnectivity with trails to kids off the street</i>
	<i>Side by sides, OHV's at night, driving beyond the BLM destinations</i>
	<i>SPEED BUMPS on 2<sup>nd</sup> st. 😊</i>
	<i>They did such a great job with the roundabouts, what brilliant engineer came up with that</i>
	<i>Supportive of Cooley Mesa widening, Sienna Lake int. work - I admire you folks, you've got a lot of good stuff going on</i>
	<i>Happy with steps town is taking related to e-bikes</i>
	<i>No e-bikes on trails!!!</i>
	<i>E-bikes are a big concern, hope it doesn't take a kid dying to really get serious</i>
<i>Crossing lights at every bus stop</i>	
<i>Re-vote for Core Transit? People would like another opportunity</i>	



For the question related to indicating levels of travel comfort for proposed projects, 18 dots were placed across three categories – 1. Driving A Vehicle on Gypsum Roads, 2. Walking in Gypsum, 3. Biking in Gypsum. A fourth category, “Waiting for Public Transit or Accessing Bust Stops” received no dots. All dots placed were green which indicated that the person would feel safer with the proposed projects.

- Driving a Vehicle on Gypsum Roads: 9 Green Dots
- Walking In Gypsum: 5 Green Dots
- Biking in Gypsum: 4 Green Dots

## Online Engagement

The project website was available for the second round of public feedback from February 23 – March 24. During Phase Two of engagement, the project website received 129 visits from 106 unique visitors. Community members were provided with a summary of safety concerns and community needs identified in the first phase of engagement, along with a list of key projects, and four safety priority areas for the Safety Action Plan.

- Implementing reduced speeds in school zones.
- Improving safety around schools by infrastructure improvement projects.
- Participation in a regional working group to consider establishing eBike regulations.
- Using the Town's new internal crash dashboard to better inform project design and responses to questions from the public.

Website visitors were encouraged to conduct a short survey and provide feedback on a list of key projects, divided into four different project areas. There were 24 survey responses during the public feedback period. Detailed information on the responses is provided in Attachment 3.

## Survey Responses

Participants were asked to review the list of projects and then respond to questions on how the projects would make them feel safer driving, walking/biking/rolling, and using public transit. Questions were divided into four project areas including project corridors, intersection projects, roundabout projects, and signalized intersection projects. Participants were also provided with the opportunity to provide additional comments and feedback for each project area, and then again at the end of the survey. Within each of the four project areas, participants were provided with a statement and asked to rate each statement on a sliding scale of 1 to 5 from strongly disagree to strongly agree.

- The proposed projects will make me feel safer driving in Gypsum.
- The proposed projects will make me feel safer walking, rolling, and biking in Gypsum.
- The proposed projects will make me feel safer waiting for public transit or accessing existing bus stops in Gypsum.

## Projects Corridors

Participants were asked to review the map to find the **Project Corridors** (red and green lines): C1, C2, C3, C4, C5, and C6. Improvements may include: adding additional vehicle travel lanes, intersection and crossing improvements for people walking/rolling, street lights, access management/control, and installing sidewalks.

### *Driving in Gypsum*

When asked if the identified projects within the projects corridors category would make them feel safer driving in Gypsum, respondents rated the identified projects as an average of **3.4** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Walking, Biking, and Rolling in Gypsum*

When asked if the identified projects within the projects corridors category would make them feel safer walking, rolling, or biking in Gypsum, respondents rated the identified projects as an average of **3.5** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Accessing Public Transit in Gypsum*

When asked if the identified projects within the projects corridors category would make them feel safer waiting for public transit or accessing existing bus stops in Gypsum, respondents rated the identified projects as an average of **3.57** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Comments Related to Identified Projects*

Participants were asked to provide additional thoughts or feedback on these project corridors. There was support for projects C5 – the Airport Interchange Project along I-70 and Cooley Mesa Road along with C6 – the airport corridor along Cooley Mesa and Spring Creek Road. One respondent mentioned the level of importance of the I-70 interchange project, noting that it would alleviate extra travel east and west to access I-70 for people who live, work, and commute back and forth from Gypsum. Another participant expressed the significance of all projects along the Cooley Mesa corridor, noting that pedestrians and bicycles do not have a walkway along the south side of the corridor, and the need for a safe crossing to access the airport from the east side at Navajo Rd.

## Intersection Projects

Participants were asked to review the map above to find the **Intersection Projects** (blue circles): S2, S3, S4, S6, S9, S12, S13, S14, S16, and S17. Improvements may include: lighting, better pedestrian crossings, speed feedback signs, striping improvements, and better trail connections.

### *Driving in Gypsum*

When asked if the identified projects within the intersection projects category would make them feel safer driving in Gypsum, respondents rated the identified projects as an average of **4.14** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Walking, Biking, and Rolling in Gypsum*

When asked if the identified projects within the intersection projects category would make them feel safer walking, rolling, or biking in Gypsum, respondents rated the identified projects as an average of **3.86** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Accessing Public Transit in Gypsum*

When asked if the identified projects within the intersection projects category would make them feel safer waiting for public transit or accessing existing bus stops in Gypsum, respondents rated the identified projects as an average of **4.0** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Comments Related to Identified Projects*

Participants were asked to provide additional thoughts or feedback on these intersection projects. One comment expressed support for projects S14 – signalization at Cooley Mesa and Buckhorn Valley Boulevard and S9 – roadway striping and pedestrian refuge at Spring Buck Road and Buckhorn Valley Boulevard. The participant noted that they live on Buckhorn and Cooley Mesa and there is a need for lane labeling and well as a safe pedestrian crossing. It was also mentioned that traffic speeds on Buckhorn Valley Blvd are concerning and parents are often concerned about the safety of their children playing in their front yards.

## Roundabout Projects

Participants were asked to review the map above to find the **Roundabout Projects** (yellow circles): R1, R2, R3, R4, and R6. Improvements include: installing roundabouts, roadway lighting, rapid flashing beacons for people walking or rolling, signalization, and crossing improvements for people walking or rolling.

### *Driving in Gypsum*

When asked if the identified projects within the roundabout projects category would make them feel safer driving in Gypsum, respondents rated the identified projects as an average of **3.86** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Walking, Biking, and Rolling in Gypsum*

When asked if the identified projects within the roundabout projects category would make them feel safer walking, rolling, or biking in Gypsum, respondents rated the identified projects as an average of **3.57** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Accessing Public Transit in Gypsum*

When asked if the identified projects within the roundabout projects category would make them feel safer waiting for public transit or accessing existing bus stops in Gypsum, respondents rated the identified projects as an average of **3.67** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Comments Related to Identified Projects*

Participants were asked to provide additional thoughts or feedback on these roundabout projects. There was support for project R6 – Cooley Mesa and Spring Creek, installation of a roundabout, RRFBs, and bike/pedestrian connection and crossing. Comments also mentioned the need for roundabouts at both entrances of the airport, noting that there are multiple crashes or near crashes and that roundabouts would help to slow vehicle speeds and allow for easier entry and egress from the airport and Buckhorn Valley.

## Signalized Intersection Projects

Participants were asked to review the map above to find the **Signalized Intersection Projects** (red circles): R5 and S18. Improvements include: signalization and crossing improvements for people walking or rolling.

### *Driving in Gypsum*

When asked if the identified projects within the signalized intersection projects category would make them feel safer driving in Gypsum, respondents rated the identified projects as an average of **4.0** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Walking, Biking, and Rolling in Gypsum*

When asked if the identified projects within the signalized intersection projects category would make them feel safer walking, rolling, or biking in Gypsum, respondents rated the identified projects as an average of **3.86** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Accessing Public Transit in Gypsum*

When asked if the identified projects within the signalized intersection projects category would make them feel safer waiting for public transit or accessing existing bus stops in Gypsum, respondents rated the identified projects as an average of **3.86** on a sliding scale of 1-5, with 1 being strongly disagree and 5 being strongly agree.

### *Comments Related to Identified Projects*

Participants were asked to provide additional thoughts or feedback on these signalized intersection projects. There were no comments related to the specific projects included in the question, but there were comments that mentioned the need for a signalized crossing by Costco, to provide safer crossing for students at Stone Creek Charter School.



## Common Themes

Participants were asked for additional feedback related to each project category, along with additional comments at the end of the survey. Overall, there were 27 open-ended comments received through the survey. Some of the common themes include speeding vehicles, enforcement, flow of traffic, bikes/eBikes, increasing the speed limit, and general comments about the Gypsum community.

### *Speeding Vehicles*

- Speed bumps on Riverview Road
- Speed bumps on 2<sup>nd</sup> Street
- Speed bumps in Willowstone
- Highway 6 and Railroad Avenue – vehicles and semis speeding through intersection
- Speeding vehicles on 1<sup>st</sup> Street near laundromat
- Gypsum roads are like racetracks, with too many speeding vehicles.
- Speeding at/in roundabouts

### *Enforcement*

- Speed cameras on Valley Rd. - roundabout to Chatfield.
- Traffic Cameras for Jules Drive
- On-street parking, speeding, eBikes
- More law enforcement writing tickets

### *Flow of Traffic*

- Drivers need to use their signals to progress in and out of roundabouts.
- No left turn onto Railroad Avenue from Highway 6.
- The mirror on Highway 6 and Railroad is not the right size or angle.



### *Bikes/eBikes*

- Bikes need to use BIKE PATHS! Not the roads!
- No bikes allowed on Highway 6 – dangerous situations for drivers, bikes weave in front of vehicles.
- eBikes should obey traffic laws and road signage as vehicles do.

### *Increase the Speed Limit*

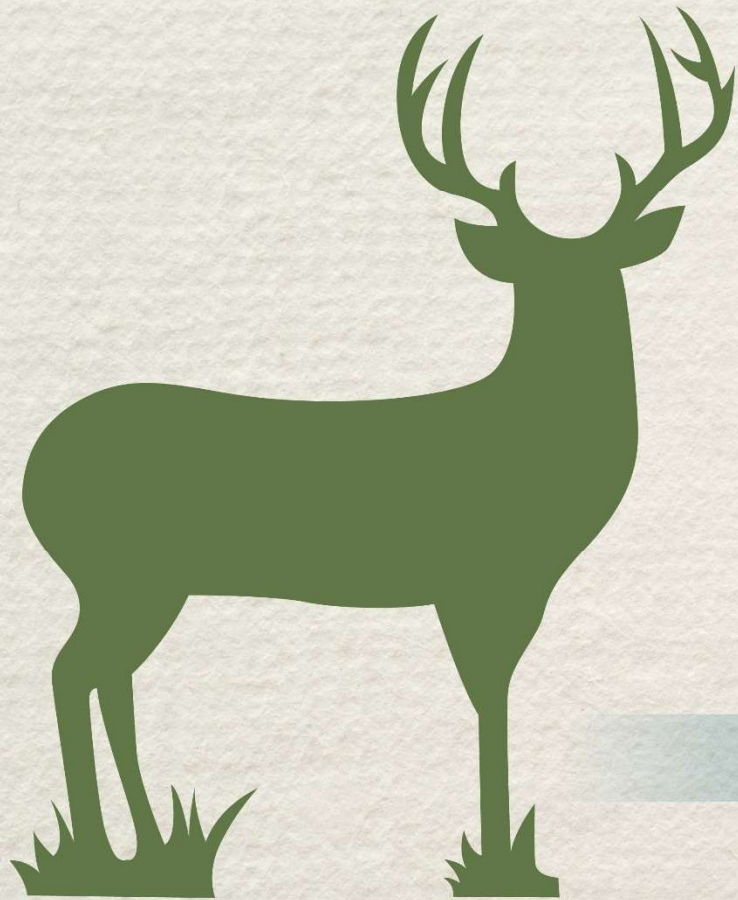
- Increase speed limit on Highway 6 to 55
- Increase the speed limit on Valley Rd to 45

### *General/Community*

- Appreciation to the Town of Gypsum for making much needed safety upgrades.
- Non-criminal issues such as parking, speeding, and eBikes are creating tension among residents.
- Appreciation to TOG for providing opportunities for the community to provide feedback.
- Looking forward to future infrastructure improvements

## Attachments

## Attachment 1: Webpage & Survey Content



TOWN OF GYPSUM  
SAFE STREETS FOR ALL

# Safety Action Plan

# Safety Action Plan

The Town of Gypsum Safe Streets for All project aims to reduce serious injury and fatal crashes and to improve safety for all transportation system users on Gypsum roads.

+ Follow



TOWN OF GYPSUM  
SAFE STREETS FOR ALL

# Safety Action Plan

## Project Overview

### Project Schedule

- ✓ **Analyze Current Conditions**  
March - June 2025
- ✓ **Public Engagement Round 1**

# Project Overview

The Town of Gypsum is currently working on a safety initiative which aims to reduce traffic fatalities and serious injuries. The Safety Action Plan uses a combination of data and community input to identify and prioritize roadway safety improvements that address safety challenges for all roadway users in Gypsum. Individuals who live and work in Gypsum are invited to share their ideas and areas of concern!

## What is "Safe Streets for All"?



The US Department of Transportation started the Safe Streets for All program to fund



The Town of Gypsum received federal grant money to develop a Safety Action Plan.








We need your input to identify safety issues on Gypsum roadways.



Once the Safety Action Plan is complete, Gypsum will be eligible to apply for additional

## Project Schedule

-  **Analyze Current Conditions**  
March - June 2025
-  **Public Engagement Round 1**  
May 2025 - July 2025  
Gypsum Daze July 18 & 19
-  **Identify Strategies and Solutions**  
July - November 2025
-  **Public Engagement Round 2**  
March 2026  
Take the survey on this webpage  
March 4, 2026 - Stop by to talk with us at  
Gypsum Recreation Center:  
52 Lundgren Blvd., Gypsum CO 81637  
•9:00 a.m. to noon  
•3:00 p.m. to 6:00 p.m.
-  **Final Recommendations and Report**  
December 2025 - April 2026  
Final Report to be presented to Town Council on  
April 14, 2026

[See less](#)



The US Department of Transportation started the Safe Streets for All program to fund projects that prevent serious injuries and deaths on roads.



The Town of Gypsum received federal grant money to develop a Safety Action Plan.



We need your input to identify safety issues on Gypsum roadways.



Once the Safety Action Plan is complete, Gypsum will be eligible to apply for additional federal grants to implement identified safety improvements.

## Provide Feedback on the Draft Plan

During Phase 1, the Town gathered input from the community through surveys, mapped comments, website engagement, and in-person events. That feedback, combined with crash data and safety analysis, informed the development of 52 recommended strategies and a draft list of 24 priority projects.

- 9:00 a.m. to noon
- 3:00 p.m. to 6:00 p.m.



### Final Recommendations and Report

December 2025 - April 2026

Final Report to be presented to Town Council on April 14, 2026

[See less](#)

## Document Library



### Gypsum Safety Action Plan

PDF (12.72 MB)

Draft version for the SAP



### SAP Town Council Presentation

PDF (3.67 MB)

Safety Action Plan presentation to Gypsum Town Council on February, 24, 2026



### Community Engagement Visuals

PDF (884.80 KB)

- What we heard
- Community feedback shaping future projects
- Preliminary project map

## Additional Documents

[Town of Gypsum Long Range Planning](#)

The Draft Safety Action Plan is now available for public review and can be accessed in the Document Section on this webpage.

Please take 3 to 5 minutes to review proposed recommendations and projects below via a survey and provide your thoughts.

## Public Engagement Round 2

The Gypsum Safety Action Plan is designed to make our roadways safer by reducing and preventing fatal and serious-injury crashes. Gypsum has drafted 52 recommendations connected to 10 focus areas: Pedestrian & Bicycle Safety, Youth Involved Crashes, Broadside Crashes, Speeding, eBikes/OHVs, Overturning Crashes, Seasonal Crashes, Animal Crashes, Emergency Response, and Gypsum Administrative Processes.

As part of implementation of the Gypsum Safety Action Plan, we will be immediately moving forward with four priority areas for safety:

1. Implementing reduced speeds in school zones.
2. Improving safety around schools by infrastructure improvement projects.
3. Participation in a regional working group to consider establishing eBike regulations.
4. Using the Town's new internal crash dashboard to better inform project design and responses to questions from the public.

Additionally, the Safety Action Plan has identified 24 locations for improvements

**We're looking for your feedback on the proposed projects.**

[+ Draft Project List](#)

[+ Draft Project Map](#)



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**Rae Stephani**

Project Manager, Y2K Engineering




**Ben Manibog**

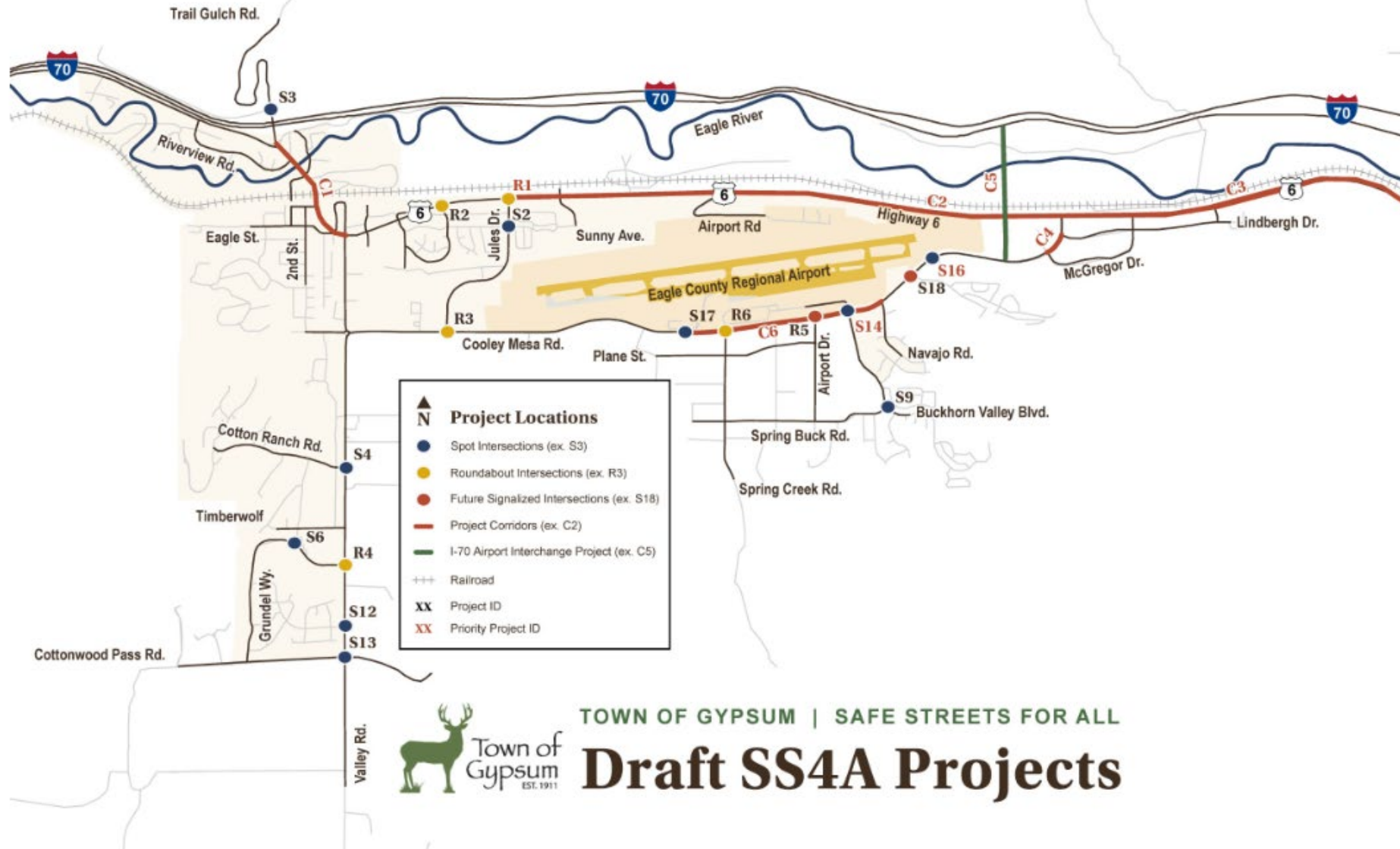
Public Engagement, KLJ Engineering

[ben.manibog@kljeng.com](mailto:ben.manibog@kljeng.com)

## – Draft Project List

ID	E-W STREET	N-S STREET	PROJECT DETAILS	 Priority Project
C1	US 6	Trail Gulch Road	US 6 Segment 1: Widen Hwy 6 to 4 lanes from Valley Rd to I-70; Widen railroad overpass; Intersection improvements at Railroad Ave and entrance to American Gypsum plant; Pedestrian and Core Transit stop improvements	
C2	US 6	N Airport Road	US 6 east corridor: Street lights for highway from Jules Avenue to town border with Eagle	
C3	US 6	Earhart Drive	US 6 Segment 5: Widen US 6 to 4 lanes from Earhart Dr to easterly town limit; Reconstruct southwest corner of Cooley Mesa intersection to enhance pedestrian access; Access control plan recommendations	
C4	Cooley Mesa Road	Lindbergh Drive	East Cooley Mesa corridor: Access control at Lindbergh, traffic signal at McGregor, RRFB and pedestrian crossing at Lindbergh, sidewalk on Cooley Mesa from McGregor to Lindbergh	
C5	Cooley Mesa Road	I-70	I-70 Airport Interchange Project: New interchange at I-70; New connector road over Eagle River connecting to Cooley Mesa Road	
C6	Cooley Mesa Road	Spring Creek Road	Cooley Mesa/Airport Corridor: Install sidewalk on south side from Spring creek to Navajo; Spot radii improvements for safer side-street crossing	
R1	US 6	Jules Drive	Install roundabout, continue pedestrian connection along US 6, and install roadway lighting	
R2	US 6	Green Way	RRFBs, and install roadway lighting	
R3	Cooley Mesa Road	Jules Drive	Install a roundabout, RRFBs, and roadway lighting	
R4	Grundel Way	Valley Road	Install a roundabout, RRFBs, and roadway lighting	
R5	Cooley Mesa Road	Airpark Drive/ Airport Drive	Upgrade traffic control to traffic signal; Install roadway lighting	
R6	Cooley Mesa Road	Spring Creek Road	Install roundabout with RRFBs, roadway lighting, ped/bike connection and crossing	
S2	Sunny Avenue	Jules Drive	Implement Core transit bicycle and pedestrian improvements	
S3	I-70 Frontage Rd	Trail Gulch Road	Investigate pedestrian/bike connection across I-70	
S4	Cotton Ranch Road	Valley Road	Install speed feedback sign	
S6	Grundel Way	Whitetail Dr	Improve pedestrian crossing and add roadway lighting	
S9	Spring Buck Road	Buckhorn Valley Boulevard	Install roadway striping, investigate installing pedestrian refuge	
S12	Chatfield Ln	Valley Road	Install speed feedback sign	
S13	Cottonwood Pass Road	Valley Road	Install roadway lighting	
S14	Cooley Mesa Road	Buckhorn Valley Boulevard	Signalize the Cooley Mesa Road/Buckhorn Valley Boulevard intersection (when warranted)	
S16	Cooley Mesa Road	Siena Lake East	Trail connection to Navajo pedestrian crossing	
S17	Cooley Mesa Road	West airport parking lot	Install roadway lighting, investigate turning options into parking lot	
S18	Cooley Mesa Road	Sienna Lake Parkway	Signalize the Cooley Mesa Road/Sienna Lake Parkway intersection (when warranted)	

# - Draft Project Map



TOWN OF GYPSUM | SAFE STREETS FOR ALL

## Draft SS4A Projects



## Intersection Projects

---

Please review the map above to find the **Intersection Projects** (blue circles): S2, S3, S4, S6, S9, S12, S13, S14, S16, and S17. Improvements may include: lighting, better pedestrian crossings, speed feedback signs, striping improvements, and better trail connections.

### What is your level of agreement with the following statements?

**The proposed projects will make me feel safer driving in Gypsum.**

Strongly Disagree Neutral Strongly Agree

**The proposed projects will make me feel safer walking, rolling, and biking in Gypsum.**

Strongly Disagree Neutral Strongly Agree

**The proposed projects will make me feel safer waiting for public transit or accessing existing bus stops in Gypsum.**

Strongly Disagree Neutral Strongly Agree

**Any additional thoughts or feedback on these types of projects?**





## Additional Comments and Feedback

---

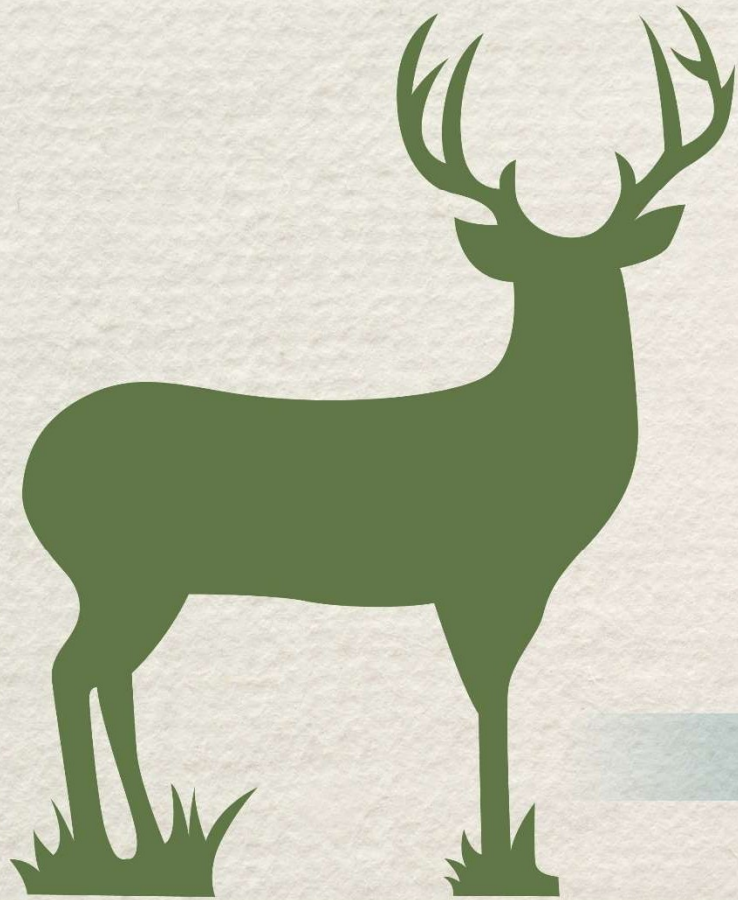
**Do you have any additional comments?**

**If you want to receive emails in the future about the Gypsum Safety Action Plan, please share your email.**

---

Submit

## Attachment 2: Town Council Presentation



TOWN OF GYPSUM  
SAFE STREETS FOR ALL

# Safety Action Plan



# Safety Action Plan

Town Council Meeting



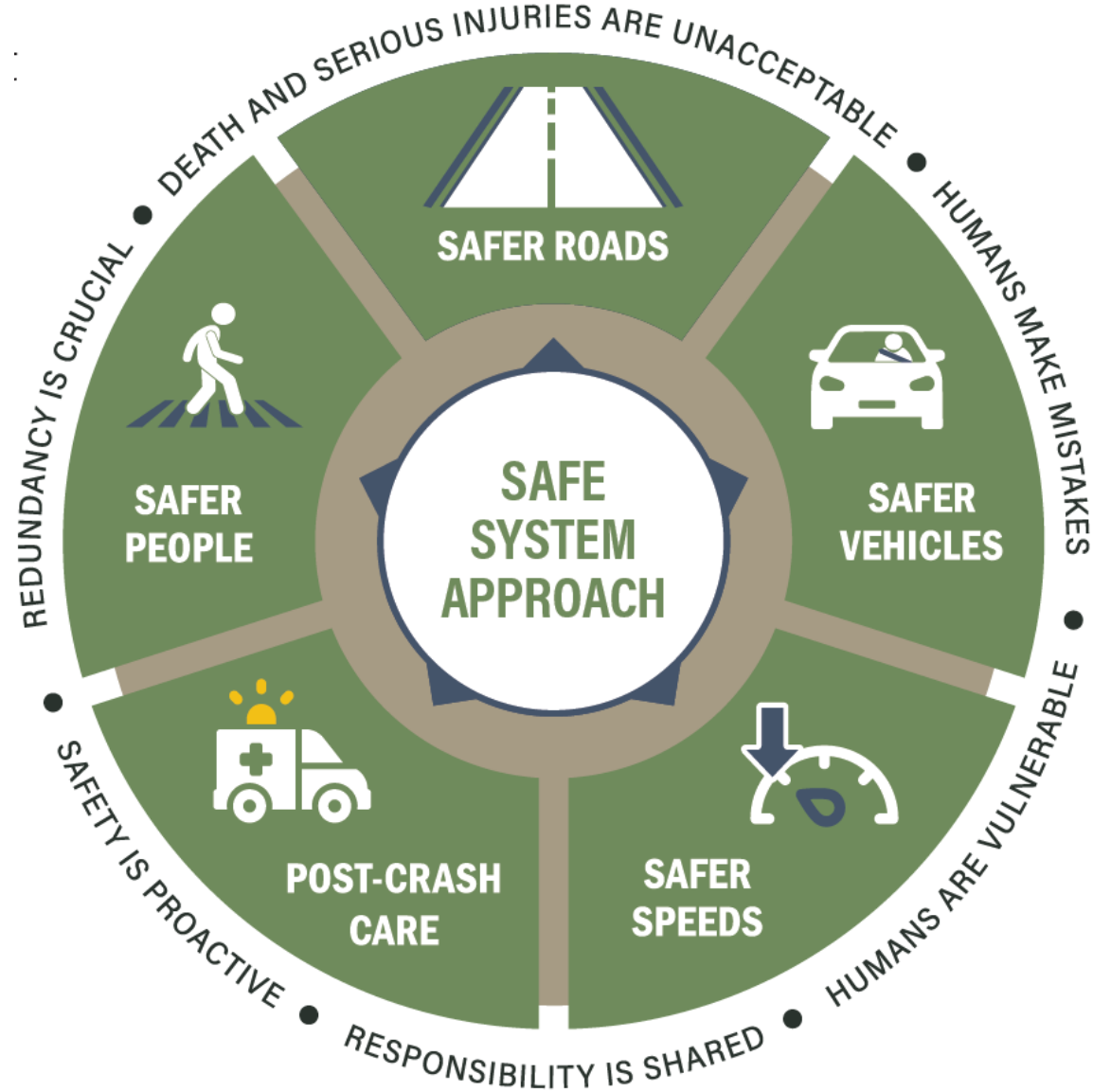
# Agenda

1. Plan Overview
2. Discovery
  1. Crash Analysis
  2. Field Base Risk Assessment
  3. Engagement
3. Strategies
4. Implementation & Action Plan
  1. Priority Strategies
  2. Priority Projects

# Plan Overview

# Background

- \$188,000 Federal Grant Received Through Safer Streets for All (SS4A)
- Develop a Safety Action Plan
  - Comprehensive, prioritized roadway safety strategies
  - Position Gypsum to be eligible to receive future grant funding



# Vision, Goals & Objectives

**VISION: A transportation system for Gypsum in which no one is killed or seriously injured on Town roadways.**

**INTERIM PERFORMANCE TRACKING: 20% reduction in all crashes (including fatal and serious injury crashes) by 2031.**

## GOALS:

- Details Safety and Crash Analysis
- Develop Strategies
- Guiding Principals for Future Growth
- Identify Next Steps
- Proactive Emergency Response Strategies
- Improve Partnerships

# Schedule

◆ Steering Committee Work Sessions

● Engagement Phases

## PLANNING STRUCTURE

Regular meetings with the PM, PMT and Steering Committee were held to gather input on key findings/outcomes, and direction on next steps.

## ENGAGEMENT

The main goals for the SAPs engagement efforts were to understand the community's transportation safety concerns and share findings from the plan.

## DISCOVERY & ANALYSIS

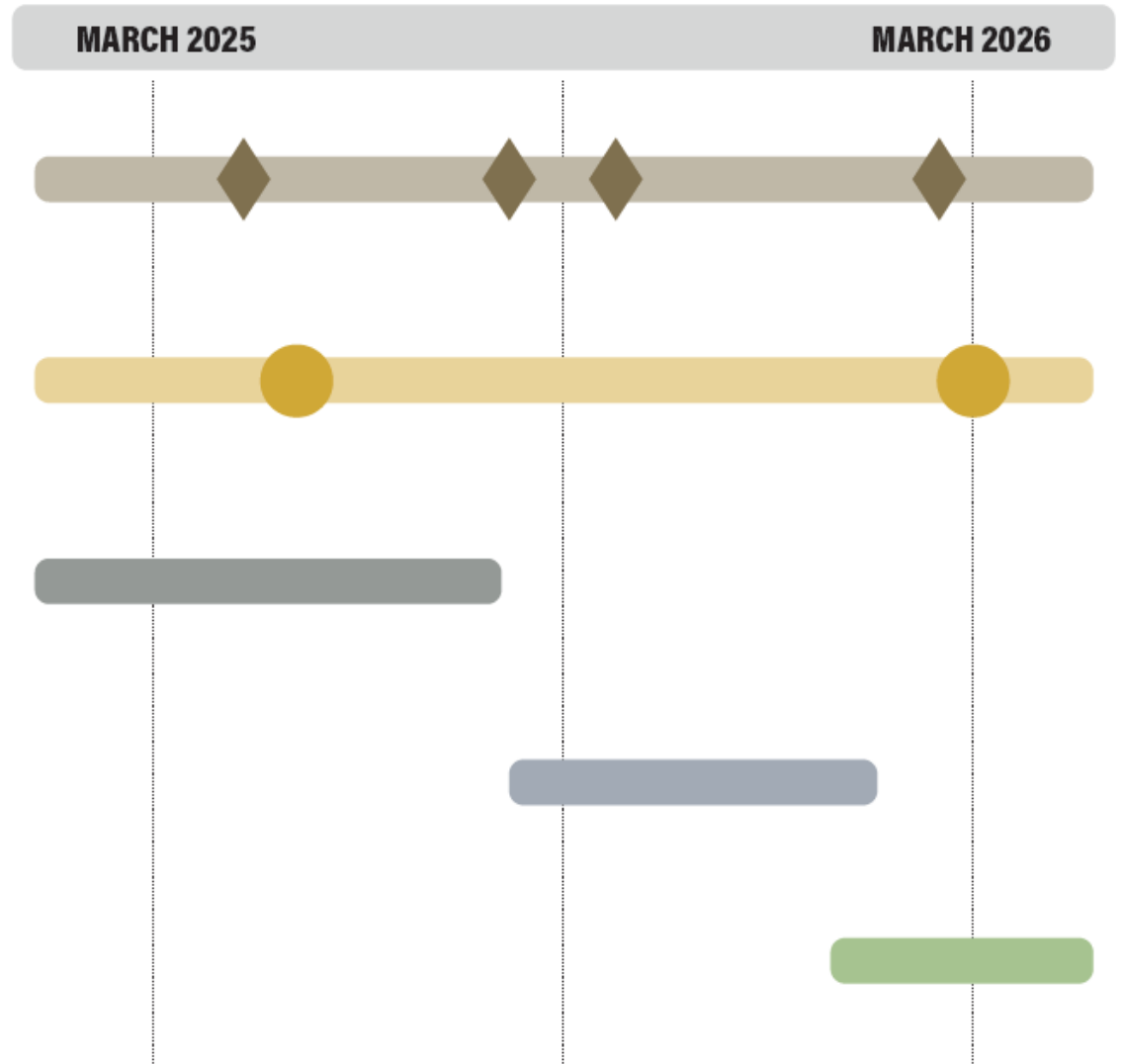
Involves gathering existing conditions data, conducting a comprehensive crash data analysis, developing goals and objectives, identifying critical needs and wants of the community.

## SOLUTIONS DEVELOPMENT & REFINEMENT

Involves development of strategies and actions alongside prioritization based on effectiveness and town resources.

## FINAL PLAN DEVELOPMENT

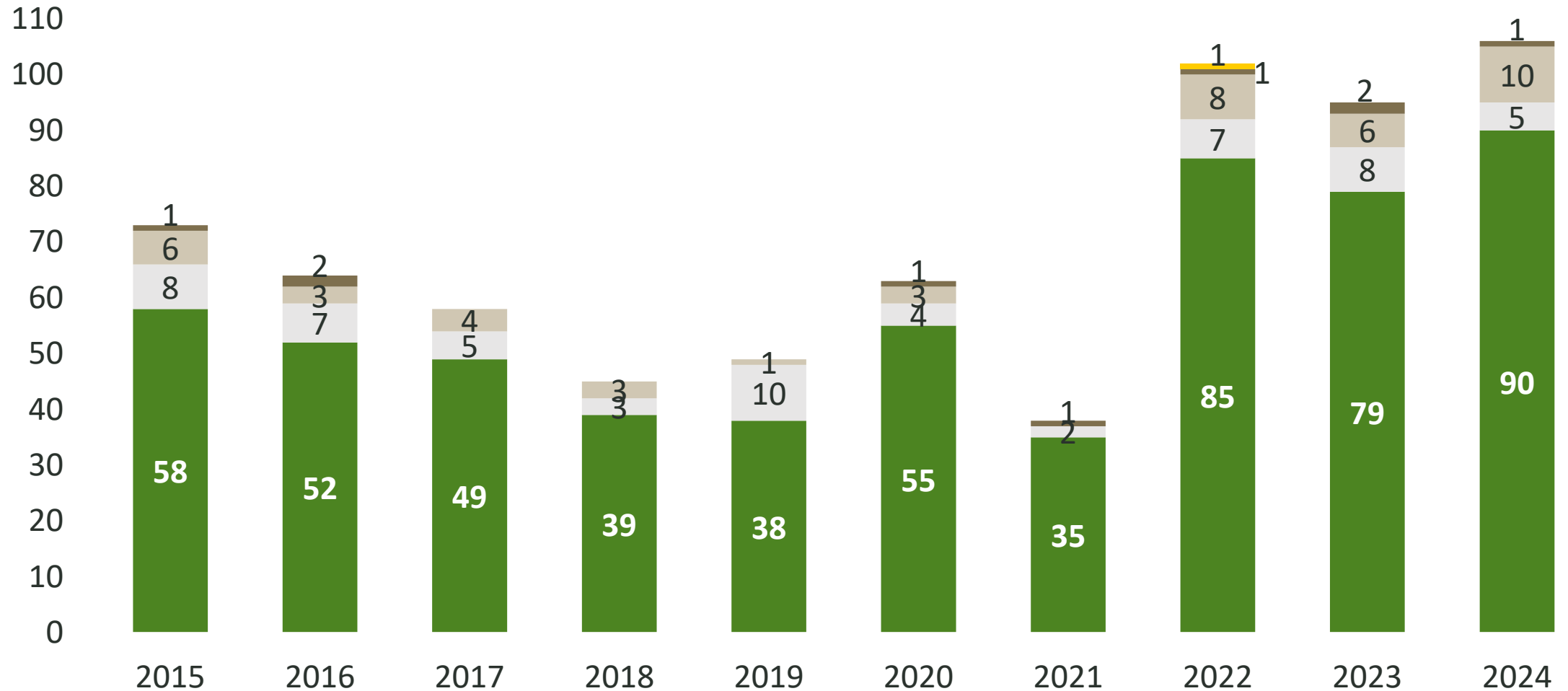
Involves development of implementation timeline, funding opportunities, next steps, and final plan assembly.



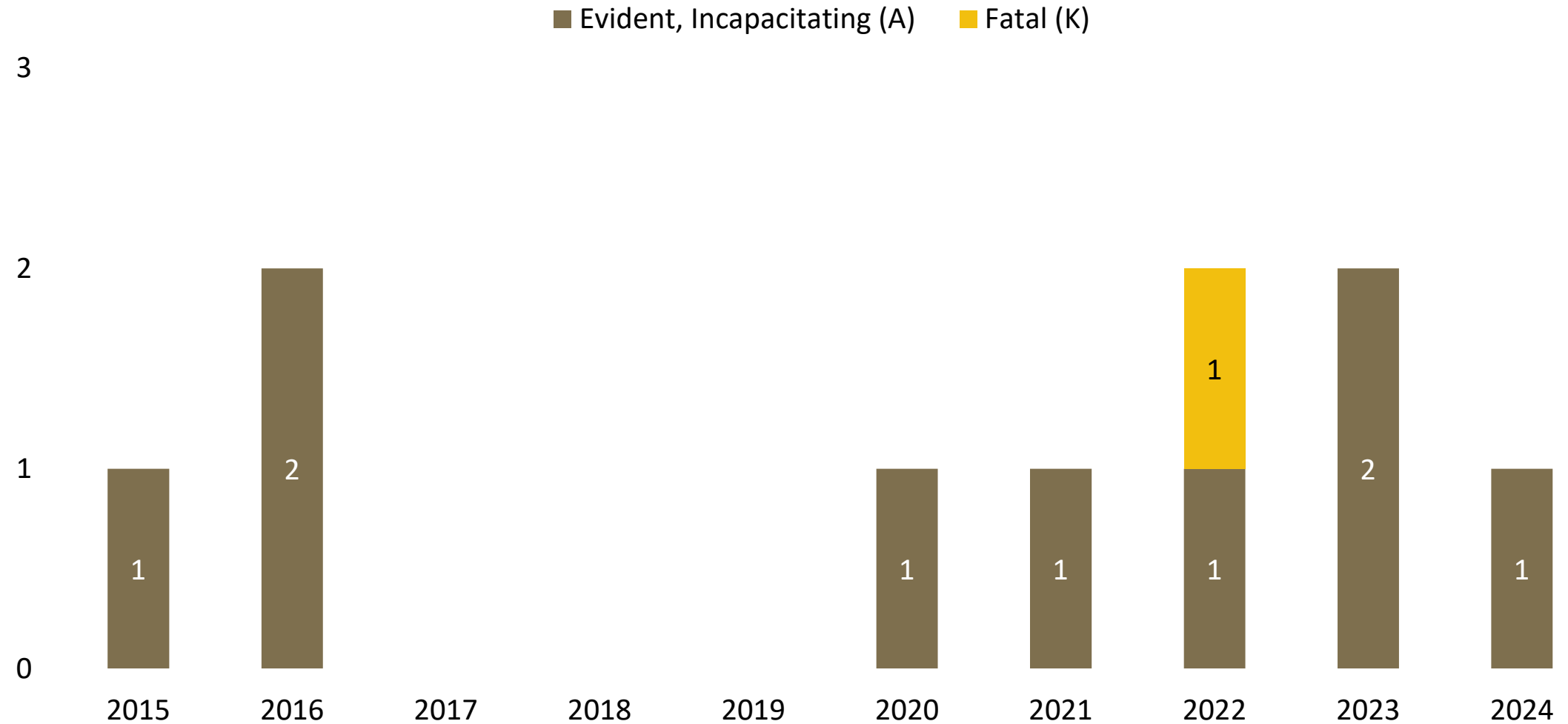
Discovery

# Crash Trends: Crashes by Year

- Fatal (K)
- Evident, Incapacitating (A)
- Evident Non-Incapacitating (B)
- Possible/Complaint of Injury (C)
- No Injury (PDO)



# Crash Trends: KSIs by Year



# Crash Trends: Outpacing Population

**5.2%**

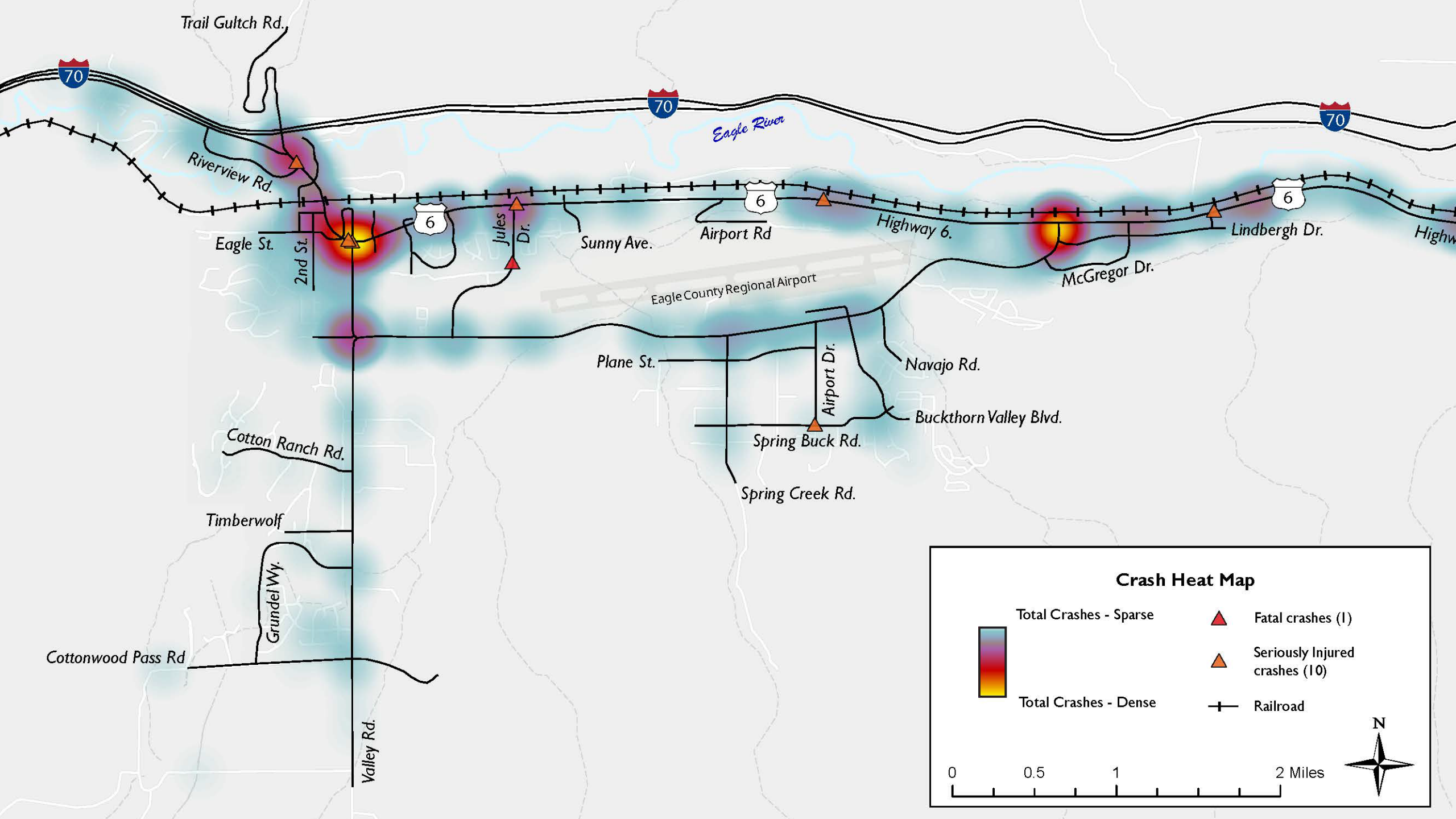


Avg. Annual  
Population Increase



**13.7%**

Avg. Annual Crash  
Increase



Trail Gulch Rd.



Riverview Rd.



Eagle River



Eagle St.

2nd St.



Jules Dr.

Sunny Ave.

Airport Rd



Highway 6.

McGregor Dr.

Lindbergh Dr.



Highw

Eagle County Regional Airport

Plane St.

Airport Dr.

Navajo Rd.

Buckthorn Valley Blvd.

Cotton Ranch Rd.

Spring Buck Rd.

Spring Creek Rd.

Timberwolf

Grundel Wy.

Cottonwood Pass Rd

Valley Rd.

### Crash Heat Map



Total Crashes - Sparse

Total Crashes - Dense



Fatal crashes (1)

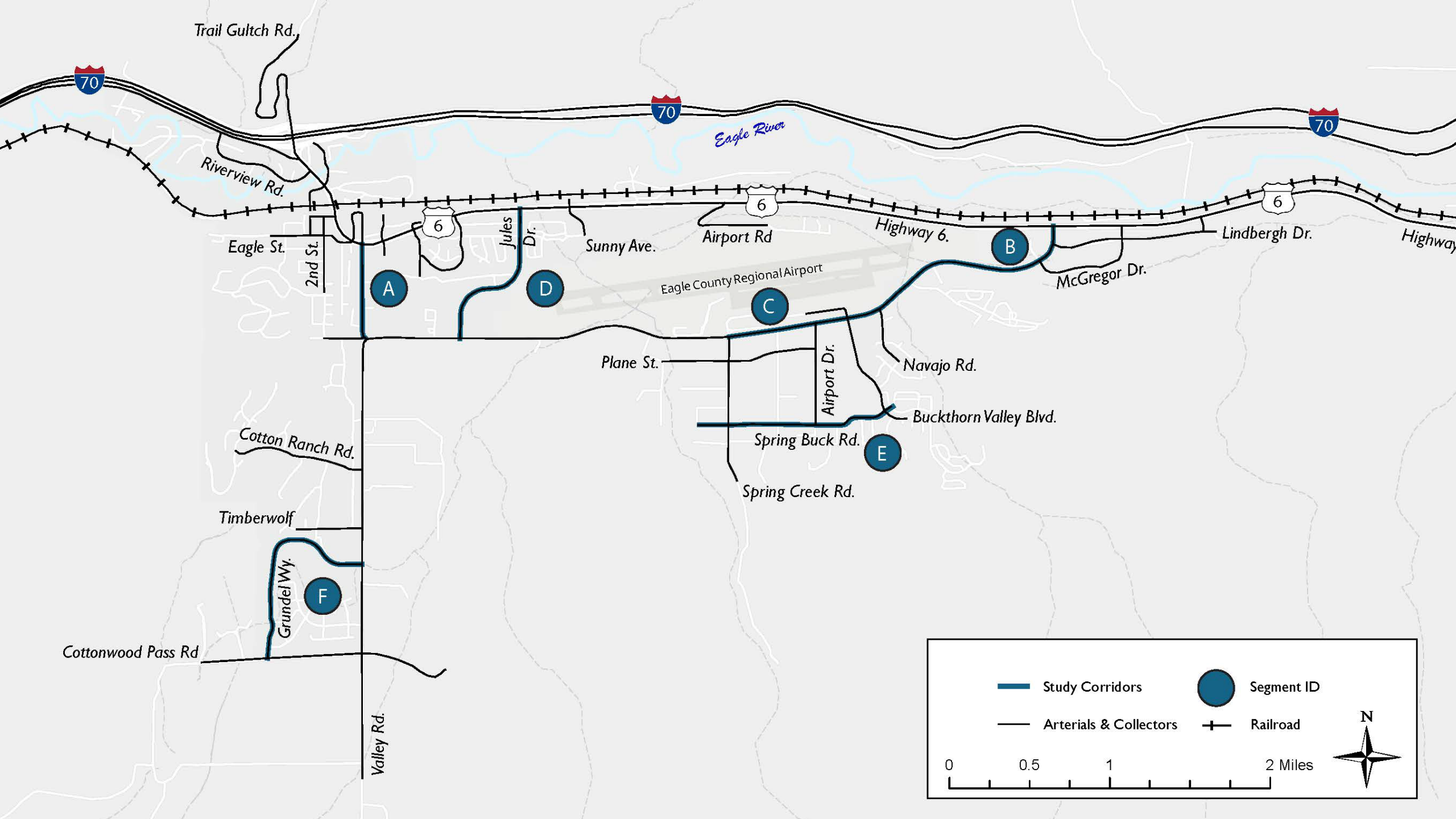


Seriously Injured crashes (10)



Railroad






# Field Based Risk Assessment Findings

- Design Standards Favor Wide Roadways and Large Curb Radii
- Inconsistent School Zone, Pedestrian Crossing Treatments
- Need for Coordinated Access Planning
- Positive Support for Non-Motorized Travel



# Phase 1 Engagement

- Digital Engagement
- Gypsum Daze
- Community Concerns and Priorities
  - eBikes
  - Pedestrian and Bicycle Accommodations (crosswalks, sidewalks, multiuse paths)
  - Speeding

 **2,500**  
people informed  
of the project

**650**  
total views of online  
engagement hub 

 **335**  
comments on  
safety 

**81**  
survey  
responses 

 **234**  
map pins identify  
locations of concern



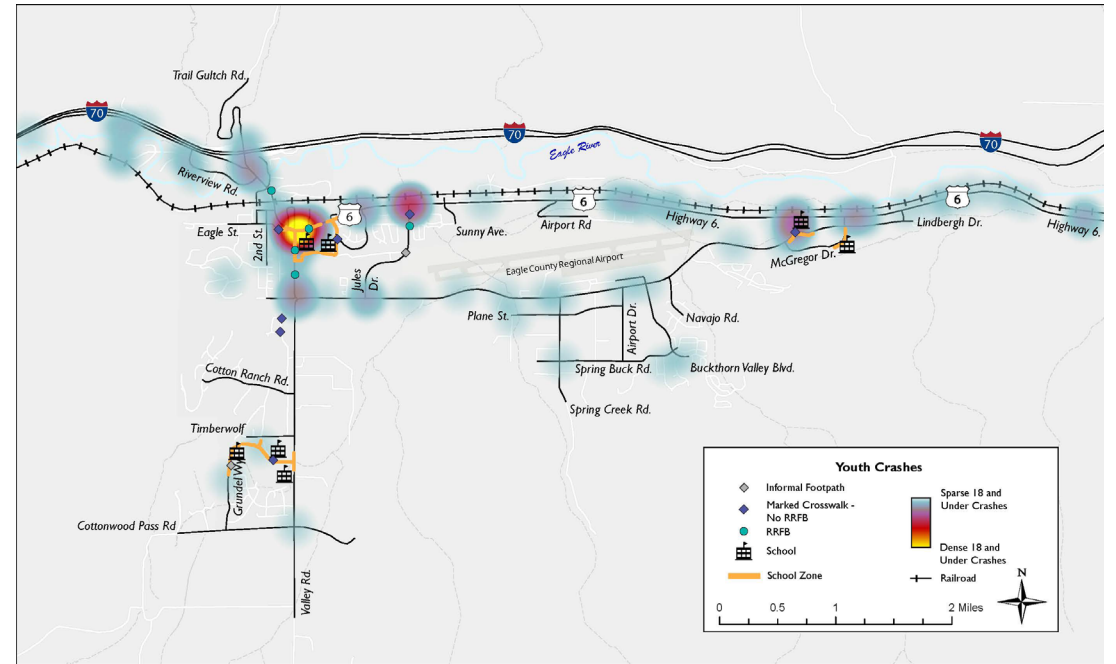
Strategies

# Strategy Categories Identified by Theme

THEMES	CRASH ANALYSIS	RISK FINDINGS	COMMUNITY INPUT	POLICY & PROCESS REVIEW
Pedestrian & Bicycle Safety	✓	✓	✓	✓
Youth Involved Crashes	✓	✓	✓	
Broadside Crashes	✓	✓		
Speeding		✓	✓	
eBikes / OHVs			✓	✓
Overtaking Crashes	✓			
Seasonal Crash Trends	✓			
Animal Crashes	✓			
Emergency Response / Post Crash Care			✓	
Programming				✓

# Strategies

- 52 strategies identified across 10 categories
- Strategies reviewed, refined, prioritized by Town and Steering Committee
- Each Strategy Category:
  - Description of relevance
  - Strategy list
    - Priority
    - Details
    - Type (e.g., engineering, enforcement, etc.)
  - Map and discussion



*Example: Youth Map*

# Implementation & Action Plan

# Implementing Strategies

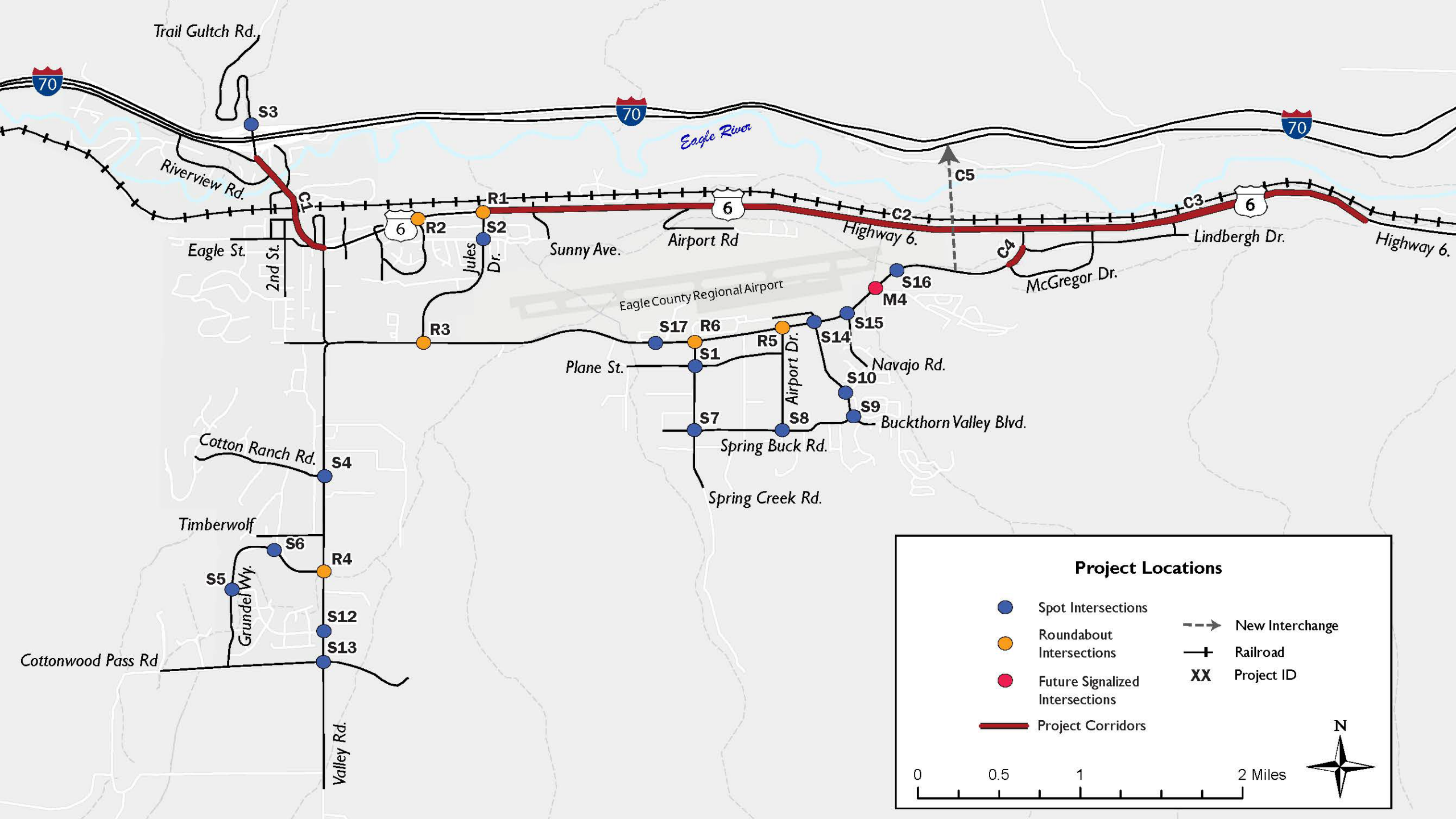
- Next step identified for each of the 52 strategies
  - Identified timeframe, Gypsum role (lead vs. support) and partners
- 4 Immediate strategies
  - Implement Reduced Speed School Zones
  - Improve School Area Infrastructure
  - Adopt eBike Operating Policy
  - Leverage Crash Data for Grant Funding



# Identifying Projects

- Master Traffic Study
  - Capacity based projects reviewed for safety benefit/ opportunity
- Strategy maps incorporate findings from this plan
- Project prioritized based on:
  - Potential for crash reduction
  - Average daily traffic
  - Current pavement condition
  - Existing crash history
  - Proximity to pedestrian and bicycle attractors
  - Feasibility





### Project Locations

<ul style="list-style-type: none"> <li><span style="color: blue;">●</span> Spot Intersections</li> <li><span style="color: orange;">●</span> Roundabout Intersections</li> <li><span style="color: red;">●</span> Future Signalized Intersections</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block;"></span> Project Corridors</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block;"></span> → New Interchange</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> + Railroad</li> <li><b>XX</b> Project ID</li> </ul>
---	---

0      0.5      1      2 Miles

N

PROJECT RANK	PROJECT ID	PROJECT NAME	EAST / WEST STREET	NORTH / SOUTH STREET	PROJECT DETAILS	SCORE
1	C4	East Cooley Mesa Corridor	Cooley Mesa Road	Lindbergh Drive	<ul style="list-style-type: none"> <li>Implement access control at McGregor Drive</li> <li>Implement right in right out access, install RRFB and pedestrian crossing at Lindbergh Drive</li> <li>Construct targeted pedestrian improvements along Cooley Mesa</li> </ul>	78
2	C1	Hwy 6: Segment 1	US 6	Trail Gulch Road	<ul style="list-style-type: none"> <li>Widen US 6 to 4 lanes from I-70 to Valley Road</li> <li>Widen the railroad overpass or realign US 6</li> <li>Improve Hwy 6 &amp; Railroad Ave intersection</li> <li>Add a separated trail crossing of the Eagle River</li> <li>Incorporate ECO Transit upgrades near American Gypsum</li> <li>Widen the Trail Gulch Road roundabout to two lanes</li> <li>Widen the Valley Road roundabout to two lanes</li> <li>Implement access control plan recommendations</li> </ul>	71
3	C5	I-70 Airport Interchange	Cooley Mesa Road	I-70	<ul style="list-style-type: none"> <li>Construct a new interchange at I-70</li> </ul>	70
4	C6	Cooley Mesa/ Airport Corridor	Cooley Mesa Road	Spring Creek Road	<ul style="list-style-type: none"> <li>Install sidewalk on the south side of Cooley Mesa Road from Spring Creek to Navajo Street</li> <li>Implement targeted curb radius improvements to improve side street crossings</li> </ul>	68
5	C3	Hwy 6: Segment 5	US 6	Earhart Drive	<ul style="list-style-type: none"> <li>Widen US 6 to four lanes</li> <li>Reconstruct the southwest corner of the Cooley Mesa Road intersection to improve pedestrian access</li> <li>Improve the Cooley Mesa Road intersection</li> <li>Implement access control plan recommendations</li> </ul>	65
6	C2		US 6	N Airport Road	<ul style="list-style-type: none"> <li>Install highway lighting at key locations along US 6, including: Earhart Drive, McGregor Drive, Yorkview Drive, North Airport Road, GH Daniels Boulevard</li> </ul>	65
7	R1		US 6	Jules Drive	<ul style="list-style-type: none"> <li>Construct roundabout and install lighting</li> </ul>	58
8	S14		Cooley Mesa Road	Buckhorn Valley Boulevard	<ul style="list-style-type: none"> <li>Signalize the Cooley Mesa Road and Buckhorn Valley Boulevard intersection when warranted</li> <li>Relocate ECO Transit bus stops from Navajo Street to the Cooley Mesa Road and Buckhorn Valley Boulevard intersection</li> </ul>	58
9	S18		Cooley Mesa Road	Sienna Lake Parkway	<ul style="list-style-type: none"> <li>Signalize the Cooley Mesa Road/Sienna Lake Parkway intersection (when warranted)</li> </ul>	58
10	S16		Cooley Mesa Road	Siena Lake East	<ul style="list-style-type: none"> <li>Pedestrian/Bike trail</li> </ul>	58

# Next Steps

- Phase 2 Engagement
- Steering Committee Outreach
- Plan Adoption

## Attachment 3: Online Engagement Results



**TOWN OF GYPSUM  
SAFE STREETS FOR ALL**

# **Safety Action Plan**

# Input Central

Report Type: Project

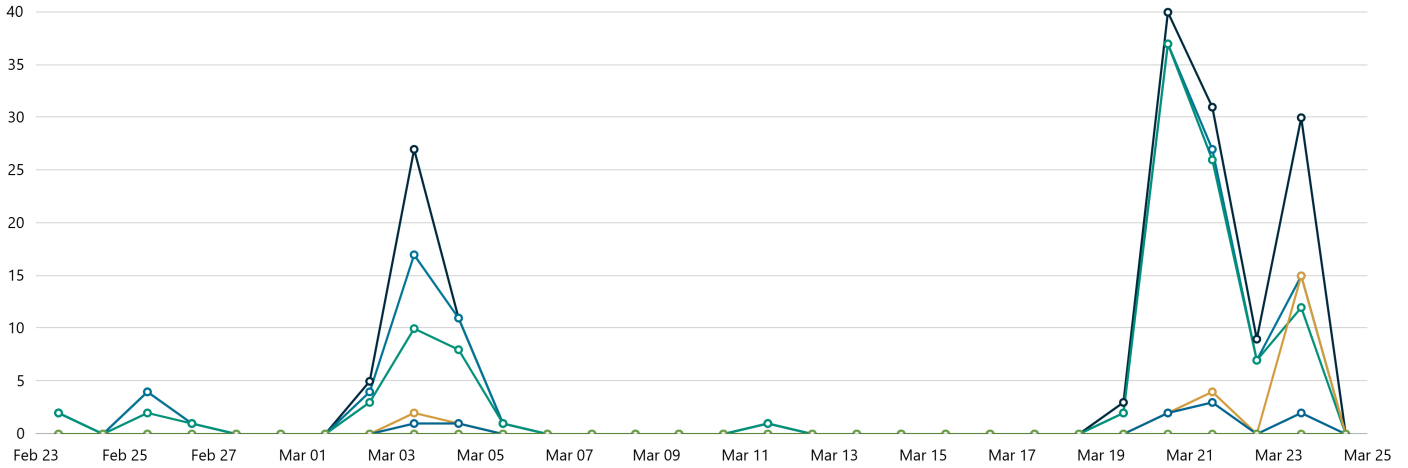
Project Name: Gypsum Safety Action Plan

Date Range: 23-02-2026 - 24-03-2026

Exported: 24-03-2026 09:16:33

## Performance Summary

Information regarding key visitation and utilization metrics for your Site or projects.



**165**  
Views

**129**  
Visits

**106**  
Visitors

**24**  
Contributions

**9**  
Contributors

**0**  
Followers

**Views** - The number of times a Visitor views any page on a Site.

**Visits** - The number of end-user sessions associated with a single Visitor.

**Visitors** - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.

**Contributions** - The total number of responses or feedback collected through the participation tools.

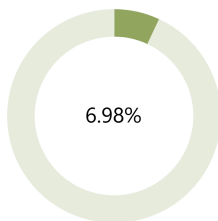
**Contributors** - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.

**Followers** - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.

## Conversions

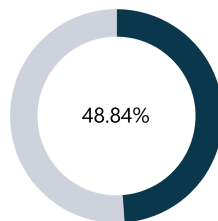
Information regarding how well your engagement websites converted Visitors to perform defined key actions.

### Feedback



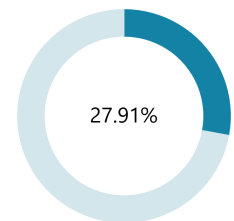
Percentage of visits where at least **1 contribution** was made.

### Attention



Percentage of visits that lasted at least **1 active minute**.


### Actions








Percentage of visits where at least **2 actions** were performed.

## Participation

Information regarding how people have participated in your projects and activities.

<b>Contributions by Activity</b>			
Contributions by Activity is a breakdown of contributions across each tool			
Activity	Contributions		%
 Form	24	<div style="width: 100%; height: 10px; background-color: #004a7c;"></div>	100%

<b>Top Activities</b>				
Top Activities is the top 5 tools that received the highest contributions				
Activity	Page Name	Contributions	Contributors	
 Form	Gypsum Safety Action Plan	24	9	
 Social Map	Gypsum Safety Action Plan	0	0	
 Social Map	Gypsum Safety Action Plan	0	0	
 Form	Gypsum Safety Action Plan	0	0	
 Form	Gypsum Safety Action Plan	0	0	

## Projects

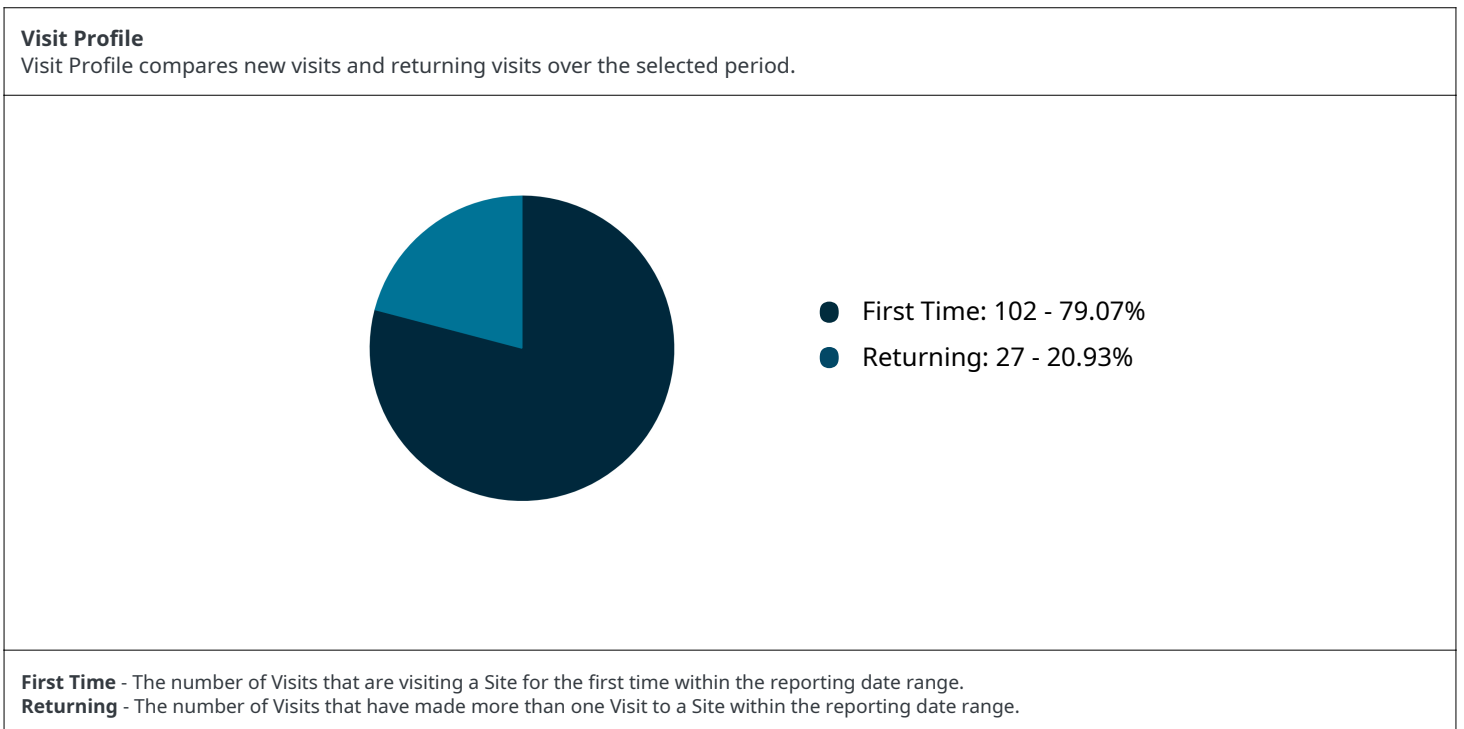
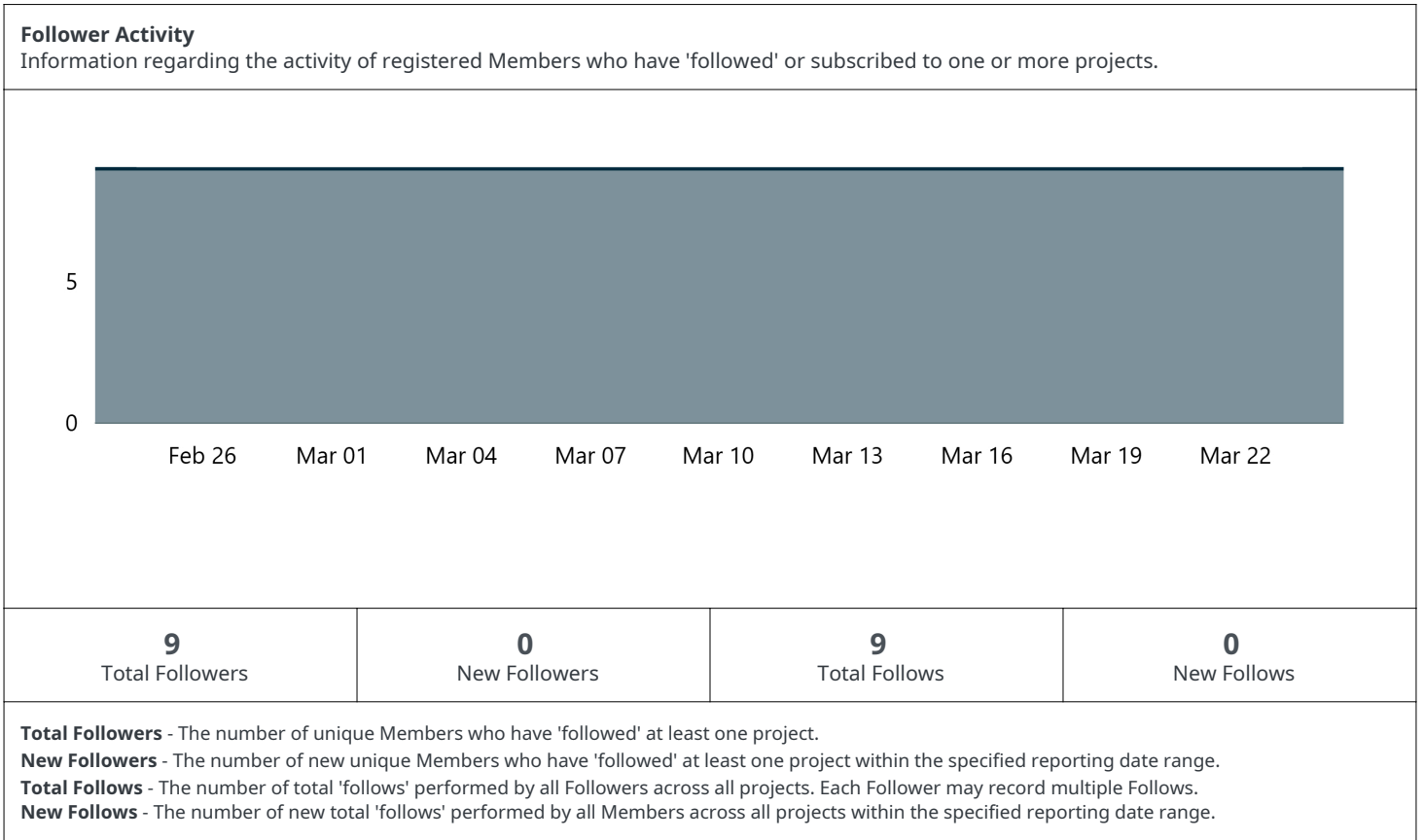
The current number of published projects on your site

<b>Engagement Time</b>		
<b>0</b> Days	<b>5</b> Hours	<b>12</b> Minutes
<b>Mar 21st 2026</b> Peak Visitation Date	<b>Saturday</b> Peak Visitation Day	

<b>Top Visited Pages</b>			
Summary information for the top five most visited Pages.			
Page Name	Visitation %	Visits	Visitors
Gypsum Safety Action Plan	100%	129	106

## People

Information regarding who has participated in your projects and activities.



## Acquisition

Information regarding the method by which Visitors arrived to your Site or projects.

### Referral Types

Referral traffic is the segment of traffic that arrives on your website through another source, like through a link on another domain.



**Direct** - Visits from Visitors who enter the exact URL or click an untracked link (e.g., from emails without UTM parameters).

**Search Engines** - Visits from search results on engines like Google or Bing.

**Websites** - Visits from links on external sites, excluding search engines and social media.


**Social Media** - Visits from links on platforms like Facebook, LinkedIn, or X.

**Campaigns** - Visits from tracked marketing efforts using UTM parameters, such as email campaigns or paid ads.

**AI Assistants** - Visits from clicks or referrals originating from AI services such as ChatGPT, Copilot, or other AI-powered tools.

## Downloads

Information regarding your downloads, the total set of unique documents downloaded, total downloads of all files, and your top downloads.


 **24**  
Total Downloads


Top Downloads		
Top file downloads in your selection, ordered by the number of downloads.		
File Title	File Type	Downloads
Gypsum_Boards_Phase2_NO ACTIVITY.pdf	PDF	10
Gypsum SAP_FINAL DRAFT_2.25.2026.pdf	PDF	7
Gypsum SAP_Council Slides.pdf	PDF	7

## Email Campaigns

Information regarding your email campaigns, your total campaigns, the total number of recipients, and your top campaigns by click-through rate (clicks as a percentage of total recipients).

 **0**  
Email Campaigns Sent

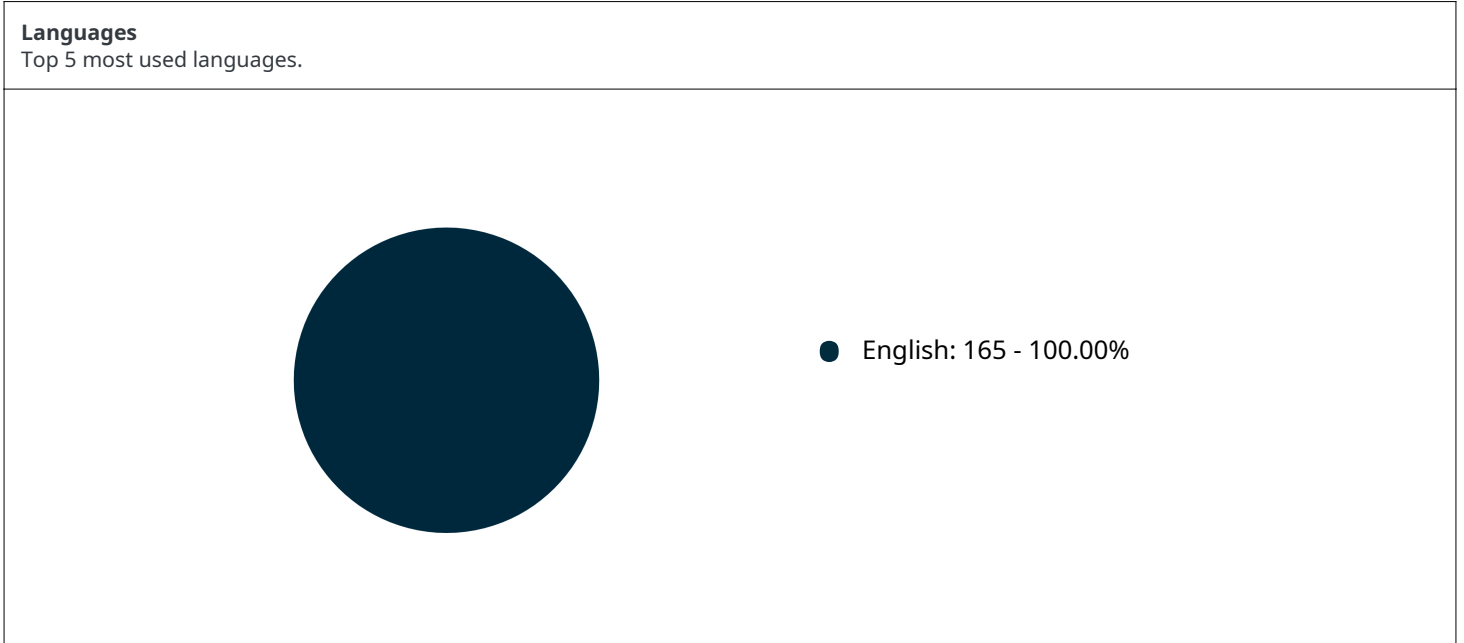
 **0**  
Total Recipients

 **0%**  
Click-through Rate

No Data Available

## Translation

Information regarding the languages used by visitors to your site or projects.



**Top Languages**  
Top 5 languages with the number of page views

Language	Page Views
English	165

Input Central

## Form Results Summary

Feb 23, 2026 - Mar 24, 2026

**Project:** Gypsum Safety Action Plan

**Form:** Public Engagement Round 2 - Survey

**Tool Type:** Form

**Activity ID:** 145

**Exported:** Mar 24, 2026, 09:21 AM

**Exported By:** SBrooks

**Filter By:** No filters applied.

Closed

Public Engagement Round 2 - Survey  
Gypsum Safety Action Plan

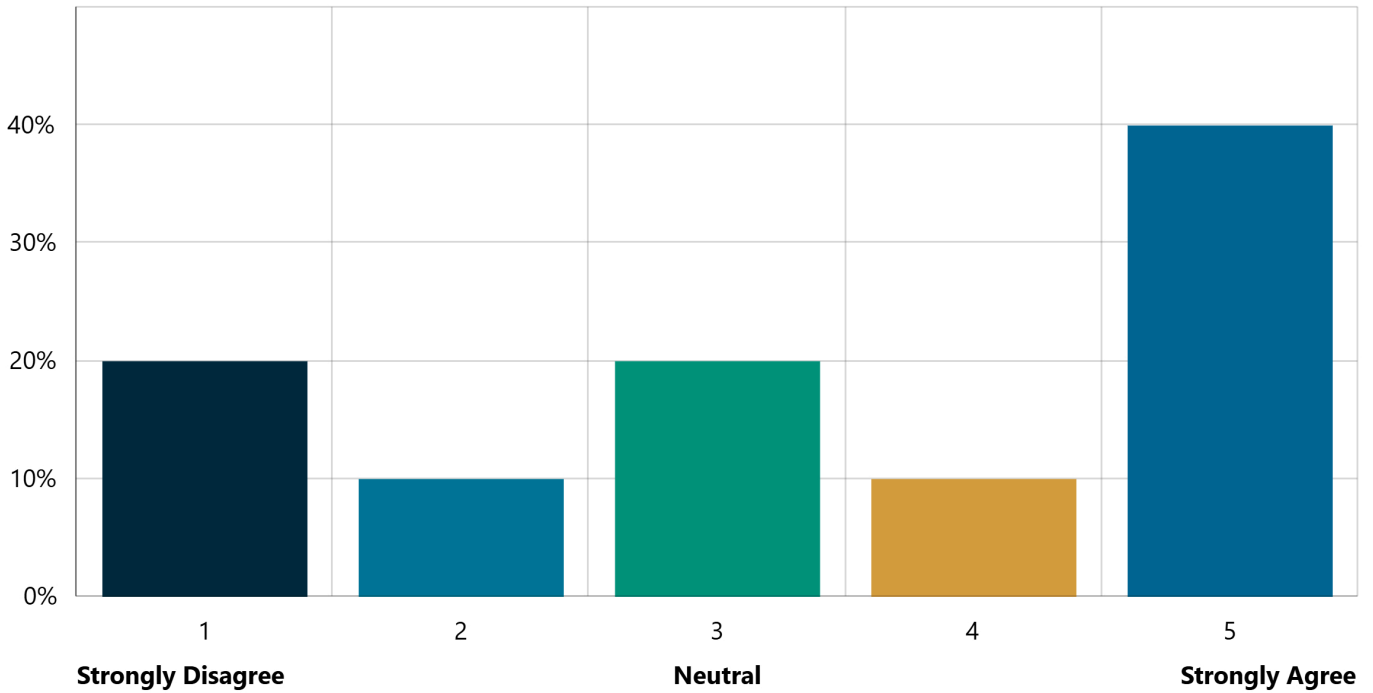
9  
Contributors

24  
Contributions

## Contribution Summary

### 1. The proposed projects will make me feel safer driving in Gypsum.

Slider | Skipped: 14 | Answered: 10 (41.7%)

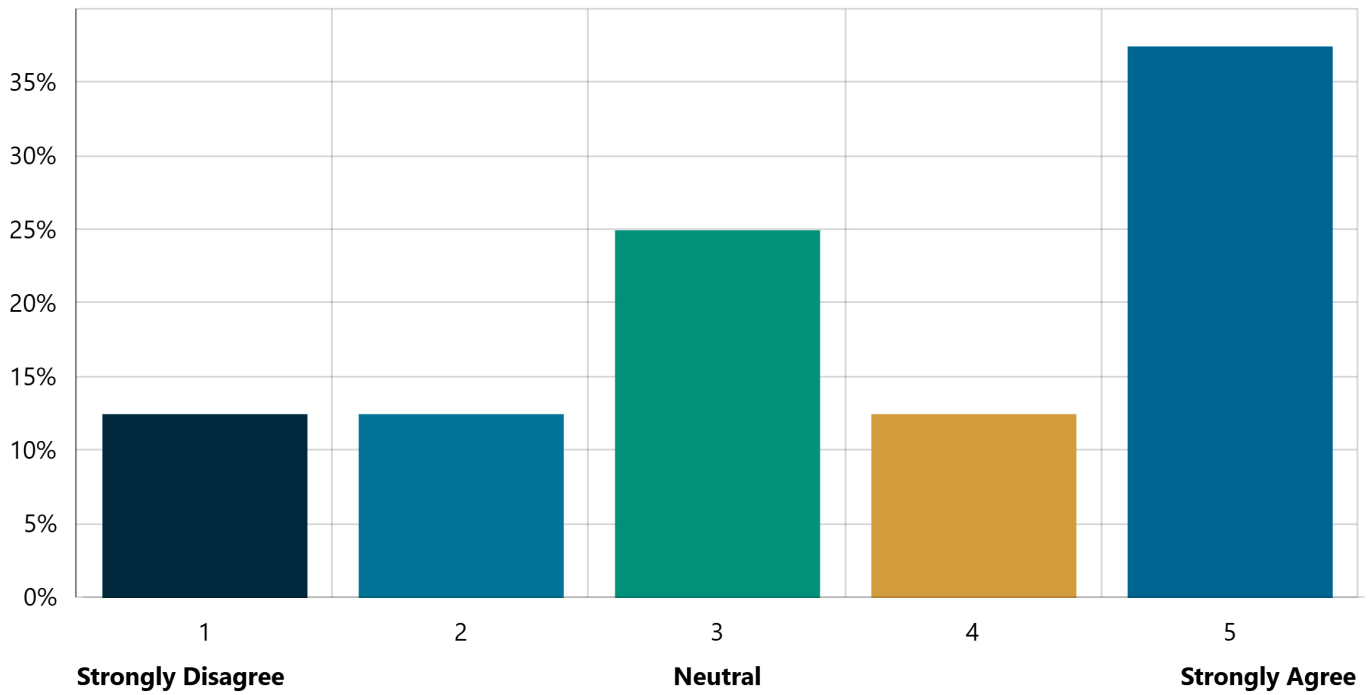


Count	Average	Median	Min	Max
10	3.40	3.50	1	5

1	2	3	4	5
20.00%	10.00%	20.00%	10.00%	40.00%
2	1	2	1	4

## 2. The proposed projects will make me feel safer walking, rolling, and biking in Gypsum.

Slider | Skipped: 16 | Answered: 8 (33.3%)

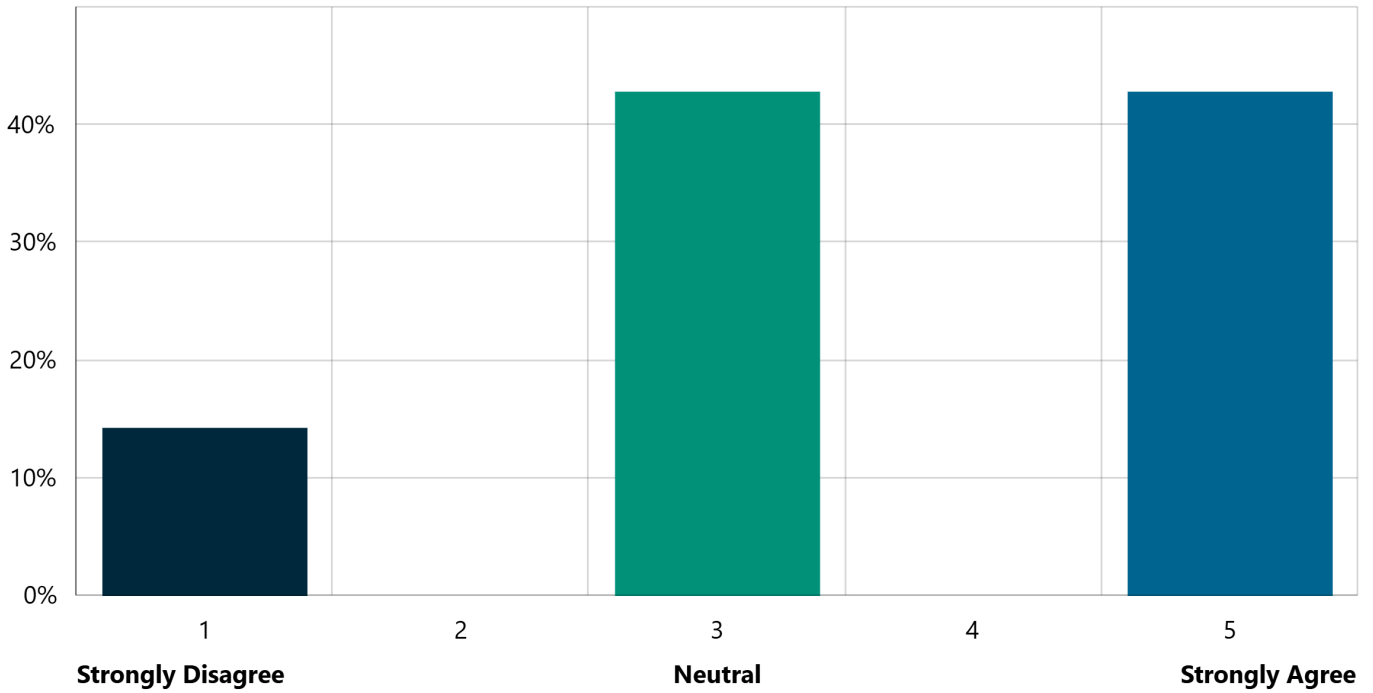


Count	Average	Median	Min	Max
8	3.50	3.50	1	5

1	2	3	4	5
12.50% 1	12.50% 1	25.00% 2	12.50% 1	37.50% 3

### 3. The proposed projects will make me feel safer waiting for public transit or accessing existing bus stops in Gypsum.

Slider | Skipped: 17 | Answered: 7 (29.2%)



Count	Average	Median	Min	Max
7	3.57	3.00	1	5

1	2	3	4	5
14.29%	0%	42.86%	0%	42.86%
1	0	3	0	3

**4. Any additional thoughts or feedback on these types of projects?**

Long Text | Skipped: 11 | Answered: 13 (54.2%)

**Sentiment**

No sentiment data

**Tags**

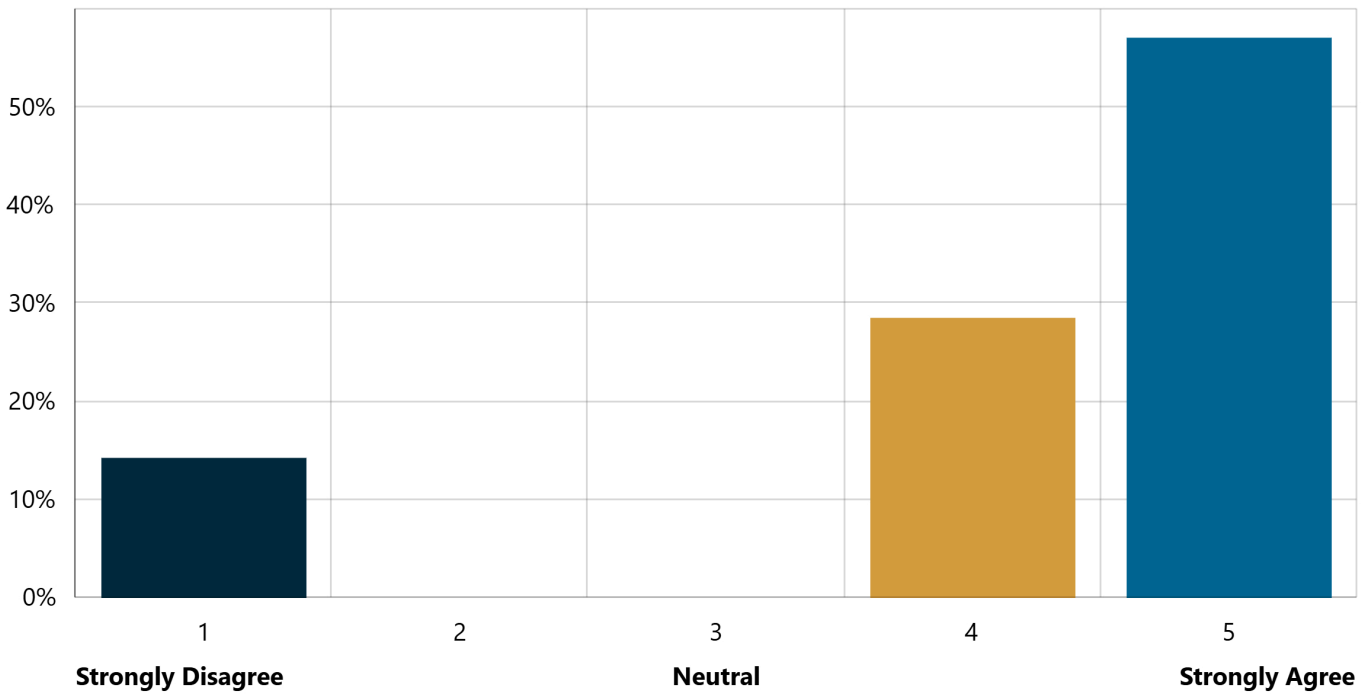
No tag data

**Featured Contributions**

No featured contributions

### 5. The proposed projects will make me feel safer driving in Gypsum.

Slider | Skipped: 17 | Answered: 7 (29.2%)

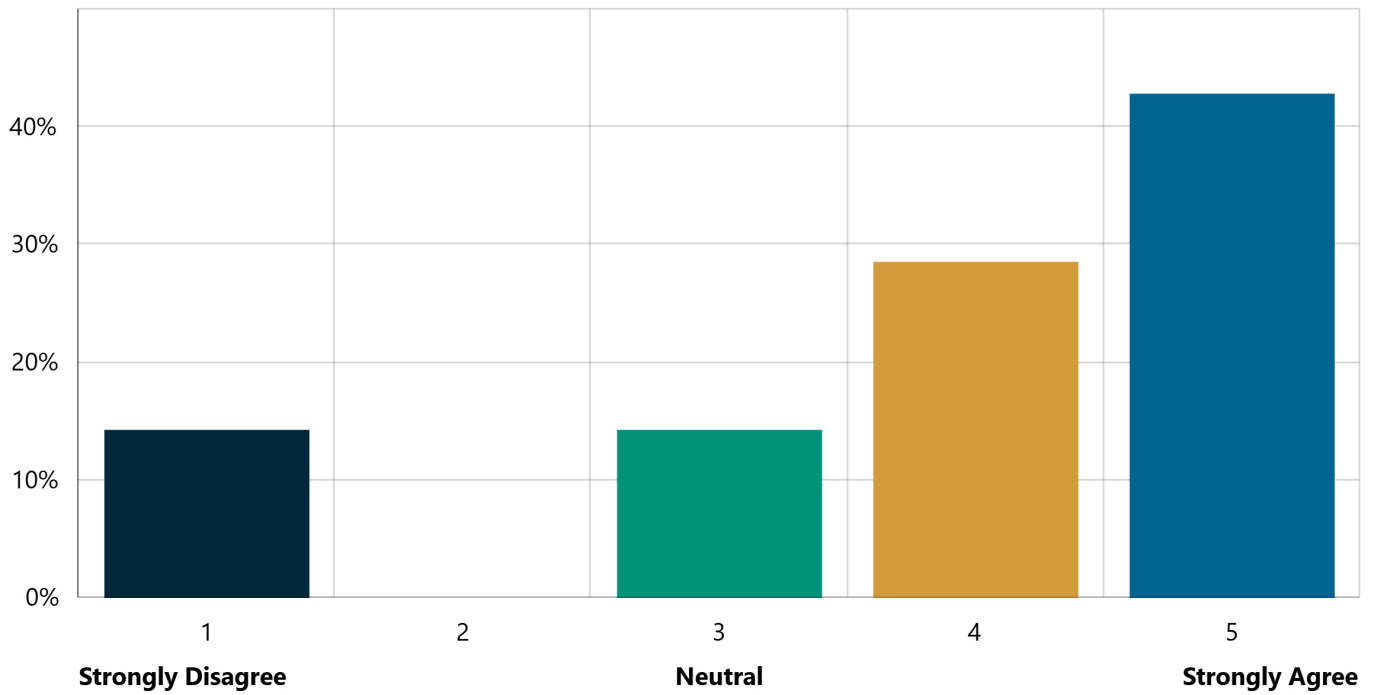


Count	Average	Median	Min	Max
7	4.14	5.00	1	5

1	2	3	4	5
14.29%	0%	0%	28.57%	57.14%
1	0	0	2	4

### 6. The proposed projects will make me feel safer walking, rolling, and biking in Gypsum.

Slider | Skipped: 17 | Answered: 7 (29.2%)

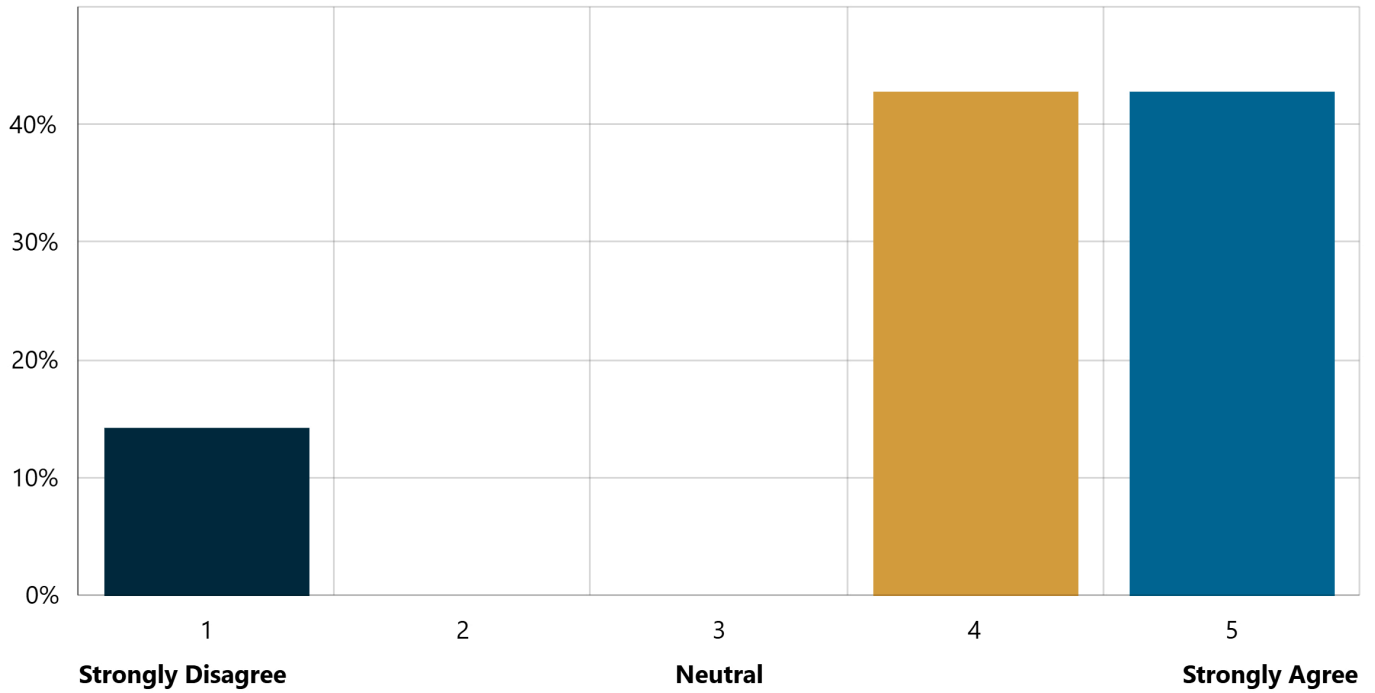


Count	Average	Median	Min	Max
7	3.86	4.00	1	5

1	2	3	4	5
14.29%	0%	14.29%	28.57%	42.86%
1	0	1	2	3

**7. The proposed projects will make me feel safer waiting for public transit or accessing existing bus stops in Gypsum.**

Slider | Skipped: 17 | Answered: 7 (29.2%)



Count	Average	Median	Min	Max
7	4.00	4.00	1	5

1	2	3	4	5
14.29%	0%	0%	42.86%	42.86%
1	0	0	3	3

**8. Any additional thoughts or feedback on these types of projects?**

Long Text | Skipped: 19 | Answered: 5 (20.8%)

**Sentiment**

No sentiment data

**Tags**

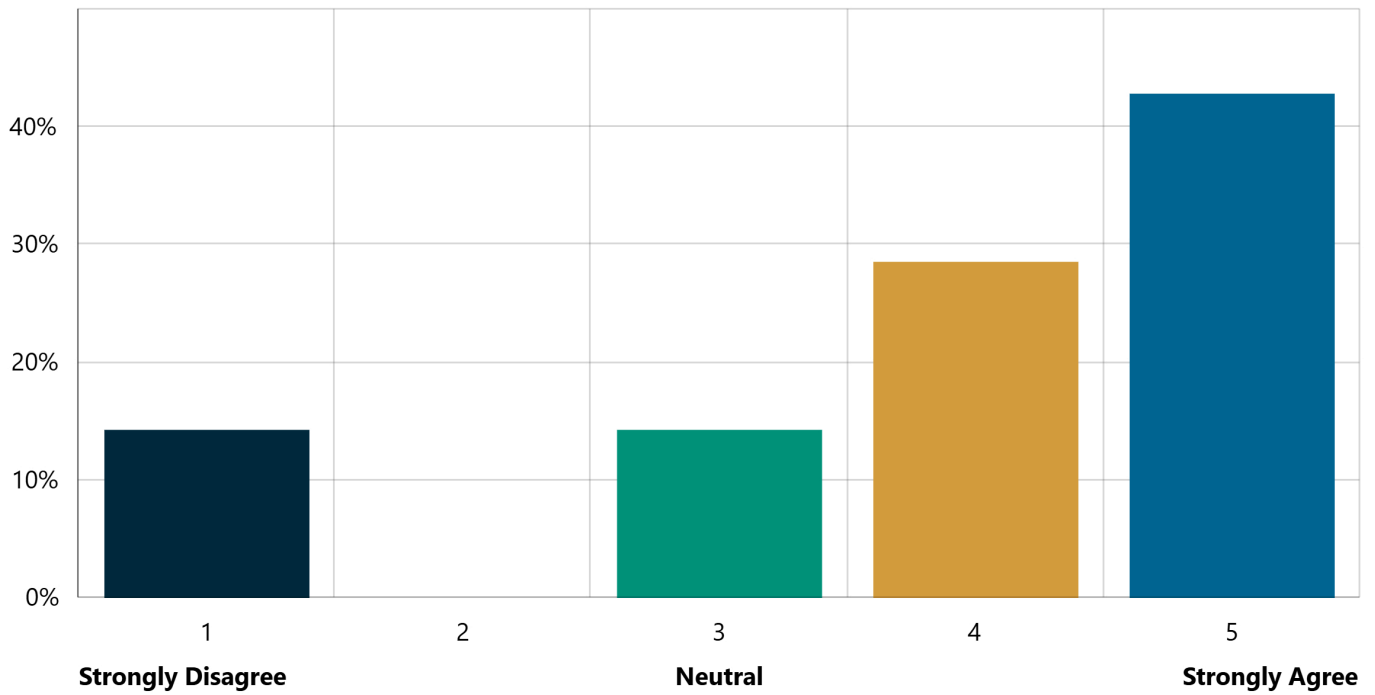
No tag data

**Featured Contributions**

No featured contributions

### 9. The proposed projects will make me feel safer driving in Gypsum.

Slider | Skipped: 17 | Answered: 7 (29.2%)

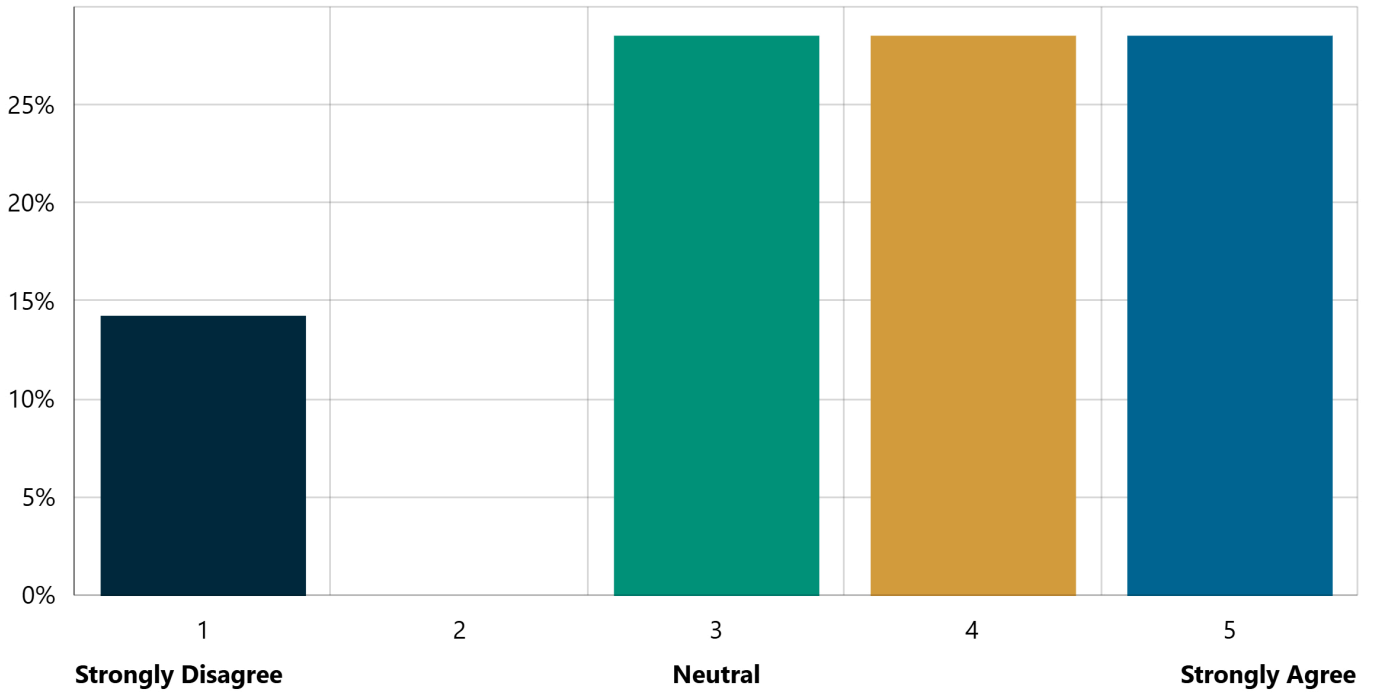


Count	Average	Median	Min	Max
7	3.86	4.00	1	5

1	2	3	4	5
14.29%	0%	14.29%	28.57%	42.86%
1	0	1	2	3

### 10. The proposed projects will make me feel safer walking, rolling, and biking in Gypsum.

Slider | Skipped: 17 | Answered: 7 (29.2%)

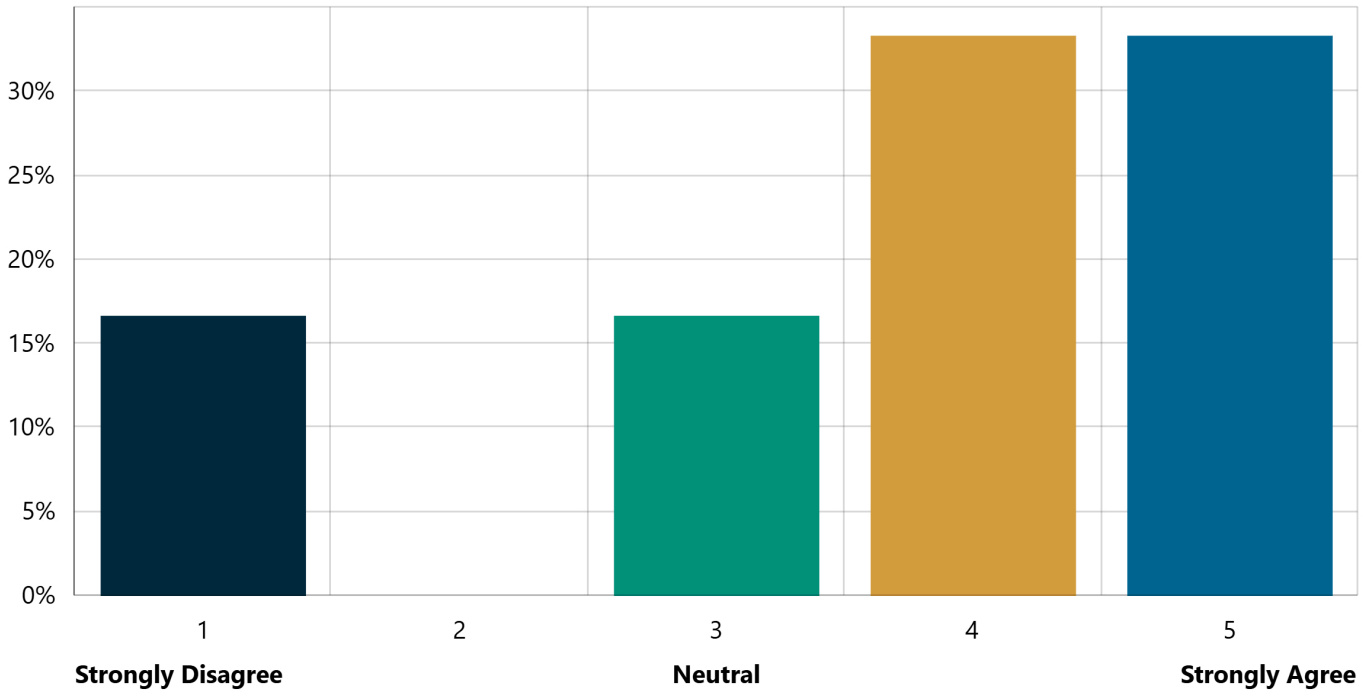


Count	Average	Median	Min	Max
7	3.57	4.00	1	5

1	2	3	4	5
14.29%	0%	28.57%	28.57%	28.57%
1	0	2	2	2

**11. The proposed projects will make me feel safer waiting for public transit or accessing existing bus stops in Gypsum.**

Slider | Skipped: 18 | Answered: 6 (25%)



Count	Average	Median	Min	Max
6	3.67	4.00	1	5

1	2	3	4	5
16.67%	0%	16.67%	33.33%	33.33%
1	0	1	2	2

**12. Any additional thoughts or feedback on these types of projects?**

Long Text | Skipped: 19 | Answered: 5 (20.8%)

**Sentiment**

No sentiment data

**Tags**

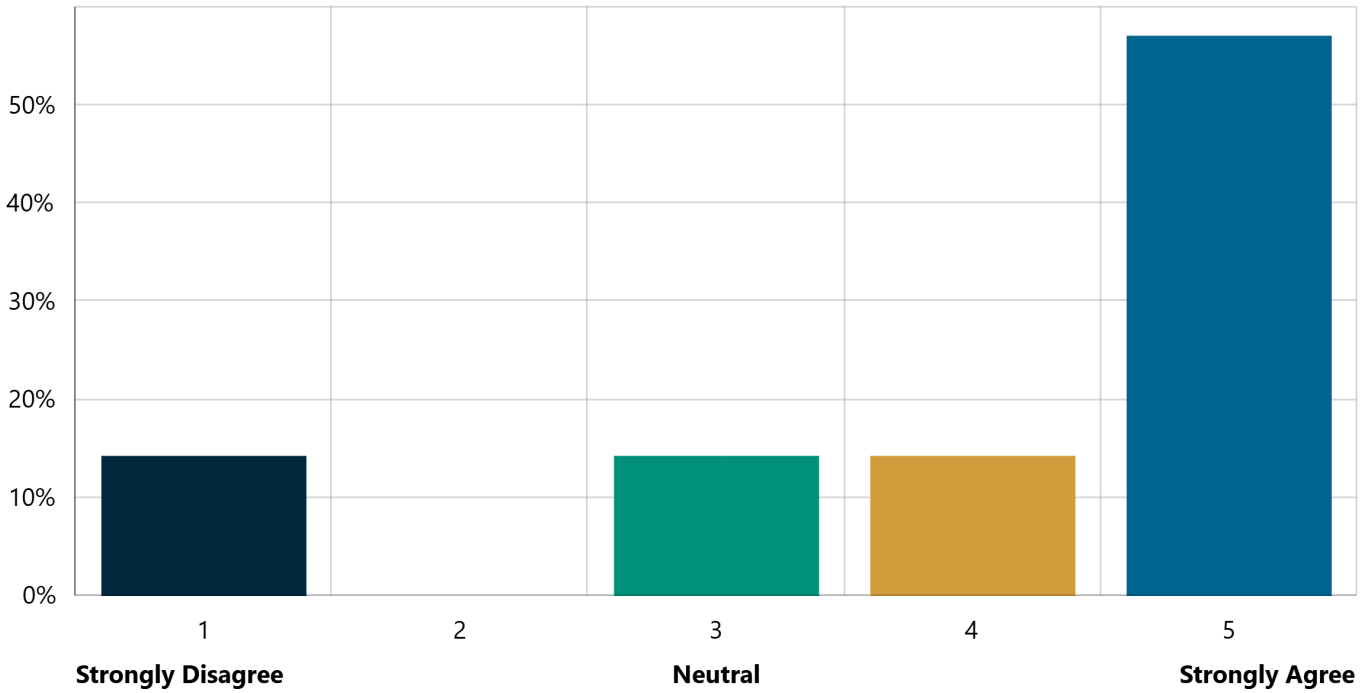
No tag data

**Featured Contributions**

No featured contributions

### 13. The proposed projects will make me feel safer driving in Gypsum.

Slider | Skipped: 17 | Answered: 7 (29.2%)

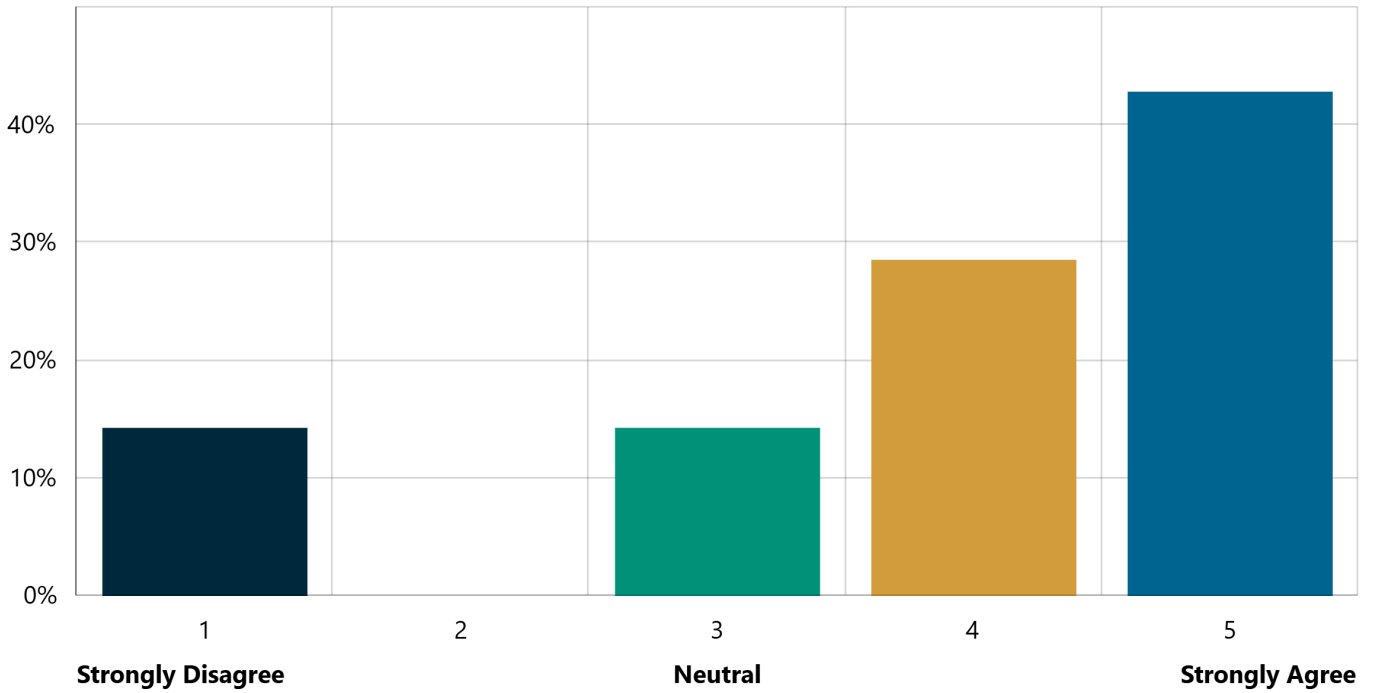


Count	Average	Median	Min	Max
7	4.00	5.00	1	5

1	2	3	4	5
14.29%	0%	14.29%	14.29%	57.14%
1	0	1	1	4

**14. The proposed projects will make me feel safer walking, rolling, and biking in Gypsum.**

Slider | Skipped: 17 | Answered: 7 (29.2%)

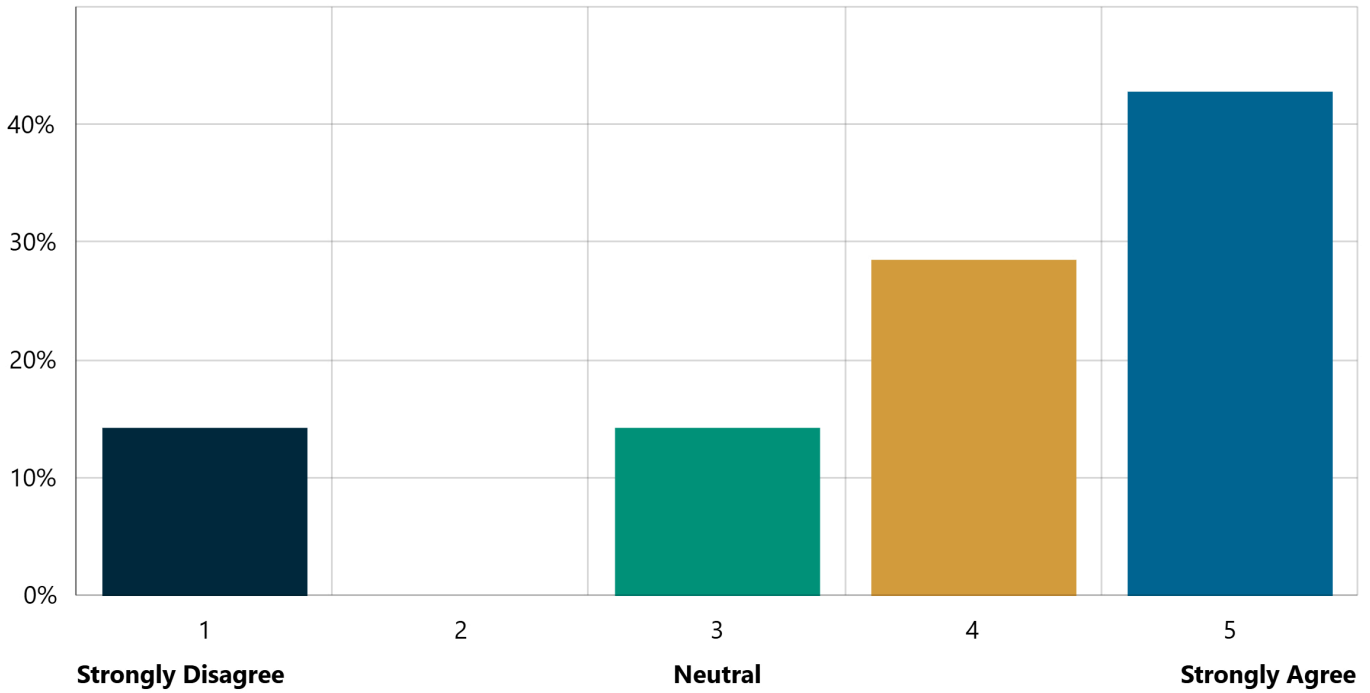


Count	Average	Median	Min	Max
7	3.86	4.00	1	5

1	2	3	4	5
14.29%	0%	14.29%	28.57%	42.86%
1	0	1	2	3

**15. The proposed projects will make me feel safer waiting for public transit or accessing existing bus stops in Gypsum.**

Slider | Skipped: 17 | Answered: 7 (29.2%)



Count	Average	Median	Min	Max
7	3.86	4.00	1	5

1	2	3	4	5
14.29%	0%	14.29%	28.57%	42.86%
1	0	1	2	3

**16. Any additional thoughts or feedback on these types of projects?**

Long Text | Skipped: 20 | Answered: 4 (16.7%)

**Sentiment**

No sentiment data

**Tags**

No tag data

**Featured Contributions**

No featured contributions

**17. Do you have any additional comments?**

Long Text | Skipped: 18 | Answered: 6 (25%)

**Sentiment**

No sentiment data

**Tags**

No tag data

**Featured Contributions**

No featured contributions

**18. If you want to receive emails in the future about the Gypsum Safety Action Plan, please share your email.**

Email | Skipped: 22 | Answered: 2 (8.3%)

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Contribution 2 of 2 | March 21, 2026

amy.arnold169@hotmail.com

Contribution 1 of 2 | March 4, 2026