

Safety Action Plan

Safe Streets For All (SS4A)

DRAFT FEBRUARY 2026

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01 Plan Overview

Introduction

Nestled in the heart of the Rocky Mountains along the Eagle River, Gypsum, Colorado is a community where people come to live, thrive, and have fun. In Gypsum, we value our heritage and nurture our small-town spirit built upon first names, handshakes, deep connections, and looking out for our neighbors. Here in Gypsum, **EVERYBODY is somebody, and EVERYONE deserves to travel our streets safely without fear of a life-altering injury or death from a crash.**

The *Town of Gypsum Safety Action Plan* represents our values in action, and our commitment to creating a safe, efficient, and accessible roadway network for drivers, pedestrians, cyclists, and transit users alike. Using a data-driven approach to identify significant crash trends, high-risk locations, proven countermeasures, and by utilizing direct input from the community, this plan aims to proactively prevent and eliminate fatal and serious-injury crashes on Gypsums roadways. To accomplish this, **this plan identifies a list of 52 strategies and actions the town can take, both infrastructure and policy based, that when implemented will have a significant and measurable impact on roadway safety.**

In Gypsum, we look out for our neighbors, and together we can eliminate roadway fatalities and make our streets safe for everyone.



Background

To proactively address growing safety concerns, in 2024 the Town of Gypsum was awarded a $188,000 Planning and Demonstration Grant from the United States Dept. of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Grant program to develop a Safety Action Plan. The goal of the plan is to develop a holistic, comprehensive, and prioritized list of strategies and actions to address roadway safety, and to position Gypsum to be eligible to receive future grant funding from federal, state and regional sources. In early 2025, the Town of Gypsum selected a consultant team to lead the plan's development—working with Town staff to shape goals, objectives, and strategies; facilitate public engagement; and conduct a detailed crash analysis that elevates both data-informed insights and community-driven priorities throughout the planning process.

Planning Structure

The Gypsum Safety Action Plan was developed by a three-tiered planning structure that included:

1. Project managers (PMs) from Gypsum and the Consultant
2. A project management team (PMT) that was comprised of the PMs, key members of the consultant team and Town staff, including the Town Engineer, Assistant Town Manager, the Marketing/Public Information Officer, and Public Works Dept.
3. A Steering Committee that included members from Vail Health, Mountain Recreation, the Gypsum Fire Protection District, CORE Transit, and additional staff from Gypsum.

This planning structure facilitated clear communication among project managers regarding work progress, schedule and budget adherence, draft findings, and overall coordination. The PMT met twice monthly in working sessions to provide direction on major work efforts, including detailed crash data analysis, risk assessment field work, engagement activities and findings, location-based analysis, strategy development and refinement, project identification, prioritization, and implementation planning.

The Steering Committee, which included representatives from partner organizations, met four times at key project milestones to review progress and provide feedback.

Engagement

Through working with the PMT, the project conducted two phases of engagement that included an online virtual engagement hub, surveys, and meeting residents where they were at – Community Touchpoints. The goals for the overall engagement strategy of the Gypsum SAP were to:

- ***Inform:*** to provide clear and consistent communication, accessible to all, on the planning process, crash analysis outcomes, engagement findings, and strategy and implementation options.
  - Utilize input received to develop a safety action plan that is truly reflective of the community.
- ***Educate:*** to ensure residents, the town staff, partner agencies, and area businesses/organizations understand the project intent, purpose, opportunities and recommendations through engagement.
- ***Engage & Collaborate:*** to establish forums and opportunities (online and in person) for discussion and input at project milestones.
  - **Engage** with a diverse range of stakeholders to understand concerns, issues and barriers that may exist within the town's transportation system.
  - Provide ample opportunities in a variety of ways for the public **to engage** and provide feedback on the plan's development.
  - Targeted outreach efforts **to engage** with hard-to-reach populations within the Gypsum community.

Phase 1 Engagement Results by the #'s



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

Schedule

This plan was completed in 12 months—from project kickoff to Town Council adoption—and progressed through three main work phases, and two rounds of public engagement were conducted: the first in Summer 2025 and the second in Spring 2026.

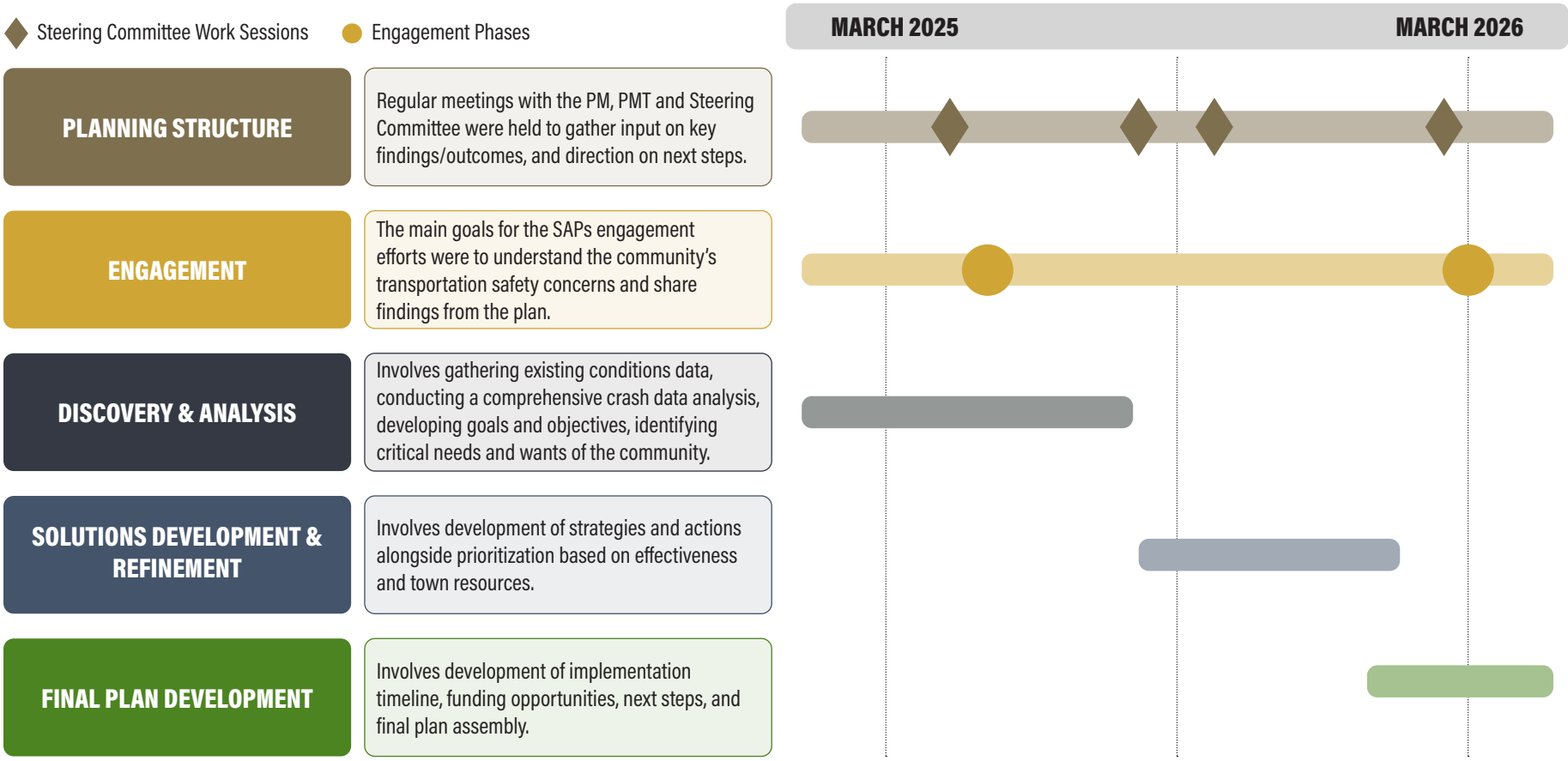


Figure 1: Plan Development Work Phases

The USDOT Safe System Approach

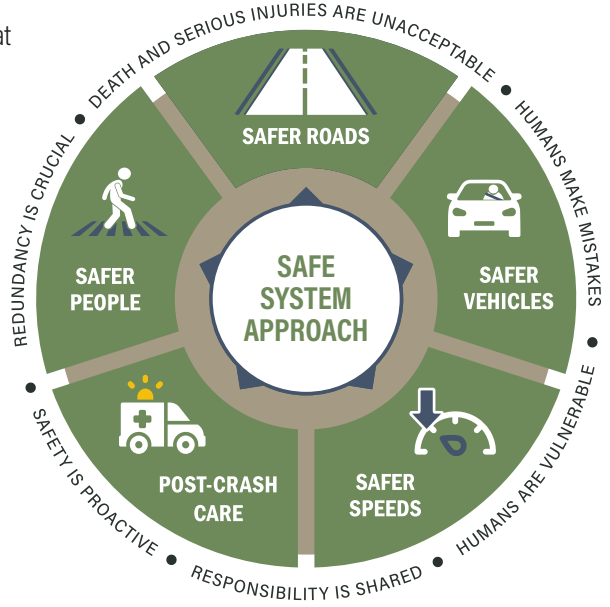
This plan was developed with the USDOT Safe System Approach as a core guiding element. The Safe System Approach is an innovative approach to roadway safety that integrates an understanding of human vulnerability and a knowledge that humans will inevitably make mistakes that lead to crashes. This approach prioritizes the elimination of *crashes that result in serious injury or death* rather than unrealitically expecting to eliminate ALL crashes.

By building in multiple layers of redundancy to the transportation network through infrastructure, education, emergency response, and technology, the risk of injury in crashes that occur can be minimized, and a future with zero roadway fatalities is achievable.

The Safe System Approach is built around five complimentary objectives:

1. **Safe People** - Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
2. **Safe Roads** - Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
3. **Safe Vehicles** - Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants
4. **Safe Speeds** - Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
5. **Post-Crash Care** - Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Figure 2. The Safe System Approach to Eliminating Traffic Deaths







Safety Action Plan Vision, Goals & Objectives

Following a comprehensive analysis of existing planning efforts and studies, and meetings with the Project Management Team and Steering Committee, the following goals and objectives were developed to provide an overall framework and guide the plan to completion as well as ensure compliance with SS4A requirements along the way.

Together, these goals and objectives form the foundation of the Town's safety vision. The plan is guided by a long-term commitment to a transportation system in which no one is killed or seriously injured on Gypsum's roadways, supported by measurable near-term progress. Interim performance will be tracked through a target of reducing total crashes, including fatal and serious injury crashes, by 20 percent in five years through coordinated implementation of the strategies and projects outlined in the chapters that follow.

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.

GOAL 1: Conduct a detailed safety and crash analysis to identify patterns and contributing factors

GOAL 2: Develop strategies to reduce collisions and risk for all road users

Objective 1: Provide safe, complete, and continuous pedestrian and bicycle connections throughout the town.

Objective 2: Separate people walking and rolling the street transportation network through trails and other means.

Objective 3: Continue the implementation of roundabouts as a proven safety countermeasure.

Objective 4: Consider different strategies (engineering, education, and enforcement) to address speeding concerns.

Objective 5: Integrate safety improvements with planned improvements for traffic flow and efficiency.

GOAL 3: Provide guiding principles for future growth as it relates to transportation safety

GOAL 4: Identify next steps to implement safety improvements on roadways aligned with Town's priorities

Objective 1: Provide a list of projects, that are aligned for regional – state – federal safety initiatives to pursue funding and initiate next steps.

Objective 2: Prioritize capital improvements and associated work efforts that could include education, enforcement, engagement, etc.

GOAL 5: Position the Town to be resilient to emergency scenarios through proactive emergency response and post care strategies

Objective 1: Evaluate the County evacuation plan to identify gaps in infrastructure safety.

Objective 2: Evaluate how residents living "down valley" access and evacuate to the freeway, considering demand on the two available interchanges.

GOAL 6: Improve partnerships with agencies to support a safe transportation network

02 Discovery & Analysis



Townwide Context for Safety

The Town of Gypsum, located in Eagle County, Colorado, is home to approximately 9,200 residents within a 8.5-square-mile area. Gypsum supports a diverse rural economy—ranching, farming, manufacturing, mining, and a growing outdoor recreation and tourism sector tied to the broader Vail Valley. Its proximity to the Eagle River and the Gore and Sawatch mountain ranges makes the community both a gateway to mountain tourism and a hub for traditional industries.

Situated in the Eagle River Valley, the towns of Dotsero, Gypsum, and Eagle are distinct yet interconnected communities. Residents across the valley live, work, attend school, and recreate throughout the area. Several key institutions and facilities in Gypsum attract people from neighboring communities, including Eagle Valley High School, the Eagle County Regional Airport, and the American Gypsum mine and manufacturing plant.

Transportation plays a vital role in Gypsum's connectivity and economy. Interstate 70 and U.S. Highway 6 serve as critical corridors for residents, businesses, and visitors, linking the community to the broader Vail Valley and beyond. These routes support both residential, visitor, and commercial travel, including truck traffic serving the mining and manufacturing sectors, as well as transit services such as the regional Core Transit system.

Recognizing that residents of Gypsum and nearby towns travel through and within the community daily, the Town faces a variety of transportation needs. The mix of local commuting, commercial freight, and visitor traffic creates diverse demands on the transportation network. Additionally, newer modes of travel—such as electric bicycles (e-bikes)—have become increasingly popular, adding another layer to Gypsum's evolving mobility landscape.

Gypsum Demographics

- Population of **9,200** people
- **54%** Hispanic population

Top Employment Sectors

- Construction
- Educational Services
- Outdoor Recreation
- Tourism

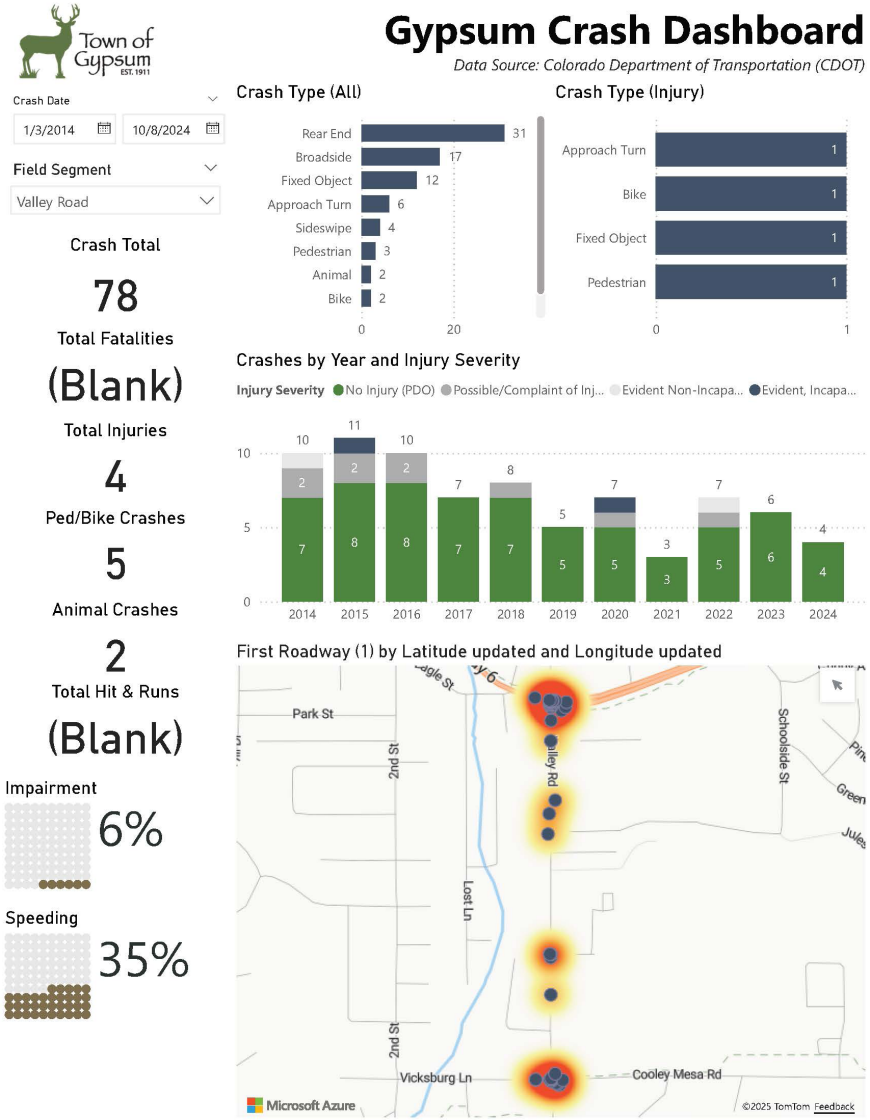


Figure 3 – Crash Analysis for Valley Road

Crash Analysis: What Has Happened

The foundation of Gypsum's Safety Action Plan is a comprehensive analysis of crash trends to understand what types of collisions are occurring, where they are happening, and the contributing factors—such as driver behavior, roadway design, and environmental conditions. Ten years (2015-2024) of crash data from the Colorado Dept. of Transportation (CDOT) was collected, cleaned, and evaluated. Reportable crashes included in this database represent crashes with injuries or fatalities, uninsured drivers, more than $1,000 in damages because of the crash, alcohol or drugs involved, or by driver request. The full crash analysis report can be reviewed in ***Appendix A.***

Crash information was analyzed through the Microsoft Power BI platform, which allows a user to identify overall trends as well as understand factors for each crash. Figure 3 provides an example of a detailed crash analysis for Valley Road that includes crash totals, types of crashes, driver behavior factors (impairment, speeding), crashes by year, and location.

Helpful Definitions

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

No Injury - No sign of injury. The person reports feeling normal. If someone is checked at a hospital and found to have no injuries, this remains "No Injury."

Possible Injury - The person reports pain or symptoms—like limping, nausea, or momentary loss of consciousness—but no injury is visibly obvious. If later found to have no injuries, it stays "Possible Injury."

Minor Injury - A visible but non-serious injury, such as bruises, scrapes, or small cuts. These injuries do not stop someone from walking, driving, or going about normal activities.

Serious Injury (SI) - A severe, non-fatal injury—such as major cuts, broken bones, significant burns, being unconscious, or paralysis—that requires immediate medical care.

Fatal (K) - A crash injury that results in someone's death, either at the scene or within 30 days of the crash.

Killed and Serious Injury (KSI) –Crashes that result in either a fatal or serious injury. This category is often used to focus on the most severe outcomes.

Source *- State of Colorado Investigating Officer's Crash Reporting Manual*

Overall Crash Trends

While annual crash totals in Gypsum fluctuate year to year, recent data show an upward trend. Over the ten-year analysis period, the Town averaged approximately 70 crashes per year. The Town reported 102 crashes in 2022, 95 in 2023, and 106 in 2024—all higher than typical. From 2018 to 2023, Gypsum has experienced population growth, averaging 5.2% per year. During that same period, crashes increased at nearly three times that rate—about 13.7% per year—showing that crash trends are outpacing community growth.

Over the 10-year period, there was one fatal crash and nine (9) serious injury crashes. The fatal crash occurred in 2022. The average annual number of KSI crashes was 1 per year for the study period, with 2017, 2018, and 2019 not reporting any KSI crashes, and a high of two KSI 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 4 shows the number of crashes by injury severity for each year in the analysis period. Figure 5 shows the number of KSI crashes from 2015 to 2024.

5.2%
Average Annual Population Increase

13.7%
Average Annual Crash Increase

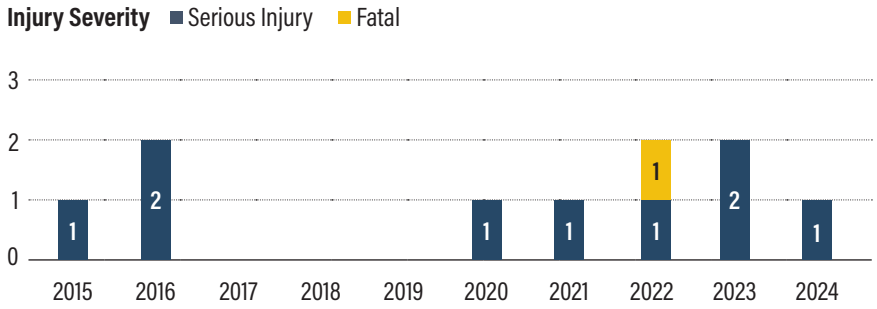


Figure 5: KSI Crashes per Year, Town of Gypsum, 2015-2024

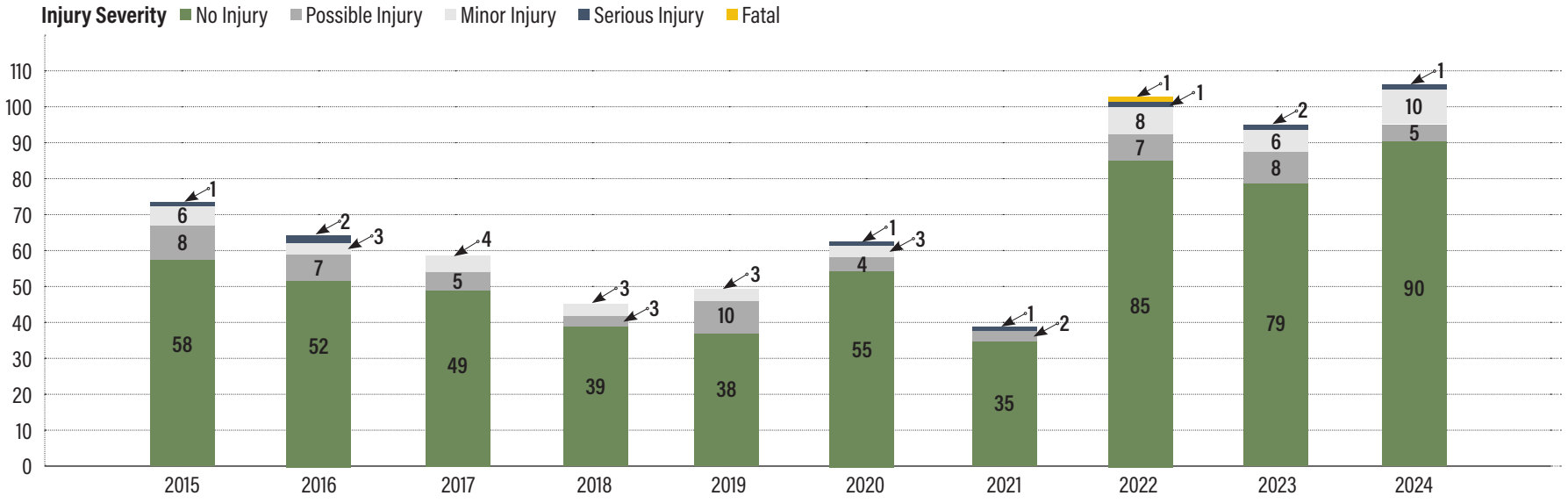


Figure 4: Crashes per Year, Town of Gypsum, 2015-2024

Types of Crashes

In the past 10 years, five types of crashes make up almost 80% of all crashes: rear-end crashes (21%), animal crashes (18%), fixed object crashes (15.9%), broadside crashes (14.9%) and non-fixed object crashes (9%).

Overturning/rollover (30%), broadside (30%), pedestrian (20%), and bicycle (10%) crashes account for 90% of all KSI crashes in Gypsum. These crash types are also more likely to result in a severe outcome.

Identifying crash types that are overrepresented in KSI crashes helps the Town focus on safety strategies that address the crashes most likely to cause severe harm, rather than simply the most frequent crashes. For example, pedestrian crashes make up only one percent of all reported crashes in Gypsum, yet they account for 20 percent of KSI crashes—highlighting the much greater risk of serious or fatal injury in these incidents.

Figure 7 highlights the crash types, and differences between non-KSI and KSI crashes.

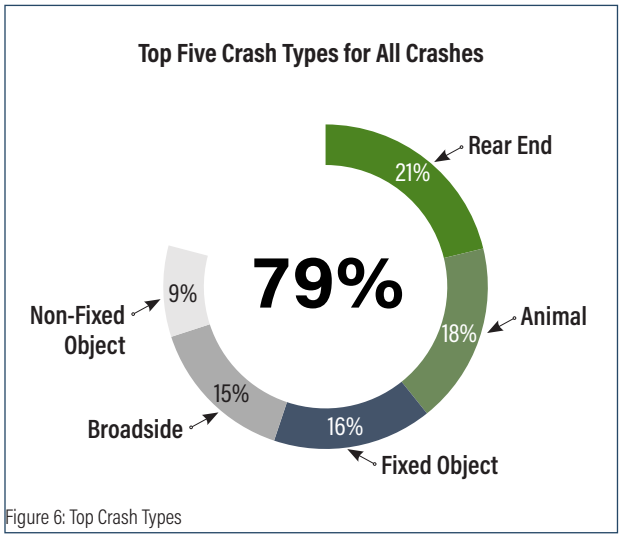


Figure 6: Top Crash Types

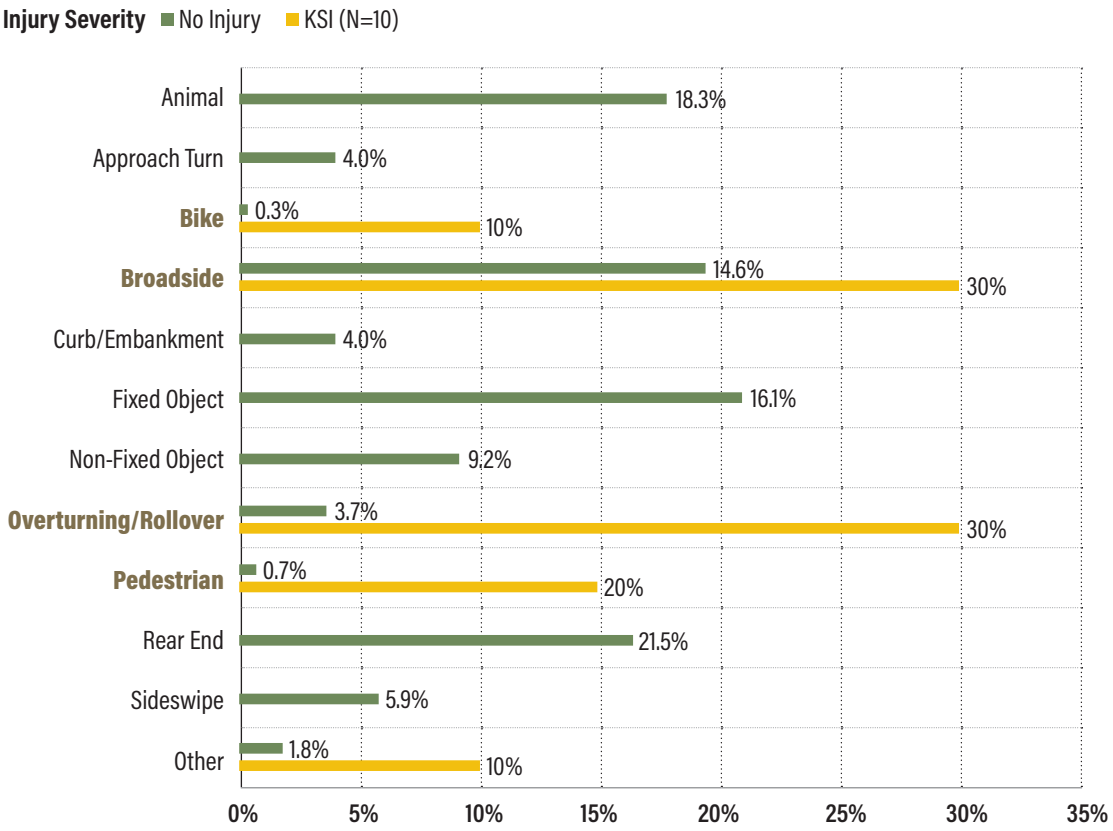


Figure 7: Crash Types by Crash Severity



What's a Broadside Crash?

A broadside crash—often called a T-bone crash—happens when the front of one vehicle hits the side of another. These crashes usually occur at intersections and can be especially dangerous because the sides of vehicles offer less protection.

Where

Of the 693 crashes recorded in the study area between 2015 and 2024, 44% (308 crashes) involved Highway 6, including 5 of the 10 KSI crashes—either occurring on it or at an intersection with it.

Figure 8 shows a heatmap of all crashes in Gypsum with highlights of serious injury and fatal crashes. Many of the hot spots 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.

Top 5 Intersections with the Highest Amount of Crashes

1. Highway 6 and Cooley Mesa Road – 43
2. Highway 6 and Valley Road – 33
3. Highway 6 and Oak Ridge Drive – 23
4. Highway 6 and Jules Drive* – 20
5. Cooley Mesa Rd and Lindbergh Dr.* - 20

**Intersection without Traffic Control (Traffic Signal, Roundabout, All Way Stop)*

Top 3 Roadways with the Highest Amount of Crashes

1. Highway 6 – 249
2. Cooley Mesa Road - 88
3. Valley Road – 37

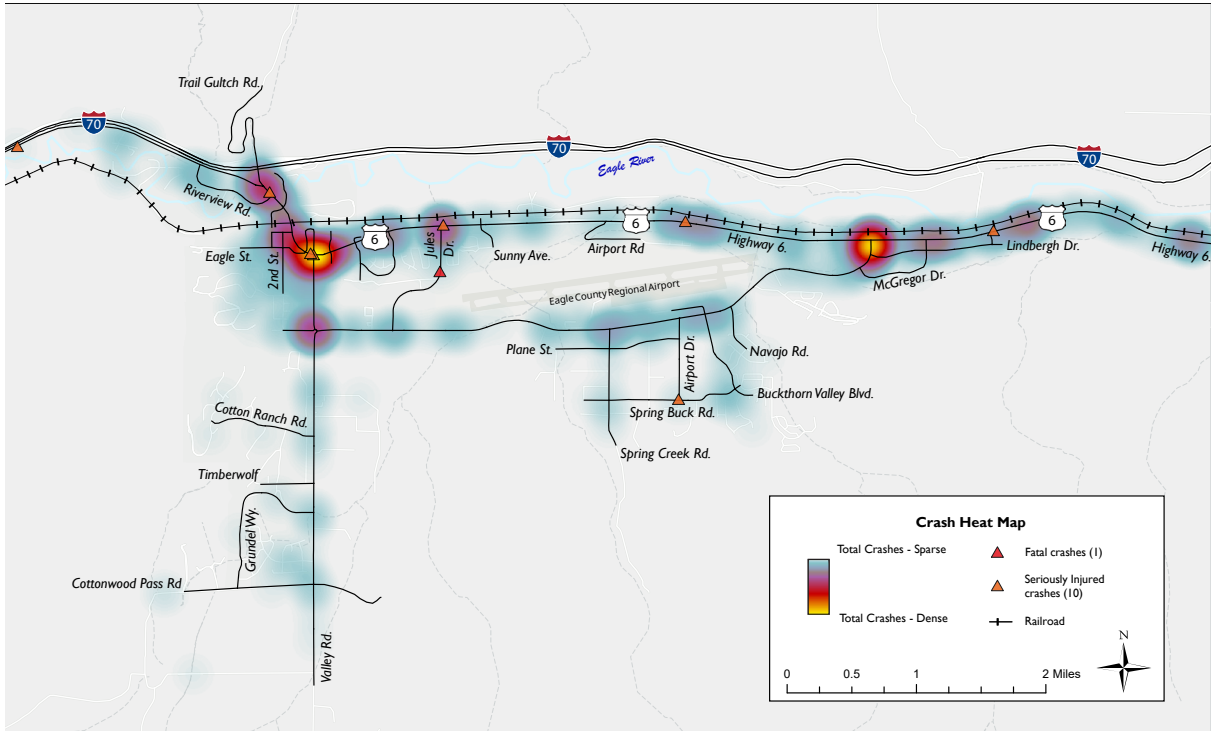


Figure 8: Crash Location Map



Fixing a Known Problem: Major Improvements on Highway 6

Understanding that Highway 6 has long been a safety and mobility concern, the Town has recently completed significant improvements to address these concerns. A new roundabout was constructed at the intersection of Valley Road and Highway 6, and the highway was reconstructed from Valley Road to the Schoolside Street roundabout to improve traffic flow and safety.

As part of this work, the traffic signal at Oakridge Drive—the entrance to Eagle Valley High School—was removed and replaced with a safer ¾-movement intersection. Oakridge Court was also extended to create a new through-connection linking the Post Office to Estes Lane, improving local circulation and reducing conflict points.

Additional upgrades included new sidewalks, flashing beacons at crosswalks, enhanced roadway lighting, improved drainage structures, and upgrades to the pedestrian underpass beneath Highway 6 near Eagle Valley High School.

As of August 2025, the new roundabout was opened to traffic, and the remainder of the project was completed later in 2025.

Notable Contributing Factors

Seasonality: Weather and time of year was identified as a contributing factor to crashes. Crashes are more frequent in the winter months and less common in the summer months. January has the highest number of crashes, with 88 recorded over the past 10 years, while July has the fewest at 37. Winter months (November–March) also show a clear weather impact—22% of crashes involved winter weather conditions, compared with just 5.1% during the rest of the year.

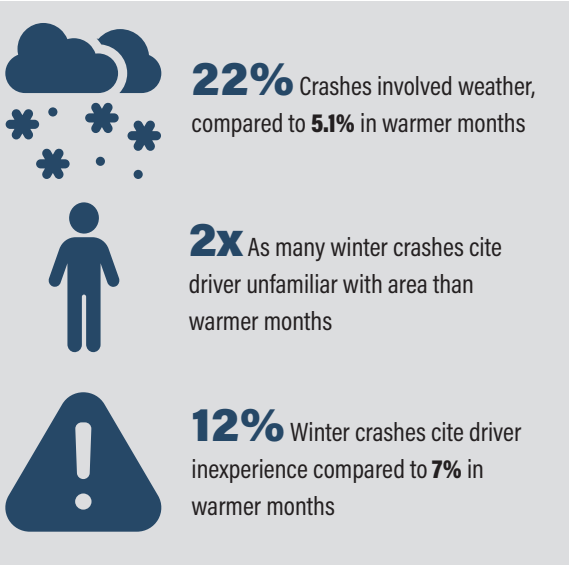


Figure 9: Winter Seasonality Crash Highlights

Driver Behavior: The analysis did not reveal any clear trends in driver behavior that consistently contributed to crashes across severity levels (serious, minor, possible injury, or no injury). It's important to note, however, that this information depends on what responding officers observe and report at the scene—so the absence of a trend does not mean risky driving behaviors aren't occurring. In the Town's single fatal crash during the study period, the motorcyclist was not wearing a helmet and was suspected to be impaired.

Driving Under the Influence (DUI/Impairment): Impairment follows a different trend, increasing slightly for evident injuries (16%) but decreasing for possible injuries (8%) and non-injury crashes (5%).

Speeding: 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.

Failure to use seatbelts or other safety gear: Seatbelt/safety gear non-compliance decreases significantly from serious injury to evident injury (9%), then fluctuates around 10% for possible and non-injury crashes.

Who is Involved in Crashes: Crashes can be grouped into three user types: drivers, motorcyclists, and people walking or bicycling. Figure 11 shows how crash severity varies across these groups. It's important to recognize that the impact of a crash differs greatly depending on the severity and the road user involved. Non-injury crashes may be inconvenient, but they do not affect someone's physical well-being. Injury and fatal crashes, however, have far-reaching effects—not only on a person's health, but also on their family, friends, coworkers, neighbors, first responders, and the broader community.

People Driving Vehicles:

Of the **678** crashes only involving drivers, the majority of crashes, **85%**, have no injuries, **15%** of the crashes include an injury, and there are no fatalities.

Motorcyclists:

There are only **5 crashes** that involve motorcyclists, yet these crashes have the highest injury and fatal percentage of any user type.

Crashes involving people walking or biking:

While only 10 crashes involved a person walking or biking, 4 were injury crashes, and 3 were serious injury crashes. This indicates the need to specifically address vulnerable roadway users as part of the recommended strategies.

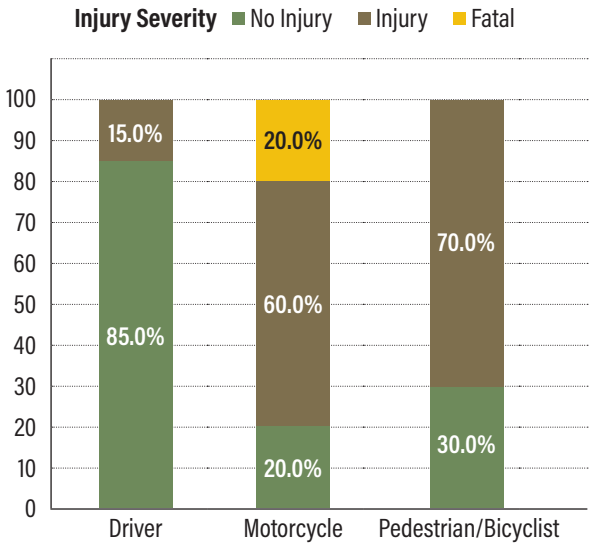


Figure 10: Number of Crashes by User Type and Injury Severity

In Gypsum,
33%
of all crashes involve drivers ages 15 to 24

Nationally,
22.1%
of all crashes involve drivers the ages 15 to 24

Additionally,
64%
of all crashes in Gypsum are male drivers, which is similar (62%) at the national level.

Regional & State Comparison: Crash trends from other I-70 corridor communities and statewide data were reviewed to help put Gypsum's numbers in context. Rifle, a nearby community with a similar population of around 10,500, reported nearly twice as many crashes as Gypsum over the most recent five-year period (638 crashes in Rifle compared to 297 in Gypsum).

Comparing the severity of crashes also helps show overall community risk. In both towns, fatal crashes are rare. Serious-injury crashes, however, occur more frequently in Rifle: about 2.2% of Rifle's crashes resulted in a fatality or serious injury, compared to 1.35% in Gypsum.

Looking more broadly, statewide data shows that roughly 75% of all Colorado crashes result in no injury, compared to 83% in Gypsum—an indication that crashes in Gypsum tend to be less severe than those seen statewide.

Overall, Gypsum experiences fewer crashes and a lower rate of severe outcomes than comparable rural communities along I-70, and remains below statewide averages for all injury-related crash types.

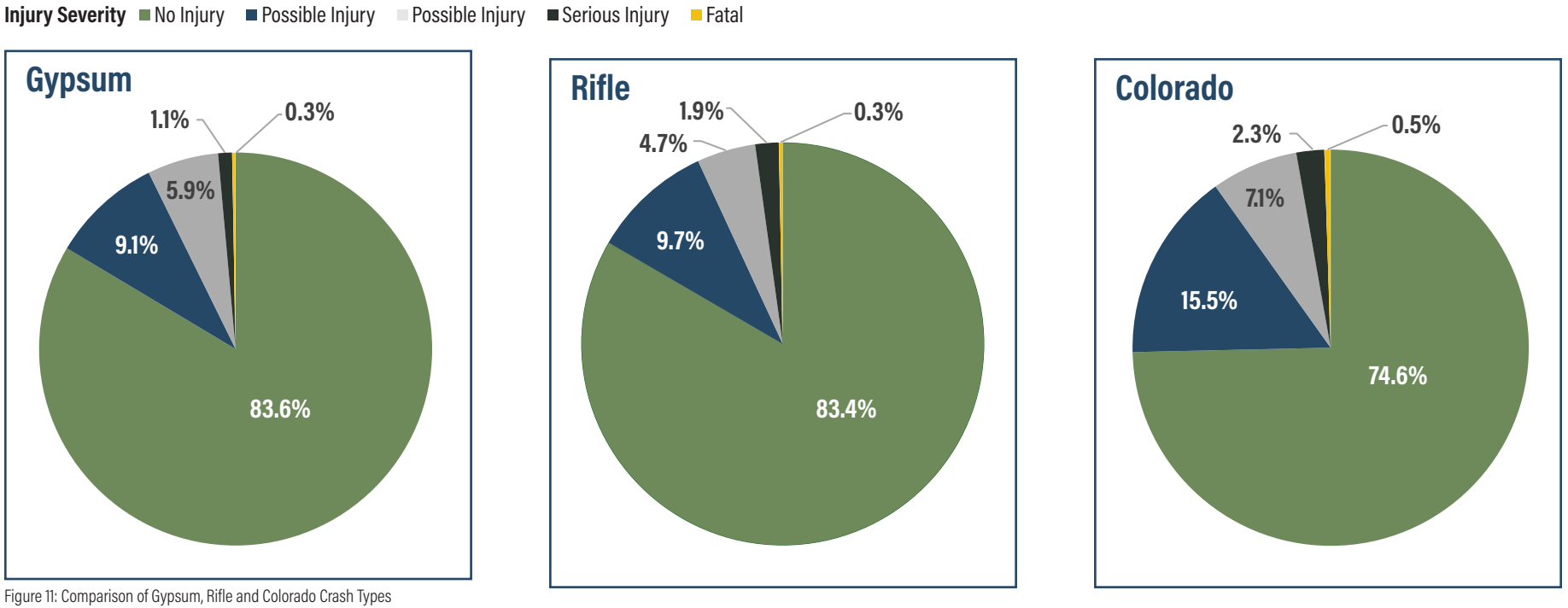


Figure 11: Comparison of Gypsum, Rifle and Colorado Crash Types

Field-Based Risk Assessment

As a complement to the crash analysis, a field-based risk assessment was completed on five key corridors identified through crash data and Town input. These on-the-ground reviews allowed the project team to walk each corridor, observe real-world conditions, and conduct a qualitative evaluation of potential safety risks. This proactive approach—consistent with FHWA's Safe System principles—helps identify concerns related to safe speeds, safe roads, and safe road users before they result in crashes.

These field assessments not only highlight location-specific issues and contributing factors, but also reveal broader patterns and themes that can inform town-wide safety strategies and future improvements.

Roadways

Corridors with the highest frequency of crashes in Gypsum include Hwy 6, Cooley Mesa, and Valley Road. Hwy 6 recently had several safety improvements completed and was therefore not included as one of the roadways to review. Roadways were also selected based on a history of injury and fatal crashes, as well as significant pedestrian and bicycle activity or crashes involving these users. The following five roadway segments, broken into six sections, were chosen based on these factors and shown in Figure 12. Additionally, a technical memorandum is provided as ***Appendix B*** documenting the field work completed.

- **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 vulnerable roadway user crashes. There are also pedestrian and bicycle generators on this segment.*
- **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.*
- **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 vulnerable road user crash.*
- **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.*
- **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.*
- **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.*

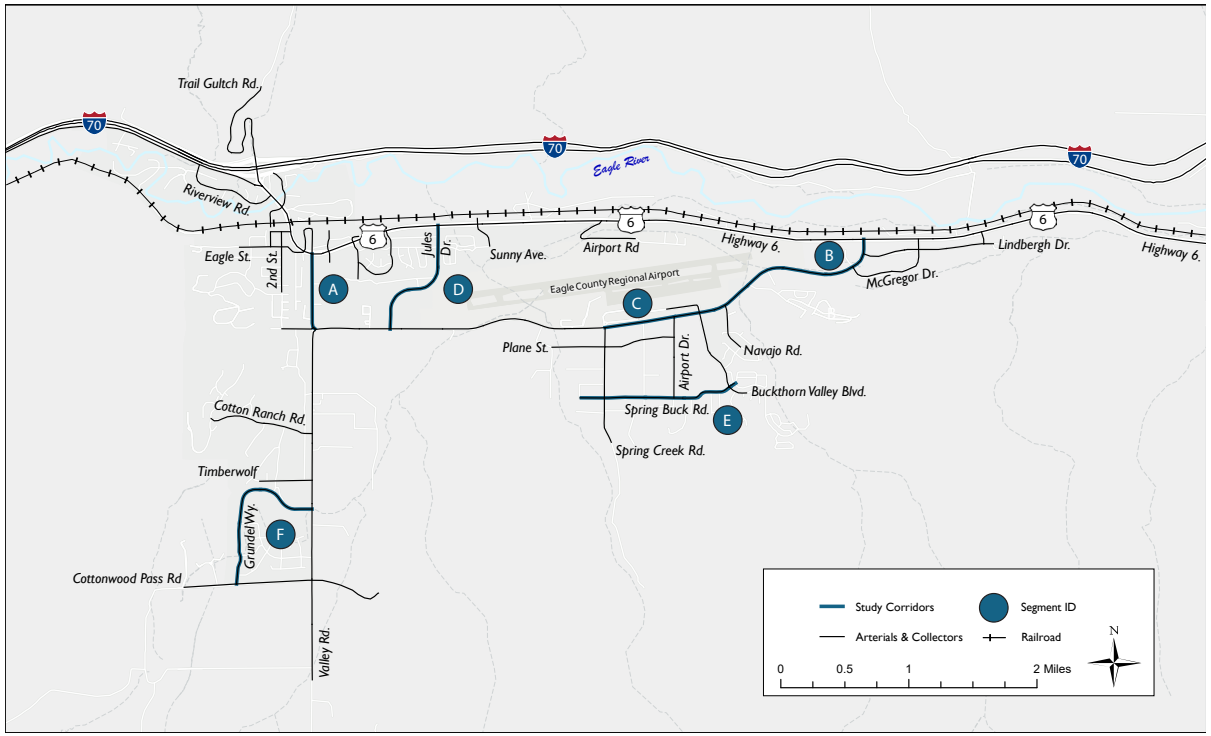


Figure 12 – Locations of Field-Based Risk Assessments

SAFER SPEEDS SAFER ROADS SAFER PEOPLE

Findings from Field Based Risk Assessment

This evaluation of risk factors supports the Safe System approach, which accepts that human error will occur but recognizes that serious injuries and deaths can be prevented. By identifying systemic issues early, the Town can address risks before they result in crashes and ensure that improvements work together to create safer, more forgiving streets.

The field assessments also revealed several recurring themes throughout Gypsum. These broader patterns help shift the focus from isolated problem areas to the underlying conditions that influence safety town-wide, guiding recommendations that improve the experience of all road users.

Safer 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.

Safer Roads

- **Inconsistent Treatments:**

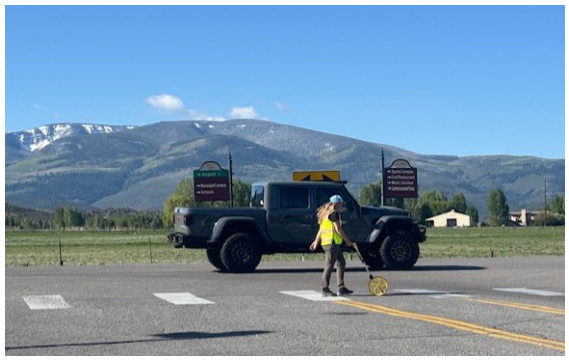
  Across the study area, the use of crosswalk signage, striping, and stop bars varied, often lacking consistency with best practices. Similarly, school zone signage and treatments were not uniformly applied, and traffic calming options appeared limited.

- **Need for Coordinated Access Planning and Control:**

  Unregulated access points along major corridors contribute to conflict points and unpredictable vehicle movements, increasing crash potential.













Safer People

- **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.

Community Perspectives

Phase 1 of community engagement took place between April and August of 2025 and focused on informing the public about the existence of the plan, and gathering input on critical safety concerns and existing conditions as perceived by the community. 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. Through these methods, an estimated 2500 people were informed about the project.

The Town engaged the community in-person at the annual Gypsum Daze celebration during which 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.



A roadway safety prioritization activity at the event revealed the top 4 priorities for community members were:

- **Visible Crosswalks**
- **Multi Use Pathways**
- **Traffic Calming/Speed Reduction Measures**
- **Sidewalks**

While participating in a mapping activity, 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.

In addition to the in-person outreach conducted at Gypsum Daze, the project team launched a dedicated Safety Action Plan website to share information and gather input from the broader community. During Phase 1, the site received 650 total views from 460 unique visitors, with 335 participants actively contributing feedback. Similar to the in-person activities, community members were invited to place digital map pins and provide comments identifying locations where they feel unsafe, and to complete a brief survey rating how safe they feel driving, taking transit, walking, and biking in Gypsum on a scale of 1 to 5, with 5 representing "very safe." In total, the online engagement effort generated 234 map pins and 81 survey responses. A summary of Phase 1 engagement findings is provided in ***Appendix C.***

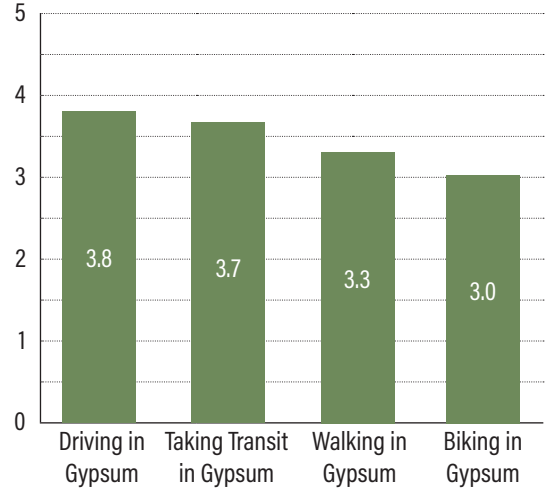


Figure 13: Survey Results



03 Strategies

How Strategies Were Developed

A core purpose of this Safety Action Plan is to identify practical, targeted strategies that support the Town of Gypsum's goal of reducing fatal and serious injury crashes. To ensure these strategies reflect Gypsum's unique context, they were informed by multiple sources and perspectives.

Crash data was analyzed to identify patterns and trends that point to systemic safety issues. This analysis was paired with field-based risk assessments, where on-the-ground observations helped highlight real-world conditions that may contribute to safety concerns. Community input was also a critical component of this process, ensuring that local experiences and priorities were reflected alongside the data.

Together, these inputs were used to identify common safety themes. This process resulted in nine topic areas, each supported by a set of more detailed strategies. Table 1 summarizes these safety themes and identifies the sources that informed each one—such as crash analysis, community input, risk findings, and policy and process review—providing transparency into how each theme emerged. The strategies span the "E's" of safety—engineering, education, enforcement, emergency response—as well as policy and process improvements identified through a complementary policy assessment.

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

Table 1: Safety Themes

Draft strategies were reviewed and refined through multiple rounds of coordination. Town staff provided initial feedback, followed by review and prioritization by the Steering Committee. The project team also met directly with key stakeholders, including Eagle County Sheriff's Department and Vail Health, to better understand local perspectives and refine strategies where additional context was needed. This collaborative process led to the final set of recommended strategies presented in this plan.

To further support implementation, existing Town policies and processes were reviewed to identify gaps or opportunities to better integrate safety into everyday decision-making. Where gaps were identified, additional strategies were included to ensure a comprehensive, coordinated approach to improving roadway safety in Gypsum. A complete summary of the policy and process assessment is provided in ***Appendix D.***

The strategy categories are presented on the following pages in order of how strongly they were supported across the various input sources. Categories informed by multiple sources—such as crash data, community feedback, and field-based risk assessments—are presented first, reflecting both the consistency of the findings and their relative importance in Gypsum.

For each strategy category, the plan explains why it's relevant in Gypsum, outlines the recommended strategies, and identifies the relative priority of those strategies as determined by the Steering Committee and town staff. Each section also includes maps and supporting information to show where safety concerns or opportunities are most relevant across the community.

Pedestrian & Bicycle Safety

Pedestrian and bicycle safety is a key community priority in Gypsum, with engagement highlighting the need for more visible crosswalks, connected sidewalks, and multi-use paths. Crash data reinforces these concerns, as pedestrians and bicyclists account for 30% of all fatal and serious injury crashes. In addition, 70% of pedestrian and bicycle crashes result in an injury, underscoring the vulnerability of people walking and biking. These risks are compounded by the inconsistent application of crosswalk treatments, pointing to opportunities for more consistent and visible pedestrian and bicycle infrastructure throughout the community.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
PB-1	Enhance Pedestrian Crossings	Improve pedestrian safety and visibility by installing advanced stop or yield lines, high-visibility crosswalk markings, upgraded lighting, and Rectangular Rapid Flashing Beacons (RRFBs) at intersections and midblock crossings where criteria are met. RRFBs can reduce vehicle–pedestrian crashes by up to 69% and help both drivers and pedestrians better recognize safer crossing locations.	Engineering
PB-2	Install Pedestrian Refuge Medians	Install raised medians and pedestrian refuge islands at high-risk crossing locations. Medians with marked crossings can reduce pedestrian crashes by approximately 46%, while pedestrian refuge islands can reduce crashes by up to 56%, and can also help reduce conflicts associated with midblock crossings.	Engineering / Evaluation
PB-3	Establish Crosswalk Enhancement Framework	Develop a consistent, data-driven framework to evaluate and prioritize crosswalk improvements across the roadway network. This framework should establish clear criteria for when enhanced treatments—such as high-visibility markings, Rectangular Rapid Flashing Beacons (RRFBs), median refuge islands, or lighting—are appropriate based on factors like traffic volume, speed, crash history, and pedestrian demand. Applying standardized crosswalk treatments improves driver recognition, helps pedestrians identify safer crossing locations, and supports consistent, predictable installations town-wide.	Policy
PB-4	Construct Bicycle Lanes	Construct bicycle lanes on roadway segments where adequate shoulder width, amenity space, or demonstrated bicycle demand exists. Providing dedicated space for people biking reduces conflicts with motor vehicles and improves comfort, predictability, and connectivity for all road users.	Engineering
PB-5	Install Grade-Separated Crossings	Install pedestrian bridges or underpasses where justified to fully separate pedestrians from vehicle traffic. Grade-separated crossings eliminate crossing conflicts and significantly reduce the potential for vehicle–pedestrian crashes in high-risk locations.	Engineering / Evaluation
PB-6	Implement Sidewalk Improvement Program	Implement a town-wide sidewalk improvement program by conducting a comprehensive sidewalk inventory and prioritizing projects that address deficiencies, connectivity gaps, and accessibility needs.	Policy
PB-7	Establish Complete Streets Corridors	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.	Policy

Table 2: Pedestrian & Bicycle Safety Strategy List

Pedestrian & Bicycle Safety: Mapping

This map shows pedestrian and bicycle infrastructure locations, highlighting corridors, crossings, and activity centers where non-motorized travel interacts with vehicle traffic. Transit routes in Gypsum primarily follow Highway 6, I-70, and Cooley Mesa Road. RRFBs provide key connections to the Town's trail network across major roadways and arterials such as Spring Creek Road and Buckhorn Valley Boulevard. School clusters along Grundel Way, Valley Road, and McGregor Drive include school zones and bus stops serving students traveling between Gypsum and Eagle. Marked crosswalks and informal footpaths indicate regular pedestrian travel between neighborhoods and schools and should be considered in future crossing enhancements, particularly where local streets intersect higher-volume roadways.

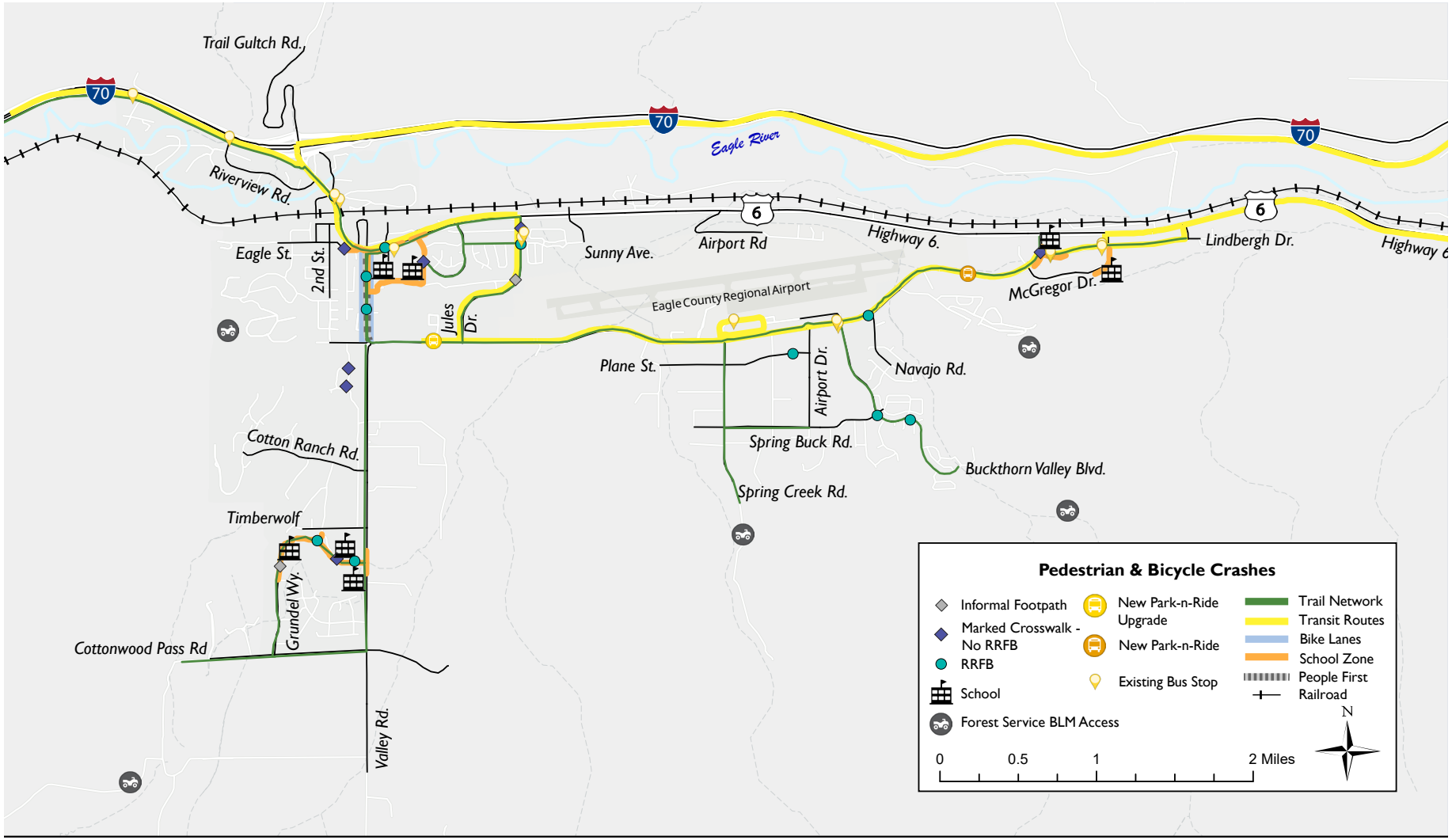


Figure 14: Pedestrian & Bicycle Safety Map

Youth Involved Crashes

As a community-oriented town, children in Gypsum are active and independent, resulting in many youth walking, biking, and traveling throughout neighborhoods and school areas. Crash data highlights both the exposure and associated risks of this environment. Across all crash data, teen drivers—particularly males ages 15–19—are most often identified as the at-fault driver and all serious injury pedestrian and bicycle crashes involved pedestrians or bicyclists age 19 and under. Observed conditions in school areas include high activity levels and inconsistent signing and striping. Community feedback echoes these observations, noting that pick-up and drop-off periods can create higher-risk situations. Together, these patterns point to opportunities for targeted safety strategies that support youth mobility while improving protection in school and neighborhood settings.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
Y-1	Improve School-Area Infrastructure	Implement safety-focused infrastructure improvements near schools, including high-visibility crosswalks, sidewalks, and traffic calming features. High-visibility crosswalks can reduce vehicle–pedestrian crashes by approximately 40%, and raised pedestrian crossings can reduce these crashes by up to 45%.	Engineering
Y-2	Deliver Youth Driver Education	Provide targeted youth driving education campaigns focused on safe driving habits, speed awareness, and sharing the road with pedestrians and bicyclists. Partner with local schools, driver education programs, and law enforcement to deliver workshops, social media messaging, and community-based events that engage teens and their families.	Education
Y-3	Implement Reduced-Speed School Zones	Implement reduced-speed school zones with flashing warning signs to create consistent and predictable speed control during school arrival and dismissal periods. Variable speed limits in school zones have been shown to reduce crashes by approximately 29–34%.	Engineering, Enforcement
Y-4	Establish Safe Routes to School Program	Develop a Safe Routes to School (SRTS) program that supports safer walking and bicycling for students through education, encouragement, and infrastructure improvements. Program elements may include bicycle skills clinics, walk and bike to school events, and pursuing both non-infrastructure and infrastructure grant funding to improve routes serving schools.	Engagement
Y-5	Identify School Crossing Guards	Partner with the school district to establish parent and district volunteers as crossing guards throughout the school year. Crossing guards provide visible supervision and assistance for students, improve driver awareness, reduce crash risk for children walking or biking to school, and contribute to traffic calming.	Engagement
Y-6	Continue Youth Bicycle Safety Education	Continue offering regular bicycle skills courses in accessible locations, such as school parking lots, and host bicycle safety education programs for students. These efforts help youth build riding skills, increase confidence, and better understand traffic rules as bicycle use continues to grow.	Education
Y-7	Adopt Youth Helmet Programs	Adopt youth helmet ordinances and partner with community organizations, such as Vail Health, to provide helmet giveaways and education. Proper helmet use is proven to reduce the severity of injuries for bicyclists in the event of a crash.	Education, Enforcement

Table 3: Youth Involved Crashes Strategy List

Youth: Mapping

This map shows school locations alongside a heat map of crashes involving youth, highlighting areas where school travel overlaps with elevated crash risk. Several hot spots are concentrated near schools, including at Valley Road and Hwy 6 adjacent to Eagle Valley High School and at Cooley Mesa Road and Hwy 6 near the Stone Creek Charter School. These locations indicate key areas where youth are exposed to higher traffic risk, particularly where local streets connect to higher-speed or higher-volume corridors, and help inform targeted safety strategies near school zones.

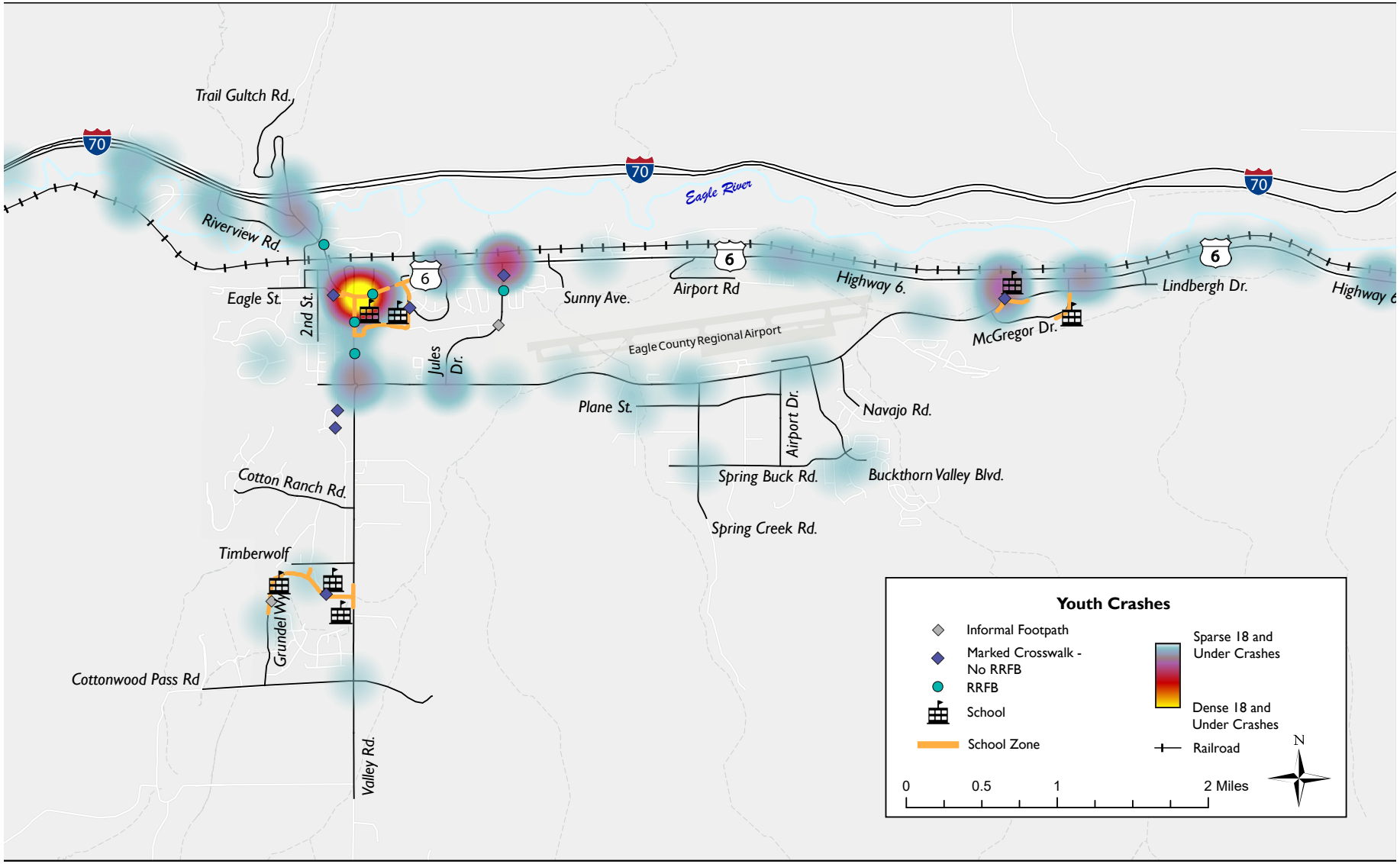


Figure 15: Youth Involved Crashes Map

Broadside Crashes

In Gypsum, broadside and angle crashes make up 30% of all KSI crashes, and the top three intersections for broadside crashes are all uncontrolled, highlighting a clear pattern of preventable risk. Proven solutions already exist—after the Cooley Mesa Road & Valley Road roundabout was installed, crashes declined from 9 to 6 in the following five years—demonstrating that targeted strategies can reduce these high-severity collisions.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
BC-1	Prioritize Roundabouts for Intersections	Establish roundabouts as the default intersection control where feasible, with traffic signals treated as a variance in cases where site constraints or high volumes of freight and semi-truck traffic make a roundabout impractical. Roundabouts reduce conflict points by eliminating traditional left-turn and crossing movements, lower vehicle speeds, and significantly reduce both the likelihood and severity of crashes, while often improving traffic flow and reducing vehicle platoons.	Policy
BC-2	Implement Access Management	Apply access management strategies such as preferred spacing for intersections and driveways, and restrict certain driveway movements to reduce conflict points. Reducing driveway density can lower overall crash rates by 5–23% on rural roadways and reduce fatal and injury crashes by 25–31% on urban and suburban arterials.	Engineering / Policy
BC-3	Address Intersection Sight Distance	Assess sight distance at stop-controlled intersections and address deficiencies where visibility is limited. When physical obstructions cannot be removed, consider mitigations such as enhanced warning signage or access modifications at high-risk locations to reduce crash risk.	Engineering
BC-4	Install Flashing Yellow Arrows	Continue installing flashing yellow arrows at signalized intersections with permitted left-turn phasing. This treatment improves driver understanding of left-turn conditions and has been shown to reduce left-turn crashes by approximately 40% and total crashes by 10–14%.	Engineering
BC-5	Evaluate and Add Acceleration Lanes	Evaluate stop-controlled intersections on higher-speed or higher-volume roadways to identify opportunities for acceleration lanes on roadways with speeds 45 mph or greater. Providing space for vehicles to reach operating speeds before merging can reduce hesitation, improve gap acceptance, and lower the risk of angle and rear-end crashes.	Engineering

Table 4: Broadside Crashes Strategy List

Broadside Crashes: Mapping

This map illustrates the distribution of broadside crashes across the study area, highlighting hot spots at major intersections. Notable concentrations appear at Valley Road and Highway 6, Cooley Mesa Road and Valley Road, Jules Drive and Highway 6, Greenway and Highway 6, and along Lindbergh and McGregor Drive at Cooley Mesa. Several of these locations have been converted to roundabouts during the study period, reflecting efforts to improve intersection safety. Along Lindbergh and McGregor Drive, heavy driveway density further contributes to turning conflicts and crash exposure. Additional planned roundabouts on Valley Road and Highway 6 and future traffic signals along Cooley Mesa Drive, which is anticipated to support freight activity, are also shown. Turning movements and cross-traffic conflicts at key intersections and access points remain priority areas for continued safety improvements.

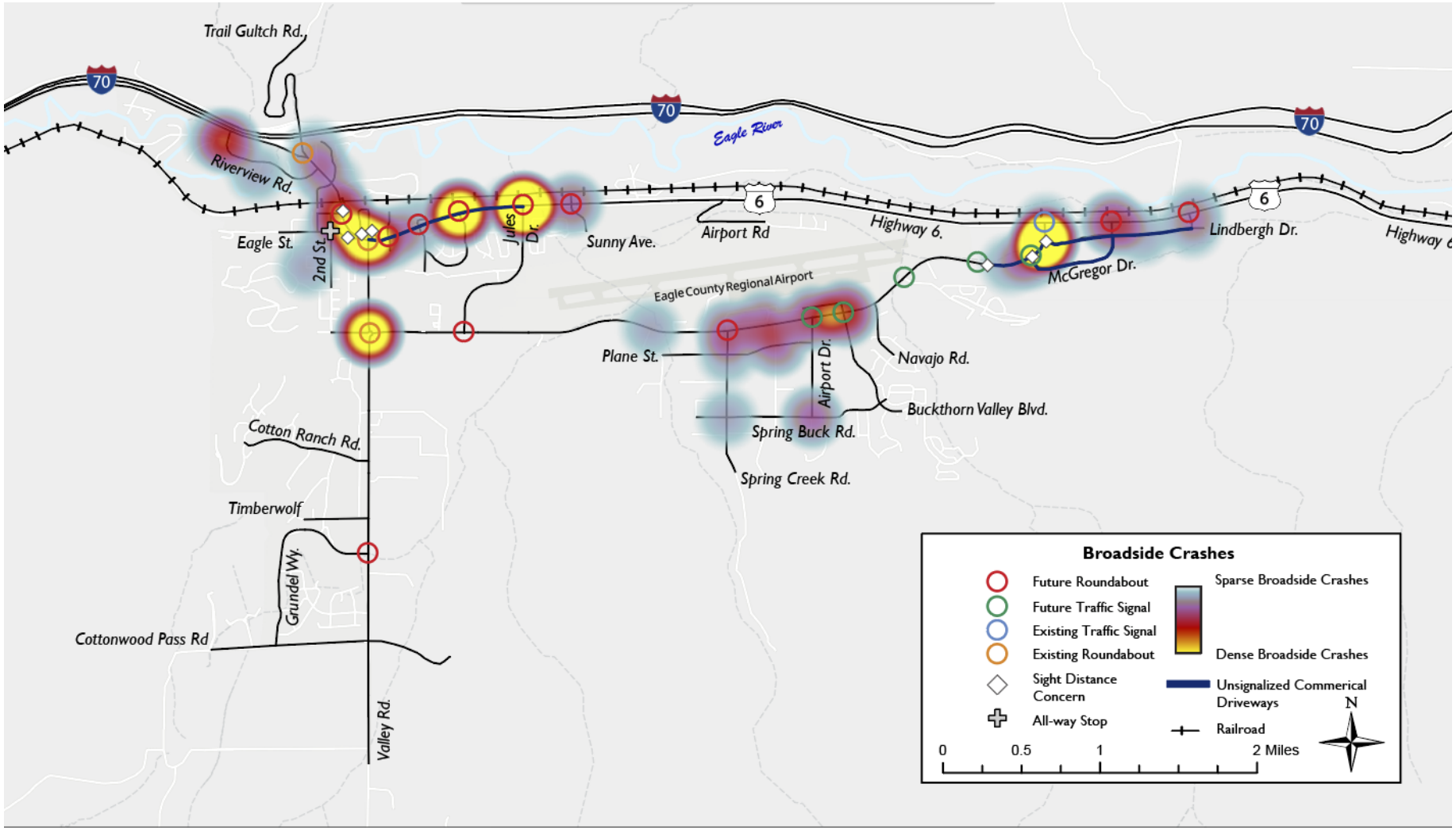


Figure 16: Broadside Crashes Map

Speeding

Speeding is a consistent safety concern in Gypsum and was among the top three issues identified through online community mapping, with in-person engagement also emphasizing the need for traffic calming and speed reduction. Crash data shows that speeding is a contributing factor in 18% of all crashes, with the highest concentration occurring along Highway 6, Cooley Mesa Road, and Valley Road. Severe injury and fatal crashes have also occurred on neighborhood streets, indicating that vehicles are often traveling at unsafe speeds and that even modest increases in speed can significantly increase crash severity due to higher kinetic energy. These risks are further influenced by roadway design standards that favor wide travel lanes and large curb radii, which can encourage higher operating speeds and contribute to more severe outcomes.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
S-1	Formalize Traffic Calming Guidance	Establish formal traffic calming guidance to define treatment options and support installation of self-enforcing features such as curb extensions (bulb-outs), chicanes, and other geometric measures that reduce speeds by design. (Draft guidance has already been developed by the Town.)	Policy
S-2	Increase Speed Enforcement	Increase speed enforcement in locations with documented speeding concerns or a history of speed-related crashes to deter repeat speeding and reinforce safe driving behavior in priority areas.	Enforcement
S-3	Install Speed Feedback Signs	Install speed feedback signs at strategic locations—such as school zones and neighborhood streets—to provide real-time driver feedback and encourage voluntary speed compliance.	Engineering
S-4	Deploy Automated Speed Enforcement	Deploy automated speed enforcement systems near schools and along high-crash or high-speed corridors to provide consistent, around-the-clock enforcement that reduces speeding and improves compliance.	Enforcement
S-5	Evaluate Speed Limits Using Target Speeds	Evaluate posted speed limits using a target speed approach to establish context-appropriate limits that align with roadway function, surrounding land uses, and community safety goals.	Engineering / Policy
S-6	Create Sense-of-Place Treatments	Use low-cost, flexible treatments—such as painted medians, curb extensions, or temporary installations—to reinforce corridor identity and visually support slower, people-focused streets.	Engineering / Engagement
S-7	Right-Size Design Standards	Review and update roadway design standards to prioritize tighter curb radii and minimum lane widths, helping reduce vehicle speeds and improve safety for all users while allowing exceptions where larger dimensions are necessary.	Policy

Table 5: Speeding Strategy List

Speeding: Mapping

This map shows the distribution of speeding-related crashes across the study area. While the total number of speeding-related crashes is lower than other crash types, concentrations occur at many of the same major intersections along Highway 6, Valley Road, and Cooley Mesa. Gypsum's horizontal and vertical roadway curvature, influenced by topography, contributes to speed variability and visibility challenges along key corridors. Valley Road is a key corridor for advancing safe speeds given its connection to the recreation center, library, high school, and surrounding neighborhoods. These patterns highlight priority areas for targeted speed management, geometric improvements, and context-sensitive safety strategies.

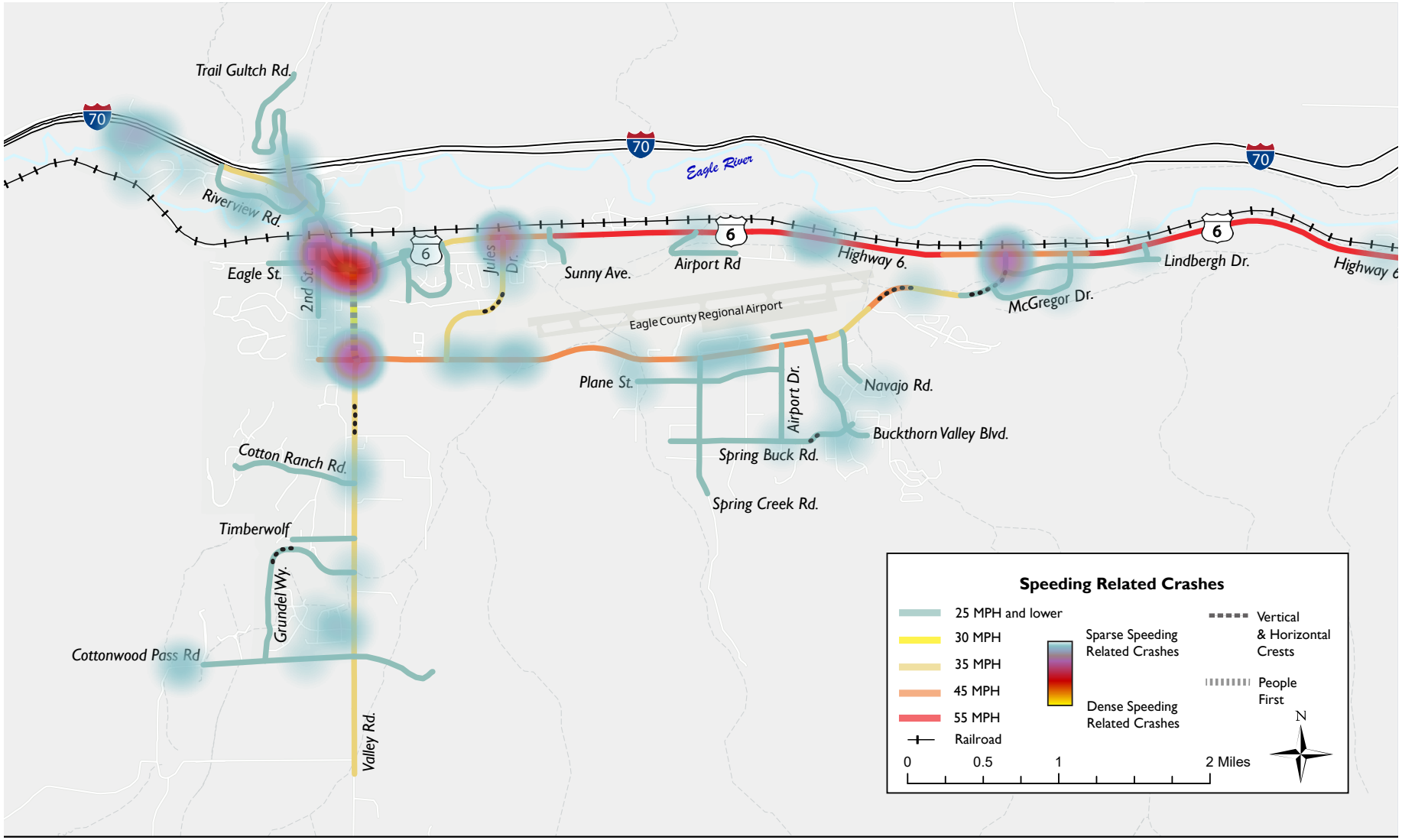


Figure 17: Speeding Map

Alternative Transportation Devices - eBikes & OHVs

Off-highway vehicles (OHVs) have long been part of the transportation landscape in Gypsum, while e-bike use is an emerging and rapidly growing mode. Together, these alternative transportation devices present unique safety considerations related to speed, rider age, and interactions with motor vehicles and pedestrians. Vail Health has reported three trauma cases involving e-bike riders under the age of 17 in the past three years, highlighting the seriousness of these incidents. Community input also reflects concerns about eBikes and OHV use on roadways. While the Town's shift to a "no-warnings" enforcement model has improved OHV compliance through increased citations and word-of-mouth, Gypsum currently lacks local ordinances or regulations addressing e-bike use, highlighting a policy gap as usage continues to increase.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
AT-1	Adopt E-Bike Operating Policy	Adopt a local e-bike policy to clearly define rules of the road and safe operating practices. Building on examples such as Eagle's 2024 e-bike regulations—including youth helmet requirements and walking zones—clear, locally tailored guidance helps riders and drivers understand expectations and improves safety and compliance.	Policy
AT-2	Expand E-Bike Safety Education	Coordinate with Vail Health to sustain and expand e-bike safety workshops and training programs, including youth-focused sessions at local middle schools. These programs can help reduce risky riding behaviors and crashes involving e-bikes, with potential support from the Mountain Youth Safe Driving Committee.	Education
AT-3	Maintain Targeted OHV Enforcement	Maintain focused enforcement efforts to address non-sanctioned or unsafe OHV use, supporting compliance with local regulations and reducing conflicts with other roadway and trail users.	Enforcement
AT-4	Designate OHV Travel Corridors	Communicate designated OHV corridors that connect riders to Forest Service roads and off-road trails. Providing clear, defined routes helps channel OHV activity away from inappropriate or unsafe areas, reduces conflicts with other travelers, and simplifies enforcement. (OHVs are not currently permitted on Highway 6 east of Jules Drive.)	Engineering / Education
AT-5	Provide OHV Safety Training	Provide workshops and training opportunities for off-highway vehicle (OHV) users, including youth-focused instruction on safe riding practices. Education can reduce risky behaviors and help lower the likelihood of OHV-related crashes.	Education

Table 9: Alternative Transportation Devices Strategy List

Alternative Transportation Devices - eBikes & OHVs

This map shows bicycle and OHV/motorcycle-related crashes in relation to Gypsum's trail network, bike lanes, and OHV routes. As a recreation destination, Gypsum sees regular e-bike, motorcycle, and OHV travel accessing regional trails along the Eagle River and public lands managed by the BLM and U.S. Forest Service to the south. Crash concentrations are generally dispersed, with multiple crashes occurring at Valley Road and Highway 6 and along Jules Drive.

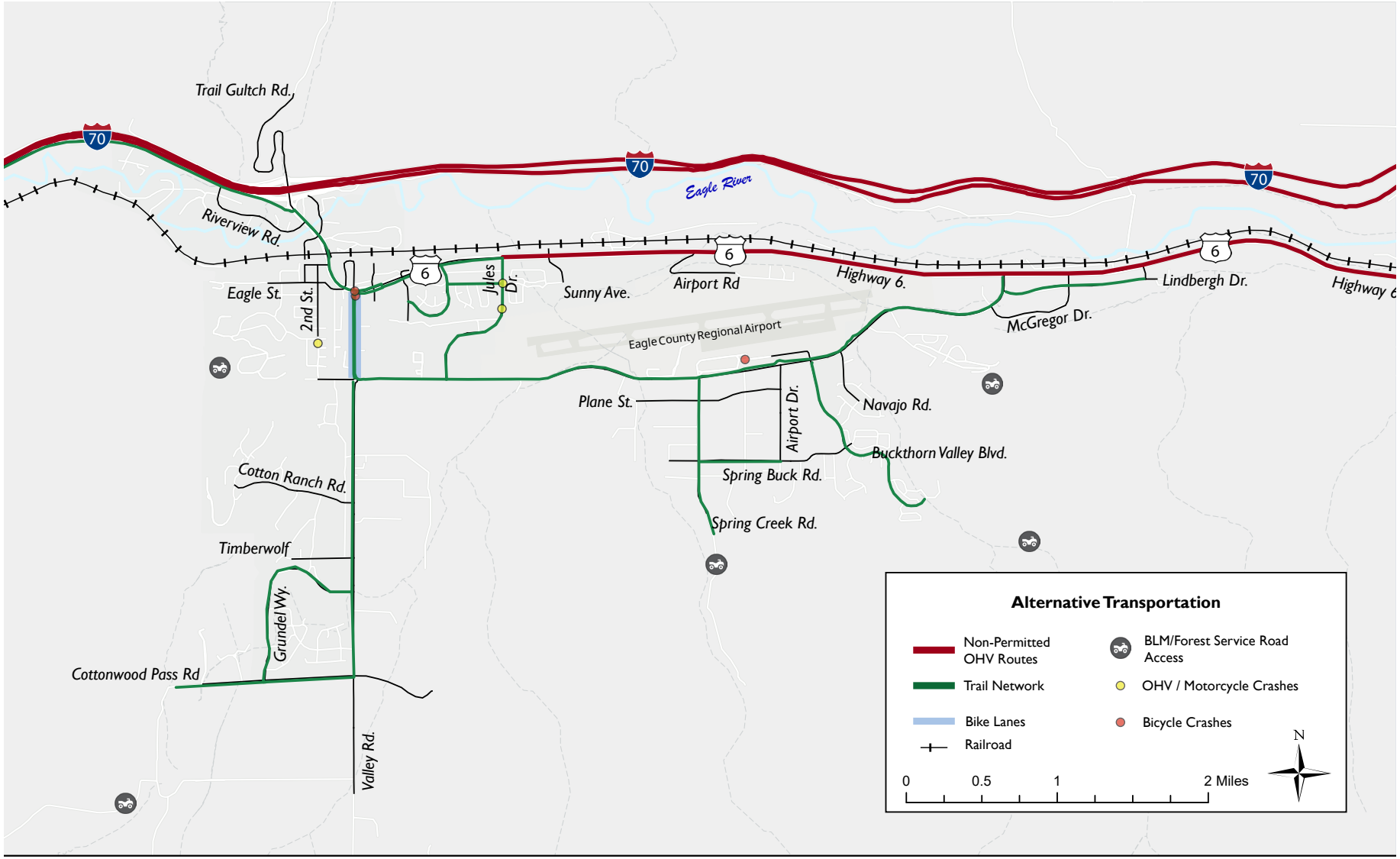


Figure 21: Alternative Transportation Device Map

Overturning Crashes

Overturning and rollover crashes in Gypsum are strongly associated with risky driving behaviors and disproportionately severe outcomes. Compared to other crash types, impairment is involved at roughly four times the rate, speeding is twice as common, and unrestrained occupants are present at double the rate. These crashes occur most frequently along Highway 6 and account for 30% of all fatal and serious injury crashes in the community. This combination of behaviors and locations highlights clear opportunities for targeted enforcement, education, and roadway improvements.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
OC-1	Address Curve-Related Safety Risks	Evaluate sight distance along horizontal and vertical curves to avoid placing pedestrian crossings in high-risk locations and apply appropriate signing and striping treatments. Establish a standardized process to identify and categorize high-risk curves and apply FHWA-proven countermeasures, such as enhanced pavement markings, delineators, chevron signs, retroreflective treatments, speed feedback signs, and dynamic curve warnings.	Engineering / Evaluation
OC-2	Implement Behavioral Safety Program	Implement a coordinated behavioral safety program focused on reducing speeding, preventing impaired driving, and increasing seatbelt use through a combination of targeted enforcement, education, and community partnerships.	Education / Enforcement / Engagement
OC-3	Install Rumble Strips and Guardrail	Install shoulder rumble strips and guardrail at select high-crash locations to reduce run-off-road crashes and improve roadway safety. Shoulder rumble strips have been shown to reduce single-vehicle, run-off-road fatal and injury crashes on two-lane rural roads by approximately 13–51%.	Engineering

Table 6: Overturning Strategy List

Overturning Crashes: Mapping

This map shows overturning crashes as point locations alongside a heat map of speeding-related crashes and roadway curvature. Overturning crashes are relatively scattered and do not show a strong spatial alignment with vertical or horizontal curves. While some occur along Highway 6 near areas of speed transition, the overall pattern appears dispersed and less corridor-specific. These findings suggest overturning crashes may be more closely tied to driver behavior and speed management than to consistent geometric deficiencies, reinforcing the importance of targeted speed control, education and enforcement.

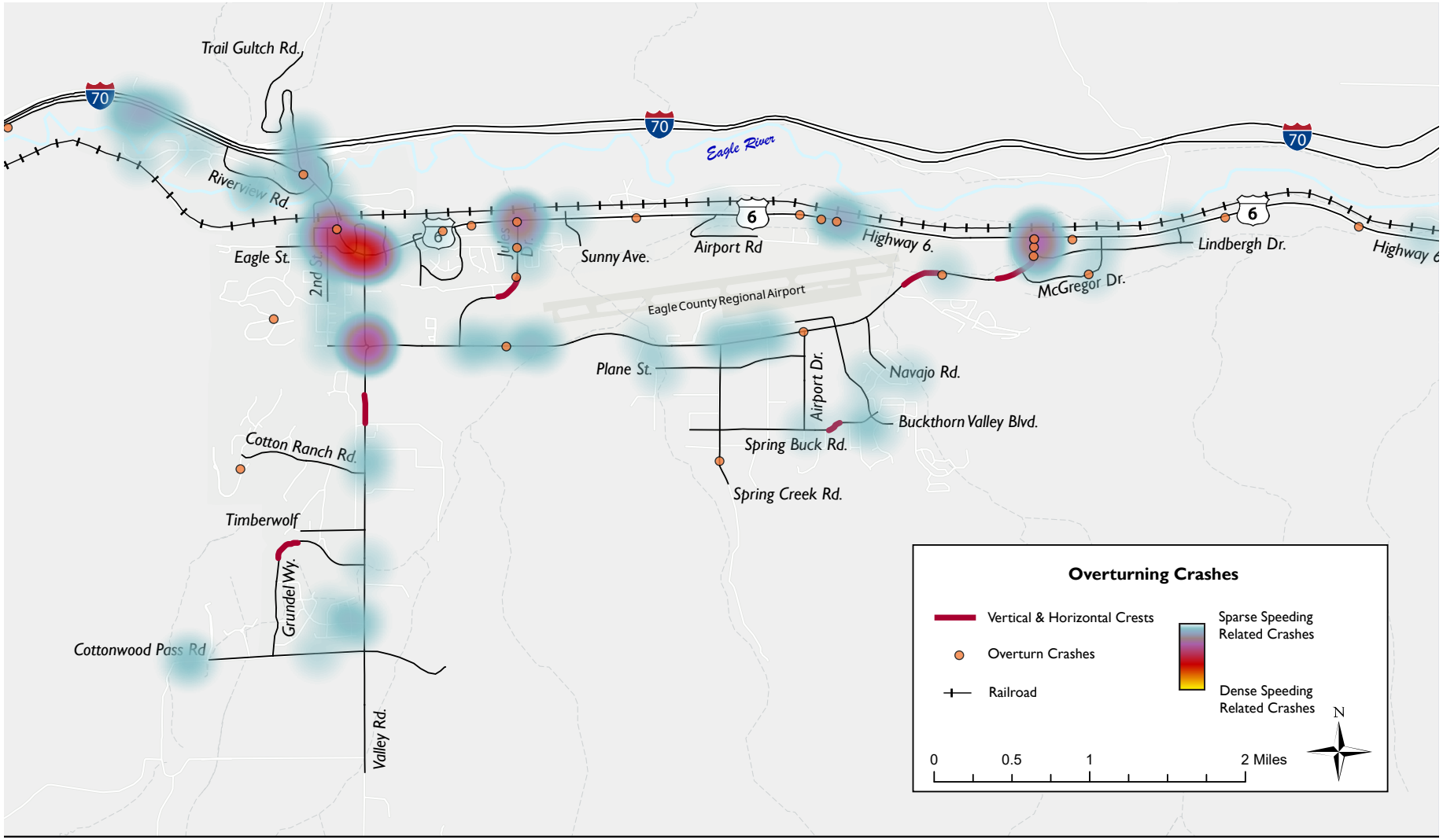


Figure 18: Overturning Crashes Map

Seasonal Crash Trends

As a gateway to the Vail Valley, Gypsum experiences increased traffic volumes and unique safety challenges during the winter months. Crash trends show a clear seasonal pattern, with incidents peaking between November and March. During winter, crashes are twice as likely to involve drivers unfamiliar with the area compared to warmer seasons, suggesting a strong influence from visitor and seasonal travel. Weather contributes to 22% of winter crashes, compared to just 5.1% during warmer months, and Highway 6 experiences more than one-third of all winter crashes. Together, these trends highlight concentrated seasonal risks and the need for targeted, winter-specific safety strategies.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
SC-1	Expand Winter Driving Education	Leverage state resources, courses, and programs to educate drivers—particularly young and older drivers—on safe winter driving practices. Coordinate with local police and fire departments to deliver or promote these resources, drawing from existing materials such as those used in Summit County.	Education
SC-2	Deliver Visitor Winter Safety Campaigns	Partner with resorts, hotels, and rental car companies to provide visitor-focused education on winter driving conditions and promote alternative transportation options. Educating visitors during peak ski season can reduce risky driving behaviors and help lower the likelihood of seasonal crashes.	Education
SC-3	Strengthen Winter Maintenance Capacity	Build on Gypsum's strong winter maintenance program by identifying regional partners and additional resources that can be mobilized quickly during flash-freeze conditions. While current practices are effective for typical winter storms, rapid temperature drops can cause roadway conditions to deteriorate faster than standard response timelines, creating opportunities to improve response speed and resiliency during these events.	Engagement
SC-4	Promote Winter Transit Use	Promote increased transit use during winter conditions by identifying and prioritizing key routes that serve popular destinations. Encouraging visitors unfamiliar with the area to use transit can reduce exposure to winter driving conditions and help decrease crash risk.	Engagement
SC-5	Implement Seasonal Speed Management	Use variable speed limits or seasonal speed reductions on corridors with a history of winter crashes. Adjusting speeds to reflect weather and roadway conditions helps drivers choose safer speeds and improves overall winter travel safety.	Engineering

Table 7: Seasonal Crash Trends Strategy List

Seasonal Crash Trends: Mapping

This map shows winter weather–related crashes using a heat map to identify higher-density locations. The overall pattern generally mirrors total crashes, with a notable hot spot at Cooley Mesa Road and Highway 6. This concentration may reflect vehicles interacting with the signalized intersection at higher speeds during snow and ice conditions. Priority snow removal routes are also shown based on Gypsum's plowing approach. The map highlights key corridors and intersections where focused winter maintenance and operational adjustments may reduce seasonal crash risk.

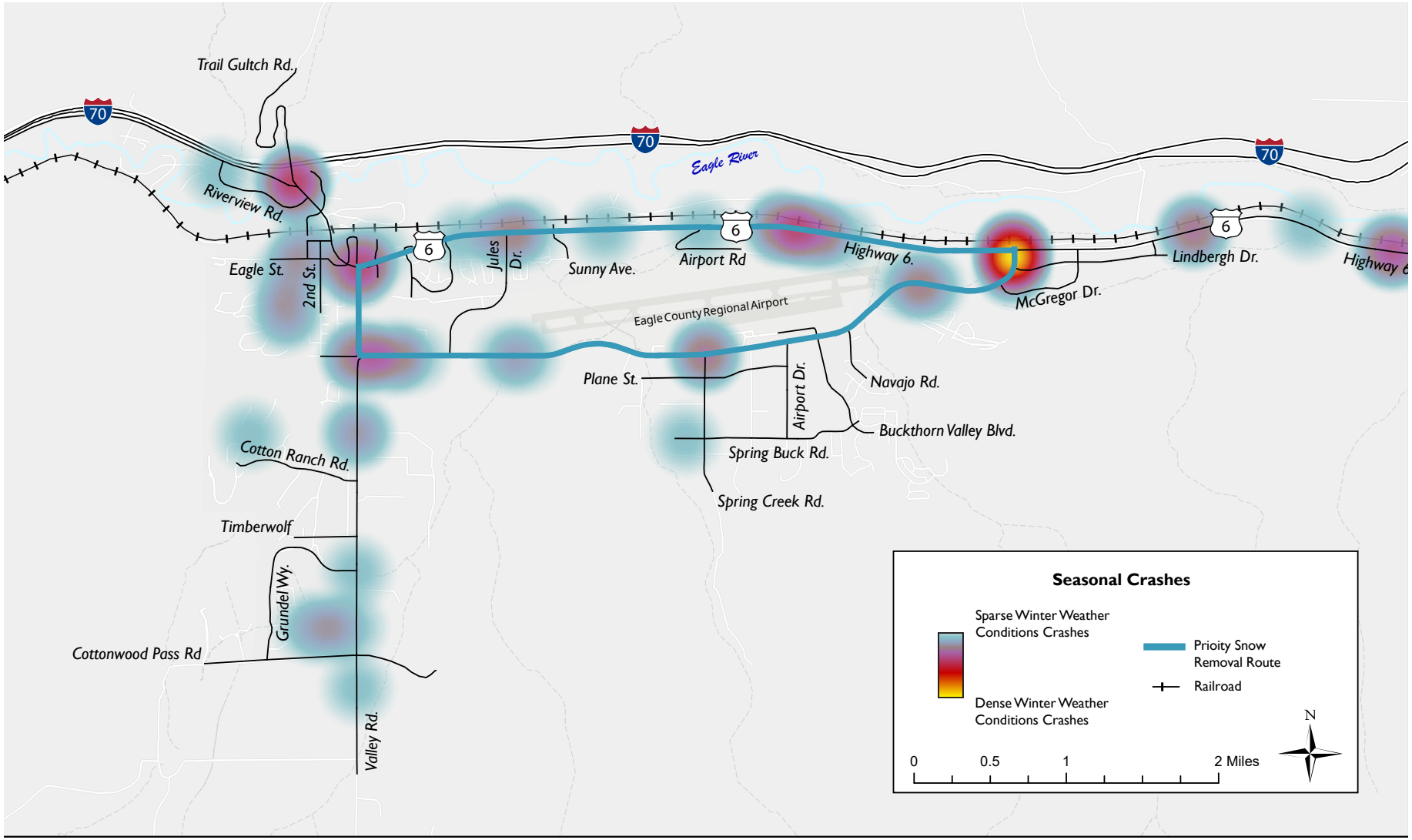


Figure 19: Seasonal Crashes Map

Animal Crashes

In Gypsum, animal crashes represent a significant and recurring safety concern, accounting for 18.5% of all reported crashes. Nearly one-third of these crashes occur along Highway 6, indicating a clear geographic concentration of risk. The majority of animal crashes—approximately 60%—take place during dark, unlighted conditions, and seasonal spikes are observed in March and November, suggesting predictable patterns tied to wildlife movement. These trends highlight an opportunity for targeted, time- and location-specific strategies to reduce animal-related crash risk and improve overall roadway safety.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
AC-1	Improve Wildlife Warning Treatments	Install additional roadway lighting and warning signage at known animal-crash hotspots to improve driver awareness during low-visibility conditions. These improvements may be eligible for funding through the USDOT Wildlife Crossings Pilot Program and/or SS4A supplemental planning and can help reduce animal-related crashes.	Engineering
AC-2	Deploy Wildlife Detection Technology	Install wildlife detection systems—such as thermal detection and dynamic warning technology—to alert drivers in real time when animals are present. These systems can also collect data on the timing and location of wildlife movement, supporting ongoing monitoring and prioritization of high-risk areas.	Engineering
AC-3	Deliver Wildlife Safety Education	Implement education and awareness campaigns focused on animal crash risk, emphasizing seasonal migration patterns and high-risk times of day. Outreach should use newsletters, social media, and other public service announcements and be tailored to residents, visitors, and drivers unfamiliar with the area.	Education
AC-4	Construct Wildlife Crossings	Construct wildlife overpasses or underpasses at key crossing locations to maintain habitat connectivity and reduce animal-vehicle collisions. Fencing should be used to guide animals toward crossing structures, and native vegetation should be incorporated to encourage use. Trail cameras can be used to monitor effectiveness and inform future improvements.	Engineering

Table 8: Animal Crashes Strategy List

Animal Crashes: Mapping

The heat map shows a clear concentration along the eastern segment of Highway 6, a more rural area on the edge of town. Wildlife movement from the hills south of Gypsum toward the Eagle River and lower valley likely contributes to these patterns, though development and roadway expansion continue to influence wildlife patterns. These findings highlight opportunities for targeted mitigation along eastern Highway 6, particularly in areas with limited lighting and higher operating speeds.

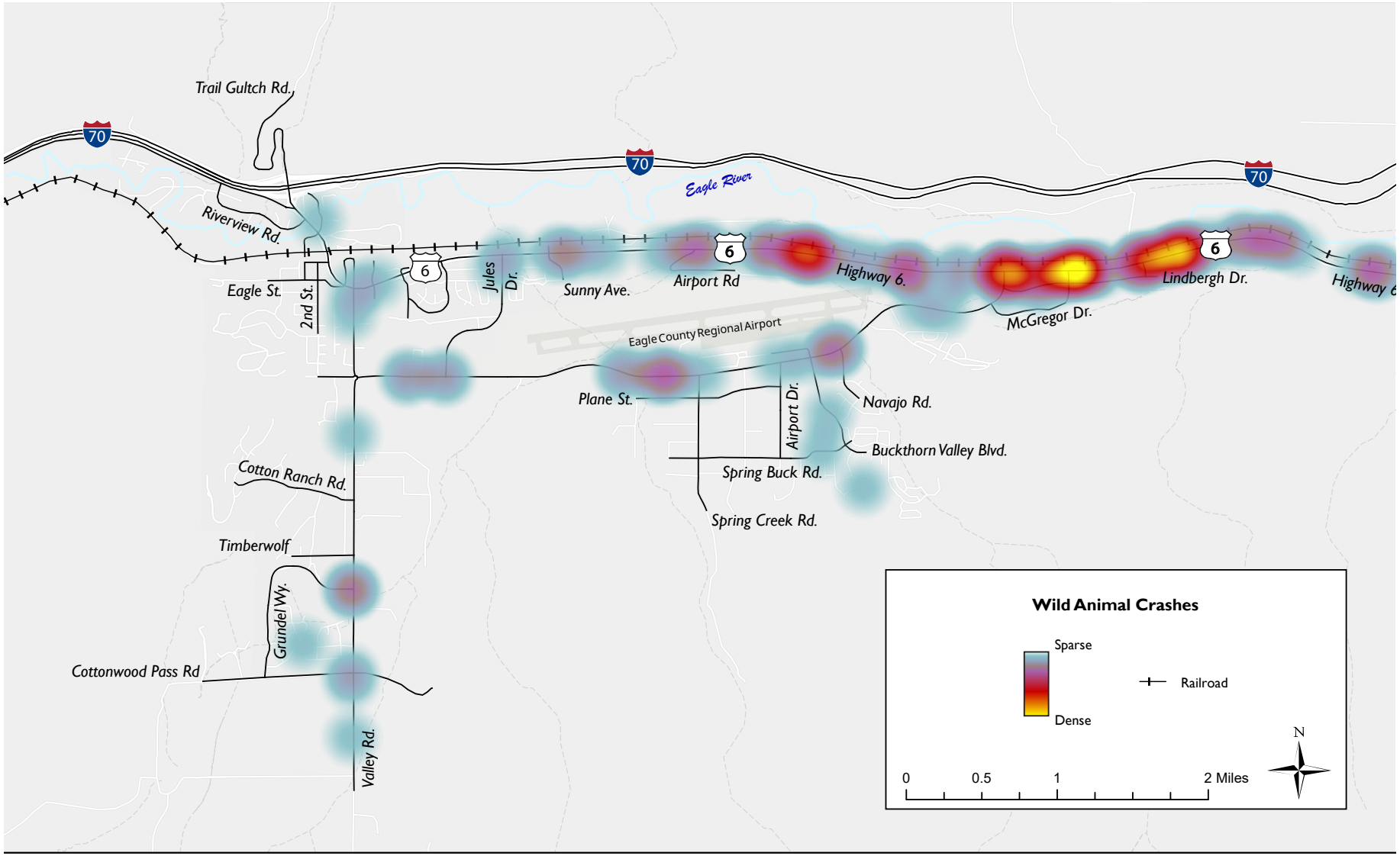


Figure 20: Animal Crashes Map

Emergency Response

Emergency response in Gypsum is shaped by the community's location within a narrow valley, where limited roadway redundancy reduces resiliency and can affect response times. The town lacks parallel routes that allow emergency personnel to bypass congestion or incidents, increasing risk when primary corridors are blocked or delayed. These challenges are amplified during regional events such as I-70 closures, when through-traffic is diverted onto local roadways, placing additional strain on the network. Further, the fire station is located within a residential neighborhood and does not have direct access to major routes, which can add time to emergency responses. Together, these conditions highlight the importance of considering network redundancy, access, and incident management when planning for emergency response and roadway safety.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
ER-1	Evaluate Fire Station Location	Evaluate the current fire department facility location and explore alternative sites that may provide more central access and improved connectivity to major routes. Relocating or supplementing facilities could reduce response times and improve coverage across the community.	Evaluation
ER-2	Prioritize Emergency Response Routes	Review emergency response origin–destination patterns and prioritize improvements along key routes, such as signal preemption, enhanced signage, widened shoulders, and other operational enhancements. Streamlining priority routes supports faster and more reliable emergency vehicle travel.	Engineering
ER-3	Strengthen Emergency Response Partnerships	Build on existing collaboration with the Eagle County Sheriff's Department, Colorado State Patrol, fire, EMS, towing, and transportation agencies to establish shared performance goals and coordinate solutions that address emergency response needs.	Engagement
ER-4	Expand Variable Message Signage	Install additional variable message boards to improve driver communication and provide detour guidance during major I-70 closures. Real-time messaging helps reduce congestion, improve traffic flow, and allow emergency responders to reach incidents more efficiently.	Engineering / Education

Table 10: Emergency Response Strategy List

Emergency Response: Mapping

This map shows Gypsum's emergency response and evacuation network, including key and constrained routes in relation to KSI crash locations and the Town's single fire station. Highway 6 serves as the primary east–west evacuation corridor, with feeder routes funneling traffic toward I-70. Evacuation traffic ultimately converges at a limited number of access points to I-70, creating a potential bottleneck during large-scale emergencies. The fire station's location on the edge of town further increases reliance on these primary corridors for both response and evacuation.

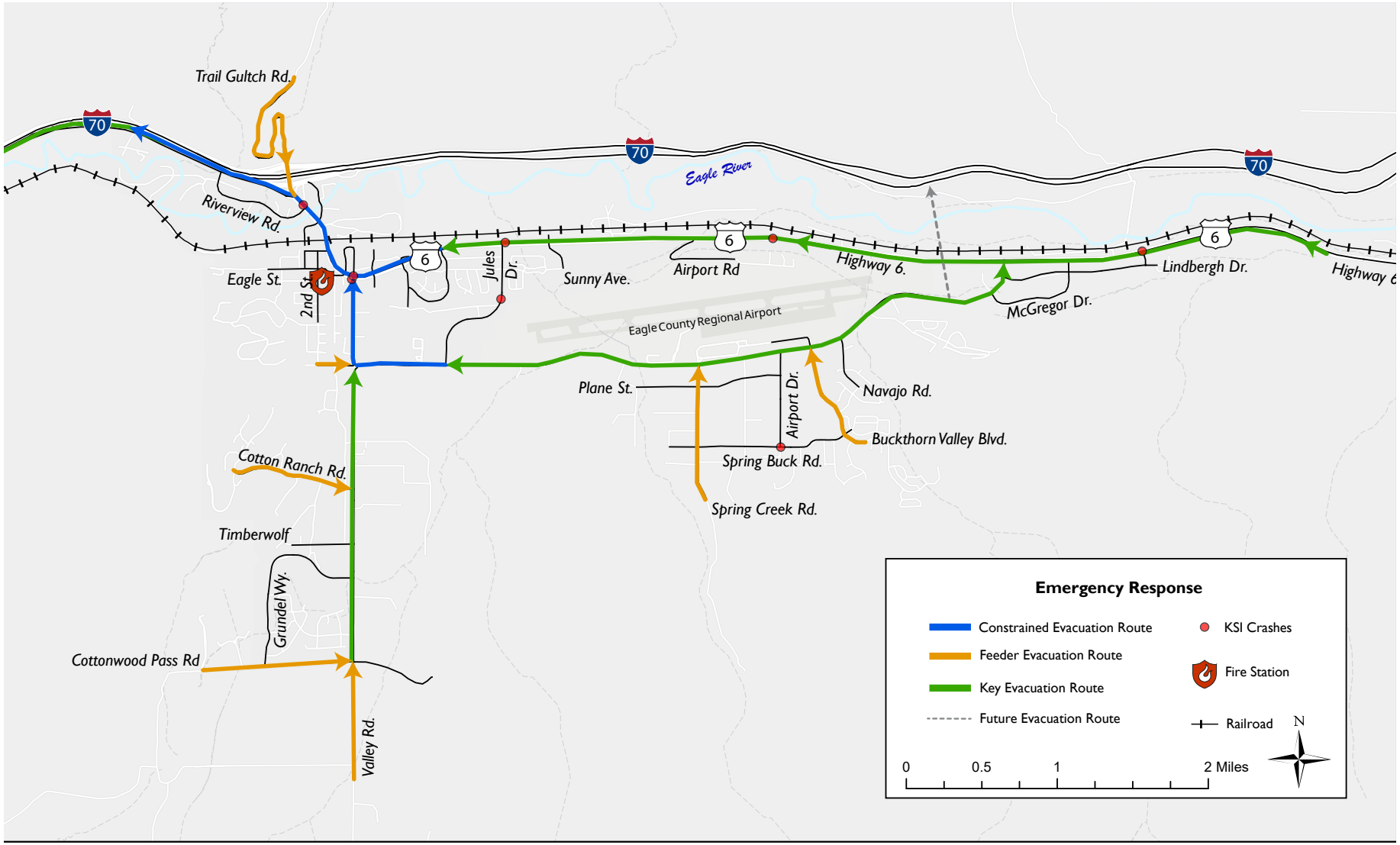


Figure 22: Emergency Response Map

Programming

To support a comprehensive Safe System approach, Gypsum reviewed existing policies, programs, and day-to-day practices related to transportation safety, project programming, development review, maintenance, education, enforcement, and funding. This effort included a review of existing plans and studies, along with questionnaires completed by Town staff and key stakeholders. While Gypsum has many strong foundational practices already in place, this review identified areas where processes are informal, evolving, or not yet consistently applied—particularly related to multimodal safety, data use, maintenance prioritization, and public reporting. These findings were used to identify gaps beyond the other strategy areas and to develop complementary policy and programming strategies that ensure all elements of the Safe System approach are addressed and positioned for future SS4A implementation funding.

STRATEGY PRIORITY	STRATEGY	STRATEGY DETAILS	STRATEGY TYPE
PR-1	Integrate Safety into Project Scoping	During project identification and early design, incorporate a crash history review of affected roadways and intersections to identify recurring crash patterns. Where patterns are identified, integrate appropriate safety strategies directly into the project scope and cost estimate to address risks proactively.	Policy
PR-2	Prioritize Capital Projects Using Safety Metrics	Establish a quantitative prioritization process for the Capital Improvement Program (CIP) that incorporates safety-based metrics, such as crash frequency, severity, and crash modification factors. Using consistent safety criteria helps ensure limited funding is directed toward projects with the greatest potential safety benefit.	Policy
PR-3	Integrate Safety into Development Review	Integrate Complete Streets and safety 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 includes identifying bicycle and pedestrian needs, reviewing crash history and safety risk on adjacent or impacted roadways, and recommending on- or off-site improvements where mitigation is warranted.	Policy
PR-4	Incorporate Safety into Resurfacing Programs	On an annual or bi-annual basis, review the upcoming roadway resurfacing program to identify opportunities to incorporate low-cost safety improvements, such as updated signing, pavement markings, and striping enhancements.	Policy
PR-5	Leverage Crash Data for Grant Funding	Utilize the Town's crash dashboard to inform and strengthen safety-related grant applications. Data-driven documentation of crash trends and safety needs helps position Gypsum competitively for state and federal funding opportunities.	Policy

Table 11: Programming Strategy List

04 Implementation and Action Plan

This section describes how the strategies identified in this Plan will be implemented over time. It builds on the findings from the discovery phase and the recommended strategies in Section 2, organizing them into clear, actionable next steps with defined responsibilities, priorities, and implementation timing.

Implementation is framed around incorporating safety recommendations into the Town's existing transportation planning, projects, and programs, including the Master Traffic Study and the Capital Improvements Program (CIP). This approach allows safety strategies to be considered alongside other planned investments and supports consistent, data informed decision making as projects are identified, refined, and prioritized.

Not all safety improvements require capital construction. In addition to prioritized infrastructure projects, this section identifies several non infrastructure actions, including policy, operational, and programmatic steps, that can be advanced in the near term to address key safety needs.

This section explains how progress on implementing the Plan will be tracked and shared with the public. By clearly connecting actions to the Plan's goals and outlining how progress will be monitored and reported, this approach supports transparency and helps the community understand how the Plan is moving forward over time.

Actionizing the Strategies

In the table on the following pages, each strategy identified in Section 2 is paired with an appropriate next step to support progress toward implementation, recognizing that strategies will advance through different pathways depending on their scope, complexity, and readiness.

Near term priorities and strategies that represent ongoing or maintenance activities are identified to help the Town focus on actions that can be advanced most effectively. The implementation framework also identifies the Town's role for each strategy, distinguishing between actions where the Town serves as the lead and those where it plays a supporting or coordinating role.

Because many safety improvements extend beyond the Town's direct authority, potential partner agencies and organizations are identified where applicable to reflect the shared responsibility required to advance these strategies.

Together, this information provides a framework for implementing the Plan's strategies and supports coordinated action across Town departments, partner agencies, and the broader community.

Implementing the Safety Action Plan will require involvement beyond the Town alone. The following agencies and organizations have been identified as partners in supporting implementation of the Plan's strategies.

- *Bureau of Land Management (BLM)*
- *Colorado Department of Transportation (CDOT)*
- *Colorado Parks & Wildlife (CPW)*
- *Colorado State Patrol (CSP)*
- *Core Transit (CT)*
- *Eagle County (EC)*
- *Eagle County School District (ECSD)*
- *Eagle County Sheriff's Office (ECSO)*
- *Gypsum Fire Department (GFD)*
- *Mountain Recreation (MR)*
- *Vail Health (VH)*
- *Mountain Youth (MY)*

STRATEGY CATEGORY	STRATEGY NAME	IMPLEMENTATION NEXT STEP	TIMEFRAME	GYPSUM ROLE	PARTNERS
Youth Involved Crashes	Y-3: Implement Reduced-Speed School Zones	Establish guidance for when and how reduced-speed school zones are applied, including the use of flashing signage.	Immediate	Lead	ECSD, ECSO
Youth Involved Crashes	Y-1: Improve School-Area Infrastructure	Identify a short list of near-term, low-cost infrastructure improvements around schools for implementation.	Immediate	Lead	ECSD
eBikes & OHVs	AT-1: Adopt E-Bike Operating Policy	Participate in a regional working group to stay informed on e-bike issues, review Eagle's e-bike regulations, and assess whether a similar policy could be adopted or tailored for Gypsum.	Immediate	Lead	VH, ECSD, EC, MY
Programming	Leverage Crash Data for Grant Funding	Apply existing crash data and dashboard outputs to support the Town's next safety-related grant application.	Immediate	Lead	
Pedestrian & Bicycle Safety	PB-1: Enhance Pedestrian Crossings	Use crash data and pedestrian demand to identify a short list of priority crossing locations for near-term improvements.	Near Term	Lead	
Pedestrian & Bicycle Safety	PB-2: Install Pedestrian Refuge Medians	Identify multilane corridors where refuge medians may be feasible and advance concept-level layouts for priority locations.	Near Term	Lead	
Pedestrian & Bicycle Safety	PB-3: Establish Crosswalk Enhancement Framework	Adopt a simple crosswalk decision framework to guide when enhanced treatments are applied on future projects.	Near Term	Lead	
Pedestrian & Bicycle Safety	PB-5: Install Grade-Separated Crossings	Flag locations where at-grade crossings are not appropriate and document them for future feasibility or grant evaluation.	Near Term	Lead	
Youth Involved Crashes	Identify School Crossing Guards	Coordinate with schools to gauge interest and identify potential staff, parents, or volunteers to support a crossing guard program.	Near Term	Support	ECSD
Broadside Crashes	BC-1: Prioritize Roundabouts for Intersections	Formally document intersection control evaluation policies to establish roundabouts as the default treatment and define clear variance criteria for signalized intersections.	Near Term	Lead	
Broadside Crashes	BC-2: Implement Access Management	Develop access management guidance, such as preferred intersection and driveway spacing and allowable movement restrictions, and coordinate internally to apply this guidance consistently during development review, capital projects, and corridor studies. Add this guidance to the Public Works Manual that is under revision.	Near Term	Lead	
Broadside Crashes	BC-3: Address Intersection Sight Distance	Use the Broadside Focus Area map to identify a short list of stop-controlled intersections for field review and address feasible sight distance issues through routine maintenance, with remaining locations flagged for signage or future improvements.	Near Term	Lead	
Broadside Crashes	BC-4: Install Flashing Yellow Arrows	Adopt flashing yellow arrows as the default permitted left-turn control for all future signalized intersections.	Near Term	Lead	
Speeding	S-1: Formalize Traffic Calming Guidance	Finalize and formally adopt the Town's draft traffic calming guidance for use in project planning and implementation.	Near Term	Lead	
Speeding	S-2: Increase Speed Enforcement	Identify a small number of high-priority speeding locations using crash and speed data and coordinate with ECSO for targeted enforcement.	Near Term	Support	ECSO, CSP

Table 12: Strategy Implementation Framework

STRATEGY CATEGORY	STRATEGY NAME	IMPLEMENTATION NEXT STEP	TIMEFRAME	GYPSUM ROLE	PARTNERS
Speeding	S-3: Install Speed Feedback Signs	Pilot speed feedback signs in the school zone with the highest documented speeding or crash risk.	Near Term	Lead	
Speeding	S-7: Right-Size Design Standards	Audit existing roadway design standards to identify elements that do not align with the Safe System approach.	Near Term	Lead	
eBikes & OHVs	AT-5: Provide OHV Safety Training	Identify existing state and regional OHV education programs and resources that could be leveraged locally, with an emphasis on youth-focused training.	Near Term	Support	MR
Overturning Crashes	OC-3: Install Rumble Strips and Guardrail	Review upcoming resurfacing projects to identify locations where rumble strips or guardrail can be added with minimal additional cost.	Near Term	Lead	
Animal Crashes	AC-4: Construct Wildlife Crossings	Review and follow the findings from the Eagle Safe Passages Study and continue to monitor animal crash trends as major network changes, such as the planned interchange, are implemented, to determine whether future wildlife crossing investments are warranted.	Near Term	Support	CDOT, CPW
Emergency Response / Post Crash Care	ER-2: Prioritize Emergency Response Routes	Identify and designate priority emergency routes and develop an implementation plan for operational and infrastructure enhancements.	Near Term	Support	ECSO, CSP, GFD
Programming	PR-1: Integrate Safety into Project Scoping	Develop and adopt a standard safety screening checklist to be used during project scoping to identify crash patterns and safety needs.	Near Term	Lead	
Programming	PR-2: Prioritize Capital Projects Using Safety Metrics	Formalize Capital Improvement Program (CIP) scoring criteria, including safety-based metrics such as crash frequency and severity.	Near Term	Lead	
Programming	PR-3: Integrate Safety into Development Review	Update development review guidance to require consideration of safety and Complete Streets principles as part of traffic study and site plan review. Incorporate into Public Works Manual revisions.	Near Term	Lead	
Programming	PR-4: Incorporate Safety into Resurfacing Programs	Use a resurfacing project to pilot the inclusion of low-cost safety improvements, such as updated signing and striping.	Near Term	Lead	
Pedestrian & Bicycle Safety	PB-4: Construct Bicycle Lanes	Screen Town roadways to identify corridors where bicycle lanes are appropriate based on width, speed, traffic volumes, and connectivity.	Maintain	Lead	
Youth Involved Crashes	Y-2: Deliver Youth Driver Education	Formalize coordination with schools and law enforcement to support youth driver safety education.	Maintain	Support	VH, ECSD, GFD, ECSO
Youth Involved Crashes	Y-6: Continue Youth Bicycle Safety Education	Support and promote existing youth bicycle safety education efforts led by schools and community partners.	Maintain	Support	ECSD, VH
Youth Involved Crashes	Y-7: Adopt Youth Helmet Programs	Support and promote existing youth helmet education and distribution efforts led by local health organizations.	Maintain	Support	ECSD, VH
Speeding	S-4: Deploy Automated Speed Enforcement	Complete a legal and feasibility review and select candidate locations for a pilot automated speed enforcement program.	Maintain	Lead	ECSO, CSP

Table 12: Strategy Implementation Framework (Continued)

STRATEGY CATEGORY	STRATEGY NAME	IMPLEMENTATION NEXT STEP	TIMEFRAME	GYPSUM ROLE	PARTNERS
Speeding	S-5: Evaluate Speed Limits Using Target Speeds	Review current speed limit practices to determine whether a target speed methodology is warranted.	Maintain	Lead	
eBikes & OHVs	AT-2: Expand E-Bike Safety Education	Formalize partnerships with Vail Health and schools to establish recurring education programs and identify sustainable funding sources.	Maintain	Support	VH, EVSD
eBikes & OHVs	AT-3: Maintain Targeted OHV Enforcement	Continue coordinated enforcement efforts and enforcement visibility during peak OHV seasons.	Maintain	Support	ECSO
eBikes & OHVs	AT-4: Designate OHV Travel Corridors	Develop and publish an OHV route map and signage plan in coordination with enforcement and land management agencies.	Maintain	Lead	ECSO, BLM
Seasonal Crash Trends	SC-3: Strengthen Winter Maintenance Capacity	Track winter maintenance needs and response gaps during extreme weather events to help price out and budget for additional resources.	Maintain	Lead	
Pedestrian & Bicycle Safety	PB-6: Implement Sidewalk Improvement Program	Compile and maintain a list of sidewalk gaps and deficiencies to guide future funding and project selection.	Long Term	Lead	
Pedestrian & Bicycle Safety	PB-7: Establish Complete Streets Corridors	Designate Valley Road as the Town's initial Complete Streets pilot corridor and apply Complete Streets principles to future planning, design, and project decisions along the corridor.	Long Term	Lead	
Youth Involved Crashes	Y-4: Establish Safe Routes to School Program	Identify a community champion to advance a future Safe Routes to School program.	Long Term	Support	ECSD
Broadside Crashes	BC-5: Evaluate and Add Acceleration Lanes	Identify a small number of stop-controlled intersections on Hwy 6 for preliminary screening and flag locations where acceleration lanes may warrant future concept-level design.	Long Term	Lead	
Speeding	S-6: Create Sense-of-Place Treatments	Pilot temporary, low-cost treatments on Valley Road during a special event to visually reinforce slower, people-focused street design.	Long Term	Lead	
Overturning Crashes	OC-1: Address Curve-Related Safety Risks	Review curve locations identified on the Broadside Focus Area map and address visibility deficiencies through routine maintenance activities.	Long Term	Lead	
Overturning Crashes	OC-2: Implement Behavioral Safety Program	Support pilot targeted enforcement efforts at high-risk locations and track outcomes to evaluate effectiveness before expanding or modifying the approach.	Long Term	Support	ECSO, CSP
Seasonal Crash Trends	SC-1: Expand Winter Driving Education	Identify existing winter driving resources and coordinate with CDOT, law enforcement, and local partners to share them through Town communication channels.	Long Term	Support	CDOT, ECSO, CSP, VH
Seasonal Crash Trends	SC-2: Deliver Visitor Winter Safety Campaigns	Identify existing winter driving resources and share them with hotels, resorts and rental car agencies.	Long Term	Support	CDOT, ECSO, CSP, VH
Seasonal Crash Trends	SC-4: Promote Winter Transit Use	During winter weather events, highlight transit routes serving major destinations through Town messaging and partner channels.	Long Term	Lead	CT
Seasonal Crash Trends	SC-5: Implement Seasonal Speed Management	Identify one corridor with recurring winter crashes and pilot a winter-specific speed management approach, such as seasonal speed reductions or enhanced winter warning signage.	Long Term	Lead	

Table 12: Strategy Implementation Framework (Continued)

STRATEGY CATEGORY	STRATEGY NAME	IMPLEMENTATION NEXT STEP	TIMEFRAME	GYPSUM ROLE	PARTNERS
Animal Crashes	AC-1: Improve Wildlife Warning Treatments	Review the Animal Focus Area map and Safe Passages report to develop a prioritized list of locations for enhanced signage and lighting; prepare cost estimates and identify near-term funding or grant opportunities.	Long Term	Lead	CDOT, CPW
Animal Crashes	AC-2: Deploy Wildlife Detection Technology	Complete a feasibility study to evaluate candidate locations, technology options, maintenance needs, and costs; pursue pilot deployment on Hwy 6.	Long Term	Lead	CDOT, CPW
Animal Crashes	AC-3: Deliver Wildlife Safety Education	Support and coordinate with CDOT, CPW, and other partners to develop seasonal wildlife safety outreach efforts, including messaging during peak migration periods.	Long Term	Support	CDOT, CPW
Emergency Response / Post Crash Care	ER-1: Evaluate Fire Station Location	Conduct a response time and service area analysis to assess current coverage and identify potential facility improvements or new sites.	Long Term	Support	GFD
Emergency Response / Post Crash Care	ER-3: Strengthen Emergency Response Partnerships	Convene a multi-agency working group to establish shared performance goals and coordinate response-related improvements.	Long Term	Support	ECSO, CSP, GFD
Emergency Response / Post Crash Care	ER-4: Expand Variable Message Signage	Identify strategic VMS locations and pursue funding for portable or permanent installations tied to I-70 closure response plans.	Long Term	Support	CDOT, CSP

Table 12: Strategy Implementation Framework (Continued)

Project Identification and Prioritization

This Plan uses data to help prioritize safety projects across the Town of Gypsum, turning identified needs into practical projects and clearly explaining how decisions were made.

Project Identification

The Town's Master Traffic Study identified several projects based primarily on capacity needs, and this list served as the starting point for the prioritization process. Projects identified for near-term implementation over the next five years were automatically included, along with several major future projects identified by the Town to ensure longer-range investments were also considered.

Project identification was also informed by the Safety Action Plan strategy development process. Strategy maps for each focus area were reviewed to identify intersections and corridors with higher crash concentrations, documented risk factors, and nearby key infrastructure or community destinations. Locations identified through this review were added to the draft project list to better align proposed projects with documented safety needs.

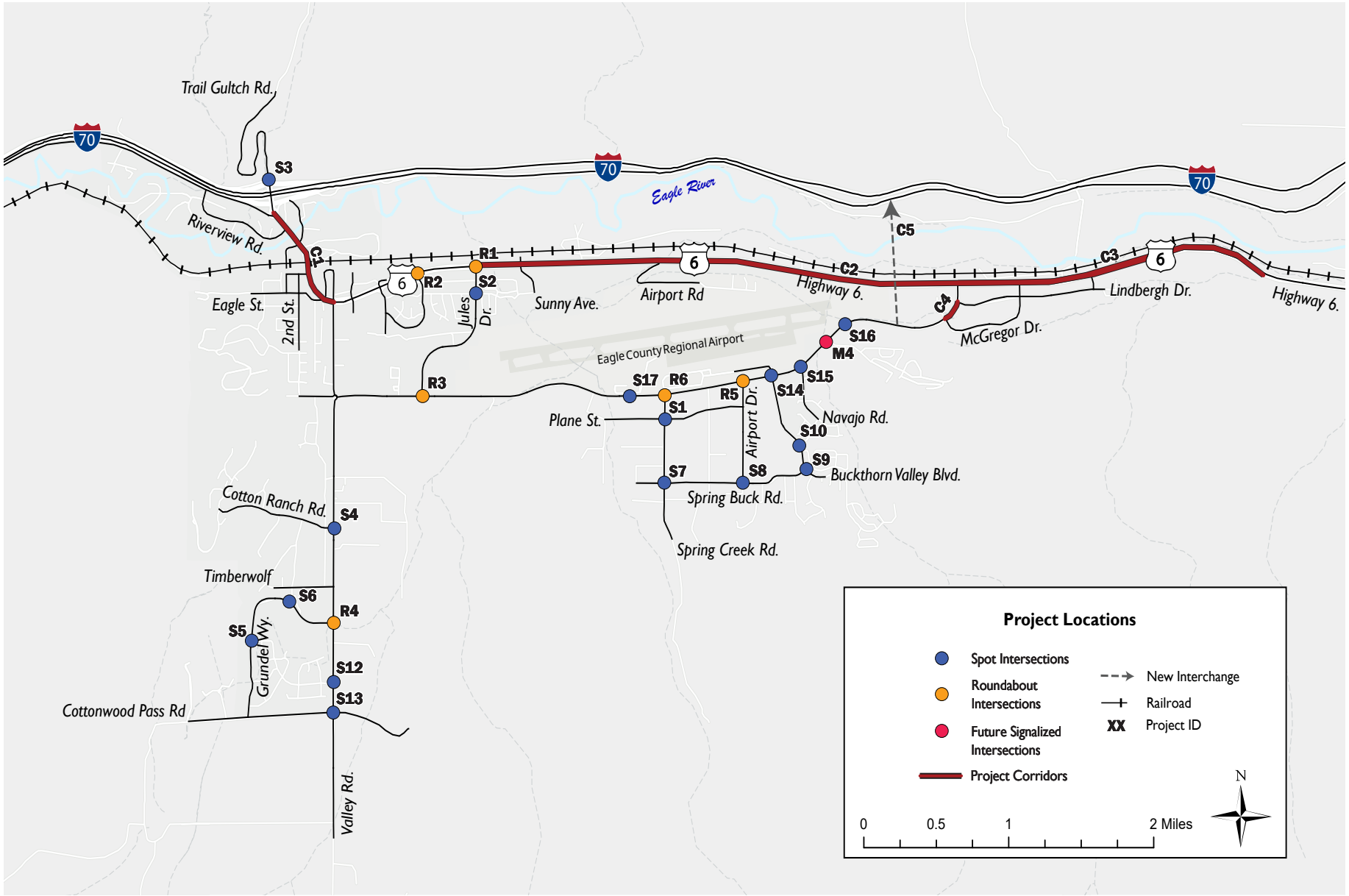


Figure 23: Identified Projects

Project Screening and Refinement

The initial list of potential projects was refined to focus on locations where safety improvements would be most effective and feasible. This step helped ensure the final project list reflects clear safety needs and supports meaningful action.

Projects identified through multiple sources, including the Master Traffic Study and the Safety Action Plan strategies, were given priority to reinforce consistency across planning efforts and avoid duplication. Locations identified through a single source were reviewed more closely to determine whether a specific project could reasonably address the concern. In some cases, broader system wide or policy-based actions were determined to be more appropriate than location-specific improvements, and those locations were not advanced as standalone projects.

Where nearby locations shared similar safety issues, projects were combined into corridor-level improvements. This approach allows safety needs to be addressed more comprehensively and supports coordinated solutions rather than isolated spot treatments.

Following this refinement, projects were grouped into three categories for prioritization: corridors, roundabouts, and spot improvements. Each project was assigned a unique identification number to support tracking and implementation.

Prioritization Framework

Each potential project was evaluated using a prioritization framework developed with Town staff. The framework considers safety needs, how practical a project is to implement, and the surrounding community context, allowing projects to be compared in a clear and consistent way.

Engineering factors account for **70 percent** of the total project score and focus on data driven measures related to safety need and effectiveness. These factors include crash history and severity, expected safety benefits based on crash modification factors, traffic volumes, and pavement condition.

Non-engineering factors make up the remaining **30 percent** of the project score and consider vulnerable road users, proximity to key destinations, and implementation feasibility. These factors help elevate projects that improve walking and biking safety and those that can be implemented more quickly.

CATEGORY	SUB-CATEGORY	DESCRIPTION	POINT TOTAL
Engineering 70% / 70 points	20%: Crash Modification Factors	High (0.6 and lower)	20
		Moderate (0.8 - 0.61)	10
		Low (1.0 - 0.81)	5
		None	0
	10%: Average Daily Traffic	Very High (more than 3,500 vpd)	10
		High (2,500 to 3,500 vpd)	6
		Medium (1,250 to 2,500 vpd)	3
		Low (Less than 1,250 vpd)	0
	10%: Pavement Condition	Poor: 55 - 0 PCI	10
		Fair: 70 - 56 PCI	5
		Good: 100 - 71 PCI	0
	30%: Equivalent Property Damage Only	High (EPDO 100+)	30
		Moderate (EPDO 20 - 100)	20
		Low (EPDO 0 - 20)	10
		None (EPDO 0)	0
	Engineering Sub-Total: 70 points		
Non-Engineering 30% / 30 points	20%: Vulnerable Road User Exposure	4+ VRU Attractors	20
		3 VRU Attractors	15
		2 VRU Attractors	10
		1 VRU Attractor	5
		No categories filled	0
	10%: Feasibility	Easier	10
		More Difficult	5
		Challenging	0
	Non-Engineering Sub-Total: 30 points		
Total: 100 points			

Table 13: Prioritization Framework

Prioritization Results

A total of 30 projects were evaluated using the prioritization framework. The resulting scores include a mix of corridor improvements, intersection treatments, and targeted spot improvements distributed across the community. The top 10 scoring projects are outlined in this table.

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	• Implement access control at McGregor Drive • Implement right in right out access, install RRFB and pedestrian crossing at Lindbergh Drive • Construct targeted pedestrian improvements along Cooley Mesa	78
2	C1	Hwy 6: Segment 1	US 6	Trail Gulch Road	• Widen US 6 to 4 lanes from I-70 to Valley Road • Widen the railroad overpass or realign US 6 • Improve Hwy 6 & Railroad Ave intersection • Add a separated trail crossing of the Eagle River • Incorporate ECO Transit upgrades near American Gypsum • Widen the Trail Gulch Road roundabout to two lanes • Widen the Valley Road roundabout to two lanes • Implement access control plan recommendations	71
3	C5	I-70 Airport Interchange	Cooley Mesa Road	I-70	• Construct a new interchange at I-70	70
4	C6	Cooley Mesa/ Airport Corridor	Cooley Mesa Road	Spring Creek Road	• Install sidewalk on the south side of Cooley Mesa Road from Spring Creek to Navajo Street • Implement targeted curb radius improvements to improve side street crossings	68
5	C3	Hwy 6: Segment 5	US 6	Earhart Drive	• Widen US 6 to four lanes • Reconstruct the southwest corner of the Cooley Mesa Road intersection to improve pedestrian access • Improve the Cooley Mesa Road intersection • Implement access control plan recommendations	65
6	C2		US 6	N Airport Road	• Install highway lighting at key locations along US 6, including: Earhart Drive, McGregor Drive, Yorkview Drive, North Airport Road, GH Daniels Boulevard	65
7	R1		US 6	Jules Drive	• Construct roundabout and install lighting	58
8	S14		Cooley Mesa Road	Buckhorn Valley Boulevard	• Signalize the Cooley Mesa Road and Buckhorn Valley Boulevard intersection when warranted • Relocate ECO Transit bus stops from Navajo Street to the Cooley Mesa Road and Buckhorn Valley Boulevard intersection	58
9	S18		Cooley Mesa Road	Sienna Lake Parkway	• Signalize the Cooley Mesa Road/Siena Lake Parkway intersection (when warranted)	58
10	S16		Cooley Mesa Road	Siena Lake East	• Pedestrian/Bike trail	58

Table 14: Top 10 Priority Projects

The highest-scoring projects represent locations where safety needs, effectiveness, and feasibility align most strongly. These projects are well positioned for near-term planning, funding, or design. To support implementation and communication, three priority projects were advanced to project sheets. These sheets provide a high-level summary of proposed improvements, anticipated safety benefits, and potential funding opportunities, and are intended to support discussions with the public, elected officials, and funding agencies as projects move forward.

Non-Infrastructure Priorities

In addition to infrastructure projects, the implementation process identified several non-infrastructure priorities that can improve safety in the near term. These efforts focus on policy, guidance, education, and partnerships, and were prioritized based on a combination of data, community feedback, and emerging safety needs identified through the Plan.

School Zones

Improving safety within school zones was identified as a priority through both the discovery process and recent incidents involving youth. In response, the Town advanced a focused effort to support near-term implementation of consistent and effective school zone and pedestrian treatments as part of this plan.

The Town developed School Zone Treatment Guidance to provide clear, standardized direction for signage, reduced speed zones and pedestrian crossing treatments at schools throughout Gypsum. The guidance is intended to support timely implementation, promote consistency across school areas, and support improvements that reduce risk for students and families.

This work allows the Town to move from strategy to action by establishing clear guidance that can be applied as opportunities arise. The School Zone Treatment Guidance developed through this plan is provided in ***Appendix E.***



eBikes

Community input and stakeholder discussions highlighted eBike use as a growing safety focus in Gypsum. In response, the Town has taken initial steps to address this issue through regional collaboration and education.

The Town has joined a regional eBike committee led by Mountain Youth that includes partners from across the Eagle County area. Through this effort, Gypsum is working with local partners to identify education and outreach opportunities and is learning from peer communities, including the Town of Eagle, as they develop and refine eBike policies. This collaborative approach allows the Town to stay aligned with regional best practices while considering how education and policy may support safer eBike use locally.



Progress and Transparency

The Safety Action Plan is guided by a clear vision: A transportation system where nobody loses their life or is seriously injured in Gypsum, while improving safety for all roadway users. Tracking progress toward this goal is a key step to ensuring that the Plan remains relevant and effective over time.

Progress will be monitored by analyzing crash data annually to assess trends, identify emerging safety concerns, and understand where progress is being made. The outcome data that will be used to track progress is:

- Total Crashes
- KSI Crashes
- Youth Involved Crashes
- Bike/Ped Crashes
- Crash Types
- Spatial Analysis of High KSI Intersections

This approach establishes a clear and expected touch point with Town Council and the public for tracking and communicating progress and can be integrated into existing processes, such as Capital Improvement Program reporting, to ensure safety considerations remain part of ongoing planning and investment decisions.

As described in Section 1, a crash dashboard was developed through this project to support transparent and accessible monitoring of transportation safety conditions in Gypsum. Together, the annual data review and dashboard provide tools to track progress, communicate outcomes, and support data informed decisions as the Plan is implemented.

With this framework in place, the Town is positioned to move from planning to action by advancing priority projects, monitoring progress, and integrating safety considerations into ongoing transportation decisions.

PLACEHOLDER [PHASE 2 ENGAGEMENT & ADOPTION]