



Safe Streets for All Action Plan



Town of Lyons, CO

Our Roadway Safety Challenge

The Town of Lyons’ small-town character, paired with its proximity to world-class outdoor recreation including kayaking and other water sports on the St. Vrain Creek and Rocky Mountain National Park, attracts visitors year-round.

The Town is located along US 36 and CO 7; these primary state highways provide access to Rocky Mountain National Park, carry nearly 4.5 million visitors per year, bisect the Town, and create imbalance between local multimodal access and through-traffic.

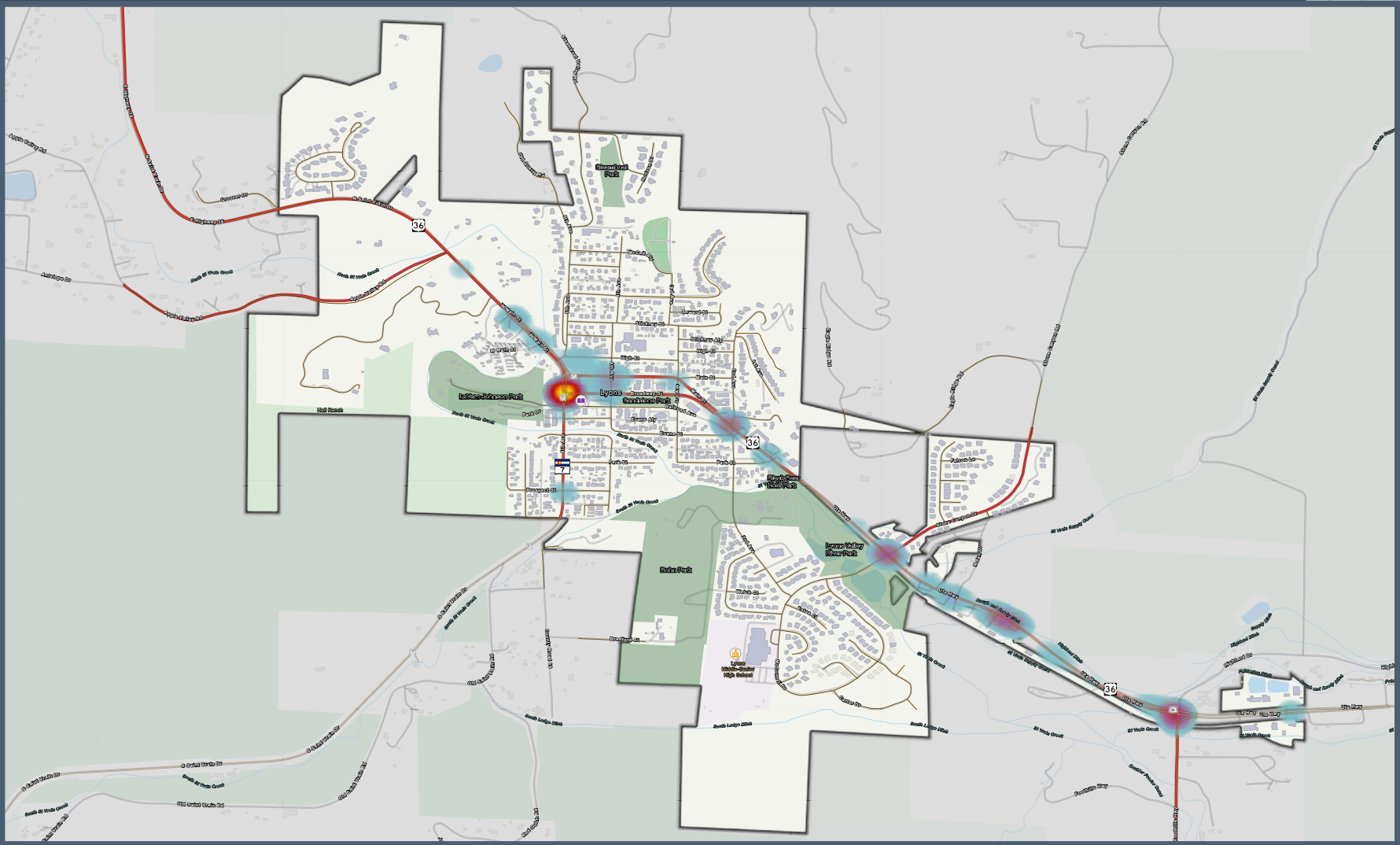
While serious injuries and fatalities have been few over the past five years, crash statistics do not always provide a complete picture. Several factors contribute to this discrepancy. First, not all crashes are reported, particularly minor collisions or near-misses, which can still indicate underlying safety issues. Additionally, crash data may be influenced by external variables such as weather conditions or temporary traffic patterns, which do not necessarily reflect the inherent safety of the roadway.

Moreover, crash statistics tend to focus on the outcomes of incidents rather than the conditions that lead to them. For example, a road may have a low number of reported crashes but still possess hazardous features like poor visibility, inadequate signage, or narrow lanes that pose significant risks to drivers, cyclists, and pedestrians. These latent dangers might not be apparent in the data but can still impact the overall safety of the road.

Another critical aspect to consider is the severity of crashes. A road with a high number of minor crashes might be perceived as safer than one with fewer but more severe incidents. However, this perception can be misleading, as it overlooks the potential for serious harm on a seemingly “safe” road.

Therefore, while crash statistics are a valuable tool for assessing roadway safety, they should be used in conjunction with other measures, such as road safety audits, community feedback, and observational studies, to gain a more comprehensive understanding of the safety landscape.

This map illustrates the most concerning intersections, based on density of crash reports from 2018-2023. This crash data was supported by several rounds of community feedback.



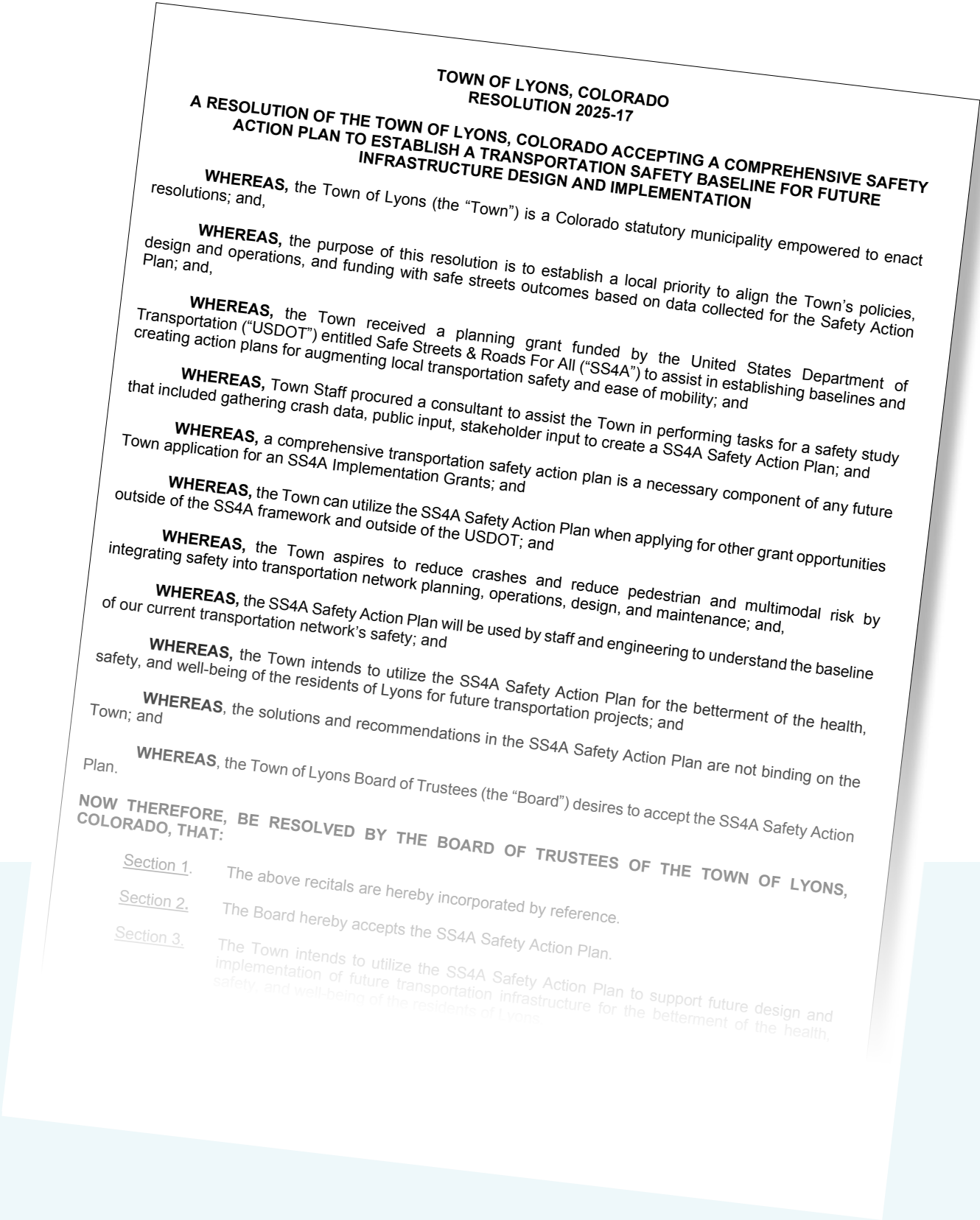
Our Commitment to Roadway Safety

Lyons, Colorado, has a rich history of planning and implementing initiatives that aim to enhance vibrancy, accessibility, and safety for residents and visitors. The town’s commitment to safety is reflected in a series of well-developed plans and studies, including:

- Lyons Thrive Comprehensive Plan (Lyons Thrive)
- Hwy 66 Planning and Environmental Linkages Study
- Hwy 66 Access Control Plan
- Downtown Parking Study
- Sidewalk Study
- Hwy 36 Speed Limit Study (in progress)
- Street Lighting Study

Building on these plans, the Town has developed a holistic, equitable, and achievable Strategic Safety Action Plan. This plan goes beyond being a mere planning document with talking points about crash reductions; it is a “force multiplier” aimed at fostering a safe-systems culture through context-sensitive engineering, education,

and enforcement. The plan identifies high-injury networks, develops appropriate strategies and objectives, and positions the town for capital projects designed to secure SS4A implementation grant funding for initiatives such as roundabouts, enhanced bicycle infrastructure, and new sidewalks/upgraded pedestrian crosswalks.



Safe Streets: The Safe System Approach

Achieving and maintaining zero deaths and injuries requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts.

In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Making a commitment to zero traffic deaths and serious injuries means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.



The 5 primary elements of the Safe System Approach are:

- **Safe Road Users**—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.
- **Safe Vehicles**—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology. This is primarily accomplished through the regulation of vehicle design by the National Highway Traffic Safety Administration.
- **Safe Speeds**—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility. Safe speeds are established at the local level.
- **Safe Roads**—Designing roads to accommodate human mistakes and injury tolerances can greatly reduce the severity of crash outcomes. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users. Safe roads are designed locally based on national standards.
- **Post-Crash Care**—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities. Post-crash care is implemented on a local or regional scale.

Lyons Safe Streets for All Action Plan Objectives

Through data analysis and public engagement, five emphasis areas were identified. These align with the USDOT requirement for Safe Streets Action Plans to incorporate comprehensive strategies informed by data, best practices, and stakeholder input.

The five emphasis areas are:



Objective A:
Reduce Speeding



Objective B:
Improve Bicycle Safety



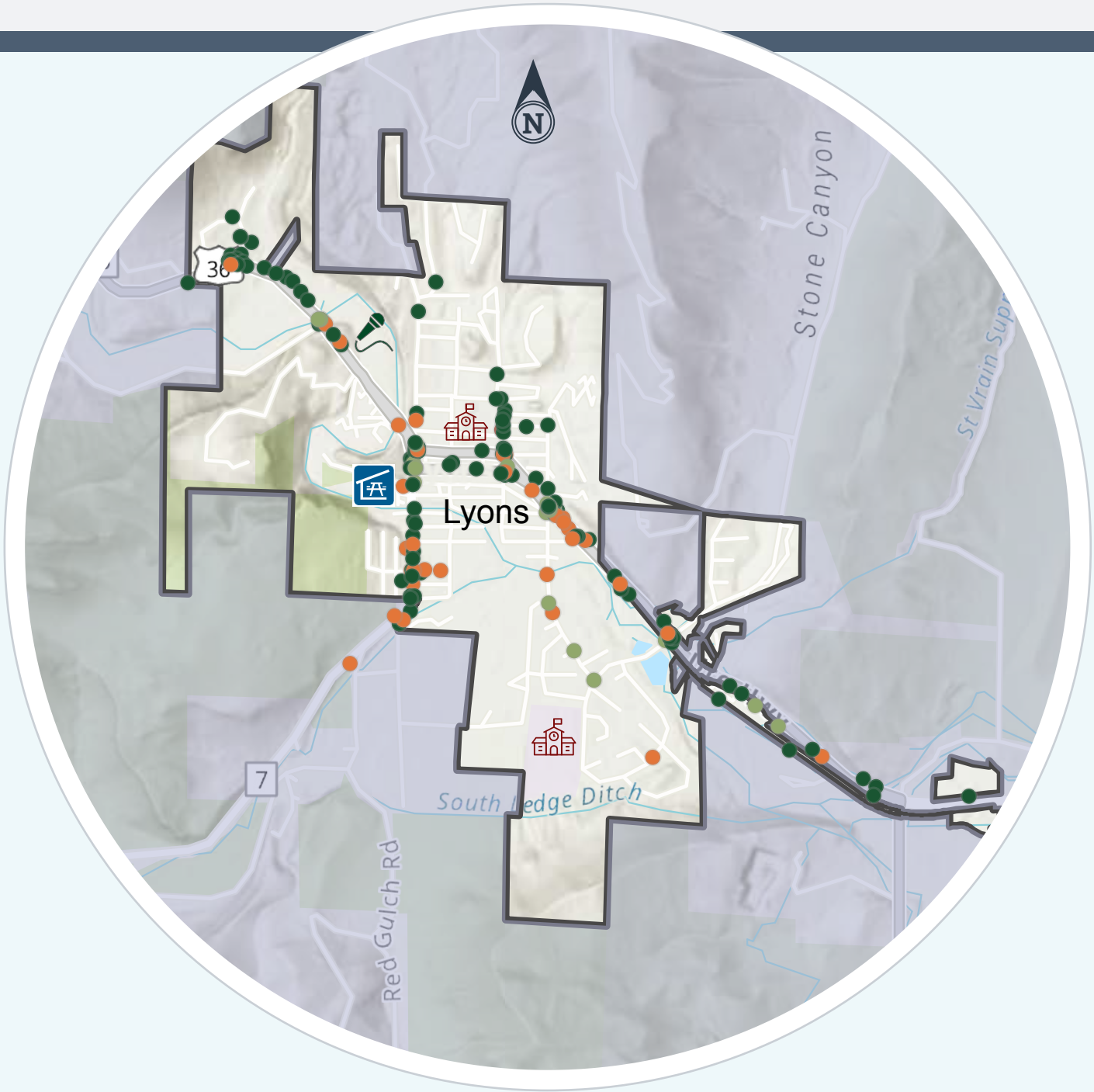
Objective C:
Improve Pedestrian Safety



Objective D:
Improve Intersection Safety

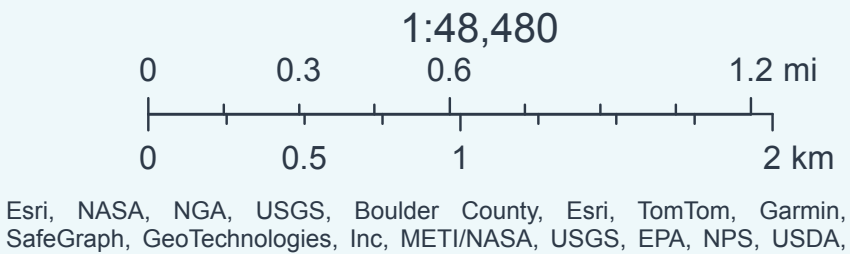


Objective E:
Improve School Zone Safety



Community Input for Safety Concerns

- Bike/Ped Safety
- Speeding
- Intersection Safety
- School Zone
- School
- Planet Bluegrass
- LaVern Johnson Park



The 6E's and Timeline

The objectives and their supporting strategies were developed within the “6 Es” framework, a comprehensive approach used to create safe and inclusive streets for all road users.

The six components — **Education, Emergency Response, Engineering, Enforcement, Evaluation, and Equity** — each play a critical role in developing a holistic and effective safe streets program.

Incorporating the “6 Es” into the development of the Lyons Safe Streets for All Plan is crucial as it ensures a multi-faceted and inclusive approach to street safety. By addressing education, emergency response,

engineering, enforcement, evaluation, and equity, the plan can create safer, more accessible streets that cater to the needs of all residents. This comprehensive strategy not only enhances safety but also fosters a sense of community and shared responsibility, ultimately contributing to the well-being and quality of life in Lyons.



The development of the Safe Streets Action Plan for the Town of Lyons, Colorado was conducted in three comprehensive phases from Fall 2024 to Spring 2025.

In **Phase 1**, data collection and analysis played a crucial role. An online mapping tool and survey were utilized to gather public input on safety concerns. This provided a wide range of data points, reflecting the community’s real-time concerns and experiences. A Public Open House and a Stakeholder Field Walk further enriched the data, allowing for firsthand observations and discussions about specific roadway safety issues.

Phase 2 built on this foundation by using the collected data and public feedback to develop targeted strategies and design solutions. A Stakeholder Virtual Meeting and another Public Open House allowed for continuous engagement, ensuring that the strategies were well-informed and widely supported. Boards & Commissions reviewed these strategies to refine and validate them.

Finally, **Phase 3** involved stakeholder and public reviews of the draft Safe Streets Action Plan before its final adoption by the Town Board. This iterative review process ensured that the final plan was comprehensive and addressed the identified safety concerns with effective, data-driven strategies.



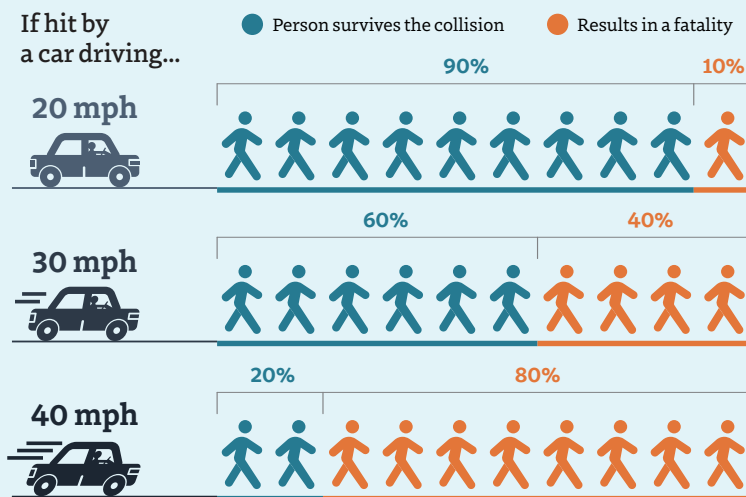
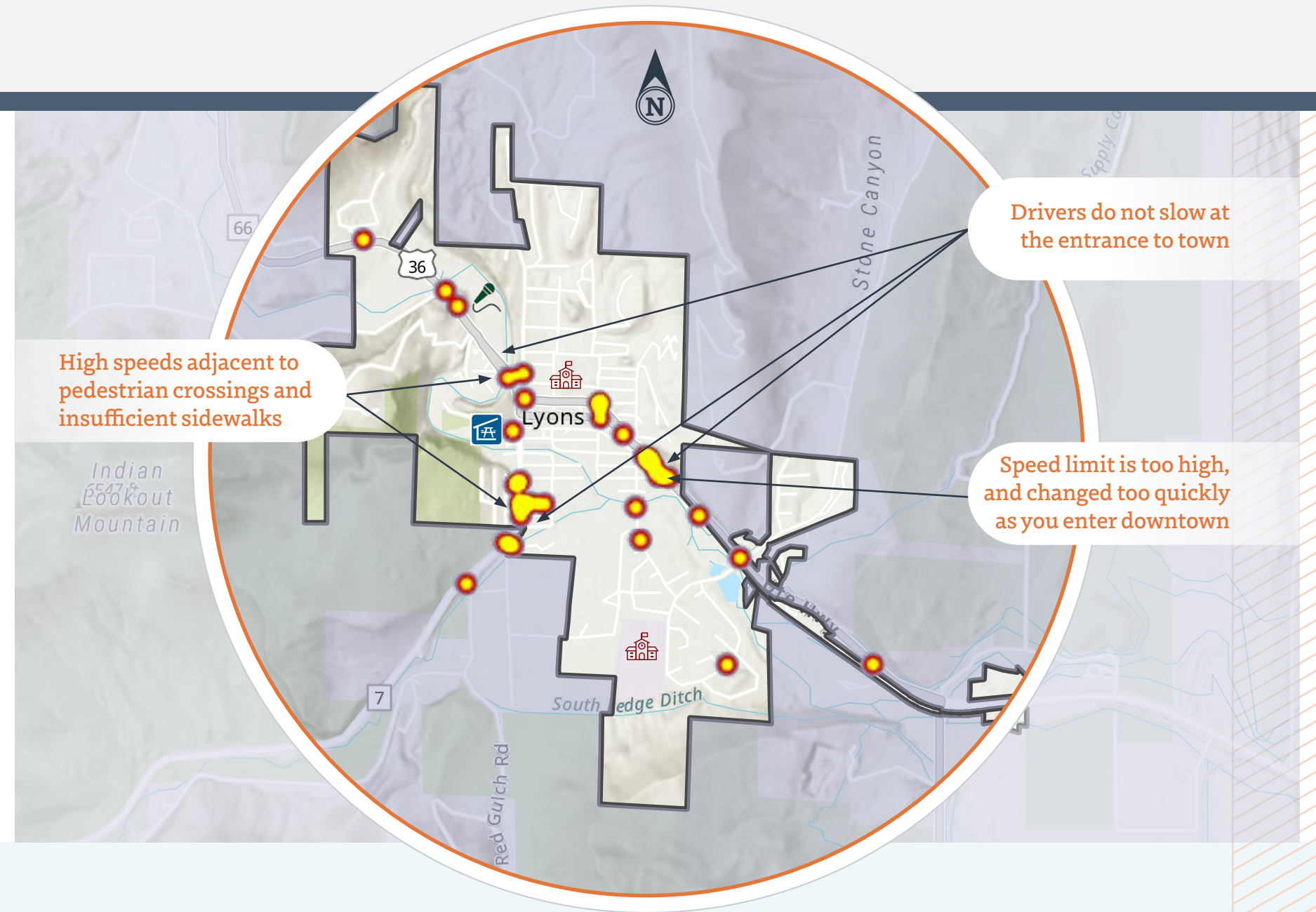


Objective A: Reduce Speeding

Speeding poses a multitude of risks to both drivers and pedestrians.

In a town like Lyons, where narrow roads and pedestrian activities are common, the dangers associated with speeding are magnified. High speeds increase the likelihood of collisions, reduce the time available for drivers to react to unexpected events, and exacerbate the severity of crashes. For pedestrians and cyclists, the risk of severe injury or fatality rises dramatically in the presence of speeding vehicles.

In particular, the stretch of US 36 that runs through Lyons was cited by stakeholders and the public as a corridor of concern for speeding. Despite posted speed limits, a significant number of drivers exceed the allowable speed, often by considerable margins. This behavior endangers not only the speeding drivers but also other road users, including pedestrians, cyclists, and law-abiding motorists.



Strategies:

Engineering:

- Speed feedback signs near high pedestrian zone/downtown
- Gateway or roundabout at the entrances to Town
- Traffic calming (bulb outs, narrow lanes, add medians, landscaping, traffic circles, community art)
- Revise signal timing to adjust vehicle progression for lower speed limits

Enforcement:

- High Visibility Enforcement Campaign, potentially multijurisdictional, (law enforcement + visibility + publicity) which educates and leads to compliance
- Form a speed enforcement task force comprised of the municipal, county and state agencies; law enforcement to agree on speed reduction strategies and develop a resource sharing agreement to implement them.
- Encourage the judiciary to strictly adjudicate the most egregious speeding cases (>10 mph over speed limit)
- Install automated enforcement

Evaluation:

- Speed study on Hwy 36 to determine appropriate posted speed
- Evaluate speeding before and after tools are applied

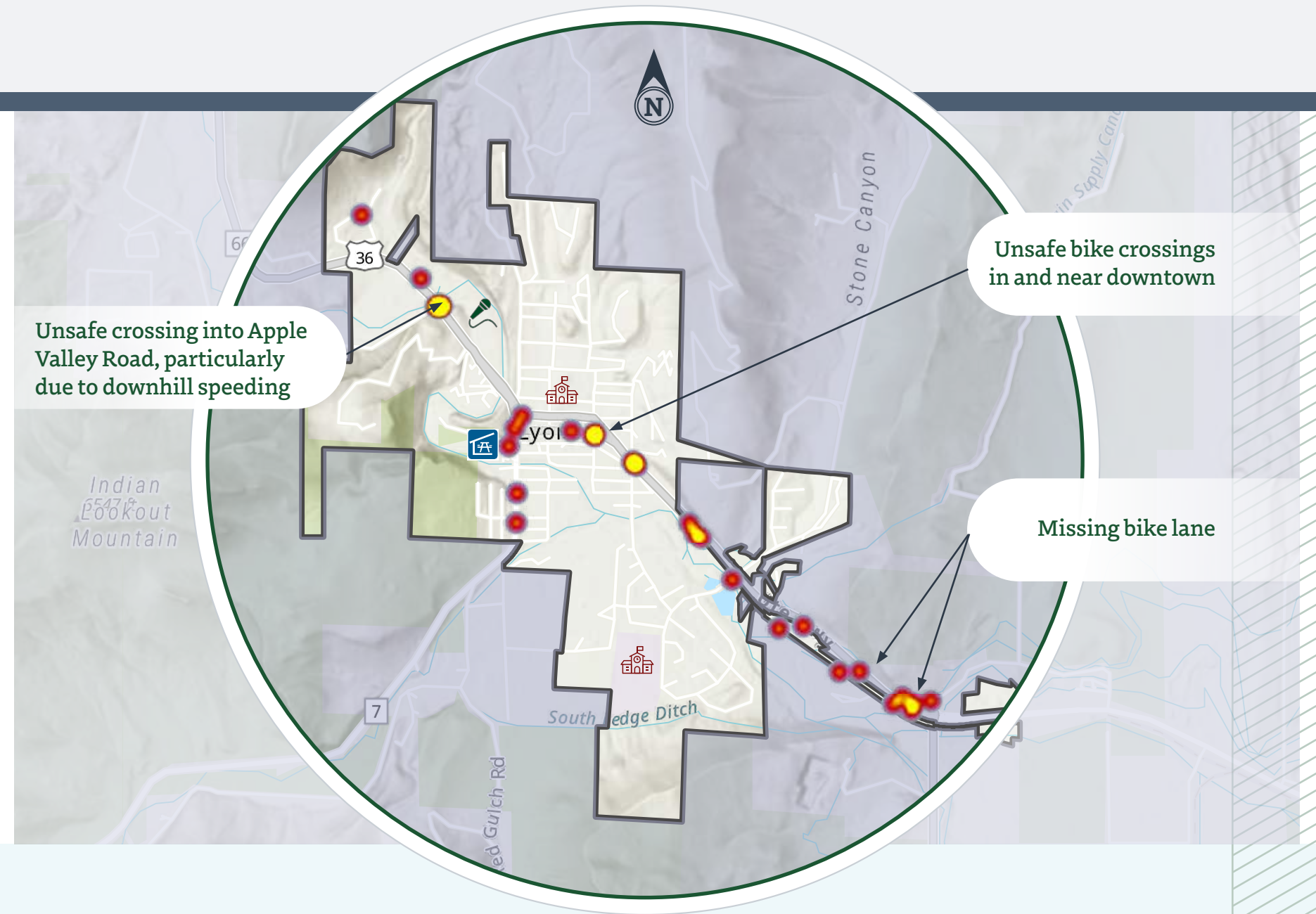


Objective B: Improve Bicycle Safety

Lack of bicycle infrastructure creates higher risk bicycle network.

Despite only two bicycle crashes reported in Lyons in the five year period, residents emphasized the need for more bike lanes and better education for drivers regarding the rights of bicyclists. There were also suggestions for community programs to promote bicycle safety. Bicyclists in Lyons face several challenges that hinder their riding experience and safety. There is inadequate connectivity between existing trails and bike lanes, making it difficult to navigate the town smoothly. Additionally, the lack of dedicated bicycling infrastructure

in many residential areas forces bicyclists to share the road with motor vehicles, increasing the risk of crashes. Intersections often lack sufficient safety measures, such as bike-specific traffic signals and protected crossings, further endangering bicyclists. Moreover, there are limited bike-friendly routes to schools, discouraging students from bicycling. Addressing these gaps could significantly enhance Lyons' reputation as a bike-friendly town and promote bicycling as a sustainable and healthy mode of transportation.



Strategies:

Engineering:

- Reduce/close access points along higher speed/ higher volume roadways to reduce conflicts
- Install new high quality/ high comfort bike lanes (prioritize gaps in the network, school zones, and high-frequency destinations)
- Install bicycle crosswalks/ bicycle boxes
- Traffic calming (narrow lanes, curb bulb outs)

- Increase wayfinding signage
- Quick build projects and demonstration projects
- Establish street striping standards for accommodating bicycles and complete streets policy
- Dedicate CIP (Capital Improvement Plan) funding to bike infrastructure

Education:

- Partner with Lyons schools to conduct bike rodeos
- Add traffic safety education to Lyons website

Evaluation:

- Evaluate bicycle volumes before and after countermeasures are applied
- Update and maintain GIS (Geographic Information System) map of bike facilities with identified gaps/issues

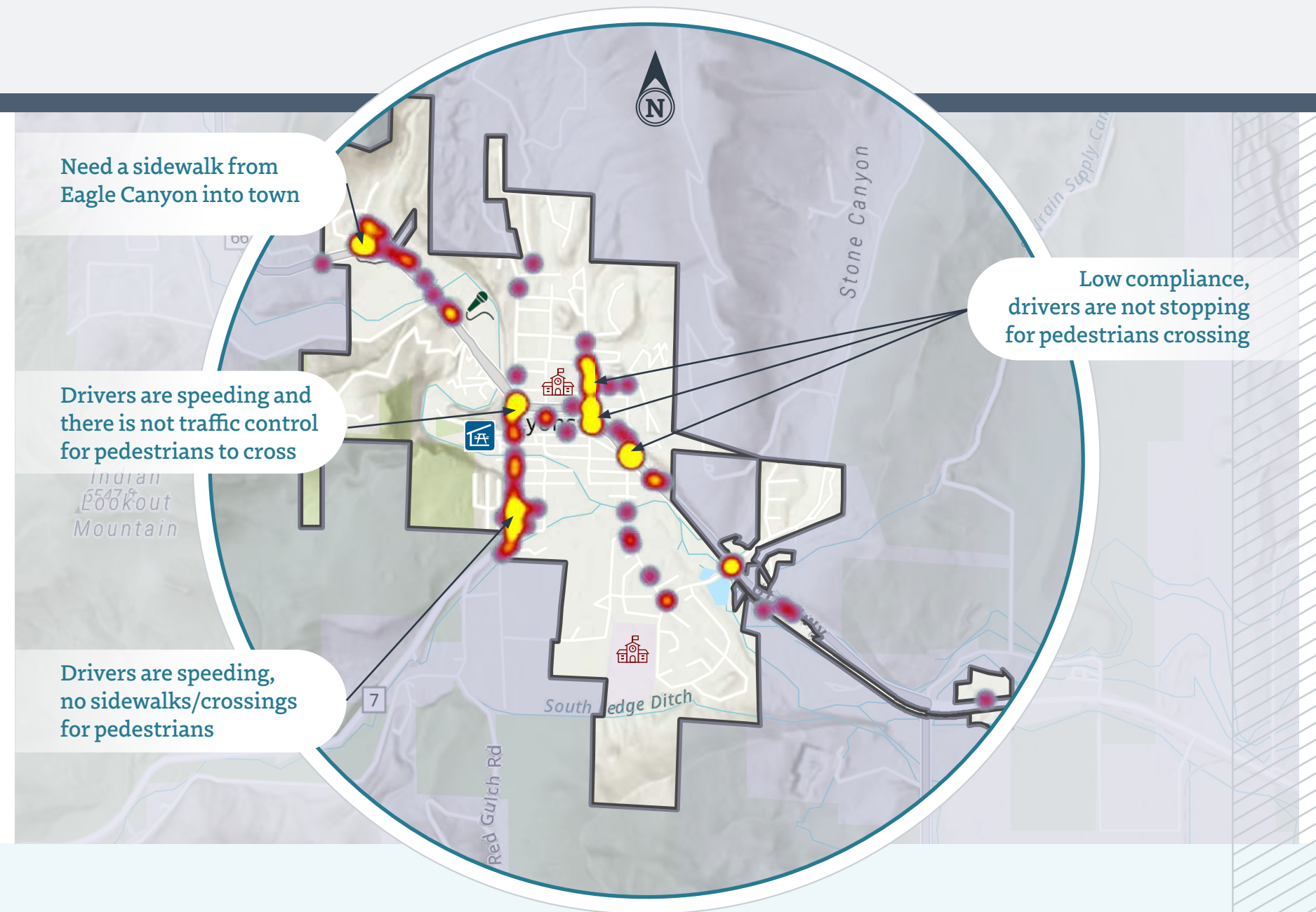


Objective C: Improve Pedestrian Safety

The primary pedestrian routes in Lyons lack sidewalks and safe crossings.

The most notable concern for pedestrian safety is lack of infrastructure. The Town of Lyons has approximately 14 miles of sidewalks but many segments are not connected, lack safe crossing treatments or do not meet current design standards.

Pedestrian safety in Lyons is directly related to the interaction between pedestrians and vehicular traffic, especially in high-traffic areas like downtown and near schools. Factors such as speeding vehicles, inadequate lighting in certain areas, and the absence of pedestrian-friendly infrastructure create safety issues for pedestrians.



Strategies:

Engineering:

- Install missing sidewalks and ADA ramps (prioritize gaps in the network, school zones and high-frequency destinations)
- Shorten crossing distances where possible (curb bulb outs, pedestrian refuges)
- Implement sidewalk plan
- Install vertical separation in high-risk locations, possibly as a temporary solution before sidewalks (Hwy 36 approaching Eagle Canyon, entrance to LaVern Johnson Park, 3rd Ave, etc)

- Enhance driver awareness at crossings (update crossing signage, narrow crossings, RRFBs (Rectangular Rapid-Flashing Beacon), daylighting/ parking restrictions)
- Upgrade lighting at high volume pedestrian crossings (include event foot traffic) to exceed IESNA (Illuminating Engineering Society of North America) standards
- Dedicate CIP funding to pedestrian infrastructure
- Update guidance for pedestrian marking and signing to increase consistency

Evaluation:

- Evaluate pedestrian volumes before and after countermeasures are applied
- Update and maintain GIS map of pedestrian facilities with identified gaps/issues
- Ensure zoning and site planning codes include sidewalks (build and repair) for new development

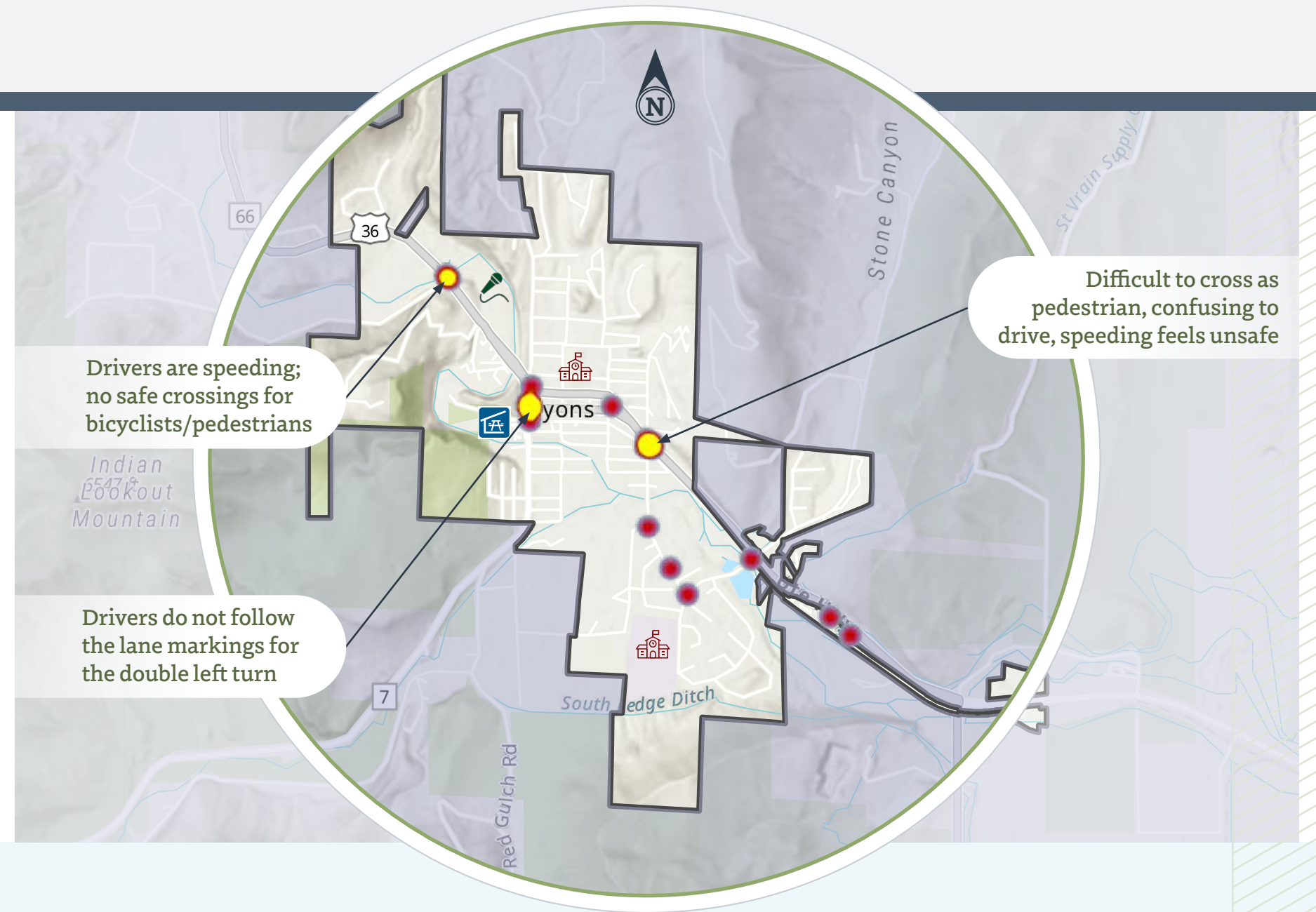


Objective D: Improve Intersection Safety

Like most communities, intersections in Lyons stand out as one of the most significant roadway safety concerns.

Despite efforts to ensure pedestrian safety with signage and enhanced crosswalks, there are still safety concerns at intersections in the Town of Lyons. One of the primary issues is that most of the traffic is through traffic with drivers who are unfamiliar with the town and streets. They are passing through on the highway on their way to the National Park and they don't feel the character change when they drive into

the downtown area with people walking and shops to patronize. Traffic calming could improve the safety of people crossing the street while enhancing economic vitality if drivers slowed down and complied with crossings. Another concern is the limited visibility at certain intersections due to poor lighting or obstructive structures, making it difficult for drivers and pedestrians to see each other clearly.



Strategies:

Emergency Response:

- Expand the use of traffic signal preemption for emergency vehicles

Engineering

- Reduce/close access points along higher speed/higher volume roadways to reduce conflicts (prioritize the commercial development south east of Nolan Rd)
- Add/update crosswalk striping and pedestrian signals
- Update crossing signage to “state law to yield” or other signage with better compliance

- Install more RRFBs where warranted
- Update 5-way intersection of Main/Broadway/Evans /Railroad/2nd (crosswalk markings, close access)
- Redesign intersections on the west end of town (5th Ave at High, Main, and Broadway): clarify merge/right turn onto High St, clarify lanes turning onto Broadway from North and South, improve business access, improve pedestrian crossings

Enforcement

- Install automated enforcement

Evaluation:

- Evaluate crashes, near-misses, and compliance before and after countermeasures are applied

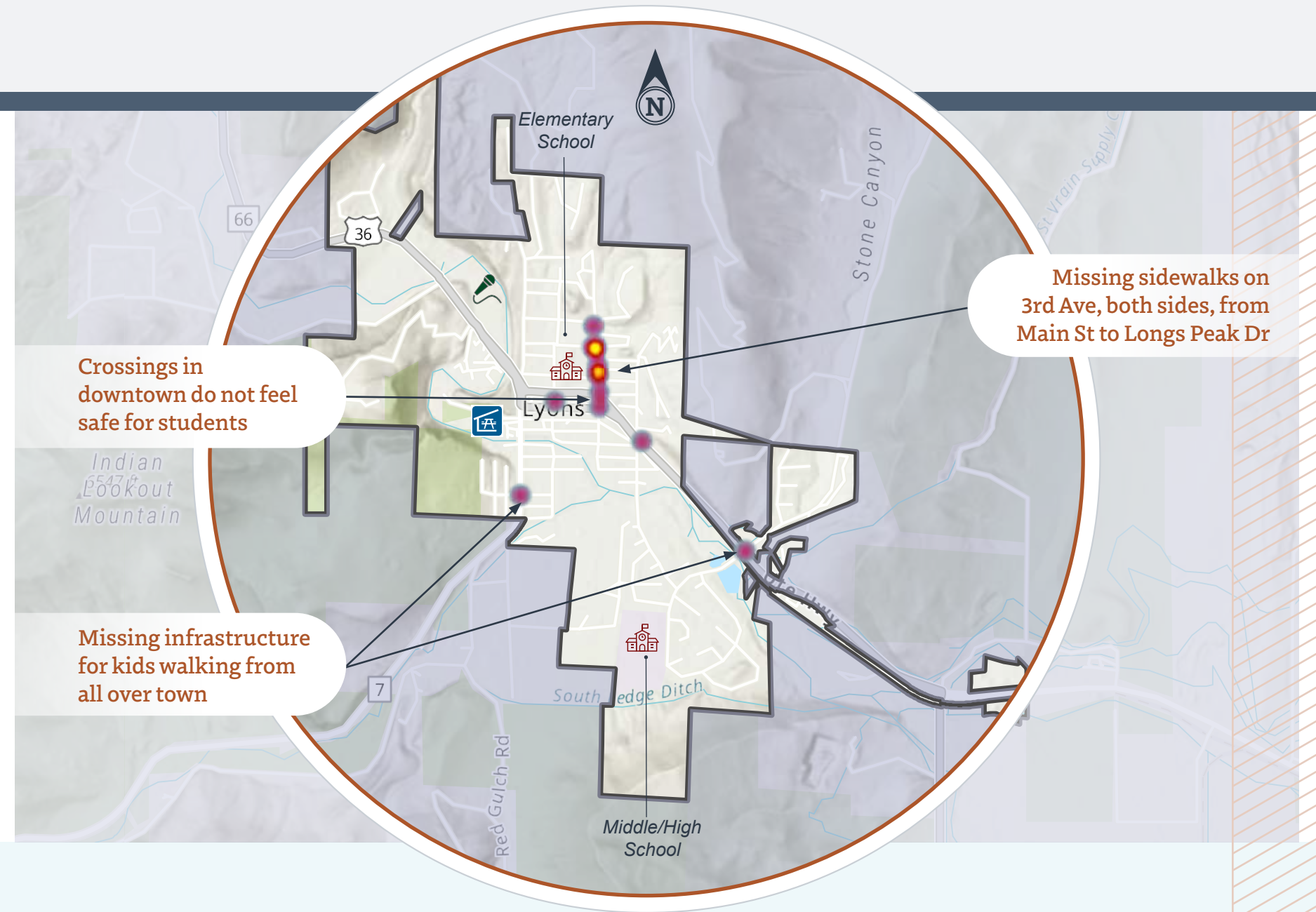


Objective E: Improve School Zone Safety

Everyone agrees on improving school zone safety.

Despite measures to ensure safety for school children in Lyons, Colorado, some shortcomings persist. There are significant segments of sidewalks and adjacent crosswalks missing near the elementary school. The absence of crossing guards during bell times and the absence of marked crosswalks and pedestrian signals at nearby intersections exacerbate the problem. There

is a blind trail crossing near the middle/high school. And there is a lot of speeding, especially at drop off and pick up times, posing risks to students. Additionally, inconsistent pedestrian safety education leaves some students vulnerable. Small towns have limited discretionary budgets and often rely on grant funding for Safe Routes to School education and implementation.



Strategies:

Engineering

- Paint crosswalks on every intersection adjacent to schools
- Bulb outs at key intersections near schools to shorten crossings and slow vehicles (3rd and High)
- Update elementary school drop-off/pick-up to one-way

Education

- Safe Routes to School educational programming
- Safe crossings – eye contact, wait for cars to stop, etc.
- Safe defensive biking

Enforcement

- Increase enforcement in school zones (in-person and automated)
- Add crossing guards to key intersections near schools at bell times

Evaluation:

- Safety audits for biking and walking infrastructure

Safe Streets: Equity and Engagement are Critical to Success

Equity

Equity was a key principle in the development of the Safe Streets for All action plan. Lyons faces several equity challenges, particularly related to transportation safety and public health. The town has high risk burdens from elevated ozone levels and cancer prevalence, exacerbated by existing inequalities. These issues contribute to disparities within the community, impacting residents’ health and quality of life. The elderly population, which is in the 59th percentile for those aged 65 and older, is especially susceptible to these health risks and may have difficulties accessing essential resources. Transportation safety is also a significant concern for Lyons, as the town ranks in the **88th percentile for transportation safety burden**. This indicates hazardous conditions that affect all residents, including school-age children during their daily commutes. Addressing these transportation safety issues through enhanced infrastructure and safety measures is crucial for promoting equity and ensuring the well-being of Lyons’ residents. These considerations form the basis of the Safe Streets for All action plan.



Engagement

Community engagement played a pivotal role in the development of the Safe Streets for All Plan. From the beginning, the town actively sought resident input through tools like online maps, surveys, public open houses, and stakeholder field walks to address genuine safety concerns. This continuous engagement helped shape strategies and design solutions, maintaining dialogue through virtual meetings and additional public open houses. The draft plan underwent public and stakeholder review before its final adoption by the Town Board, ensuring it reflected the town’s collective vision for safer streets. Involving the community in planning processes like the Safe Streets for All Plan is essential for grounding strategies in real experiences and needs. This collaborative approach allowed the town to identify specific safety concerns and gather diverse perspectives, leading to comprehensive and effective solutions. It also fosters a sense of ownership and accountability among residents, enhancing the plan’s implementation and success.

Safe Streets for All Stakeholders

Town of Lyons

- Public Works
- Community Relations
- Planning Department
- Boards & Commissions
- Town Board

County

- Boulder County Sheriff

Schools

- Lyons Elementary School
- Lyons Middle/Senior School
- St. Vrain Valley School District

City

- Lyons Fire
- Lyons Business Owners

Lyons Residents

- Eagle Canyon
- Stone Canyon
- Lyons Valley Park
- North Old Town
- South Old Town
- Ewald Area

State

- Colorado Department of Transportation

Transparency

The Town of Lyons is committed to transparency and accountability in the execution of their Safe Streets for All Action plan.

The Safety Stakeholder Committee will be maintained to oversee future safety improvements, ensuring continuous community engagement and oversight. Additionally, effective coordination between different agencies, particularly with CDOT regarding US 36, will be maintained to ensure the success of safety initiatives. The Town will also keep the Safe Streets for All webpage on the town website up-to-date.

Reporting

Annually, the Town will report on the actions taken in the prior year to reduce serious injuries and outline the next steps of implementation. Annual reporting will also include publicized before-and-after studies and crash statistics that will be available on the Town’s Safe Streets for All webpage.

Capital Programming and Budgeting

To implement the toolbox strategies identified on pages 6-10, the Town of Lyons will focus on capital programming and budgeting. Funding will be secured through various sources, including local, state, and federal grants, as well as exploring public-private partnerships. The budgeting process will be transparent, with regular updates provided to the public and opportunities for community feedback. These measures aim to allocate resources effectively to enhance safety and improve the quality of life for all residents.



	Five-Year Rolling Average (2018-2023)		2025	
	Serious Injuries	Fatalities	Serious Injuries	Fatalities
Within Lyons	3	1		
Pedestrians	1	0		
Bicycles	2	0		

Implementation Plan and Project Prioritization

This Action Plan sets a vision for specific strategies that could help improve safe streets in Lyons, including engineering, enforcement, evaluation, education, equity, and emergency response.

In order to implement these strategies, the Town will need dedicated funding. Funds may come from capital funding (such as allocation a percentage of the Town’s budget for building out sidewalks) or grant program funding. The federal government, CDOT (Colorado Department of Transportation), DRCOG (Denver Regional Council of Governments), and Boulder County all offer grant funding through different programs. Some of these funding sources could include Safe Streets for All from USDOT (United States Department of Transportation), Better Utilizing Investments to Leverage Development (BUILD, USDOT), Road to Zero Coalition (USDOT), Active

Transportation Infrastructure Investment Program (ATIIP) through FHWA (Federal Highway Administration), Revitalizing Main Streets (CDOT), Safe Routes to School (CDOT), and Transportation Capital Improvement Program (TCIP, DRCOG and Boulder County).

Because both major roads through town are owned by CDOT, Lyons is highly dependent on the state to collaborate on projects identified in this Safe Streets Action Plan. CDOT has been an active participant in the stakeholder meetings and is generally supportive of the objectives and strategies in this plan.

In addition to the strategies that were listed on each of the previous pages, at the right is a list of specific engineering solutions, listed by location, that could be considered for short- and long-term implementation, as funding is available. They were prioritized and the top five locations have concept designs in the appendix which can be used to pursue funding for further design and construction.

Project Prioritization and Selection



To prepare Lyons to apply for additional funding for implementation, the prioritization of projects includes the following considerations:

- Reducing the risk of serious injuries and fatalities
- Supporting efforts to increase economic development, especially in the downtown area
- Achieving equity for people with higher transportation safety risk by protecting vulnerable roadway users such as older adults, people walking and biking, and school children
- Opportunities to deliver projects by leveraging external funding sources

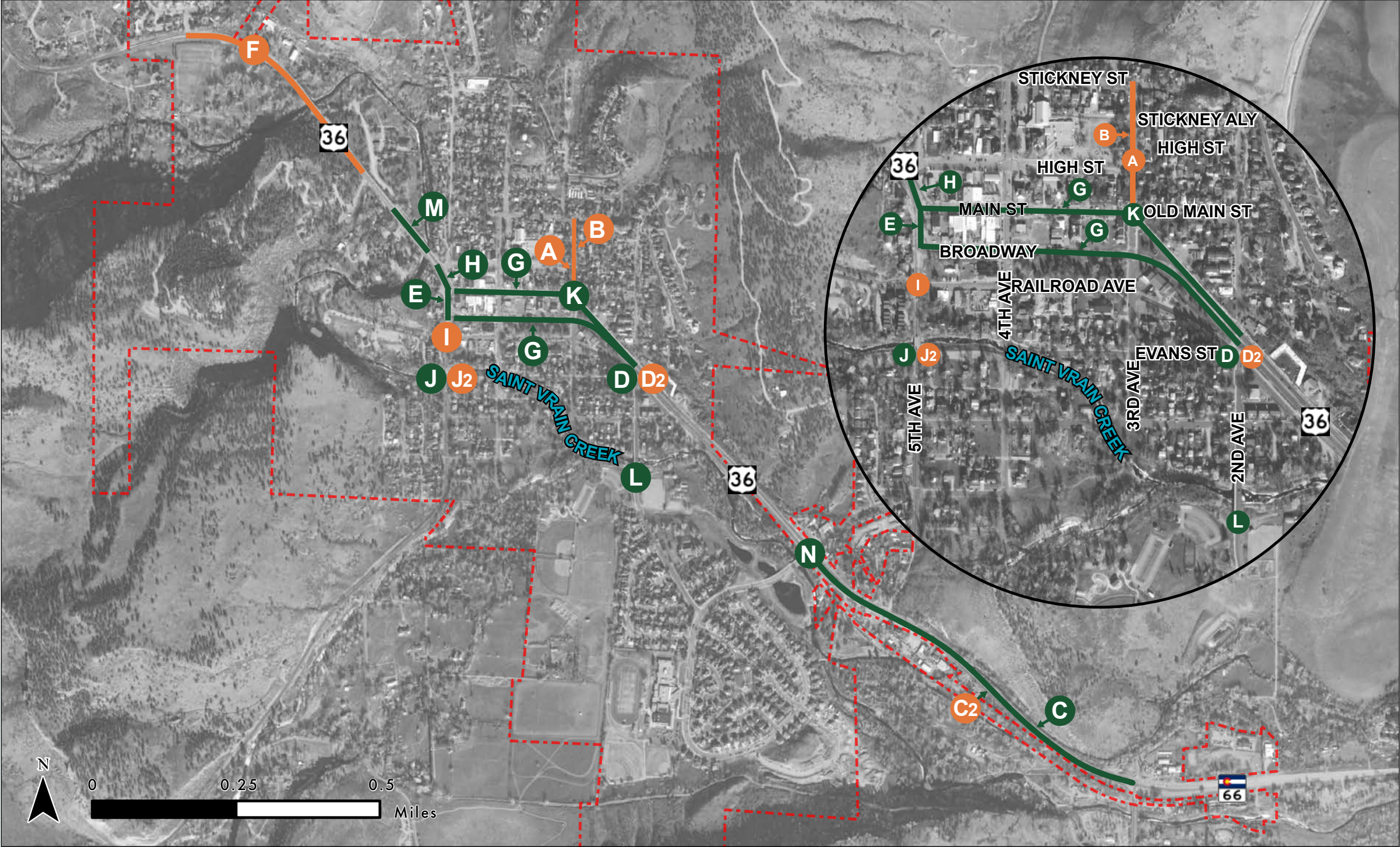
Location	Improve Safety	Community & Economic Development	Equity	Strong Candidate for external funding	Approx. Cost Range	Map Location
*3rd Ave at High St	Significant Impact	Significant Impact	Significant Impact	Strong Candidate	<100	A
3rd Ave, Main to Seward	Significant Impact	Significant Impact	Significant Impact	Strong Candidate	500-1M	B
Hwy 36, McConnell to Hwy 66	Significant Impact	Significant Impact	Significant Impact	Strong Candidate	500-1M	C
Hwy 36/Evans/2nd/Railroad	Significant Impact	Significant Impact	Significant Impact	Strong Candidate	500-1M	D
*5th Ave, Main to Broadway	Significant Impact	Significant impact	Significant Impact	Strong Candidate	>1M	E
Hwy 36/Evans/2nd/Railroad	Moderate Impact	Significant impact	Significant Impact	Strong Candidate	<100	D2
Hwy 36, Main to Eagle Canyon	Significant Impact	Significant impact	Significant Impact	Average Candidate	>1M	F
Main and Broadway, 5th to 2nd	Significant Impact	Significant impact	Moderate Impact	Average Candidate	>1M	G
*5th Ave, Main to High	Significant Impact	Moderate Impact	Moderate Impact	Average Candidate	<100	H
Hwy 36, McConnell to Hwy 66	Moderate Impact	Moderate Impact	Significant Impact	Average Candidate	<100	C2
*5th Ave at Railroad	Significant Impact	Moderate Impact	Moderate Impact	Average Candidate	<100	I
5th Ave at Evans	Moderate Impact	Moderate Impact	Moderate Impact	Average Candidate	<100	J2
5th Ave at Evans	Significant Impact	Moderate Impact	Moderate Impact	Average Candidate	>1M	J
*3rd Ave/Main/Old Main	Significant Impact	Moderate Impact	Moderate Impact	Average Candidate	>1M	K
2nd Ave at St Vrain Creek	Moderate Impact	Low Impact	Moderate Impact	Not Competitive	<100	L
Hwy 36 at St Vrain Creek	Low Impact	Significant impact	Moderate Impact	Not Competitive	500-1M	M
Hwy 36 at McConnell Dr	Moderate Impact	Low Impact	Low Impact	Not Competitive	>1M	N

* These 5 five locations have concept plans in the appendix

Note: Letter does not indicate project priority

 = demonstration project (fast, inexpensive, temporary)
 = longer-term infrastructure project

Priority Project Location Map



Priority Locations for SS4A Action Plan
Town of Lyons, CO

Priority Project Locations Table

	Location	Limits	Safety Need	Potential Safety Solution	Next Step
A	3rd Avenue	High Street	Traffic calming for students walking and biking to school	Neighborhood traffic circle or bulb outs	Demonstration project
B	3rd Avenue	Main Street and Seward Street	Pedestrian infrastructure and speed reduction	Bollards and spot leveling to create a pedestrian path on west side of 3rd	Demonstration project
C	Highway 36	McConnell Drive and Highway 66	Reduce the number and/or width of access points	Driveway closures or median	Conceptual design, pursue grant funding for final design and construction
D	Highway 36	Evans Street / 2nd Avenue / Railroad Avenue	Reduce vehicle speeds and potential pedestrian-vehicle conflicts	Side street closures, enhance crosswalks, turn restrictions, automated enforcement	Conceptual design, pursue grant funding for final design and construction
E	5th Avenue	Main Street to Broadway	Reduce vehicle-vehicle conflicts and increase safe crossing for pedestrians	Roundabout or turn lane removals	Conceptual design, pursue grant funding for final design and construction
D2	Highway 36	Evans Street / 2nd Avenue / Railroad Avenue	Reduce vehicle speeds and potential pedestrian-vehicle conflicts	Raised x-walks, or speed table or median	Demonstration project
F	Highway 36	Main Street to Eagle Canyon	Pedestrian infrastructure and speed reduction	Bollards and spot leveling to create a pedestrian path on east side of Hwy 36	Demonstration project
G	Main Street and Broadway	5th Avenue to 2nd Avenue	Enhance traffic calming	Raised x-walks, pedestrian underpass	Traffic study
H	5th Avenue	Main Street to High Street	Reduce merging/right turn conflicts	Lane reconfiguration or channelization	Traffic study
C2	Highway 36	McConnell Drive and Highway 66	Reduce the number and/or width of access points	Driveway closures or temporary median	Demonstration project
I	5th Avenue	Railroad	Increase visibility and reduce crossing distance for people crossing	Raised x-walk or bulb outs	Demonstration project
J2	5th Avenue	Evans Street	Speed reduction	Raised x-walk or bulb outs	Demonstration project
J	5th Avenue	Evans Street	Speed reduction	Raised x-walks, pedestrian underpass	Demonstration project
K	3rd Avenue	Main Street / Old Main Street	Reduce potential pedestrian-vehicle conflicts	Enhanced traffic controls, raised x-walks, turn restrictions or roundabout	Traffic study
L	2nd Avenue	Bridge over St. Vrain Creek	Increase visibility and reduce crossing distance for people crossing on the trail	Curb extensions or median refuge	Demonstration project
M	Highway 36	Bridge over St. Vrain Creek and Planet Bluegrass	Enhance pedestrian infrastructure	Extend sidewalk	Pursue grant funding for final design and construction
N	Highway 36	McConnell Drive	Speed reduction	Roundabout	Conceptual design, pursue grant funding for final design and construction

Note: Letters refer to map on page 14; do not indicate project priority

This Safe Streets Action Plan was prepared by Mead & Hunt for the Town of Lyons. Funding was provided by the United States Department of Transportation under the Safe Streets for All program.

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Project Team: Kylie Anderson, Christine Kirsch, Lan Song, Savannah Terrell, Hailey Vaughan



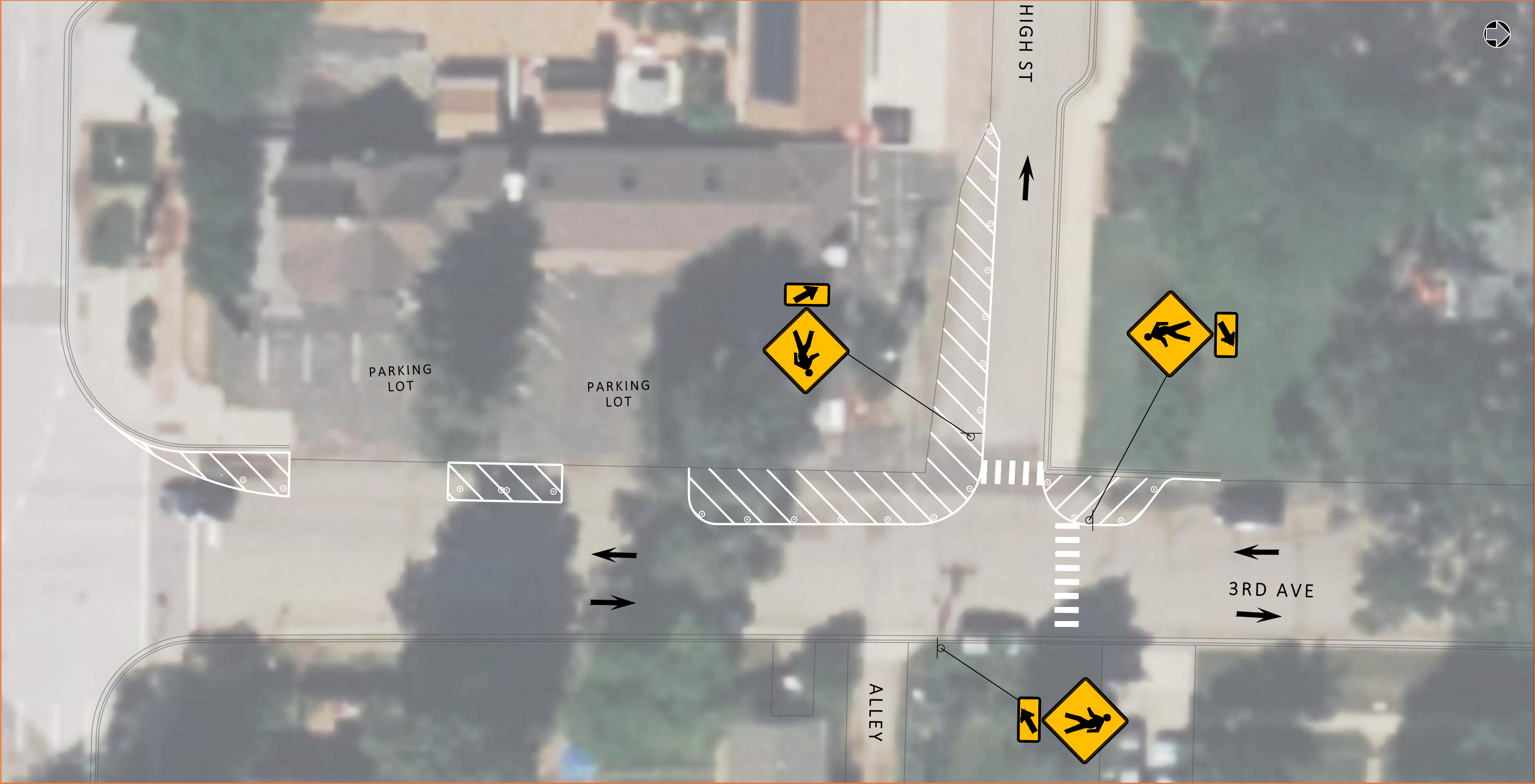
- **Location A: 3rd Street and High Street**
 - 1) Neighborhood traffic circle
 - 2) Bulb outs with bollards; painted crosswalks; optional bulb outs with bollards to Main Street
- **Location E: 5th Street and Broadway**
 - 1) Revise the SB left/through lane to be through only; remove signal; add HAWK signals
 - 2) Roundabout
 - 3) SB has free flow; NB has a free flow right turn; extend median into channelization
 - 4) SB has free flow; NB has a larger turning radius and shorter pedestrian crossing
- **Location H: 5th from Main Street to High Street**
 - 1) Remove right turn lane
 - 2) Add a yield for NB 5th Street
 - 3) Channelize with a concrete curb
- **Location I: 5th Street and Railroad**
 - 1) Raised crosswalk with rubber speed table
 - 2) Bulb outs with candlesticks
- **Location K: 3rd Avenue/Main Street/Old Main Street**
 - 1) Roundabout
 - 2) Raised intersection
 - 3) Close Old Main Street
 - 4) Peanut roundabout
 - 5) Narrow Old Main Street to only allow vehicles to enter, not exit
 - 6) Narrow Old Main Street to only allow vehicles to exit, not enter

Advantages and Cost Ranges

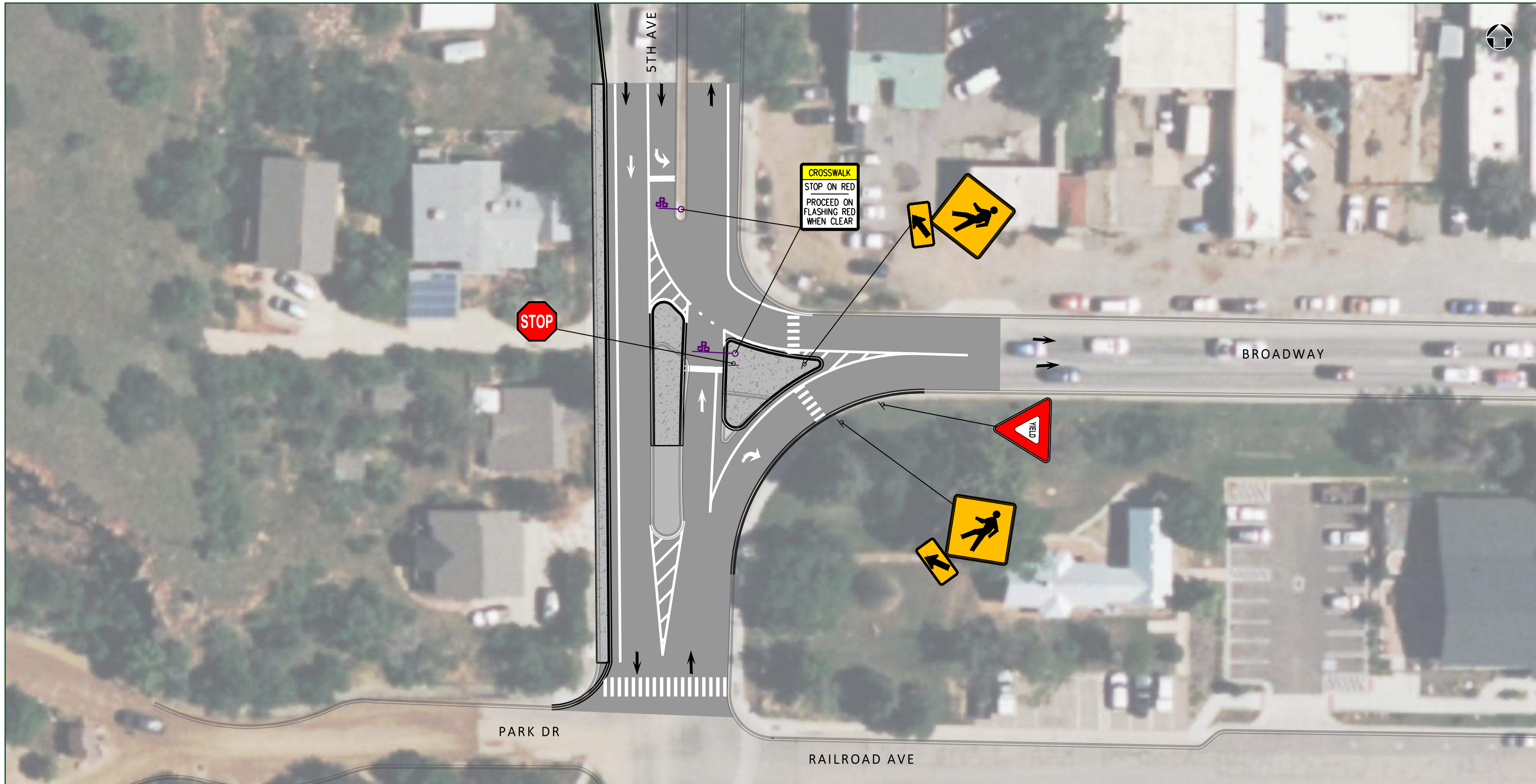
Location A: 3rd Street and High Street | Alternative #1



Location A: 3rd Street and High Street | Alternative #2



Location E: 5th Street and Broadway | Alternative #1

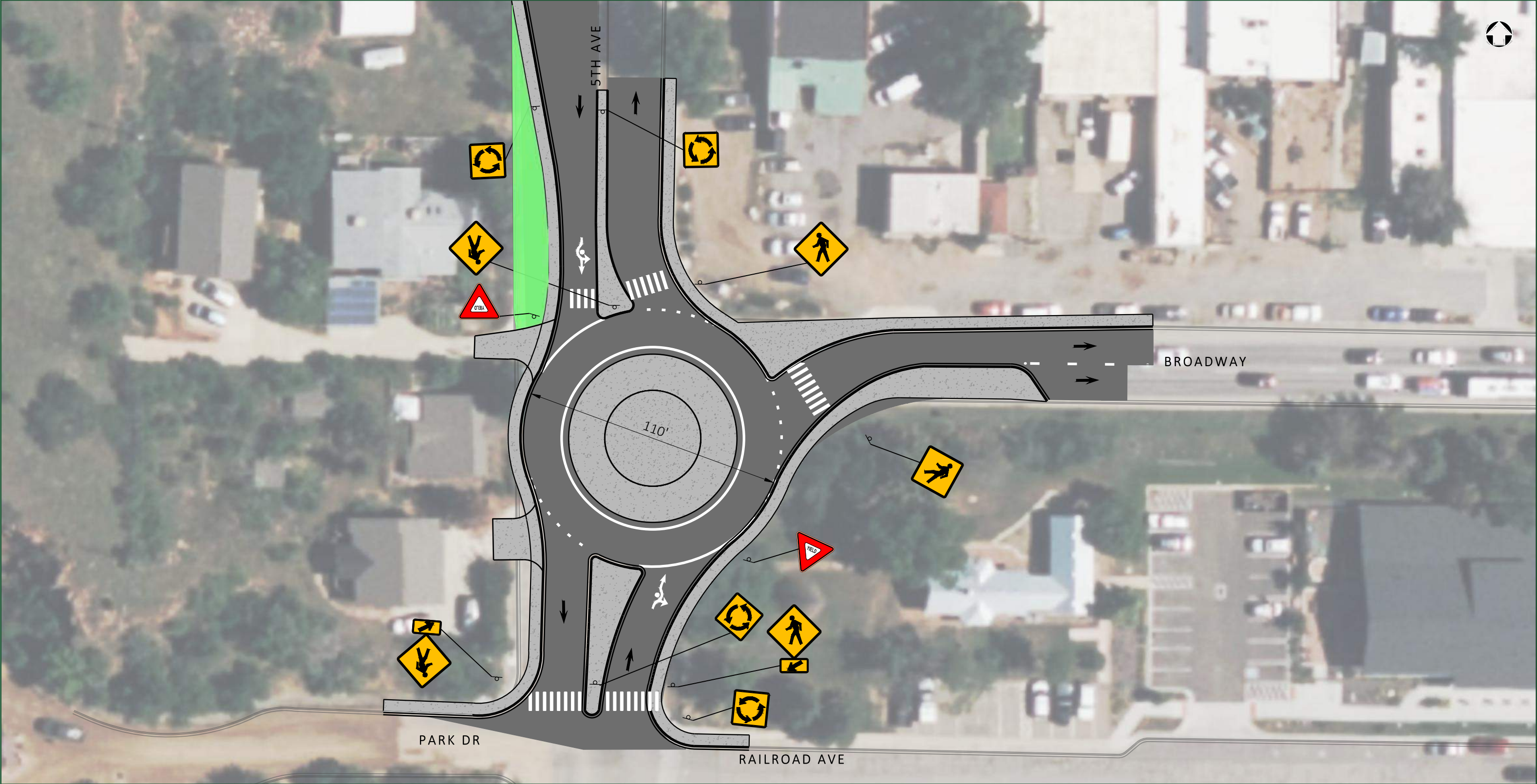


Mead & Hunt

CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1":20'

Location E: 5th Street and Broadway | Alternative #2

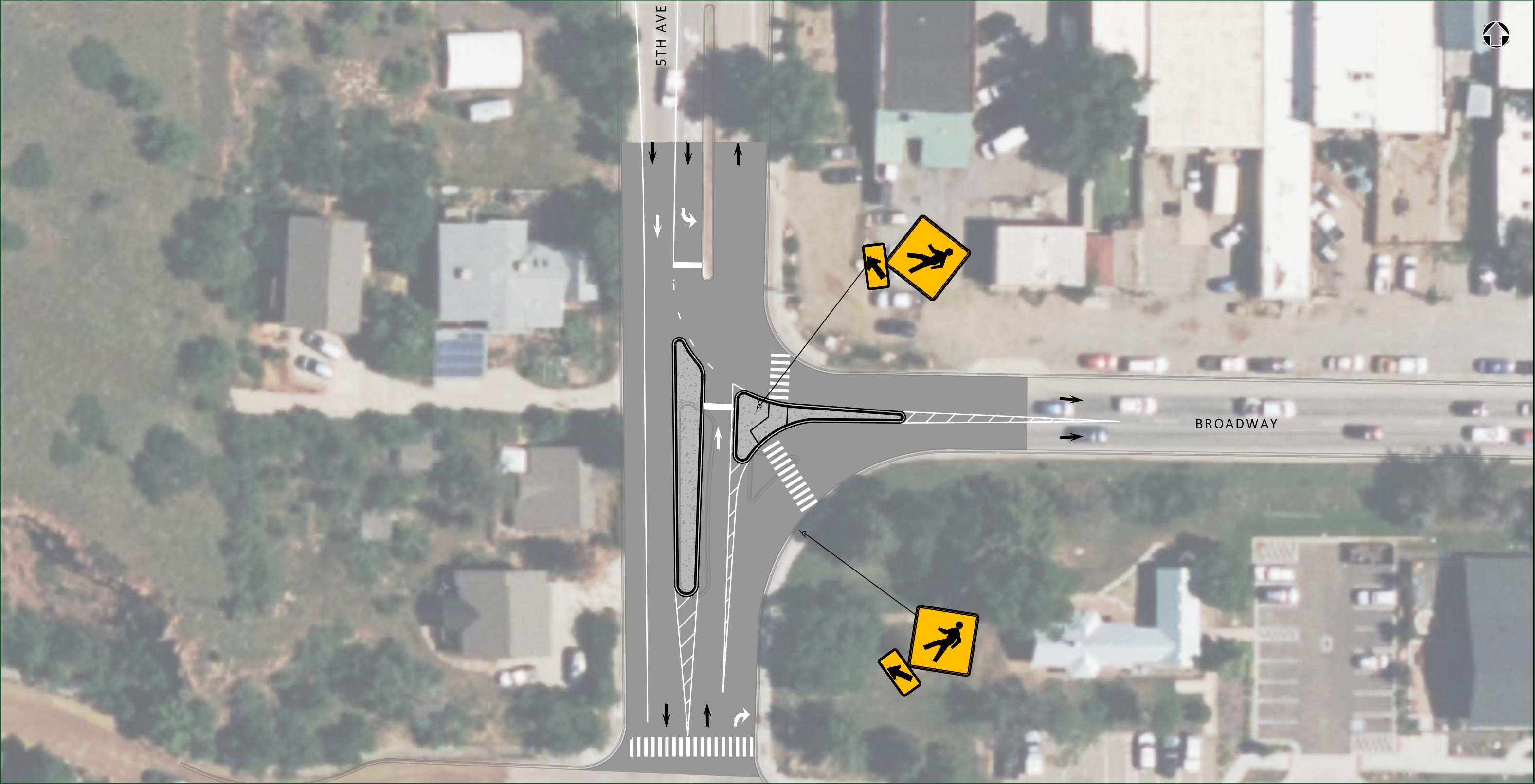


Mead&Hunt

CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

Location E: 5th Street and Broadway | Alternative #3

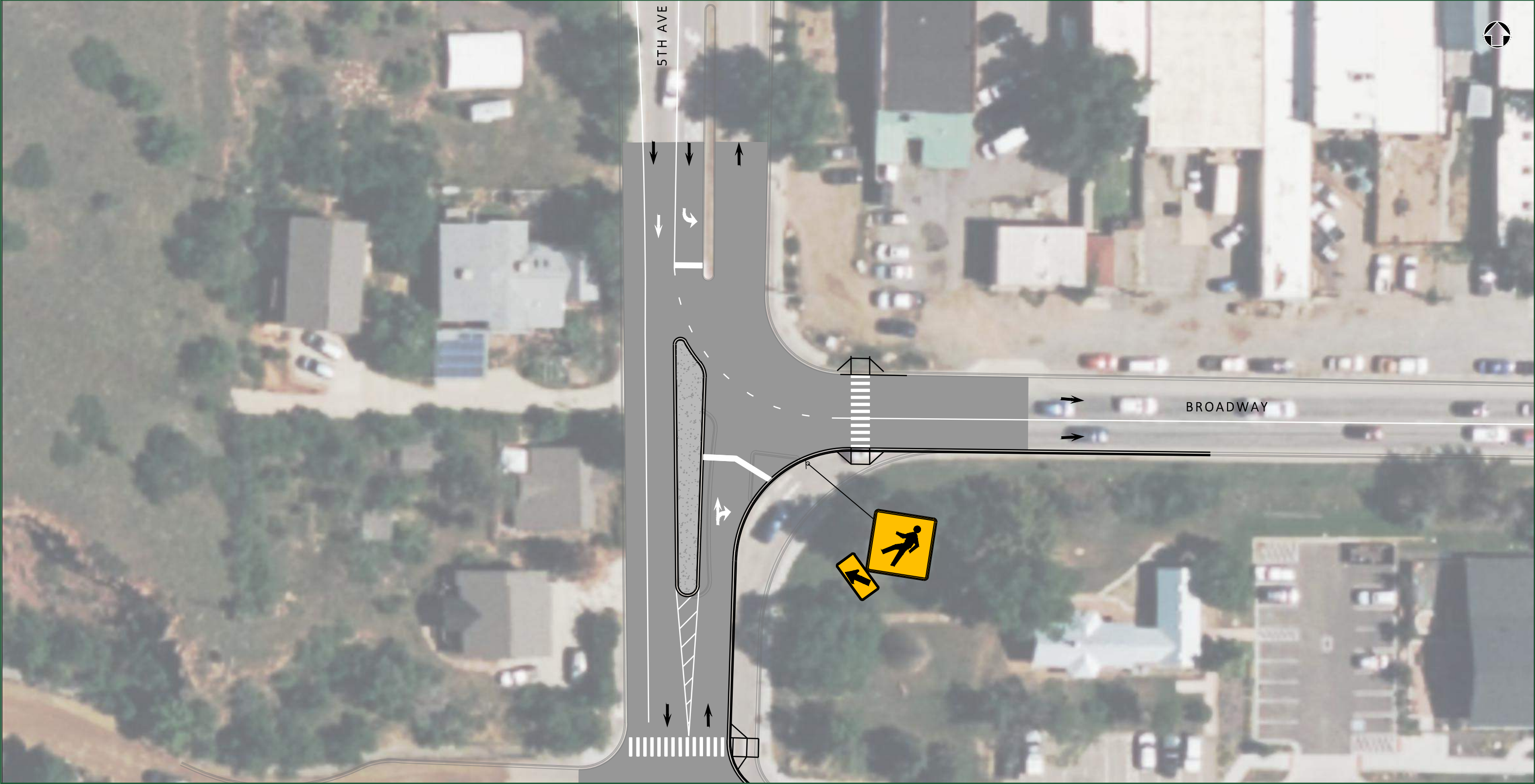


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CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

Location E: 5th Street and Broadway | Alternative #4

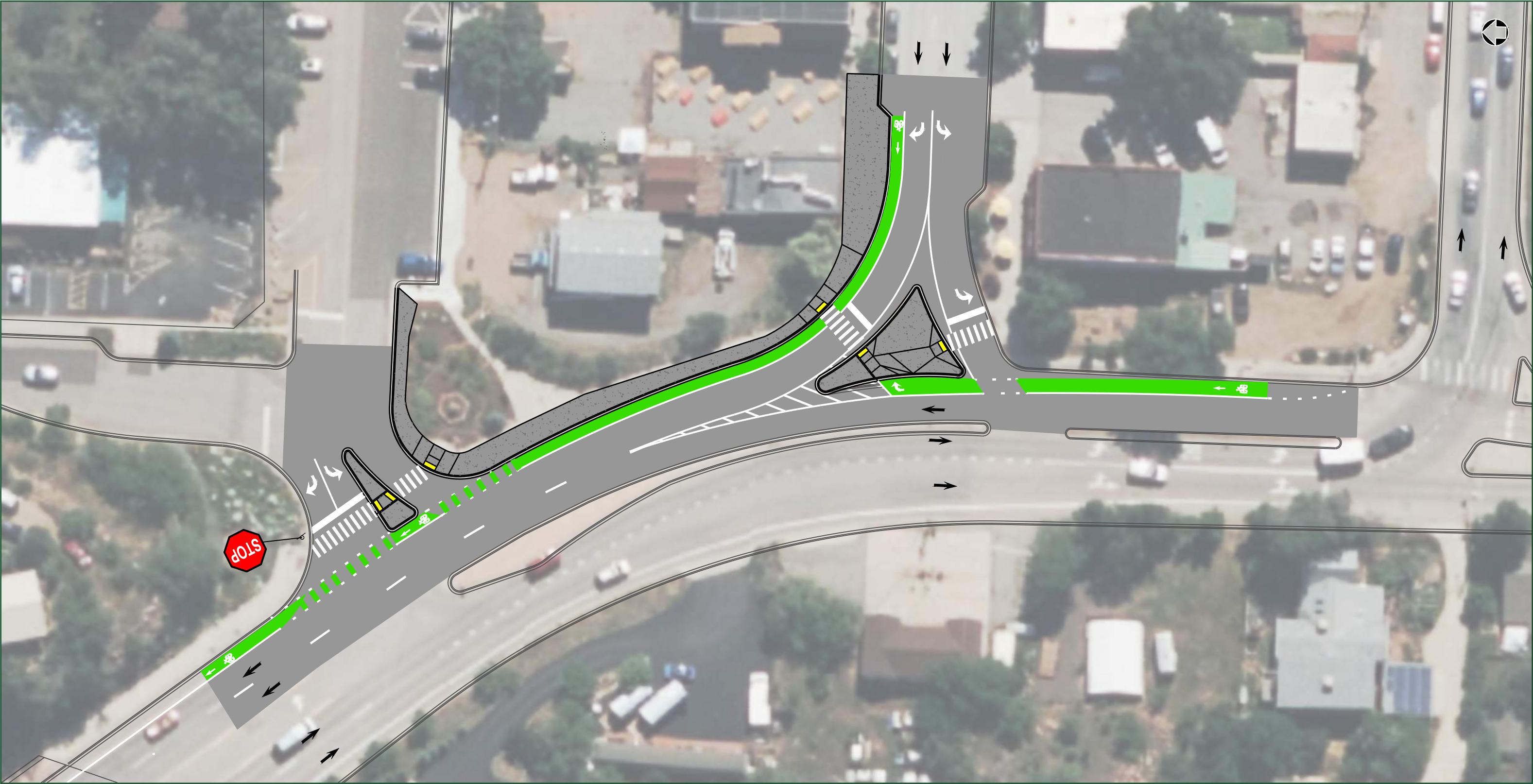


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CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

Location H: 5th from Main Street to High Street | Alternative #1

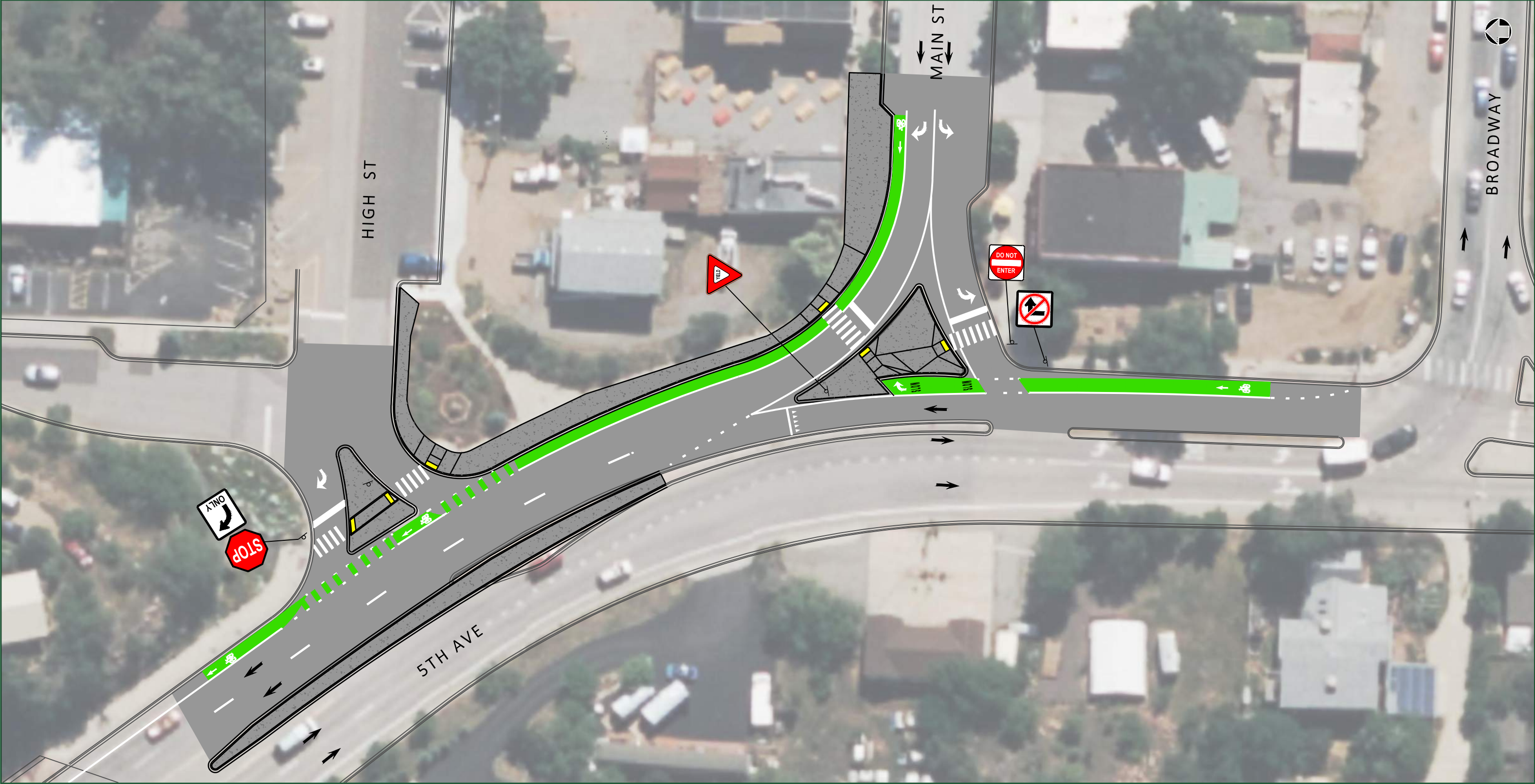


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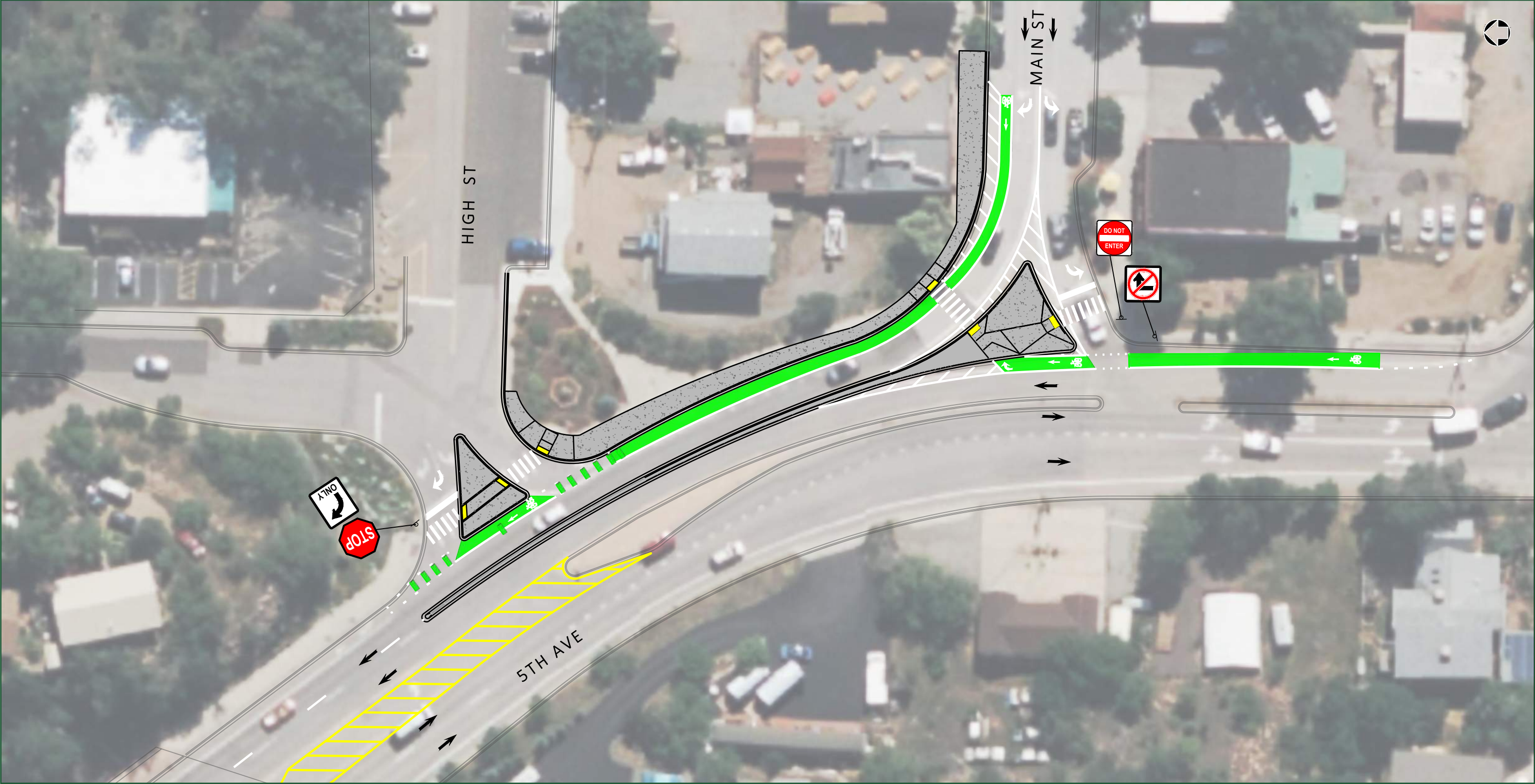
CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

Location H: 5th from Main Street to High Street | Alternative #2



Location H: 5th from Main Street to High Street | Alternative #3

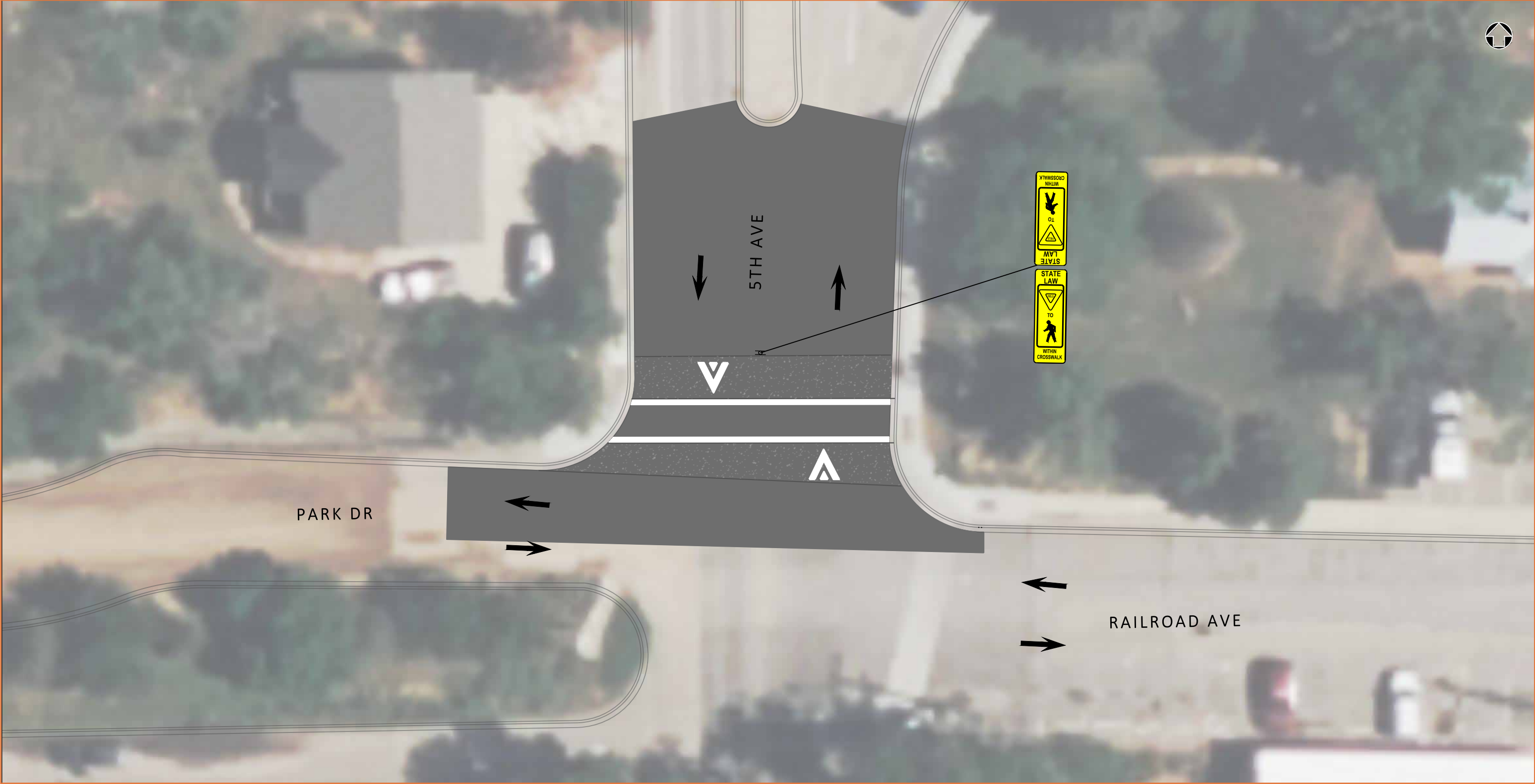


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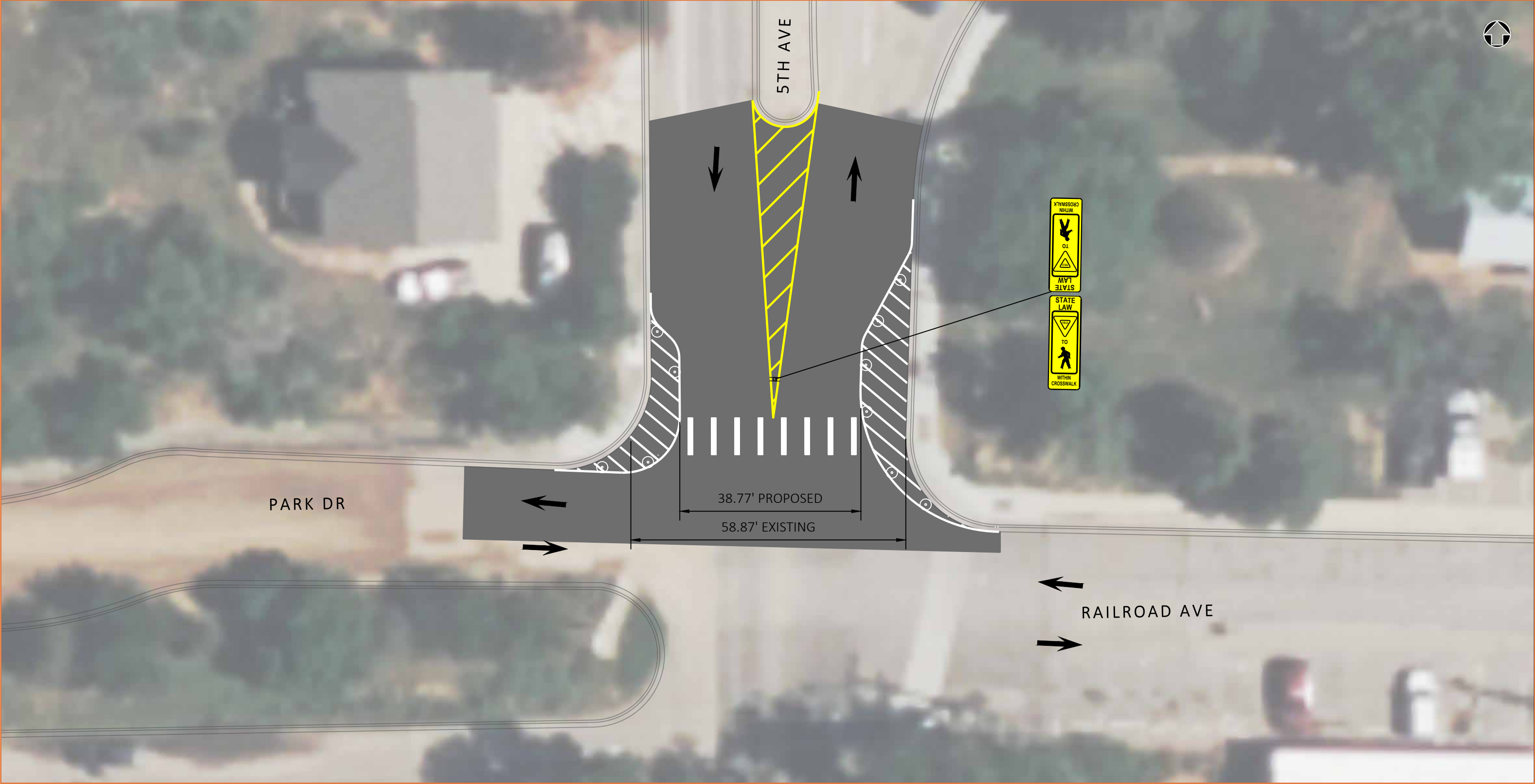
CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

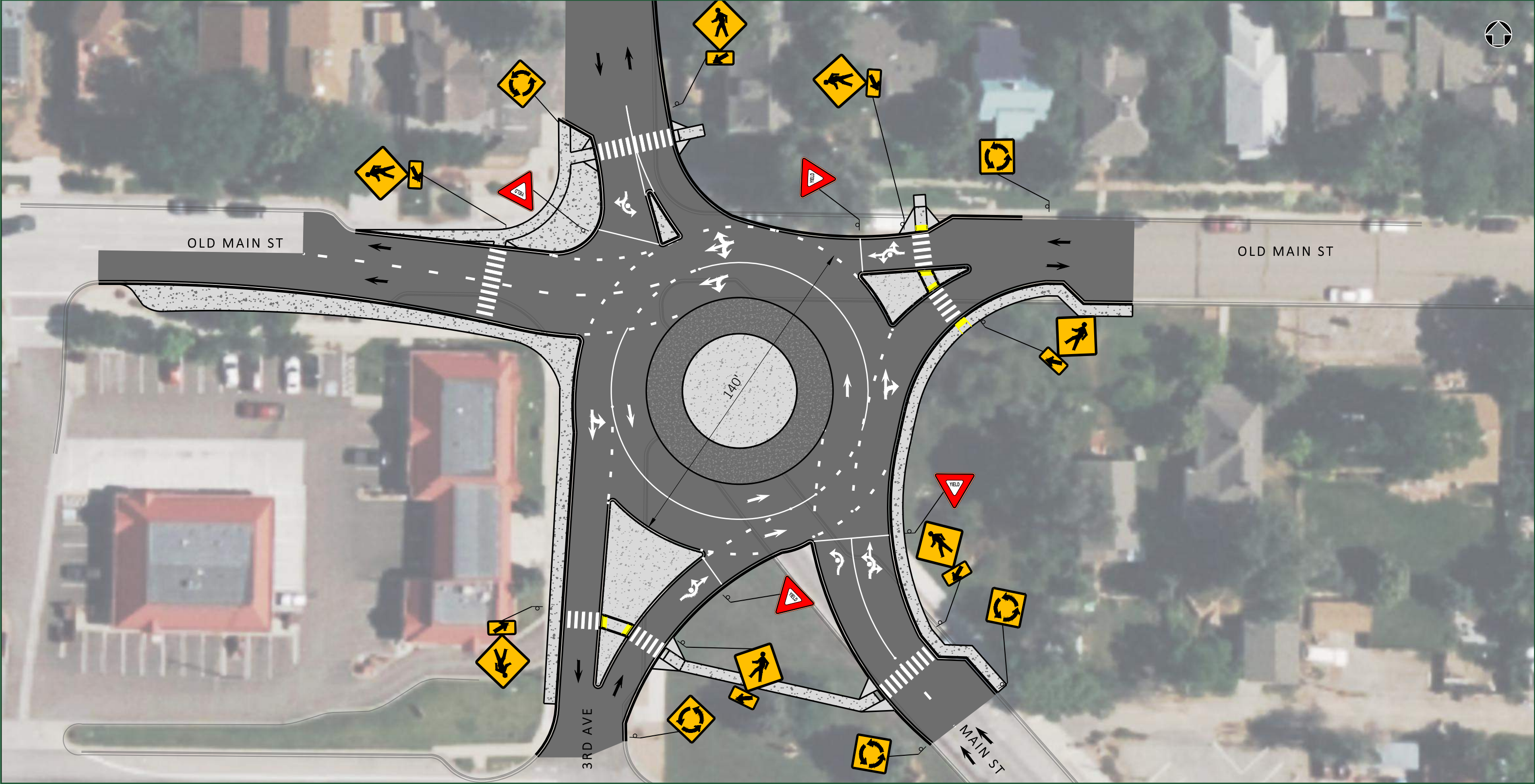
Location I: 5th Street and Railroad | Alternative #1



Location I: 5th Street and Railroad | Alternative #2



Location K: 3rd Avenue/Main Street/Old Main Street | Alternative #1

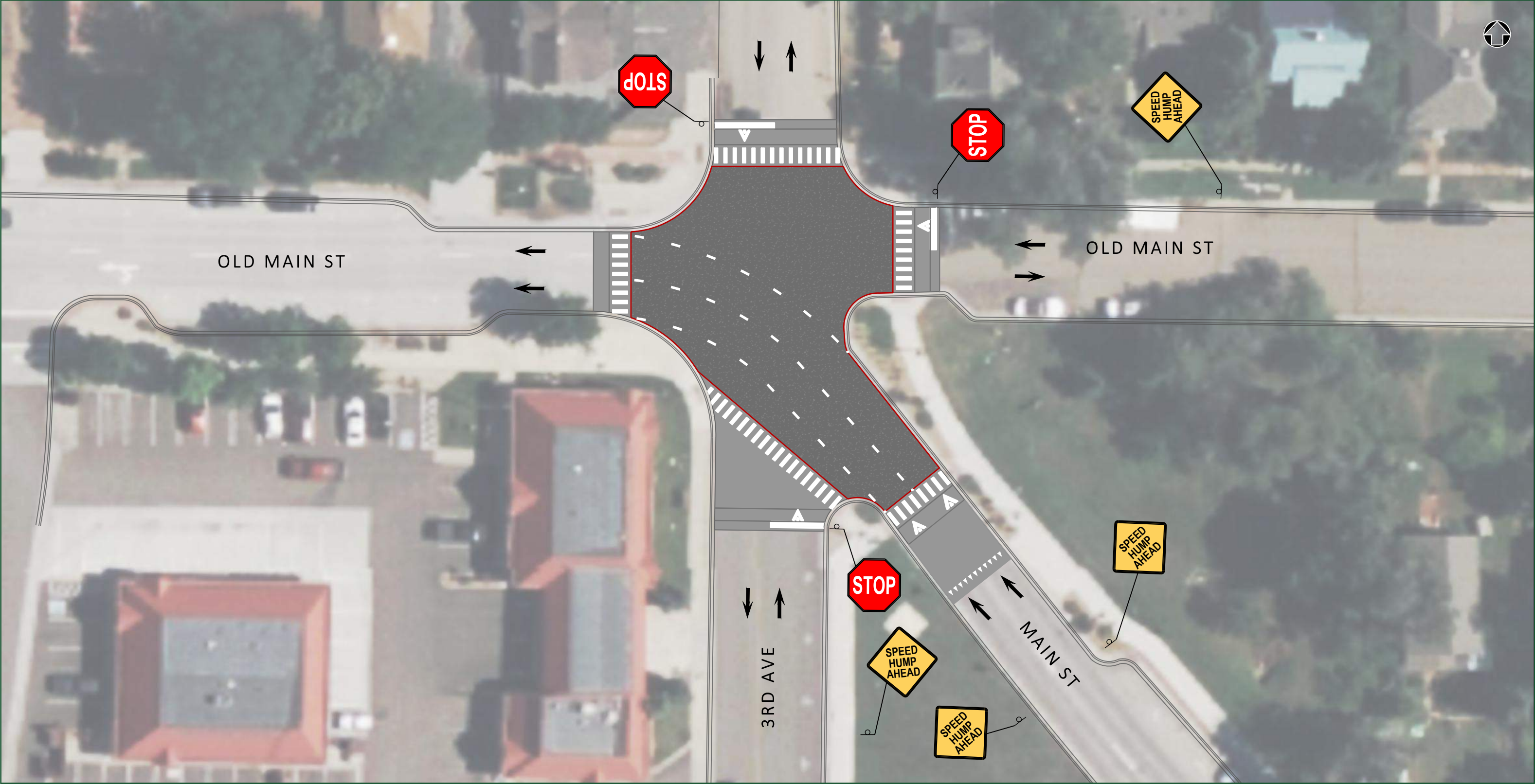


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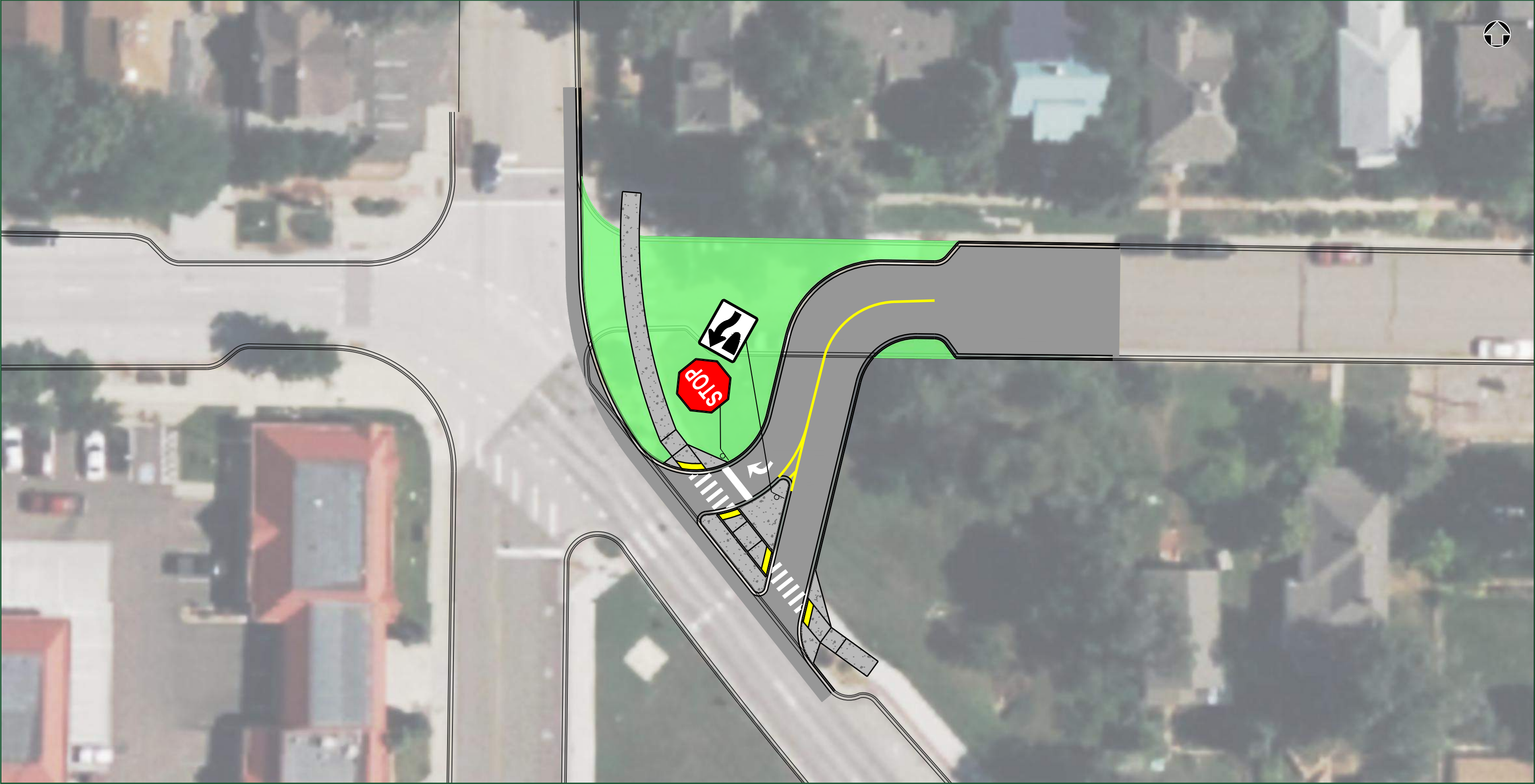
CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

Location K: 3rd Avenue/Main Street/Old Main Street | Alternative #2



Location K: 3rd Avenue/Main Street/Old Main Street | Alternative #3

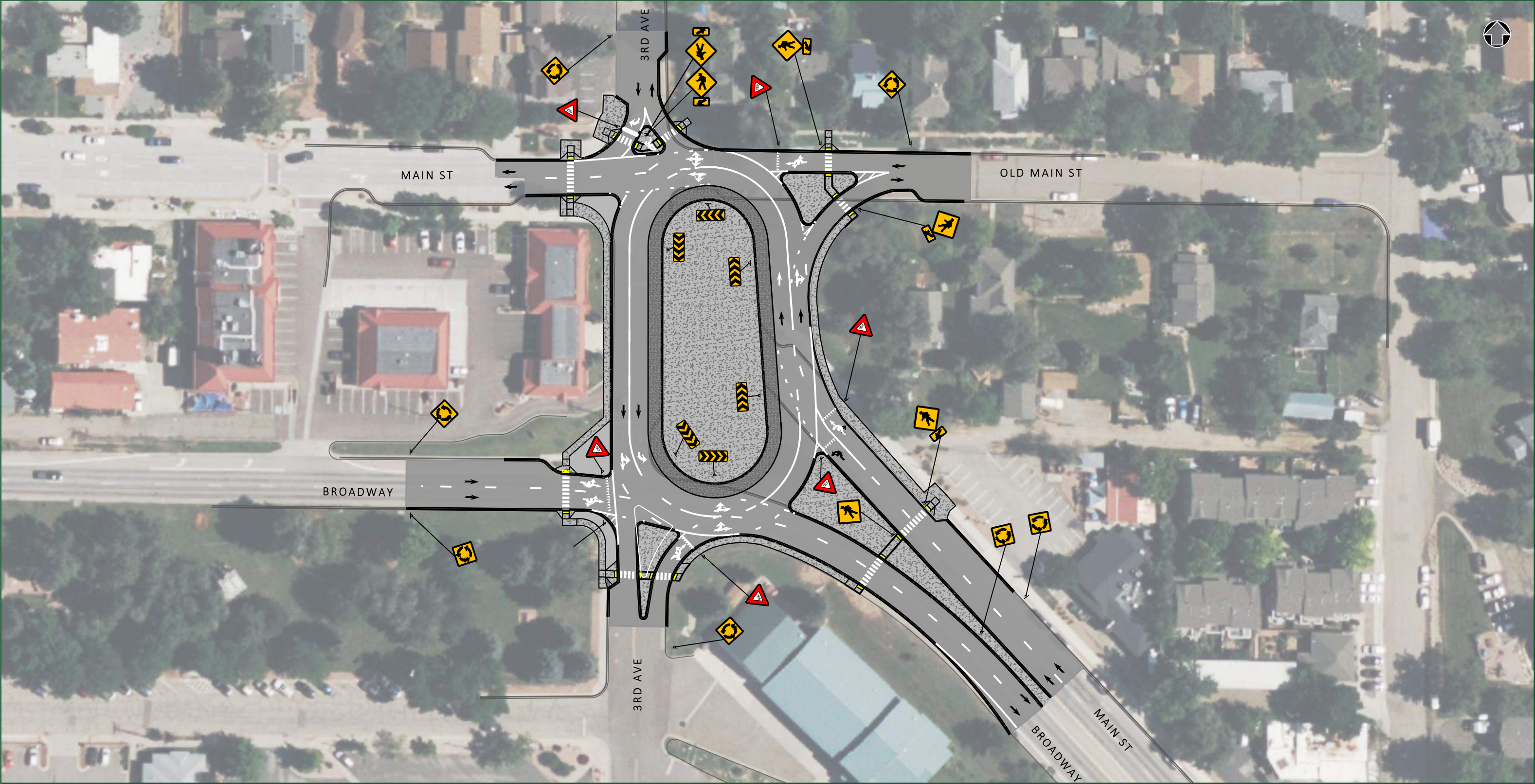


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CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

Location K: 3rd Avenue/Main Street/Old Main Street | Alternative #4

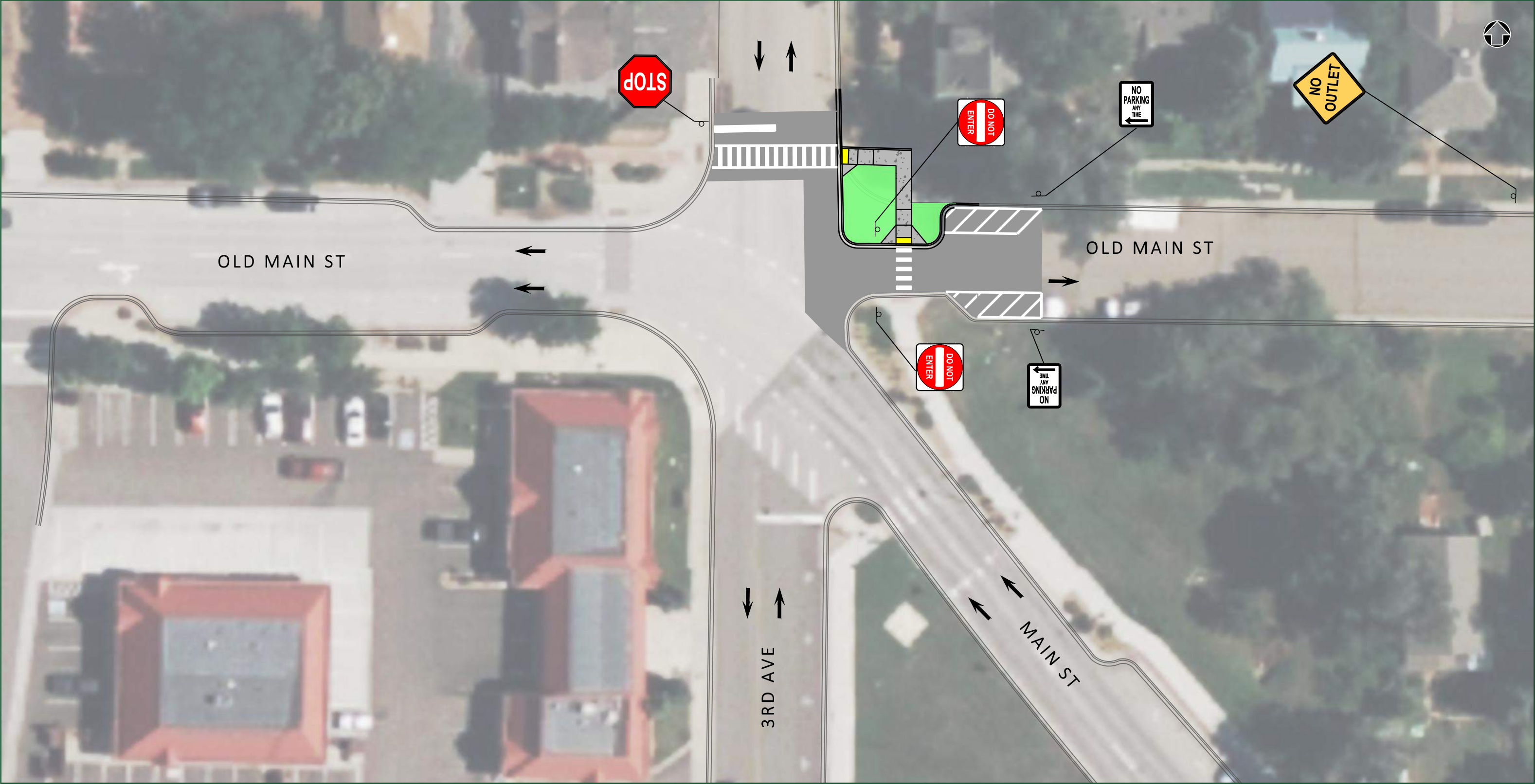


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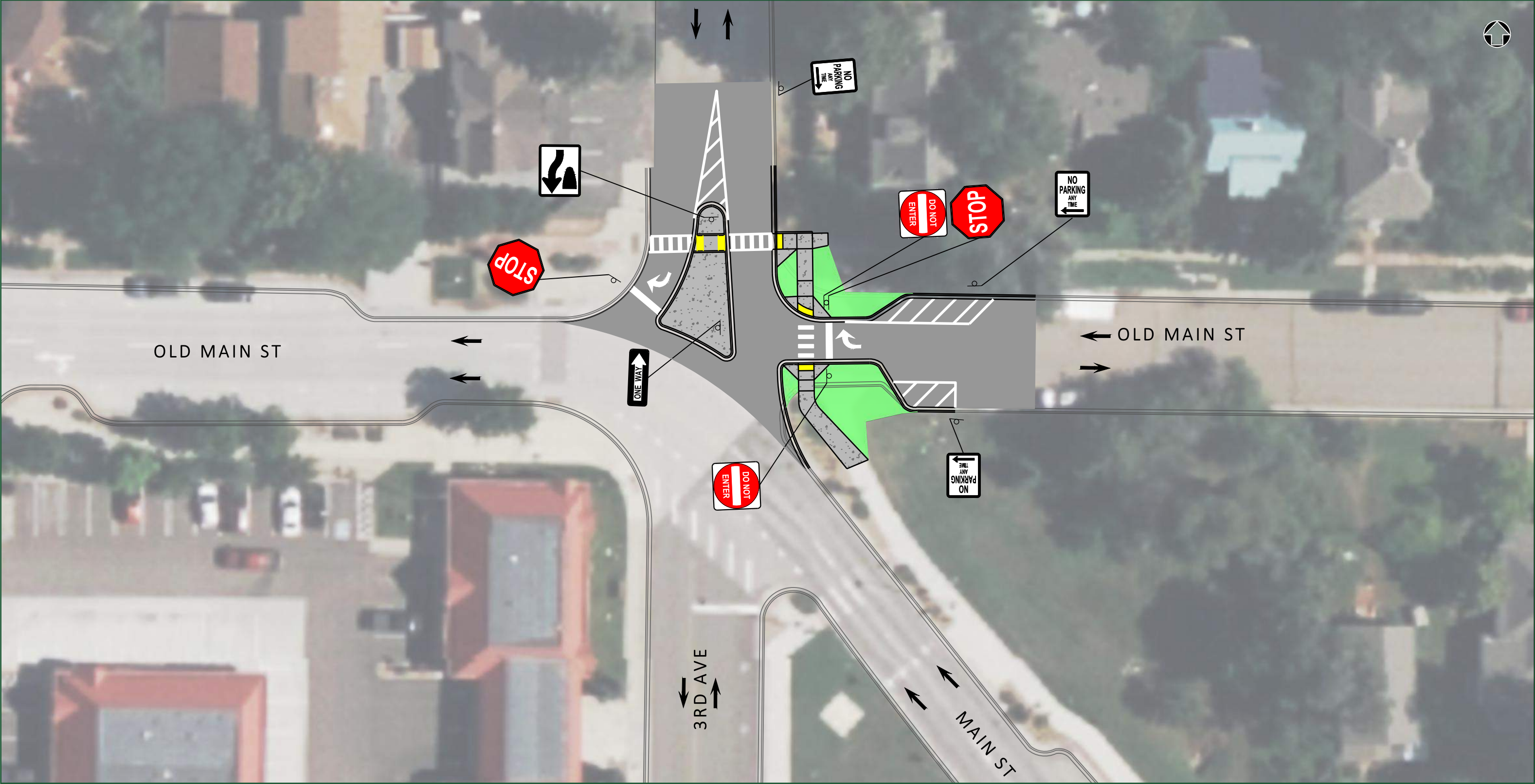
CONCEPT ONLY, NOT FOR CONSTRUCTION
RIGHT OF WAY AND DESIGN VEHICLE TURNING TEMPLATE NOT SHOWN

Scale 1" = 20'

Location K: 3rd Avenue/Main Street/Old Main Street | Alternative #5



Location K: 3rd Avenue/Main Street/Old Main Street | Alternative #6



Location	Alternative	Key Advantages	Estimated Cost Range
A 3rd Ave at High St	1	Traffic calming	\$50-\$100K
	2	Shorter crossing distance; traffic calming	\$15-\$50K
E 5th Ave, Main to Broadway	1	Removes double left-turn movement across ped x-walk; reduced delay for southbound 5th Street left-turn, pedestrian activated HAWK signal	\$750-\$1,250K
	2	Gateway feature; roundabouts reduce vehicle speeds and number of conflict points; shorter and more visible pedestrian crossings	\$8-\$10M
	3	Reduces vehicle turning speeds, reduces pedestrian crossing distance, less expensive than other alts at this location	\$500-\$1M
	4	Reduces vehicle turning speeds, reduces pedestrian crossing distance, less expensive than other alts at this location	\$500-\$1M
H 5th Ave, Main to High	1	Removes auxiliary right turn lane to reduce vehicle weaving conflicts; enhanced delineation of bike lane; shorter crossing distance for pedestrians	\$100-\$150K
	2	Reduces vehicle weaving conflicts with revised right-of-way priority; enhanced delineation of bike lane; shorter crossing distance for pedestrians; eliminates conflicting left-turn egress movement	\$200-\$250K
	3	Channelized lanes eliminate vehicle weaving; enhanced delineation of bike lane; shorter crossing distance for pedestrians; eliminates conflicted left-turn egress movement	\$175-\$225K
I 5th Ave at Railroad	1	Traffic calming reduced vehicle speeds at pedestrian crossing	\$25-\$75K
	2	Traffic calming; shorter crossing distance	\$10-25K
K 3rd Ave/Main/Old Main	1	Gateway feature; roundabouts reduce vehicle speeds and number of conflict points; shorter and more visible pedestrian crossings	\$8-\$10M
	2	Gateway features; simplest design for users; traffic calming; less expensive than roundabouts	250-500K
	3	Reduces conflicting movements from Old Main Street	\$150K-\$200K
	4	Gateway feature; roundabouts reduce speeds and conflict points for both Main and Broadway; shorter and more visible pedestrian crossings	\$10-\$12M
	5	Reduces conflicting movements at Old Main; shortens pedestrian crossing (but limited traffic calming)	50-100K
	6	Reduces conflicting movements at Old Main and 3rd; shortens pedestrian crossing (but limited traffic calming)	\$200-\$250K



Demonstration Project (fast, inexpensive, temporary)



Longer-term Infrastructure Project