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Pikes Peak Area
Council of Governments
Communities Working Together

Pikes Peak Area Council of Governments

COMMUNITY TRAFFIC SAFETY EDUCATION REVIEW

Revised Final Report

Adopted by the Board of Directors October 2023



TETRA TECH

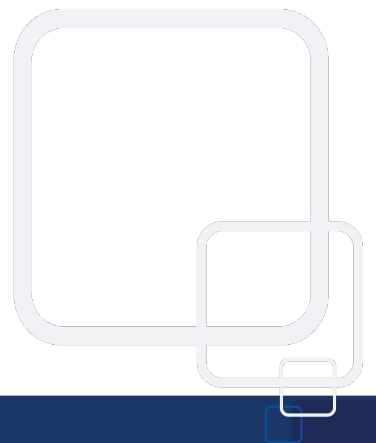


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1.0 INTRODUCTION

Driving safety trends are heading in the wrong direction as traffic fatalities increase in Colorado.

According to National Highway Transportation Safety Administration (NHTSA) data, traffic safety is getting worse over time in Colorado at a faster rate than in the United States overall. Colorado has experienced a 55% increase of traffic fatalities from 447 in 2011 to 691 in 2021, while fatalities in the United States experienced an increase of 32% from 32,479 deaths in 2011 to 42,915 in 2021. Colorado's population increased by 14.8% between 2010 and 2020. When looking at deaths per 100 million vehicle miles traveled (VMT) in Colorado in 2020, the rate is also significantly higher than the U.S. rate: 1.32 and 1.11, respectively. In Colorado Springs, 40 traffic fatalities in 2019 ballooned to 50 in 2020 and 49 in 2021. These trends have led local officials to increase their focus on transportation safety needs in the Pikes Peak region.


55%

Increase in
Colorado
traffic deaths
2011-2021

1.32

2020 Colorado
deaths per
100 million
VMT

32%

Increase in
United States
traffic deaths
2011-2021

1.11

2020 U.S.>
deaths per
100 million
VMT

1.1 Project Overview

In September 2022, Pikes Peak Area Council of Governments (PPACG) identified a need for a regional traffic safety education gap analysis. The organization perceived that multiple groups were providing safety education materials and outreach, but there was no overarching coordination on topics or methods. The project goal is to identify any gaps as well as find new opportunities for cross-organizational collaboration.

Traffic safety is a multifaceted issue, identified by the “Four Es”:

- **Engineering:** building safety into the road network
- **Enforcement:** passing laws to encourage safe behaviors and fund law enforcement to ensure compliance
- **Emergency medical services:** allowing rapid access by emergency medical professionals to respond to incidents
- **Education:** providing information to various stakeholder groups via a variety of methods, distributing safety equipment, and providing instructions on how to use it

This analysis focuses on the **education** component. This effort consisted of wide-ranging stakeholder outreach completed October 2022 through January 2023. A comprehensive list of stakeholders was developed with guidance from PPACG, then further refined into tiers of stakeholders for direct outreach and online participation. A standard questionnaire was formulated and distributed via Google Forms.

The public outreach team attempted to contact over 70 stakeholders. The result included 20 interviews and 11 survey responses, along with additional email correspondence and board meetings. More details on the public outreach and a copy of the survey questions can be found in the appendices of this report.

After the public outreach was completed, a traffic safety matrix was created to track which organizations provide resources in specific areas. The traffic safety matrix can be found in the appendices of this report. Analysis of interview notes and internet research also contributed to this final report.


20

Interviews
conducted

11

Survey
responses

1.1.1. Project Objectives

- Determine which organizations are participating in the transportation safety message in the region
- Discover gaps in topics covered, and areas that need additional education or support
- Identify appropriate safety efforts that should be undertaken in a region this size
- Create a better collective understanding of the traffic safety environment in the region

1.2 Pikes Peak Area Council of Governments

1.2.1. Role

PPACG is a voluntary organization of 16 counties and municipalities that span El Paso, Park, and Teller counties. PPACG is designated as the region's Council of Governments, Metropolitan Planning Organization (MPO), Area Agency on Aging (AAA), and Air and Water Quality Planning Agency for the Pikes Peak Region. PPACG also houses a joint military and community planning effort and provides administration services for the Pikes Peak Rural Transportation Authority (PPRTA).

As the federally designated MPO, PPACG is responsible for receiving and distributing federal funds and for completing a regional, long-range transportation plan (LRTP) that lays out major projects planned for the region. The primary purpose of the plan is to present a strategy for using public funds to meet community goals. Transit and Specialized Transportation plans were also created and included in the most recent LRTP, which has an outlook to 2045. Each plan must be updated every 5 years. The MPO region is only a small piece of PPACG's coverage area, which includes all of El Paso, Teller, and Park counties. PPACG also shares resources with the AAA and its work to increase mobility for disabled and senior residents of the area.

SUMMARY DASHBOARD: PPACG OVERVIEW

772,495	4,918	157.1
<i>PPACG Region Population, 2020</i>	<i>Square Miles in PPACG Region</i>	<i>Average People per Square Mile across PPACG Region, 2020</i>
3	13	55
<i>Counties in PPACG Region</i>	<i>Cities and Towns in PPACG Region</i>	<i>Years PPACG has been Active</i>

Sources: gis.dola.colorado.gov/, [PPACG.org](https://ppacg.org)

1.2.2. Drive Smart Colorado

Drive Smart Colorado was founded in 1989 as an organization dedicated to increasing safety on the roads in the Pikes Peak region; in 1992, it became a 501(c)(3) nonprofit. A tragic traffic crash that resulted in the death of a young boy spurred the Colorado Springs City Council to request additional support on traffic safety. Drive Smart Colorado undertook a wide variety of traffic safety activities and at one point had an active steering committee comprising over 50 community members from area law enforcement agencies, city traffic engineering, public health, education, insurance agencies, military installations, local businesses, hospitals, emergency medical services, community nonprofit coalitions (Colorado Springs Safe Kids, Mothers Against Drunk Driving [MADD], Think First) and concerned residents. The COVID-19 pandemic and the retirement of its longtime executive director in late 2020 made it difficult for the organization to maintain its grant funding. It ceased operations temporarily, though a spur group, the Pikes Peak Traffic Safety Coalition (PPTSC), continued to meet regularly.

In June 2021, Drive Smart was absorbed by PPACG and will continue to act as an independent nonprofit under the purview of PPACG. PPACG helps by identifying funding for Drive Smart's programs, providing meeting space, and collaborating on joint traffic safety projects across the region. Drive Smart's programs mesh well with PPACG's established role in transportation safety, mobility, and senior assistance.

1.2.3. State-level Assistance

Colorado Department of Transportation (CDOT) supports PPACG and the 14 other Regional Planning Commissions (RPCs) across the state by coordinating planning activities and organizing monthly meetings of the Statewide Transportation Advisory Committee (STAC), made up of members from all 15 groups. CDOT also organizes monthly Statewide Metropolitan Planning Organization (SWMPO) meetings to discuss transportation issues affecting the region. CDOT provides analysis and policy development support based on a comprehensive, statewide, multimodal perspective. In addition to coordination, they also administer grants and funding programs. CDOT has published a local agency manual to assist personnel at the local level with implementing state and federally funded projects.

2.0 CURRENT SITUATION

Agencies providing the bulk of the traffic safety education in the Pikes Peak region include state government, local governments, law enforcement agencies, hospitals, nonprofit organizations, and military installations.

The traffic safety ecosystem in the local region is fragmented. Distracted driving, aggressive driving, and excessive speed were brought up by nearly all stakeholders as major concerns. Though many of the top traffic issues are being addressed by law enforcement agencies and nonprofits, stakeholders felt that the lapse in activity from Drive Smart Colorado caused a loss of momentum in terms of getting organizations to work together cohesively.

El Paso, Teller, and Park counties span a large geographic region and contain both rural and urban communities with a wide variety of drivers and road conditions.

Below is a compilation of the issues, barriers, strengths, and opportunities collected throughout the public engagement process of this plan. These reflect the perceptions of the stakeholders as expressed during the public engagement process.

2.1 Issues/Barriers

Information and Data

- Lag times in refining traffic data make it challenging to provide an accurate picture of current transportation safety issues.
- Graduated Driver License (GDL) information can be confusing.
- Tracking the effectiveness of education programs is challenging.
- Multiuse trail etiquette is not well known, including where motorized users are and are not allowed.
- "Share the road" signs need to be replaced with updated "Motorists must give bicycles 3 ft clearance" signs rolled out in late 2021 (partnership between Bicycle Colorado and CDOT).
- Copious data is available but there are not always skilled personnel available to analyze it (also falls under Resource Shortages).
- Serious crashes occurring in rural or unincorporated areas have different causes than those happening in more dense areas of the region, and outreach on these behaviors (specifically, lack of seatbelt use, excessive speed, and lane departures) is insufficient.

Coordination and Partnerships

- Stakeholders are not aware of partnerships that already exist, or that existed in the past and could be reinvigorated.
- Knowledge of the many programs/resources in the region is not comprehensive, and networking falls short.
- Knowledge of available grant funding is not adequate.
- Military population is not actively involved in community efforts, and vice versa.
- The correct points of contact organizations providing traffic safety education are not always well publicized, making it difficult to identify and coordinate effectively.

School Outreach

- Driver education is not provided by schools, so parents must pay for private companies, or teach teens themselves.
- It is difficult for organizations to get a foothold in local schools for outreach, even when the materials and will are there – schools are also busy and handling competing needs.
- The City of Colorado Springs formerly operated a safety trailer that was taken to various schools for education and outreach, but funding and staffing became barriers, and the program was discontinued.

Resource Shortages or Administrative Hurdles

- Certified car seat technicians are scarce – there are fewer than 10 in El Paso and Teller counties combined, and one was formerly located on Fort Carson, but staff reductions caused that service to stop. No services are provided in the southeast quadrant of the city or in Park County.
- Educational material is outdated because there are insufficient staff hours to keep it updated.
- Some local agency staff members are not given adequate lead time to publish impactful educational messaging; timing of social media posts is important so residents will see them.
- Government agencies at various levels (state, local, county) struggle to find funding and/or personnel for key education programs – staff time is taken up by other duties.
- Grant writing is a skill set that not all organizations possess.
- Rural areas, more so than urban areas, have greater problems with few people trying to do many traffic safety activities.
- Bicycle helmet distribution programs are available, but they seem to be all funded by donations.
- Insurance providers (e.g., USAA) cannot provide the range of education services they formerly did due to financial limitations.
- Populations with limited mobility do not have many options besides driving, and some continue driving past the point where it is safe and prudent (i.e., senior drivers) because they do not have easy options to get to appointments and run errands.
- A few knowledgeable people have all of the institutional knowledge and history of these efforts in the region.

Social or Political Issues

- COVID-19 prevented in-person outreach and efforts have been slow to restart.
- Inequities (race, health, etc.) are a systemic problem that can prevent knowledge of traffic safety or access to resources; resources are not evenly distributed to high-needs areas (e.g., in southeast quadrant of city).
- Analysis done by groups such as America Walks show pedestrians of color and those walking in lower-income areas die in traffic crashes at higher rates.
- Official agencies may not be maximizing reach on various channels (e.g., TikTok – meeting younger drivers where they are).
- It can be hard to organize people in rural areas to participate in community events.
- Messaging for diverse user groups is difficult – some people will not change behaviors unless they have an adverse personal experience or close call.
- The political climate may have reduced trust from historically marginalized groups in the local law enforcement population; this may be especially true in “communities of concern,” defined as any

geographic unit with a population of people of color and/or a population experiencing poverty that is higher than a certain threshold.

- Drivers in the region do not appear to be applying the safe practices that they are taught based on accident data and perceptions of those who conduct outreach.
- There are differing perspectives on how some countermeasures will affect the flow of traffic (e.g., road diets and roundabouts), so those efforts can be hard to implement.
- Military personnel fall into high-risk driver categories (younger adults) and may not be experienced driving in Colorado weather conditions.
- Drivers are choosing larger and taller vehicles than they have in the past, reducing driver sight lines and affecting the severity of crashes.

2.2 Strengths/Opportunities

Grants to Pursue

- The federal Safe Streets and Roads for All program launched in 2022, and the first round of projects was awarded in February 2023. There is \$5 billion available for distribution over the next 5 years.
- There is funding available through the Federal Transit Administration (pursuant to 49 USC 5310) for private nonprofit groups assisting seniors and individuals with disabilities to improve mobility for these populations by expanding transportation options.

Partnerships and Resources

- Local military installations should be explored more as resources with federal funding and a large audience for safety messaging.
- The state Highway Safety Office, which is interested in working with any traffic safety organizations serving the Pikes Peak region, could provide additional support.
- Passionate volunteers are working with organizations such as Bike Colorado Springs, and they are eager to participate in regional safety efforts.
- Bicycle Friendly Driver course is free and available online through the League of American Bicyclists. Anyone from the general public can take this training.
- Pikes Peak Library District could be engaged as a more active partner in safety events, using their wide community reach to spread information about safety resources.
- American Medical Response (AMR), which provides ambulance service in Colorado Springs, hosts an annual “safety jam” event in Pueblo.
- Opportunities for collaboration need to be better publicized so organizations can send their representatives.

3.0 RECOMMENDATIONS

PPACG has an important role to play in the transportation safety ecosystem of the Pikes Peak region. As coalition builders and transportation planners, they are positioned to gather data and provide recommendations to streamline resources.

The following recommendations are intended to stimulate collaborative processes that no single jurisdiction or organization can take on alone. A region’s transportation system connects many other priorities and aspects that impact residents’ daily lives.

Advocacy

- **Advocate to change new driver education requirements at the state level.** A culture of safety needs to be built from the beginning, as teens are learning how to operate vehicles. Follow efforts such as Colorado Senate Bill 11, currently working its way through the state legislature, which would require Coloradans

under 18 to take a 30-hour driver's education course and receive at least 6 hours of behind-the-wheel training.

- **Advocate for state-level standardization of safety training for drivers convicted of reckless driving or other unsafe illegal maneuvers.** Currently, offenders are handled in local courts and penalties and requirements for additional safety training may vary statewide.
- **Advocate for stronger child/youth restraint laws.** According to the American Academy of Pediatrics (AAP), motor vehicle crashes continue to be the leading cause of death for children under 4; the organization has recommended that children remain rear-facing as long as possible, but at least until the age of 2. Colorado allows children to be turned forward-facing after age 1 if a child reaches 20 pounds. Pursue ways to advocate for state statute to adopt stricter laws such as those in California, New Jersey, and Oklahoma. Also, seat belt laws should be pursuant to a child's height, not weight or age, to be most accurate for safe positioning, per Safe Ride 4 Kids.

Funding

- **Prioritize safety in all plans and funding decisions.** Consider adding additional safety criteria that can be used to rank projects in the LRTP and other documents. Prioritize the highest ranked projects. Annual assessments by PPACG staff and its boards can help keep safety at the forefront of decision-making.
- **Pursue funding to create a bicycle helmet distribution program.** Currently, Kids on Bikes has an earn-a-bike program through various schools and community centers throughout the city. The program includes helmet and basic safety instruction on how to ride in traffic. Children's Hospital Colorado also has a helmet distribution plan through the Bikes for Life program, which includes bike distribution and safety education. Wish for Wheels is a Denver-based organization that provides helmets to second-grade children across the states. All current local programs are donation-funded; grant funding could help increase distribution or frequency.
- **Apply for Safe Streets and Roads for All (SS4A) funds.** As part of the Bipartisan Infrastructure Law (BIL), the U.S. Department of Transportation awarded \$800 million for 510 projects in 2022 aimed at improving roadway safety planning. Eligible activities for this funding include developing or updating a comprehensive safety action plan; conducting planning, design, and development activities in support of an action plan; or carrying out projects and strategies identified in an action plan. Colorado entities (municipalities, counties, and regional planning coalitions like PPACG) received over \$6 million. The 2023 Notice of Funding Opportunity is expected to open in April for the second round of SS4A grants.
- **Increase Crime Prevention Through Environmental Design (CPTED) practices to increase pedestrian safety.** Look into grant opportunities such as the Colorado Technical Assistance for Crime Prevention through Safer Streets grant program.
- **Share Section 5310 funding opportunity with appropriate parties.** PPACG and the AAA could make connections with relevant organizations to take advantage of some of the applicable uses of the funds, which are distributed to the states based on the number of people living there with disabilities.

Training

- **Provide resources on grant funding for personnel to attend safety conferences or trainings.** Some departments' budgets are spread thin and unable to send personnel to useful training that could improve the safety landscape. PPACG could serve as a clearinghouse for information when grant funding is available for training.
- **Increase number of certified car seat safety technicians through the region.** Encourage more local classes for certification. Provide scholarships to cover the \$95 course fee and ensure local agencies know about the certification process.
- **Provide grant-writing resources to partner organizations.** Inform appropriate organizations of relevant grants, provide review of submissions, or encourage them to attend courses such as this self-paced option offered at the University of Colorado, Colorado Springs: <https://www.ed2go.com/uccs/online-courses/grant-writing-a-to-z/>

Partnerships

- **Reinvigorate partnerships.** Drive Smart Colorado and PPTSC should be the nexus of a robust regional network of safety resources and activities. Involve military, law enforcement, local government, and other personnel. Consider a ‘re-launch’ of Drive Smart – several stakeholders had heard that it folded but not that it was absorbed by PPACG. Find an engaged volunteer corps who can help put on regional safety summits such as the high school challenge. Ensure relevant organizations know about key meetings and opportunities for input.
- **Share resources.** Publicize community events with opportunities to add/share a safety message or booth. Spread awareness of programs that residents can participate in. For example, the League of American Bicyclists produced a Bicycle-Friendly Driver training program published in April 2022.
- **Reach out to National Association of Regional Councils (NARC) on traffic safety data picture.** Inquire about where they get their most recent data and what other trends are present in other jurisdictions.
- **Identify a safety champion.** The Pikes Peak region would greatly benefit from a dedicated person or staff aimed at coordinating and developing traffic safety information and efforts. This could include coordinating community partners and regional safety organizations to maximize existing and potential funding, building relationships with the private sector, and establishing a network of volunteers.
- **Share data.** PPACG has a publicly available crash map that could be utilized by nonprofits or other entities to support traffic safety efforts. El Paso County has also done robust data analysis as part of its Road Safety Plan and publishes a dashboard on its website.

Planning

- **Create regional goals.** The LRTP contains information about regional goals, which are currently based on state-developed targets to meet federal mandates. Consider asking member municipalities whether they would like to set more specific regional goals in the future. These could more closely match local priorities and enable the region to go above and beyond the recommended targets.
- **Achieve equity in investments.** Tracking where and how crashes are happening, and the countermeasures employed to help mitigate them, may reveal historically marginalized communities that are overlooked. Active transportation may not be safe or convenient in these communities. Transportation projects can add amenities that can help save lives. Add an equity component to the LRTP project scoring framework to target projects in underserved neighborhoods.
- **Include the educational component in safety planning.** Incorporate data about traffic safety education in the LRTP goals and actions in components such as: Regional Transportation Needs, Safety, and Public Health and Transportation.
- **Develop a crash study to better understand crash trends and causes.** A more deliberate look at crash trends and data could yield greater understanding about the increasing number of crashes and potential changes in driver behavior. A sample scope of work for a project of this type has been included in the appendices of this plan.
- **Prioritize safety.** Areas with frequent incidents can be identified through existing crash data. Add a component to the LRTP project scoring framework that focuses on both vehicular crashes and crashes involving vulnerable users (pedestrians/bicyclists).

Messaging

- **Produce engaging educational collateral specific to the Pikes Peak region.** Pursue additional grant funding to create videos for social media and other hands-on educational materials for use at public gatherings. Effective, high-visibility communications and outreach are an essential part of any safety campaign according to the National Highway Traffic Safety Administration. Educators could use a set of “Pikes Peak” branded educational resources to create regionally consistent messaging using best practices and local data focused on issues affecting this region. This would also reduce duplicated efforts of creating materials when staff time is stretched thin. Care should be taken to provide messaging that will resonate with both urban and rural populations.

- **Tailor messaging to specific communities.** Within the overarching regional materials, provide culturally appropriate messages to resonate with the diverse user groups within the region (e.g., Latinx, youth, seniors, residents of rural areas, etc.). Try to use platforms to meet users where they are (e.g., social media).
- **Create greater awareness of the Graduated Driver License (GDL) program and its requirements.** The state has a robust interactive program online, but parents may not be aware.
- **Encourage residents to report unsafe neighborhood conditions through the Colorado Springs Traffic Management Program.** Though this only applies to areas within city limits, this could be a resource for residents to use when unsafe traffic conditions are observed. Residents may not know about this feature. Residents can report via the GoCOS! app.
- **Expand bicycle safety education in schools.** Engage community members to conduct safety audits on the neighborhoods around the schools and identify unsafe areas for improvements. Work with the school district, local bicycle groups, and interested parents to create and implement Safe Routes to School programming for all K-12 schools.

3.1 PPACG Website Updates

The “Traffic Safety” page within PPACG’s website has a good collection of links to outside resources and organizations under the “Traffic Safety Resources” heading at the bottom. The results of this study have generated a list of other organizations and links related to local entities and organizations that could be considered for inclusion:

- [Teens in the Driver Seat](#)
- [Colorado Young Drivers Alliance](#)
 - [GDL Toolkit](#)
- [Car seat safety checks \(CDOT\)](#)
- [Army Training/Unit Safety](#)

A summary dashboard page incorporating the key points in the LRTP as described above in Section 3.0 could also safety goals and metrics more readily available to community members.

As part of PPACG’s core functions, transportation staff provide regular updates on transportation safety issues and data to the Board of Directors. These types of presentations were performed in 2020 and 2021 where the increase in fatalities among motorcyclists during the pandemic were underscored along with general negative trends in driver safety. However, these presentations are not readily available on the Traffic Safety webpage. The average resident looking for this information will not be aware of or will have difficulty finding the slides or memos from these presentations. We recommend that under the “Traffic Safety Resources” heading, PPACG should add “PPACG Resources” at the top with links to any annual or periodic traffic safety update slides or memos to increase visibility and ease of access for driver safety stakeholders. This could include relevant presentations to the Transportation Advisory Committee, Board of Directors, or any other presentations of traffic safety or driver safety data or information.

4.0 CONCLUSION

The roads we drive on are only as safe as the behavior of the drivers using them. Road safety projects can only address certain aspects of driver behavior and the rest of the issue is reliant on educating drivers to reduce unsafe driving behavior and habits.

The NTSB, an independent federal agency charged with investigating accidents and issuing safety recommendations, recognizes the increasing level of danger on the roads as fatalities continue to climb. In an October 2022 pedestrian safety webinar sponsored by the Maryland Department of Transportation, Thomas Chapman, NTSB board member, presented the board’s view of a “Safe Systems Approach”: Instead of pinning

crash responsibility on individual human behavior, the safety of the entire transportation system needs to be improved by accounting for human error to help prevent mistakes. Safety becomes proactive as agencies work to predict what causes crashes and mitigate for them in advance. Education is a critical piece in a safer system, creating a safety culture among all road users.

Systemic change, however, takes time. In the meantime, organizations in the Pikes Peak region can work together to share resources and advocate for aspects of safer systems. Acquiring more grant funding would ease the burdens on local organizations struggling with lack of staff or funding. PPACG can serve as a resource for its member communities to provide these opportunities and support.

5.0 APPENDICES

5.1 Stakeholder Outreach

The table below presents the stakeholders who were interviewed and surveyed during the course of this project. Over 70 organizations were initially contacted. The questionnaire is provided on the following page. The military stakeholders were also asked a few targeted questions about their specific populations; those follow the standard questionnaire.

Key Meetings Attended

- Project Kickoff, Sept. 13, 2022
- Drive Smart Colorado Board Meeting, Oct. 14, 2022
- Pikes Peak Traffic Safety Coalition/Safe Kids Board Meetings, Nov. 8, 2022
- Drive Smart Colorado Board Meeting, Dec. 16, 2022

Table 1: Stakeholder Contacts

Name	Organization	Date Interviewed	Medium
Kerry Ferguson	PPTSC	Nov. 3, 2022	Zoom
John Henry	Drive Smart Colorado	Nov. 3, 2022	Zoom/Survey
Amanda Abramczyk-Thill	Childrens Hospital/Safe Kids	Nov. 22, 2022	Teams
Ron Woods	Drivers Edge Colorado	Nov. 16, 2022	Phone
Karen Teel	MADD	Nov. 17, 2022	Teams
Laura Crews	Area Agency on Aging	Nov. 18, 2022	Zoom
Nate Hardy	Colorado Department of Public Safety/CSP	Nov. 18, 2022	Phone
Lisa Pitts	Divide Fire	Nov. 21, 2022	Teams
Gaby Kolodzy	Teens in the Driver Seat	Nov. 21, 2022	Teams
Steve Noblitt	Colorado Springs Police Department	Nov. 21, 2022	Teams
Scott Hopfan	Colorado Department of Public Safety/CSP	Nov. 22, 2022	Teams
Ashley Nicks	CDPHE	Nov. 23, 2022	Teams
Christy Tennant	Centura Health	Nov. 28, 2022	Teams
Sunny Smaldino	Colorado Springs Fire Department	Nov. 28, 2022	Teams
Alex Lefebvre	U.S. Air Force Academy	Dec. 8, 2022	Teams
Timothy Lujan, Scott Rodesky	U.S. Air Force Academy	Dec. 15, 2022	Teams
Jeff Kramer	El Paso County Sheriff's Office	Dec. 21, 2022	Teams
Ty Skarloken, William Whitman	Fort Carson	Jan. 5, 2023	Teams
TSgt. Jacob McDevitt	U.S. Space Force	Jan. 11, 2023	Email
Carol Gould	Colorado Department of Transportation	Nov. 16, 2022	Survey
Joan Stang	Bike Colorado Springs	Nov. 18, 2022	Survey
Gerald White	Bike Colorado Springs	Nov. 18, 2022	Survey
Andrew Klisch	Southern Colorado Insurance Center	Nov. 28, 2022	Survey
Scott Ridings	Monument Fire District	Dec. 5, 2022	Survey
John Vincent	Palmer Lake Fire District	Dec. 12, 2022	Survey
Dennis Coates	Lewis-Palmer School District 38	Dec. 12, 2022	Survey
Jack Pietraallo	Falcon School District 49	Dec. 13, 2022	Survey
Jason Haag	El Paso County Sheriff's Office	Dec. 20, 2022	Survey
Joey Barraza	Monument Police Department	April 24, 2023	Email

Name	Organization	Date Interviewed	Medium
Chris Deisler	Woodland Park Police Department	April 25, 2023	Survey
Todd Frisbie, Colleen Guillotte	City of Colorado Springs Traffic Engineering	May 12, 2023	Teams
Victoria Chavez, Natalie Sosa, Deborah Contreras	El Paso County Transportation Planning and Communications	May 24, 2023	Teams

Stakeholder Questionnaire

Your organization has been identified as a key provider of traffic safety education across the Pikes Peak region. The Pikes Peak Area Council of Governments (PPACG) has hired Tetra Tech to create an inventory of these efforts to track redundancies and gaps. The scope of this project specifically addresses traffic safety education and does not cover enforcement or engineering on local roadways. Thank you for your participation in this important initiative as we all work to make the roads across our region a safer place for all user groups.

Organization Details

- What is the name of your organization?
- How large is your organization?
- Do you use volunteer labor or are your efforts conducted by staff members?
- How is your organization funded?
- What is your annual budget?
- Roughly how much of that is dedicated to safety education?
 - What is your website, or how can we find out more information about your work?

Current Situation

- Do you feel that safety education is adequate in the Pikes Peak region? Why or why not?
- What do you view as the greatest threat to safety on roadways throughout the Pikes Peak region?

Educational Efforts

- Please describe the educational materials you provide on traffic safety.
 - What topics do you cover? (See list at right for ideas.)
 - What is the format of this material? (e.g., websites, printed collateral, in-person outreach, etc.)
 - How do you deliver these materials to users?
- Are these materials available to the general public or a specific user group?
- What is the target audience for these materials?
- Are these materials created by your organization, or do you pull from other sources?
 - If the latter, please describe these sources.
- Have you received any feedback from users about the educational materials you provide?
- Are you aware of any specific education gaps in the region, or are there additional topic areas you would like your organization to cover?
- Describe any barriers your organization faces in providing more resources.
- Do you track or measure the effectiveness of your education efforts?
 - If so, how?

Collaboration with Other Groups

- Do you work with other organizations?
 - If not, are there groups you know of that you would like to collaborate with?
 - Are you facing any barriers in your efforts to collaborate with other groups?
 - Are there issues or topics on which you would like to collaborate but are unsure of whom to approach to get started?

TRAFFIC SAFETY TOPICS CAN INCLUDE (BUT ARE NOT LIMITED TO):

- Aggressive Driving
- Safety Belts
- Impaired Driving
- Teen Driving
- Elderly Driving
- Child Seats
- Motorcycle Safety
- Bike Helmets
- Bike Safety
- Pedestrian Safety
- Traffic Signs

- What other traffic safety educational efforts are you aware of in the Pikes Peak region besides those that you provide?
- Are you aware of the traffic safety data available through the PPACG website?
 - If so, do you have any feedback?

The survey was also posted online at <https://forms.gle/wG38rk4noor6P5mB6>

Additional Military Stakeholder Questions

- Do you have a driver/traffic safety program on [your installation]?
- Where do military personnel typically get traffic safety information? Internal websites, signs, newspapers?
- Do you provide communication on different state laws for personnel who recently moved here?
- Describe your relationship with the outside community in regard to traffic safety.
- Is there room for outside community education to be posted on internal websites/base facilities, or does everything need to come through higher headquarters?
- How do you deal with military personnel turnover/reassignment in regard to providing consistent safety messaging? Do you have any internal best practices for communicating this information?

5.2 Safety Education Matrix

The following matrix was filled out during the course of the project as stakeholder outreach progressed and augmented through internet research. Please see the following pages.

[illegible]

Category	Entity	Type of Outreach	Audience	Notes
State Agencies	Colorado Department of Transportation	Website: https://www.codot.gov/safety	Statewide general public, car seat technicians	Website with links to resources, videos, training, plans, and initiatives.
		Supporting motor vehicle safety programs across the state with evaluation and program work. Facilitating the Colorado Young Driver Alliance (CYDA). Meetings, onlie tools, 9-12 engagement events per year.	Agencies with motor vehicle safety programs. Teens and parents (GDL toolkit).	Mostly focused on facilitating collaboration, connecting dots, alerting different groups to the resources that are out there.
	Colorado Department of Public Health and Environment	Website: https://csp.colorado.gov/community-outreach - includes opportunities to schedule in-person outreach	K-12 students, parents	Website with links to resources including Colorado child passenger safety laws. Information about PILLAR K-12 education program. Can request State Troopers at community events or a PILLAR K-12 education presentation.
	Colorado Department of Public Safety/Colorado State Patrol			
Local Jurisdictions		Social media, occasional public events	General public/all ages	They share resources from CDOT and customize posts for El Paso County. An impaired driving grant from CDOT will allow them to dedicate more staff members to education and outreach.
	El Paso County Sheriff			
	Teller County Sheriff			
	Teller County Public Works DOT			
	Park County Sheriff			
	Colorado Springs Police Dept.	In-person outreach, videos, social media, brochures	Schoolchildren and teens, parents, general public	Looking to expand their role in this arena.
	Colorado Springs Fire Dept.	Youth outreach (kindergarten, 2nd, 4th, 6th grades)	Narrow focus on school children	Do not want to duplicate other organizations' efforts or go beyond their jurisdiction. They emphasize wearing a helmet for every vehicle that rolls and buckling every buckle.
		Safety analysis, mitigation, and countermeasure information is provided internally to help implement measures. Some data is shared with City communications and police departments for greater distribution.	Various: City officials, general public, formerly schoolchildren	Some information is provided via Twitter, such as crash locations and related road closures. The City formerly provided a safety trailer for school education outreach, but staffing and funding limitations became barriers and the program was discontinued.
	Colorado Springs Traffic Engineering			
		Communications department produces short videos for social media. Recently produced Road Safety Plan will be used as an educational tool as well.	Younger drivers, all ages	Topics are focused on infrastructure - how to navigate certain driving situations, how to interact with snowplows and construction sites, how to drive in snow, etc.
	El Paso County			
	Manitou Springs Police Dept.			
	Manitou Springs Volunteer Fire Dept.			
	Fountain Police Dept.			
	Monument Police Dept.			Provides presentations, lectures, and training on all aspects of traffic safety as needed.
	Monument Fire District	Website and printed material. Safety fairs are held at fire stations in the spring.	Families with children (bike and child seats)	They are in the process of identifying needs with the goal of expanding educational programs.
	Palmer Lake Police Dept.			
	Palmer Lake Fire Dept.	Standard Operating Guidelines (SOGs) on safe vehicle operations	Emergency responders/employees operating city vehicles	Pull information from Colorado Intergovernmental Risk Sharing Agency (CIRSA). This information is specifically targeted to fire department employees.
	Green Mountain Falls Marshal's Office			
	Woodland Park Police Dept.	Police enforcement efforts and occasional community events	General public/all ages	Education is provided as needed based on officers' observations.
	Northeast Teller County Fire District			
	Divide Fire Protection District	Print materials and in-person outreach	General public/all ages	Other topics include ATV safety.
	Fairplay Police Dept.			
	Victor Volunteer Fire Dept.			
	Cripple Creek Police Dept.			
	Cripple Creek Fire and Emergency Services			
School Districts	Colorado Springs School District 11			
	Academy School District 20			
	Falcon School District 49	In-person driver training, classrooms and hands-on	School bus drivers and school-age children	Other topics include passenger sensitivity, vehicle inspections, defensive driving, special needs quipment, inclement and mountain weather driving, school bus safety
	Manitou Springs School District 14			
	Lewis Palmer School District 38	Brochures, website, in-person events	Teenagers and their parents	
	Cheyenne Mountain School District 12			
	Harrison School District 2			
	Widefield School District 3			
	Fountain-Fort Carson School District 8			
	Peyton School District 23			
	Woodland Park School District RE-2			
	Cripple Creek-Victor School District RE-1			
	Park County School District RE-2			
Higher Education	University of Colorado at Colorado Springs			
	Pikes Peak State College			
	Colorado College			

Category	Entity	Type of Outreach	Audience	Notes
<i>Military Installations</i>	USAFA Safety and Security Division	Newcomer briefings, motorcycle training program, printed materials	Military personnel and USAFA cadets (college students)	Each cadet class gets instruction tailored to their level (freshmen through senior). Newcomer briefings monthly touch on traffic safety and specific issues in the local area.
	Fort Carson Police	Monthly new employee briefings share information on local hazards. Social media (run by crime analysts)	Military personnel and families	Safety day events for the garrison
	Fort Carson Safety Office	Briefings with statistics given to command teams and community information forums. They also do outreach to individual units.	Military personnel and families	Safety day events for individual units
	Peterson SFB	Briefings to units through Job Safety Training Outline (JSTO) per Space Force guidance. Local conditions briefing is provided to new arrivals. "Safety grams" distributed periodically to base personnel.	Military personnel	Unit Safety Representatives (USR) are part of each unit that run safety programs and distribute information.
	Schriever SFB	Captured under Peterson SFB	Captured under Peterson SFB	Captured under Peterson SFB
	Cheyenne Mountain SFS	Captured under Peterson SFB	Captured under Peterson SFB	Captured under Peterson SFB
	AAA Colorado			
<i>Private Businesses</i>	Southern Colorado Insurance Center	Direct consultation and email content distribtution.	Commercial and personal insurance clients.	Content is provided by insurance carriers and other providers, such as Zywave, The Hartford, Nationwide, Liberty Mutual, Progressive, etc. Other topics covered include DOT and insurance compliance, both personal and commercial.
	Rocky Mountain Insurance Information Center			
	American Medical Response			
	State Farm			
	Centura Health	In-person classes at schools (high school, 2nd-4th grades)	Targeted audiences	~20 outreach events a year
	Drivers Edge Colorado	Facebook page, door to door, flyers, cold calls, website: https://www.driversedgecolorado.com/ - all to advertise the classes they provide	Teen drivers, parents of teens	Retired state trooper teaching intensive driving courses to help teens increase situational awareness and know how to respond to emergency driving situations. Classroom and hands-on practice. Interested in expanding to senior driving, has a curriculum built out, but has not been able to generate enough interest.
	Health Promotion Partners	Aging Drivers Guide publication, in-person driver safety evaluation, readiness to drive evaluations for new drivers with special needs and for those returning to driving after significant medical incidents	Senior drivers and their family members; drivers with special needs such as autism spectrum disorder, cerebral palsy, low vision, learning differences, and more; drivers returning after stroke, traumatic brain injury, brain tumor recover, and more	During the safety evaluations, drivers are assessed on vision, cognition, and physical function in the clinic and then observed behind the wheel. The organization also provides training for and evaluates the safety of any adaptive equipment drivers need after an injury or disability. The aging drivers guide is available both as a digital download and as a mailed hard copy.
<i>Nonprofit Organizations</i>	JPC Health and Safety Training			
	Safe Kids Colorado Springs (Children's Hospital)	One-on-one car seat checks, website, social media, newsletter, community events	Parents and youth age 0-14	Primary outreach is across Colorado Springs, though the intent was for coverage throughout Southern Colorado.
	Drive Smart Colorado	Website, in-person outreach, social media campaigns	All drivers	Recently revived under PPACG umbrella
	Pikes Peak Traffic Safety Coalition	In-person outreach	All drivers	Spinoff of Drive Smart Colorado Board and SADD personnel
	Pikes Peak Area Agency on Aging	Website, In person, Brochures	Senior Drivers	Hand out copies of the older drivers guide and the yellow book. Mobility guide with resources for all user groups who need assistance getting around is going to be out soon, translated into Spanish and maybe Braille.
	Mothers Against Drunk Driving	Instagram, Facebook, and Twitter - most of their resources are online. Also do in-person outreach. Victim Impact Panels presented to those convicted of impaired driving.	Teen drivers, parents of teens, offenders, judicial/law enforcement partners, legislative	A lot of their resources must be sought out by users as they sit static on a website.
	Students Against Destructive Decisions	Online tools and resources, in-person events	Teens/students	
	Bike Colorado Springs	Website, social media, in-person and virtual classes, posters, business outreach, handouts, email campaigns	Everyone in the community - mainly adults, but also children and teens. Elected leaders and government personnel as also targeted.	Information sources include Bicycle Colorado, Fort Collins Bikes/Moves, League of American Bicyclists. Other topics include laws as they apply to motorists and bicyclists sharing the road.
	Bicycle Colorado			
	Kids on Bikes	In-person camps and other events	Children age 3-16	Helmets are required for all camps. Age-appropriate safety drills are conducted at all levels. The group also provides helmets to kids who don't have one.
	Teens in the Driver Seat	Workshops, mobilizing student groups, social media	Teenagers speaking to other teenagers	

5.3 Military Protocol

This portion of the project was designed to take a closer look at the best way to communicate with military stakeholders on the subject of traffic safety. It was delivered as a separate report. Please see the following pages.

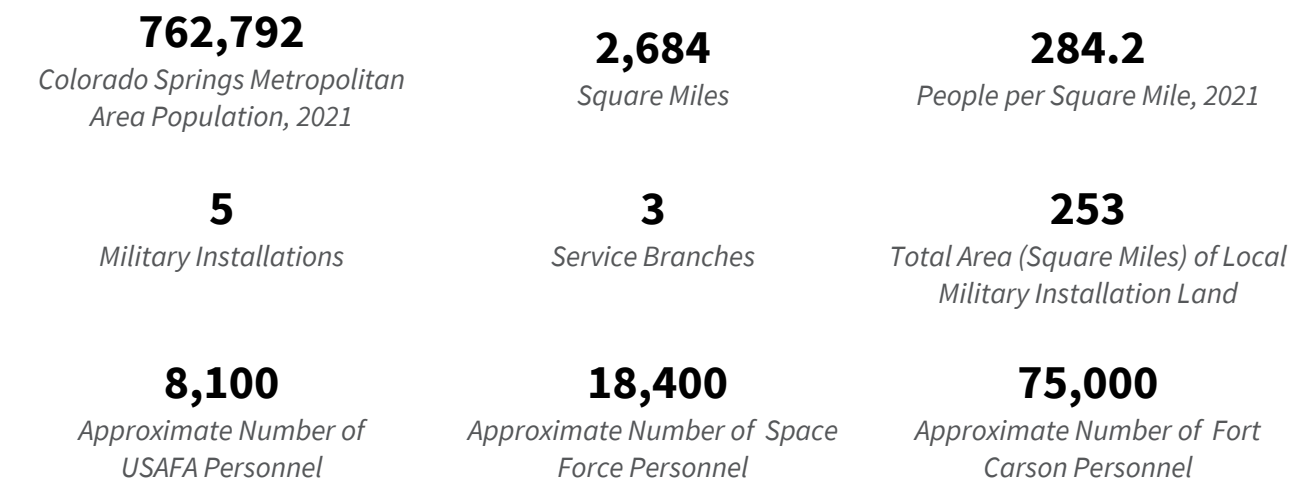
5.3.1. Military Protocol Introduction

Military partners in the Pikes Peak region – Fort Carson, U.S. Air Force Academy (USAFA), Peterson Space Force Base (SFB), Schriever SFB, and Cheyenne Mountain Space Force Station (CMSFS) – can perform important outreach on traffic safety education.

This report details findings from stakeholder interviews performed for the Pikes Peak Area Council of Governments (PPACG) Community Safety Education Report, a full draft of which is forthcoming. This portion of the project aims to document best practices for delivering safety education messaging to military personnel living in the Pikes Peak region.

The dashboard below gives a brief overview of the military impact in the Pikes Peak region.

SUMMARY DASHBOARD: PIKES PEAK REGION MILITARY PRESENCE



Sources: Censusreporter.org, Colorado Springs Regional Joint Land Use Study, Fort Carson statistics card, USAFA website, Space Base Delta website, Peterson and Schriever My Base Guide publications

5.3.2. Current Situation

The military relies on official documents to guide local practices from the top down. These come from the Department of Defense (DoD), then are modified by each military service branch to fit its specific needs.

The following sections describe the current safety education information available from the military, as well as the situation at each of the Pikes Peak Region military installations.

5.3.2.1 Overview of Department of Defense Guidance

Department of Defense Instruction (DoDI) 6055.04, published August 2021, outlines motor vehicle and traffic safety requirements that all installations must adhere to.

DoD components are required to:

- Implement an Impaired Driving Prevention program, including education on underage drinking
 - Appendix 3A of the document describes the requirements of these programs
 - Traffic enforcement, security, public information, health care, and safety personnel are required to participate in training
 - Annual refresher training is provided for bartenders, wait staff, and any other personnel selling alcoholic beverages or managing facilities that sell alcohol
 - Includes a review of DoD policy and physical and social implications of underage drinking
 - Encourages cooperation with community leaders and local organizations working to combat impaired driving in planning and implementing local education efforts
- Provide education on bicycle and pedestrian injuries and how to avoid them for preschool-age children, kindergarten through 12th grade, and caregivers of young children
- Provide 4 hours of driver training for service members under the age of 26
- Use a curriculum that reinforces a positive attitude toward driving, individual responsibility, correct response to routine and emergency driving situations, and sharing the road with all users
- Ensure drivers of General Services Administration (GSA) vehicles are aware of GSA-mandated safety requirements and training
- Provide driver improvement courses for those who have been convicted of a moving violation or who have been deemed at fault in a traffic mishap
- Provide multiple levels of motorcycle safety training for any military personnel in federal duty status who intend to operate street-legal motorcycles:
 - Level I: must meet approved initial safety training standards if not required by the state
 - Level II: must meet or exceed requirements for Level I training
 - Refresher/Sustainment: must be completed every 5 years
- Provide safety training without requiring payment or for military personnel to take leave
- Provide training for civilians, retirees, and dependents on a space-available basis
- Develop cooperative motor vehicle safety programs with local communities, including participation in state or local impaired driving task forces

5.3.2.2 Service-level Guidance

Air Force Instruction (AFI) 91-207, The U.S. Air Force Traffic Safety Program, July 2019

This document covers all Air Force, Space Force, Air Force Reserve, and Air National Guard (ANG) military and civilian personnel, along with all persons on installations controlled by these services.

It references DoDI 6055.04 and Air Force Policy Directive (AFPD) 91-2, Safety Programs. Air Force components are required to:

- Support installation traffic safety programs (or those provided by installations hosting Air Force personnel)
- Participate in state and local community-level traffic safety coalitions where available
- Provide training to military and civilian personnel without requiring them to take leave, and reimburse any training expenses incurred
- Direct personnel to use training approved by Air Force Safety Center (AFSEC) Occupational Safety
- Provide local conditions information during the newcomers orientation program, including traffic conditions and safety tips
- Consider implementing a motorcycle mentorship program (not required) to provide experienced and inexperienced riders a chance to share information and promote safety
- Implement Driver Improvement and Rehabilitation Courses for those convicted of moving violations
- Provide specific training for drivers of government-owned vehicles (GOVs)

The attachments to this document provide a listing of additional applicable guidance, checklists for various levels of motorcycle training, requirements for mentorship programs, and a checklist for Air Force traffic safety programs.

Army Regulation (AR) 385-10, The Army Safety Program, February 2017

This regulation applies to all Active Army, Army National Guard, and Army Reserve personnel, including civilian employees and the U.S. Army Corps of Engineers (USACE).

It implements requirements of the Occupational Safety and Health Act of 1970, Executive Order 12196, Title 29, Code of Federal Regulation 1960, and DoDI 6055.1, 6055.04, and 6055.07. This AR covers all aspects of safety, including all types of accidents, contractor operations, explosives, off-duty recreation, chemical agents and toxins, tactical, cargo and aviation operations, safety training requirements, and more. Chapters 10 and 11 deal specifically with safety training and motor vehicle accident prevention, respectively.

Under this guidance, Army components are required to:

- Ensure risk management is part of training for all Army processes and operations
- Distribute and promote materials from the U.S. Army Combat Readiness Center (USACR)/Safety Center (posters, films, technical publications, and pamphlets) including the Drivers Training Toolbox: <https://safety.army.mil/ON-DUTY/Drivers-Training-Toolbox>
- Provide training, education, and motivation programs to prevent motor vehicle accidents for both on- and off-duty personnel
- Recognize vehicle operators and organizations with outstanding safe driving records
- Ensure training in rollover and other emergency procedures
- Provide Army Traffic Safety Training Program for all personnel to reinforce a positive attitude toward driving, individual responsibility, and correct response to routine and emergency situations
- Provide local conditions information to newcomers to the installation
- Provide driver improvement courses for those convicted of moving violations
- Implement the Progressive Motorcycle Program to keep operator training current and improve rider skills
- Provide educational programs to assist installation leadership in promoting the use of paths or sidewalks and wearing reflective clothing

5.3.2.3 Installation-level Traffic Safety Education

U.S. Air Force Academy

USAFA hosts a wide range of personnel, including its 4,400-person cadet wing of college-age officer candidates, along with permanent-party civilian employees and service members.

Office in Charge: Headquarters USAFA/SED, with input from cadet wing.

Outreach Format: Monthly local conditions briefings given to base newcomers with separate sessions for freshman cadets, quarterly safety information packages of printed materials, weekly fatality briefings from incidents across the Air Force. They try to reinforce this training four to five times per year so it is not overwhelming.

Topics Covered: Motorcycles, vehicles used in field, personal restraint systems, recalls from the consumer safety commission, impaired driving, and general vehicle safety.

- For cadets specifically, they host classes on aggressive driving, excessive speed, and impaired driving.
- They have used a fatality scenario to reinforce the message.
- Briefings are about an hour long, directed by the superintendent.
- Messages build to match the cadets' level of leadership and responsibility as they progress through the program.

Partnerships: Personnel formerly attended Drive Smart Colorado board meetings, but they have not been involved lately. Looking to partner with neighboring installations as well as Master Drive.

Relationship with Outside Community: Before COVID-19, USAFA would have a motorcycle safety day where Colorado Springs Police Department (CSPD) personnel would come on base to present. Current USAFA leadership would like to revive this event. Otherwise, they mostly track safety events involving USAFA personnel.

Relationship with Other Installations: They would like to talk more often with the Space Force bases in the area to share information and specific challenges. Before the pandemic, they used to participate in a Front Range Safety Network, but they would like to see this reinvigorated for future collaboration.

Public Events: They have annual meetings between Security Forces, Civil Engineering, the Colorado Department of Transportation (CDOT), and the Colorado Department of Public Safety/Colorado State Patrol (CSP) to discuss safety in regard to large events such as football games and graduation. The safety office participates in the planning committees for all public events.

School District: There are Academy District 20 elementary and high schools on base, Douglass Valley Elementary School and Air Academy High School, though there is not much direct communication with the district or the parents and students.

Traffic Master Plan: Pedestrians and bicyclists have been taken into consideration as the installation works on its Traffic Master Plan with input from the safety office. There is no formal education provided on this topic yet, but they would like to expand to offer it, especially for the focused pedestrian areas of campus: the cadet wing and community center areas.

Gaps: Because of the student population is drawn from across the country, USAFA sees many drivers who have never driven in snow and ice before. Some students from more urban areas also arrive never having had a driver's license at all. The safety personnel said they provide education but cannot always get the cadets to apply that education.

Barriers to Increasing Outreach: Staffing and personnel time is limited.

U.S. Space Force Installations (Peterson SFB, Schriever SFB, CMSFS)

The U.S. Space Force oversees three installations in the Pikes Peak region.

Office in Charge: Occupational Safety Office for Space Base Delta 1

Outreach Format: Briefings to personnel through work section Job Safety Training Outline (JSTO) when they arrive in a new job. Also, new arrivals to Space Force installations receive a local condition briefing that includes some traffic safety items such as local laws. They offer both full training for first-time users as well as annual refresher training. Every unit has its own safety program and representatives that distribute safety education materials to personnel.

Topics Covered: Those outlined in AFI 91-207.

School Districts: Schriever SFB falls into Ellicott School District 22, home to Ellicott Elementary School, Ellicott Middle School, and Ellicott High School. There are no schools on base. Peterson SFB falls into Colorado Springs School District 11, and residents are served by McAuliffe Elementary School, Jack Swigert Aerospace Academy (middle school), and Mitchell High School. There are no schools on base. CMSFS does not have any housing on the installation; families live throughout Colorado Springs.

Relationship with Outside Community: Space Force representatives attend PPTSC/Drive Smart meetings.

Barriers to Increasing Outreach: Staffing and personnel time is limited.

Fort Carson

Fort Carson has the largest number of military personnel, civilians, and families of all the Pikes Peak region military installations.

Office in Charge: Installation Safety and Provost Marshalls Office (PMO)

Outreach Format: The Safety and Occupational Health Council (SOHC) provides statistics to brief to command teams, shares information for quarterly community information forums, and distributes material for the new

federal employee briefings. They reach out to specific units and provide impaired driving briefings when requested. PMO representatives utilize social media to share information from CSP and information about crimes involving installation personnel. The Public Affairs Office (PAO) also publishes vehicle-safety related information on social media. There is a safety presence at every safety day put on by the various units on post.

Topics Covered: Distracted driving, pedestrian awareness, crosswalk awareness. They formerly had certified car seat safety technicians, but staffing limitations led to letting that capability lapse.

- For younger drivers, they offer “Alive at 25” courses for drivers under age 25 produced by the National Safety Council (NSC). They also offer specific training for soldiers considered high risk.
- They do occasional outreach to middle school and younger children; there is no longer a high school on Fort Carson.

School District: Fountain-Fort Carson School District 8 covers the installation, and there are five schools located on post: Abrams, Mountainside, Patriot, and Weikel elementary schools; and Carson Middle School.

Relationship with Outside Community: The PMO is in frequent communication with other law enforcement partners such as CSPD, Fountain Police Department, and CSP. They would like to become involved with PPTSC as time permits.

Gaps: More local information including GDL requirements would be helpful; the group in charge of welcoming new soldiers and providing them with the key information has reported that they do not have a lot of time to add a safety component.

Barriers to Increasing Outreach: Staffing and personnel time is limited.

5.3.3. Traffic Safety Education Best Practices for Military Installations

After reviewing the official DoD and service guidance and the information gathered from local stakeholder interviews, several common best practices emerged.

- Host regular, frequent briefings for newcomers, including local traffic conditions and specific laws and regulations, e.g. Graduated Drivers Licensing (GDL) regulations for those learning to drive
 - For installations with frequent personnel turnover, consider holding them as frequently as every 2 weeks in a centralized location, so unit commanders can send personnel, rather than having safety personnel come to the individual units
- Ensure all personnel are aware of DoD and specific service vehicle safety requirements
- Promote local coalitions: Pikes Peak Traffic Safety Coalition, DriveSmart Colorado under PPACG, DUI Task Force, etc., and encourage installation representatives to attend
- Implement a positive safety culture
- Use messaging to target the highest risk user groups, i.e., young drivers under age 26, and especially those who drive motorcycles
- Include a safety aspect at public gatherings on installations that involve families, starting the safety culture from childhood
- Ensure efficient dissemination of information from higher headquarters/unit leadership to each service member and civilian working on the installation
- Provide safety outreach in a variety of media, such as social media, print collateral, hands-on displays such as crash cars, and mandatory trainings
- Establish partnerships with civilian organizations outside the installations that can assist with traffic safety education to relieve staffing availability limitations as needed

5.3.4. Conclusion

Across the Pikes Peak region, both civilian and military personnel face challenges in time and resources to provide adequate traffic safety education.

However, compared to other local organizations, local military installations are directed and funded by the federal government to provide this information. All local installations have frequent and comprehensive driver safety programs that engage local populations that are statistically more likely to engage in unsafe driving behavior (e.g., motorcyclists and drivers under 26). Effective safety education for this population can go a long way toward increasing the safety of the region overall.

Strong partnerships and coordination between military personnel and community organizations can enhance the delivery of traffic safety education resources and help the various organizations leverage limited resources.

5.4 Sample Crash Study Scope of Work

This language was created by PPACG in anticipation of upcoming grant opportunities.

Context. Increases in risk behavior among drivers has led to worsening traffic safety since 2020. Higher crash rates and severity that began during the pandemic period generally are not returning to pre-pandemic levels and may represent a potential long-term shift in driver habits. It is possible that changes resulting from the pandemic period are exerting a greater influence on traffic safety than other trends that pre-date the pandemic.

Reason. Some of the traffic safety issues we're facing since 2020 may be new and unprecedented, and it's possible that traditional approaches will be less effective in dealing with them. Given the apparent differences from previous changes in serious crash trends, a study would help target countermeasures so that investments are not wasted and opportunities are not lost.

Timing. If this study is included in our application, it would probably be best in the first year because it would help to understand the nature of certain problems as early as possible. If it begins to look as if this study is not a good fit for our Highway Safety Grant application, then it can potentially be done as part of the 2023 Media Campaign, although in that case the study will use a larger portion of a smaller budget.

Study Type. The suggested study type is a review of existing studies, reports, and other reliable sources. (This would also keep it cost effective by not requiring creation of any new data or models.) The existing sources are not extensive or well developed, but collectively they may offer some helpful insights.

Budget. If done as part of the Media Campaign, the budget would be \$25,000, although a larger budget can be considered if part of the Highway Safety Grant application. A larger budget may yield more specific and actionable results.

Structure. Here are the questions the study element would be structured around:

1. What are the persistent changes in drivers' risk-taking behavior since the pandemic?
2. Which changes are propelling the largest increases in serious crashes?
3. Are the increases in risk behavior during and after the pandemic/lockdowns similar in nature to increases occasionally seen before the pandemic?
4. To what extent have they been explained?
5. Do the changes in the Pikes Peak Region reflect changes on the national and state level, and how do they potentially differ, or to what degree?
6. Theoretically, are pre-pandemic countermeasures likely to be effective in the Pikes Peak Region if increased, or is some other approach needed?
7. If the new trends are to be seen differently from previous trends that might appear outwardly similar, what kinds of countermeasures or messaging should theoretically be used that take into account the underlying differences?

5.5 Acronyms, Abbreviations, and Initialisms

AAA	Area Agency on Aging
AAP	American Academy of Pediatrics
AFI	Air Force Instruction
AFPD	Air Force Policy Directive
AMR	American Medical Response
AR	Army Regulation
BIL	Bipartisan Infrastructure Law
CDOT	Colorado Department of Transportation
CMSFS	Cheyenne Mountain Space Force Station
CPTED	Crime Prevention Through Environmental Design
CSP	Colorado Department of Public Safety/Colorado State Patrol
CSPD	Colorado Springs Police Department
DoD	Department of Defense
DoDI	Department of Defense Instruction
DUI	driving under the influence
GDL	graduated driver license
GSA	General Services Administration
L RTP	long-range transportation plan
MPO	metropolitan planning organization
NARC	National Association of Regional Councils
NHTSA	National Highway Transportation Safety Administration
PPACG	Pikes Peak Area Council of Governments
PPRTA	Pikes Peak Rural Transportation Authority
PPTSC	Pikes Peak Traffic Safety Coalition
RPC	Regional Planning Commission
SFB	Space Force Base
SS4A	Safe Streets for All
STAC	Statewide Transportation Advisory Committee
SWMPO	Statewide Metropolitan Planning Organization
USACR	U.S. Army Combat Readiness Center
USAFA	U.S. Air Force Academy
VMT	vehicle miles traveled

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- City of Colorado Springs Neighborhood Traffic Management Program, <https://coloradosprings.gov/public-works/page/neighborhood-traffic-calming>
- Colorado Department of Public Health and Environment Motor Vehicle Safety Dashboard, <https://cdphe.colorado.gov/prevention-and-wellness/injury-prevention/motor-vehicle-safety>
- Colorado Department of Transportation Programs and Information, <https://www.codot.gov/programs/planning/grants/overview>
- Colorado Division of Criminal Justice Technical Assistance for Crime Prevention through Safer Streets Grant Program, <https://dcj.colorado.gov/technical-assistance-for-crime-prevention-through-safer-streets-grant-program>
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- Drive Smart Colorado website, <https://drivesmartcolorado.com/>
- El Paso County Public Works Road Safety Plan, <https://publicworks.elpasoco.com/road-safety-plan/>
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