THE CITY OF RIFLE SS4A PLAN



APRIL 2025

Safe Streets and Roads for All Report

The City of Rifle, Colorado

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Executive Summary

The City of Rifle conducted a comprehensive safety action plan funded by the US Department of Transportation (USDOT)'s Safe Streets for All program. The city pledged to eliminate fatalities and serious injuries, named in this document as severe crashes, by 2045.

A project steering committee was formed, made up of agency partners, city staff, and community members. They met four times over the project's length to provide direction, feedback, and recommendations to data collection, community engagement, equity, recommended projects, the prioritization framework, and the metrics and reporting.

A safety analysis was conducted looking at the existing crash data from the past 5 years provided by CDOT. Each year, an average of four severe crashes occur in Rifle. About three-quarters of those crashes occur on non-interstate roads. While they make up a small percentage of crashes, pedestrian and bicyclist crashes were more severe compared to vehicular crashes. Though rear-end crashes were the most common overall crash type, rollover crashes were the most common for severe crashes.

The city held an in-person open house to engage with community members on their experiences on the transportation system. The city also held two online surveys, an online mapping exercise, an online video, and social media advertisements informing community members about the project.

The final plan includes recommendations for transportation-related policies including establishing a crosswalk policy and assessing speed limits citywide. A resource toolbox and existing examples were also provided.

The city extracted all planned projects from policy documents including their comprehensive plan and bike master plan. Projects were evaluated based on their proximity to severe crashes, pavement condition, and proximity to non-vehicular trip generators such as parks and schools. Projects were then grouped by corridor per direction from the steering committee and city staff. The result is a list of 56 projects prioritized by their adherence to safe streets for all goals. A resource toolbox and existing examples were also provided.

The city plans to update their progress on the safety action plan annually to the city council. They will track progress via metrics discussed at the steering committee. The safety action plan and its progress updates will be posted publicly on the city's website.

Introduction

The Safe Streets for All Action Plan – commonly known as SS4A – is funded by U.S. Department of Transportation's Safe Streets and Roads for All grant program. The City of Rifle was awarded a Planning and Demonstration SS4A grant in Fiscal Year 2023 to develop this plan. This plan will focus on transportation safety in and around the city limits (hereafter, the "study area"). Safety across this network is impacted by multiple overlapping topics including demographics, land use, and transportation.

Objectives

The U.S. Department of Transportation's (USDOT) priorities for the SS4A program are to:

- Promote safety to prevent death and serious injuries on public roadways
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies
- Demonstrate engagement with a variety of public and private stakeholders
- Align with the USDOT's mission and Strategic Goals such as safety; climate change and sustainability; equity and Justice40; and workforce development, job quality, and wealth creation.

Goals

Along with the objectives set by the USDOT, the project's steering committee set local context-sensitive goals for the safety action plan. These goals were affirmed by feedback collected at the community open house described later in the Community Engagement section:

1. The action plan should be a living document that can be updated and revisited.
2. The action plan should identify projects, strategies, and policies that reduce crashes and prioritize vulnerable road users including young people, older people, pedestrians, and bicyclists.

3. The action plan should plan for and facilitate infrastructure and community connections.
4. The action plan should educate travelers on what is available and how to use it.
5. The action plan should include steps for the operation, maintenance, and eventual replacement for any planned facility.
6. The action plan should position Rifle to obtain future federal, state, and county funding.

Background

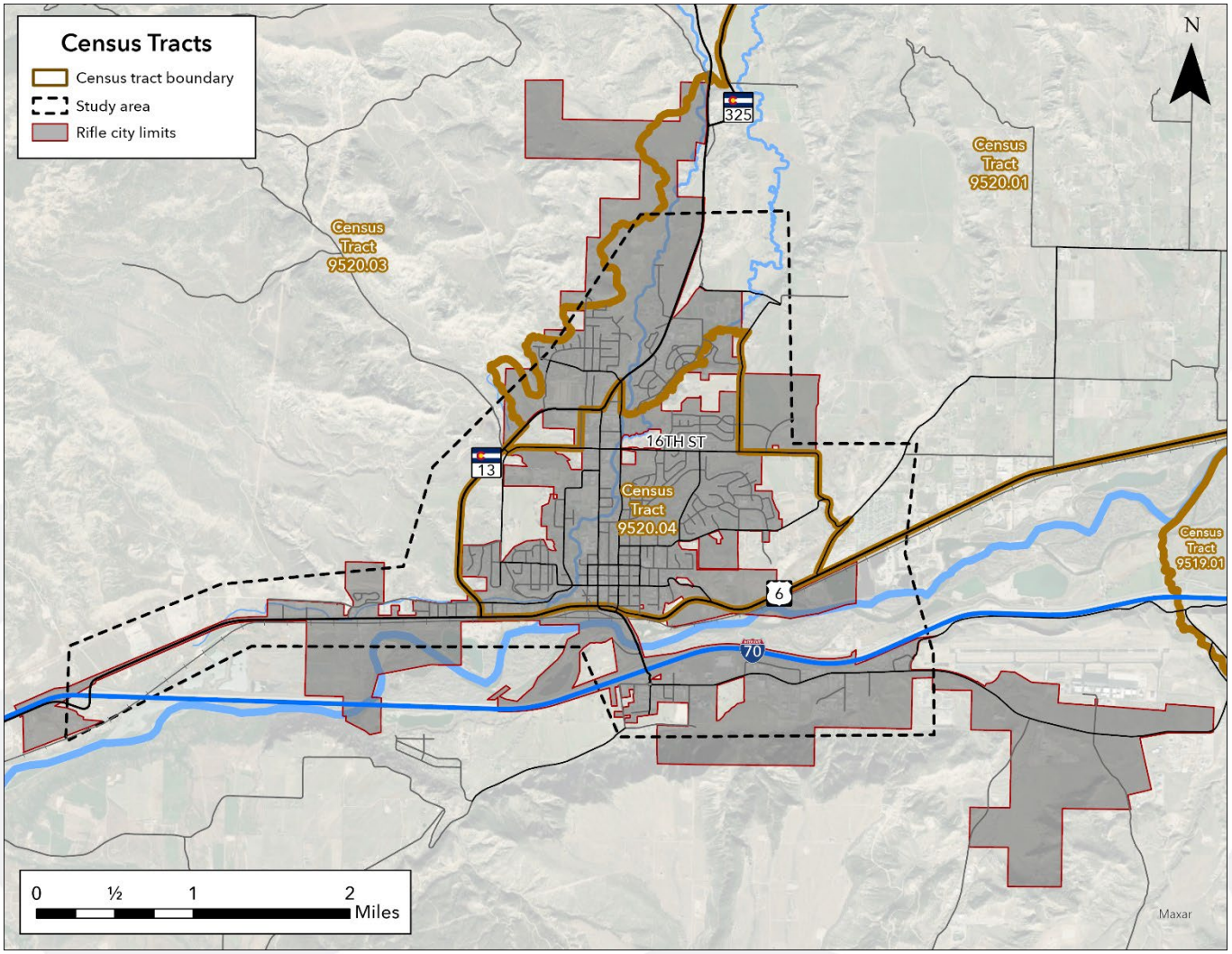
Study Area

For the purposes of this study, the safety action plan generally involves all roads within Rifle's municipal boundaries seen in Figure 1. This includes study elements such as the infrastructure inventory and crash data analysis. To accurately forecast or identify future needs, some study elements consider factors outside municipal limits. This includes the equity analysis, project identification, and traffic forecasting.

Rifle does not directly border another incorporated town or city. Northwest of Rifle is the Hubbard Gulch Recreation Area managed by the Bureau of Land Management (BLM).



Figure 1: Map of Rifle Study Area



City and County Policies

DOWNTOWN MASTER PLAN (2008)

Rifle's Downtown Master Plan, adopted in 2008, seeks to revitalize the city's downtown area and make it more attractive both to the thousands of new residents projected to call the city home in the decades to come and to the variety of travelers passing through on I-70. Several recommendations to achieve this goal deal with streetscapes and the transportation network. Notably, this plan calls for all streets to be friendlier to pedestrians and bicyclists through new sidewalks, roadway extensions to connect to the Rifle Creek Trail, and lower speed limits on high-traffic corridors. Because the plan also wants downtown to be attractive to automobile travelers, it recommends on-street parking be maintained throughout the area.

BIKE MASTER PLAN (2013)

Rifle's Bike Master Plan states that "all streets, roads, and highways, except those where bicyclists are legally prohibited, should be designed and constructed under the assumption that they will be used by bicyclists". This includes every roadway within city limits except for I-70. The plan recommends roadways be improved through paved shoulders, bike lanes, sharrows, and climbing lanes. It also proposes several additions to the city's bicycle network, including roadway improvements and extensions of bicycle and multi-use trails.

DOWNTOWN TOD STRATEGIC PLAN (2014)

Rifle's Downtown Transit-Oriented Development (TOD) Strategic Plan builds on the Downtown Master Plan by recommending actions and policies to make downtown Rifle a TOD hub. In addition to echoing the recommendations for improved pedestrian and bicycle infrastructure outlined in the Downtown Master Plan and the Bike Master Plan, the Downtown TOD Strategic Plan measures the possibilities for future transit service improvements in the city.

RIFLE COMPREHENSIVE PLAN (2019)

The 2019 Rifle Comprehensive Plan outlines sustainable growth principles for the future of the city. One of these principles is to "create high quality of life neighborhoods", which includes planning for connectivity, complete streets, and walkability. The transportation chapter of the plan focuses on several specific projects that the city should pursue to this effect.

GARFIELD COUNTY COMPREHENSIVE PLAN (2020)

Garfield County's Comprehensive Plan 2030, first adopted in 2010 and most recently updated in 2020, lists the following three transportation planning policies for the county:

1. Ensure that county roads are constructed and maintained on a safe and fiscally sustainable basis.
2. Support public transit services as well as alternative modes of transportation when and where feasible.
3. Explore options to address transportation and access issues.

Federal Policies and Concepts

SAFE SYSTEMS

A *Safe System* is one in which there are many safeguards in place to prevent fatalities or serious injury. It is the primary method for realizing Vision Zero, the goal of eliminating fatalities and serious injuries from the roadway system.

At its core, the Safe System approach emphasizes reducing the risk of fatal and serious injuries to road users, regardless of how they choose to get around. By focusing on eliminating death and injuries, the Safe System approach inherently places a priority on pedestrians and bicyclists who are at a higher risk of death and serious injury than a person driving or traveling in a vehicle.



The Safe System approach, as described by the FHWA, is built around six key principles:

- **Death and serious injury is unacceptable**. Ideally, all crashes would be prevented. But the Safe System approach prioritizes focusing on crashes that produce fatal and serious injuries.
- **Humans make mistakes**. Humans will continue to make mistakes and the transportation system must accommodate and prepare for these mistakes. Death or serious injury should not be the consequence of user errors.
- **Humans are vulnerable**. There are known physical limits to the amount of force the human body can withstand before serious injury. System planners, designers, and operators should therefore consider the physical limits of the human body in planning, designing, and maintaining roads and vehicles and in managing speeds.
- **Redundancy is critical**. All other parts of the transportation system need to be strengthened so that if one part fails, the others still protect road users.
- **Safety is proactive**. Identify and mitigate risks rather than react to crashes that have already occurred.
- **Responsibility is shared**. All stakeholders (road users, system managers, vehicle designers, etc.) must work together to prevent crashes leading to fatal or serious injuries.

The FHWA also describes the five elements of the Safe System approach, which together make up the actions agencies can take to eliminate fatal and serious injury crashes.

- **Safe Road Users:** Equally considering the safety of each mode of transportation, especially vulnerable road users like pedestrians and bicyclists.
- **Safe Vehicles:** Expanding the use of proven vehicle technologies and developing new ones can better protect those outside of vehicles.
- **Safe Speeds:** Lowering vehicle operating speeds can lower the severity of a crash.
- **Safe Roads:** Emphasizing the role of user expectations and considering the needs for all users throughout the network can lower the severity of crashes.
- **Post-Crash Care**: Improving emergency response times and agency coordination can improve outcomes for crash victims.

COMPLETE STREETS

A Complete Street is safe, and feels safe, for everyone using the street. The Infrastructure Investment and Jobs Act (IIJA) defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles".[1]

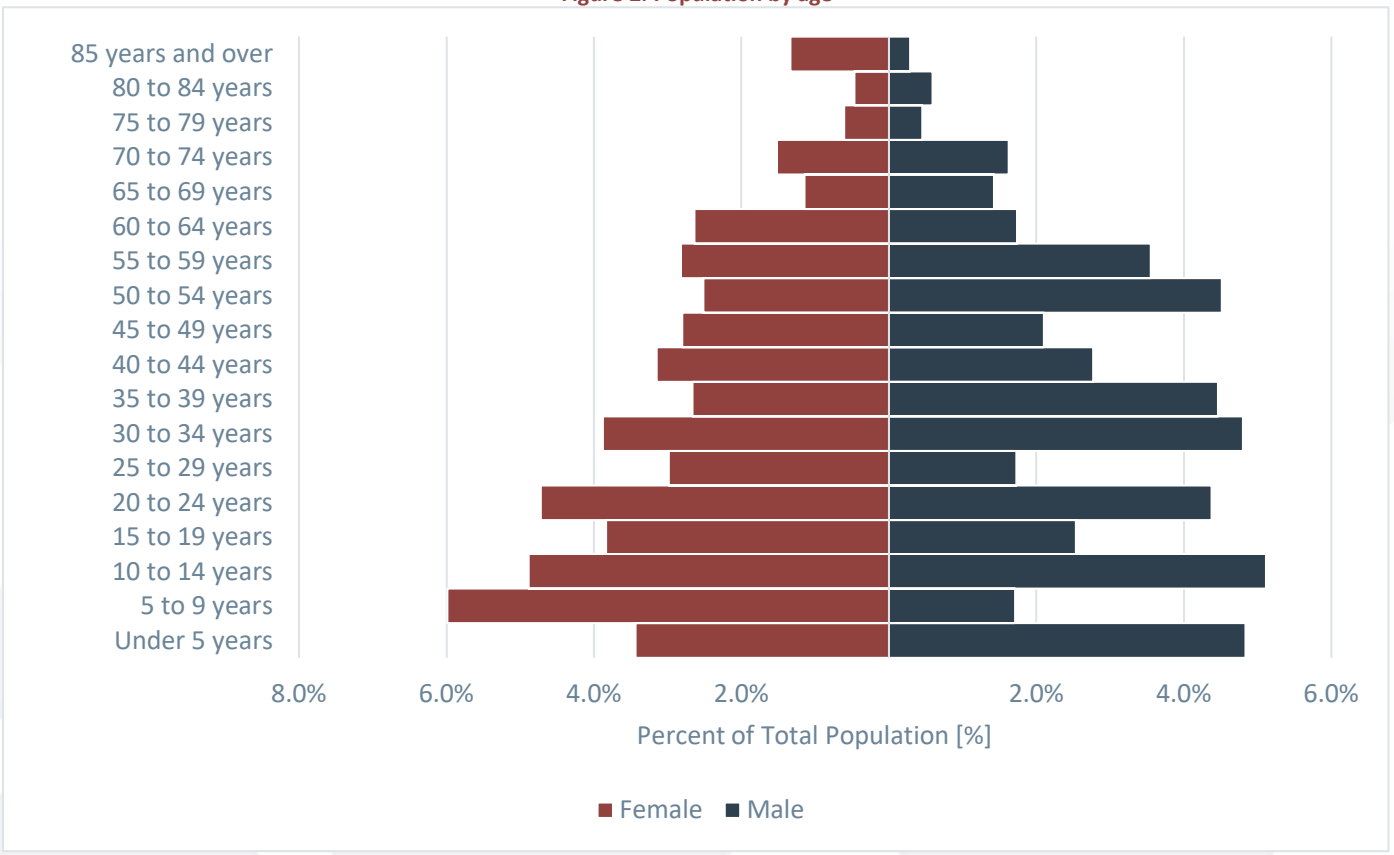
Building Complete Streets encompasses planning, designing, constructing, maintaining, and operating roadways and public rights-of-way with all users in mind to make the transportation network safer. In principle, Complete Streets are multimodal and provide safe access for all roadway users. In practice, it is not always possible to accommodate all modes in a single street due to right-of-way constraints, so a practical approach to Complete Streets also focuses broadly on building Complete Networks to provide connectivity for different modes of travel. Complete Networks may use parallel routes to facilitate access that variously prioritizes different modes throughout an area while ensuring the safety of all roadway users. Creating Complete Streets also requires safety data analysis and countermeasure identification and implementation.

Demographics

Rifle's total population reached 10,437 in 2020 according to the U.S. Census Bureau. The Census counts and reports full-time residents; the population may be slightly higher at some times of the year due to seasonal residents. The age spread of Rifle residents skews younger than average for the region; the full breakdown is reflected in Figure 2. The median age among city residents is 32.1, well below the medians of both Garfield County (37.2) and the State of Colorado (37.3). Moreover, about 54.8% of Rifle residents are under age 35, while only 46.6% of County residents and 45.7% of all Coloradans are in that age cohort.

[1] "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges." Federal Highway Administration, U.S. Department of Transportation. March 2022. Page 5. Accessed from https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-03/Complete%20Streets%20Report%20to%20Congress.pdf

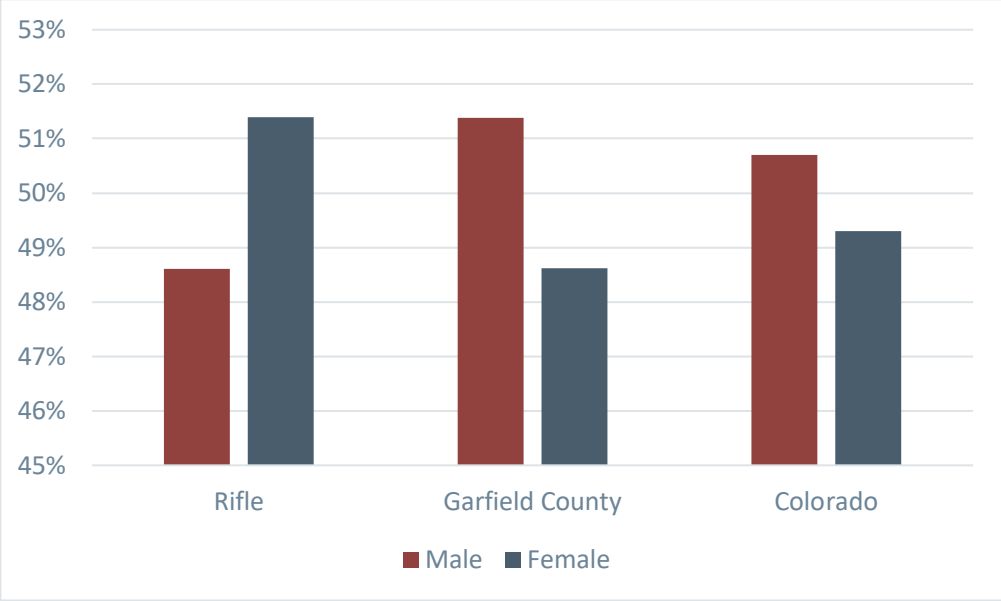
Figure 2: Population by age



Source: 2022 American Community Survey 5-Year Estimates. Table S0101.

The city's population is comprised of 5,355 female residents and 5,065 male residents. 51.4% of the total population is female, whereas in Garfield County 48.6% of residents are female and 51.4% male, and in the State of Colorado the spread is 49.3% female and 50.7% male residents.

Figure 3: Comparison of Residents by Gender.



Source: 2022 American Community Survey 5-Year Estimates. Table DP05.

The racial and ethnic makeup of Rifle is similar to the surrounding county and has been steady in recent years. The predominant racial group is White or Caucasian alone, at 77.2% of the city in 2022, followed by 15.1% of two or more races. The full racial and ethnic breakdown is listed in Table 1 below. This contrasts with Garfield County, where 65.4% of residents' race is White or Caucasian alone, 2.7% of two or more races, 0.9% Asian American, 0.5% Black or African American, and 0.3% American Indian or Alaska Native. 39.4% of city residents of any race identified as Hispanic or Latino/a in 2022, versus 29.5% of the Garfield County population and 21.7% of all Coloradans.[2]

[2] *DP05, Demographic and Housing Estimates.* 2018-22 Five-Year Estimates, American Community Survey. U.S. Department of Commerce, Bureau of the Census.

Table 1: Race and Ethnicity

Race	Percentage [%]
White	77.2%
Two or more races	15.1%
Asian American	0.6%
American Indian and Alaska Native	0.4%
Native Hawaiian and other Pacific Islander	0.4%
Black or African American	0.1%
Ethnicity	Percentage [%]
Hispanic or Latino	39.4%
Not Hispanic or Latino	60.6%

Source: 2022 American Community Survey 5-Year Estimates. Table DP05.

The median household income in Rifle is $72,955, 13% below the Garfield County median of $82,772 and about 20% below Colorado's statewide median of $87,598.[3]

The average household size is 2.88, above the statewide average of 2.42. The local school district, Garfield RE-2 Schools, has steady enrollment of nearly 5,000 pupils with a small decrease occurring over time. School enrollment is almost even over the last five years

[3] *S1901, Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars).* 2018-22 Five-Year Estimates, American Community Survey. U.S. Department of Commerce, Bureau of the Census.

(2019-2020 to 2023-2024 school years), dipping by just 0.06% in that timeframe after a 3% drop in enrollment over the prior decade (2009-2010 to 2018-2019 school years). The state's public school student population has grown modestly faster in the same timeframes.

Trends

The City of Rifle's population has increased for most of the last fifteen years. The 2020 Decennial Census reported a 13.8% increase in population over the prior decade, reaching 10,437 from 9,172 people in 2010.[4] That averages 1.4% annually, slightly outpacing Garfield County's annual growth rate of 1.1% in the same period but not reaching the statewide growth rate of 14.8%. More recently, the city's population growth leveled off, nominally decreasing to 10,420 in 2022. If the city resumes the growth rate evident in the 2010s, Rifle's population is expected to grow to 11,857 by 2030 according to the Colorado State Demography Office. On the other hand, if the small decreases continued, that figure would instead be 10,403, as noted in Figure 4.

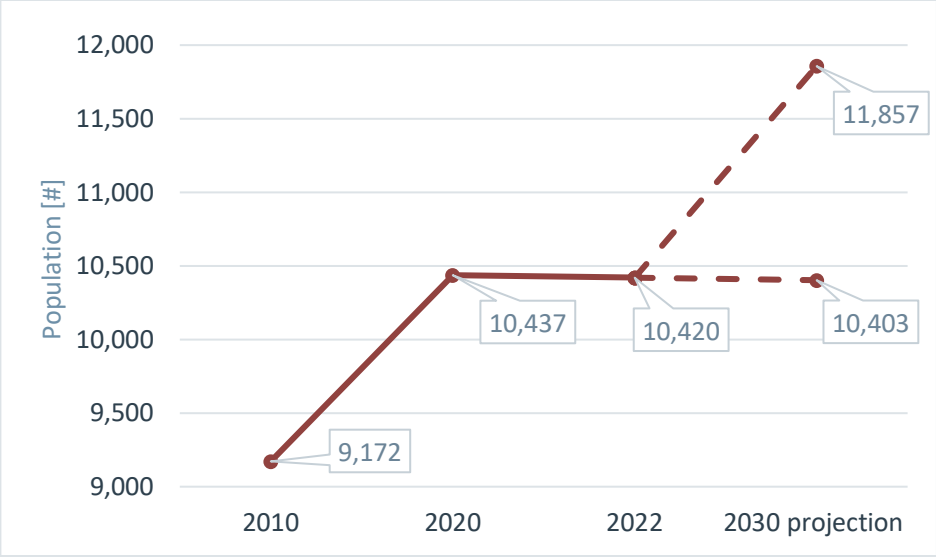


Figure 4: Historical and Projected Population of Rifle

Source: 2022 American Community Survey 5-Year Estimates, Table DP05, 2010 and 2020 Decennial Census, Table P1; Colorado State Demography Office Population Projections

[4] *P1, Race*. 2020 and 2010 Decennial Censuses. U.S. Department of Commerce, Bureau of the Census.

Equity

Equity considerations play a crucial role in the development and implementation of safety action plans. It is essential to ensure that recommended safety measures and interventions are not only effective but also fair and just, without any form of discrimination or bias.



Supplementing the designation of Census tracts as underserved and federal definitions of equitable investment, the SS4A will utilize in-person open houses, pop-up events, and stakeholder committee meetings to inquire about the presence of inequities across Rifle. These qualitative touchpoints inform where and how the final SS4A plan recommends safety improvements.

The federal government has promoted equity in multiple ways. This includes the USDOT's funding of SS4A plans, with the Justice40 Initiative, and through Executive Order 14096, in which the President directed a whole-of-government approach to seeking environmental justice and correcting inequities that have historically had negative impacts on human health and our environment.[5] The goal of Justice40 is to ensure that communities that have traditionally been marginalized, underserved, and overburdened by pollution

[5] "Executive Order 14096. Revitalizing Our Nation's Commitment to Environmental Justice for All: A Presidential Document by the Executive Office of the President on 04/26/2023." Issue 2023-08955 (88 FR 25251), *Federal Register*. Accessed from https://www.federalregister.gov/documents/2023/04/26/2023-08955/revitalizing-our-nations-commitment-to-environmental-justice-for-all

and transportation barriers, receive at least 40 percent of the benefits from Federal investments, of which USDOT-funded SS4A implementation projects are a part.

Moreover, equity-focused safety plans aim to reduce or eliminate disparities, identifying and correcting the root cause of these disparities. Acting in this way ensures that vulnerable or marginalized communities are not disproportionately affected by safety risks.

This approach – when combined with authentic community engagement – can foster trust within the community and make safety plans more effective by tailoring interventions to the specific needs of various groups. Furthermore, sustainable safety plans necessitate community support and involvement, making an equitable approach a key factor in ensuring long-term sustainability.

The goal would be substantial quality-of-life improvements to community members and travelers within Rifle. Enhanced mobility and diverse active transportation options will allow for freer movement throughout the city. According to the USDOT Equitable Transportation Community (ETC) Explorer, Rifle ranks in the 91st percentile nationally for experiencing transportation insecurity due to lack of transportation access, meaning that only 9% of communities measured have more serious issues with securing safe, affordable, and reliable transportation to meet everyday needs.

According to the USDOT ETC Explorer, Rifle has one Census tract in which persons are designated as underserved. The ETC's overall percentile rank for Rifle's transportation insecurity is based on measuring transportation access (93rd percentile), followed by traffic safety (61st percentile), and transportation cost burden (46th percentile).



Equity considerations may drive innovation in safety planning, encouraging adaptations and solutions tailored to different contexts and needs. Ultimately, an equitable approach to safety promotes public health, economic well-being, human rights, and the overall well-being of Rifle. It recognizes that everyone has the right to live in a safe environment, and that the city government has a role in promoting this goal.

For the purposes of this Safety Action Plan, the process to identify disadvantaged and underserved populations aligns with the federal Justice40 initiative. The plan focuses on:

- **Historically Disadvantaged Communities**: A composite measure of Census tracts where people experience disadvantages in six key categories: transportation access, health, environmental, economic, resilience, and equity. It is defined by the Justice40 Interim Guidance Addendum.
- **Areas of Persistent Poverty**: Areas characterized by a range of socioeconomic indicators such as low household income levels, high unemployment rates, limited access to quality education and healthcare, inadequate infrastructure, and lack of economic opportunities. These areas often experience ongoing cycles of economic hardship and face systematic barriers to upward mobility and prosperity, as defined by the Federal Bipartisan Infrastructure Law.
- **Transportation Insecurity/Travel Barriers**: Census tracts with populations facing high barriers to travel and are unable to regularly and reliably satisfy the travel needed to meet day-to-day needs. This is defined by the Equitable Transportation Community (ETC) Explorer administered by USDOT.



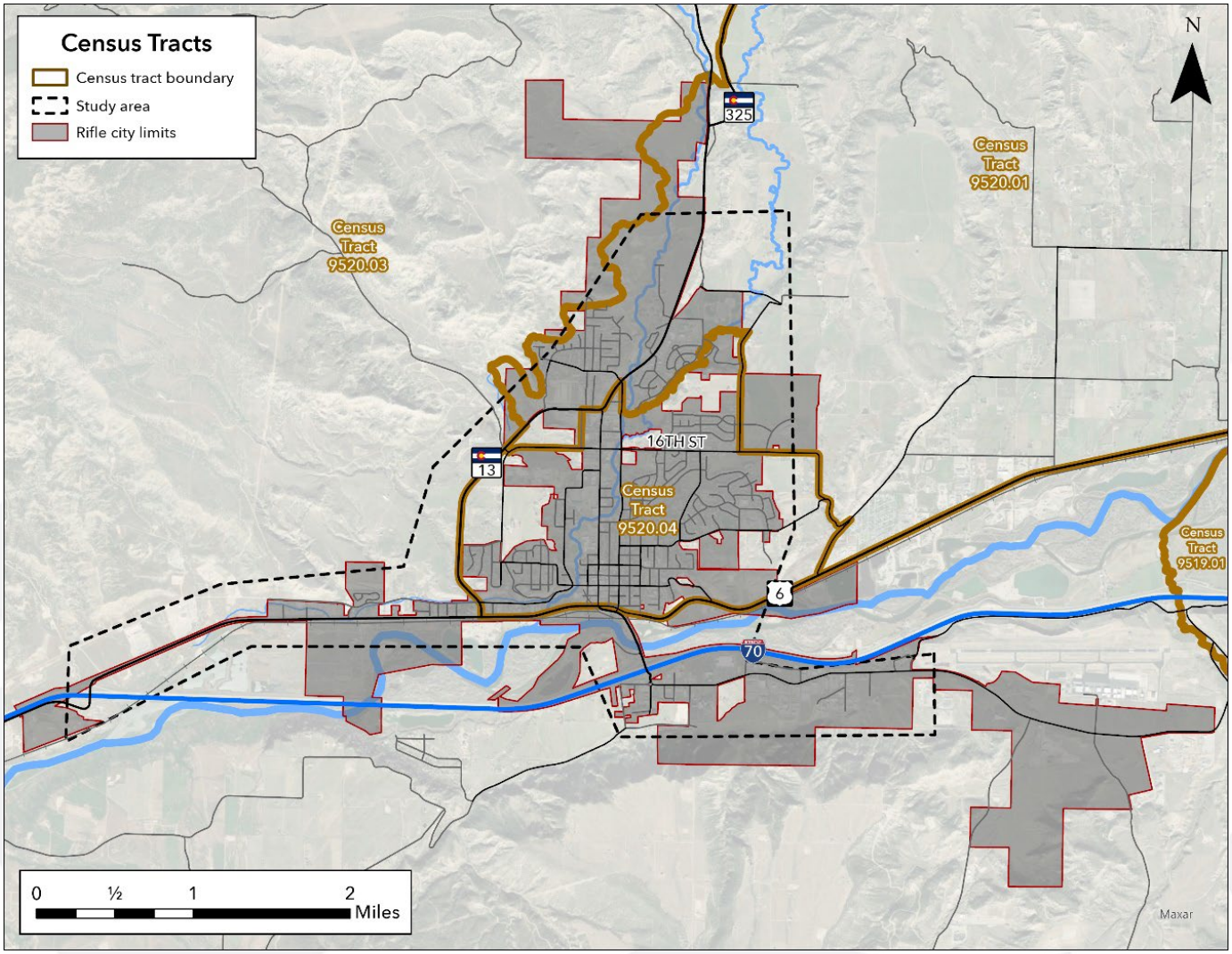
The State of Colorado has additional programs that categorize disadvantaged and underserved populations for state programs and funds. For the context of the Safety Action Plan, these include:

- **Colorado EnviroScreen**: Administered by the Colorado Department of Public Health & Environment (CDPHE), this interactive mapping tool identifies areas where environmental injustices may be present. EnviroScreen displays the presence of indicators of environmental stressors in geographic areas, to identify if they meet the definition of disproportionately impacted communities under Colorado law using information including population characteristics and environmental burdens.[6]
- **State Revolving Fund**: Low-interest rate loans, administered by the CDPHE, the Colorado Department of Local Affairs, and Colorado Water Resources & Power Development Authority, given to communities to finance water, wastewater, and stormwater infrastructure. The fund measures communities' job, income, housing, and other socioeconomic information. In 2024, Rifle meets the program's "disadvantaged communities" benchmark (less than $465,900) for median house value ($323,700).

A detailed list of how each Census tract is considered "disadvantaged" for different federal or state metrics for the purposes of future grant funding is in Appendix A.

[6] This tool can be used to fulfill the state requirements promulgated by Colorado House Bill 23-1233, C.R.S. § 24-4-109(2)(b)(II). "About Colorado EnviroScreen. Accessed from https://cdphe.colorado.gov/enviroscreen#:~:text=Colorado%20Enviroscreen%20was%20developed

Figure 5: Census Tracts of Rifle, CO



Commuters and Patterns

Commuting generates many of the trips supported by the transportation network. Just under 30% of all workers in Rifle businesses also live in the city; the remaining 70.8% commute from other areas. Similarly, 24.9% of all working people in Rifle have jobs in town; 75.1% commute to jobs in other communities, including the unincorporated parts of Garfield County.[7]

Existing Transportation System

Land Use

The study area has a mixture of areas that are residential only, commercial only (primarily downtown), public facilities, and areas where all these uses appear together.

Commercial-only areas include both sides of Railroad Avenue, most land south of I-70, and the downtown blocks bounded by East and West Avenues and 4th Street. Mixed use areas include the remainder of downtown and the neighborhoods east and west of Railroad Avenue, as well as the area east of Mile Pond Road. The remaining areas are primarily residential.

Each of these areas attracts different types of users; public facilities generate trips but are primarily used during business hours; commercial areas may have users all of the time, with heavier numbers on weekend days; residential areas tend to have lighter numbers of trips but they are spread out throughout the day and evening.

The 2019 Rifle Comprehensive Plan divides future land use into residential uses and commercial/industrial uses. Residential future land uses are further broken up into rural, suburban, moderate density, and high density categories. **Rural Residential** is primarily for the future RimRock at Rifle planned unit development (PUD) on the northern edge of the city. **Suburban Residential** is clustered in the

[7] *S0804, Means of Transportation to Work by Selected Characteristics for Workplace Geography.* 2018-22 Five-Year Estimates, American Community Survey. U.S. Department of Commerce, Bureau of the Census.

outskirts of the city mostly along the north and east sides. **Moderate Density Residential** is centered along the Highway 13 and Prefontaine Avenue corridors west of Railroad Avenue. **High Density Residential** is centered in the downtown core, Railroad Avenue and Whiteriver Avenue corridors, and the Airport Road roundabout area.

Commercial future land uses are broken into neighborhood, community, and regional use categories. **Neighborhood Commercial** is centered in the downtown core and US 6 corridor around Highway 13. **Community Commercial** is centered in the Highway 13 and Railroad Avenue corridors in addition to the Airport Road roundabout area. **Regional Commercial** is sparingly used near the Airport Road roundabout area.

Industrial future land uses are broken into light industrial and industrial categories. **Light Industrial** is centered in the Airport Road corridor. **Industrial** is focused on the US 6 corridor west of Highway 13 as well as directly across from the airport.

The comprehensive plan also shows priority growth areas, both within city limits and in the three-mile planning area. These could become up to 2,000 new residential units and significant new commercial development by 2040. Most of this forecasted growth, including 1,000 to 1,500 of the new homes, could be added via infill development.

Functional Classification and Jurisdiction

A total of 44 miles of centerline roads, meaning ignoring the number of vehicle lanes, are located within the city boundary. Of Rifle's 44 miles of roads, most are city-owned. State-owned roads within the study area are Interstate 70, US Highway 6, and Colorado Highway 13. Garfield County owns a few roads that reach into municipal boundaries, but none fully pass through. These include Fravert Reservoir Road, Ramsey Gulch Road, Rifle-Rulison Road, Rifle-Silt Road, and portions of Prefontaine Avenue, Dokes Lane, Silt Mesa Road, Graham Road (north and south), Wilson Lane, Airport Road, 2nd Street, and Swallow Lane. See Figure 6 for more information on roadway jurisdiction within the study area.

The road network is made up of six road types:

- **Interstate**: Limited access highway designed to carry traffic over long distances, designated as the highest-level principal arterial. Example: Interstate 70
- **Other Principal Arterials**: Designed to carry traffic over long distances but may have some direct access. Example: Highway 13
- **Minor Arterials:** Designed for connecting cities and towns inside and outside the region. Example: Airport Road
- **Major Collectors**: Designed for travel from community to community, may have multiple lanes and fixed-transit stops. Example: Whitewater Avenue
- **Minor Collectors**: Designed to connect between neighborhoods and to smaller business areas. Also provides connections to larger roads in the road network. May have a mix of residential and other road accesses. Example: Morrow Drive
- **Local Roads**: Designed to serve local traffic with short routes and multiple many driveways or accesses; not designed for through traffic. Example: Evergreen Drive

See Figure 7 for more information on roadway classification within the study area.

Figure 6: Roadway Jurisdiction in Rifle

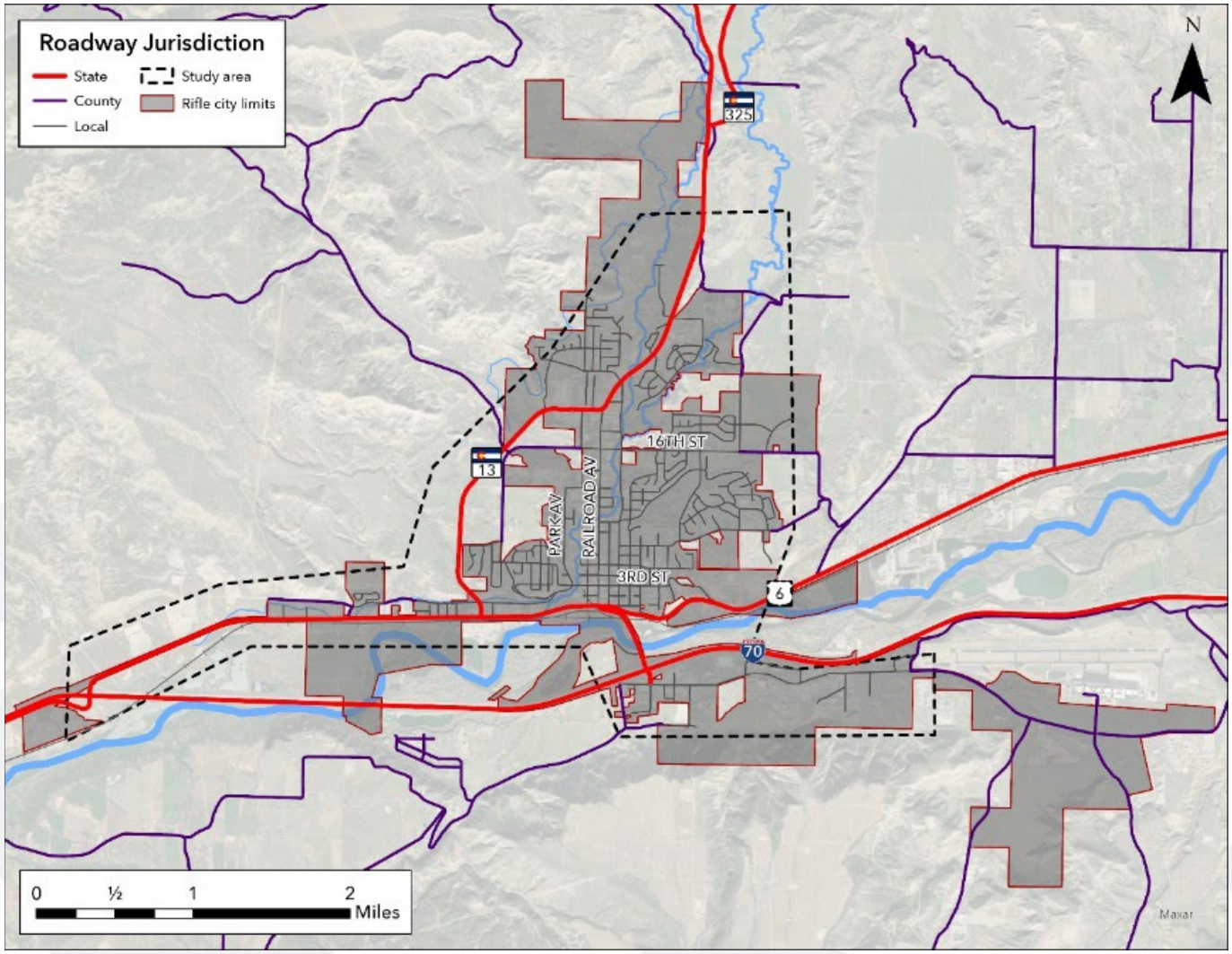
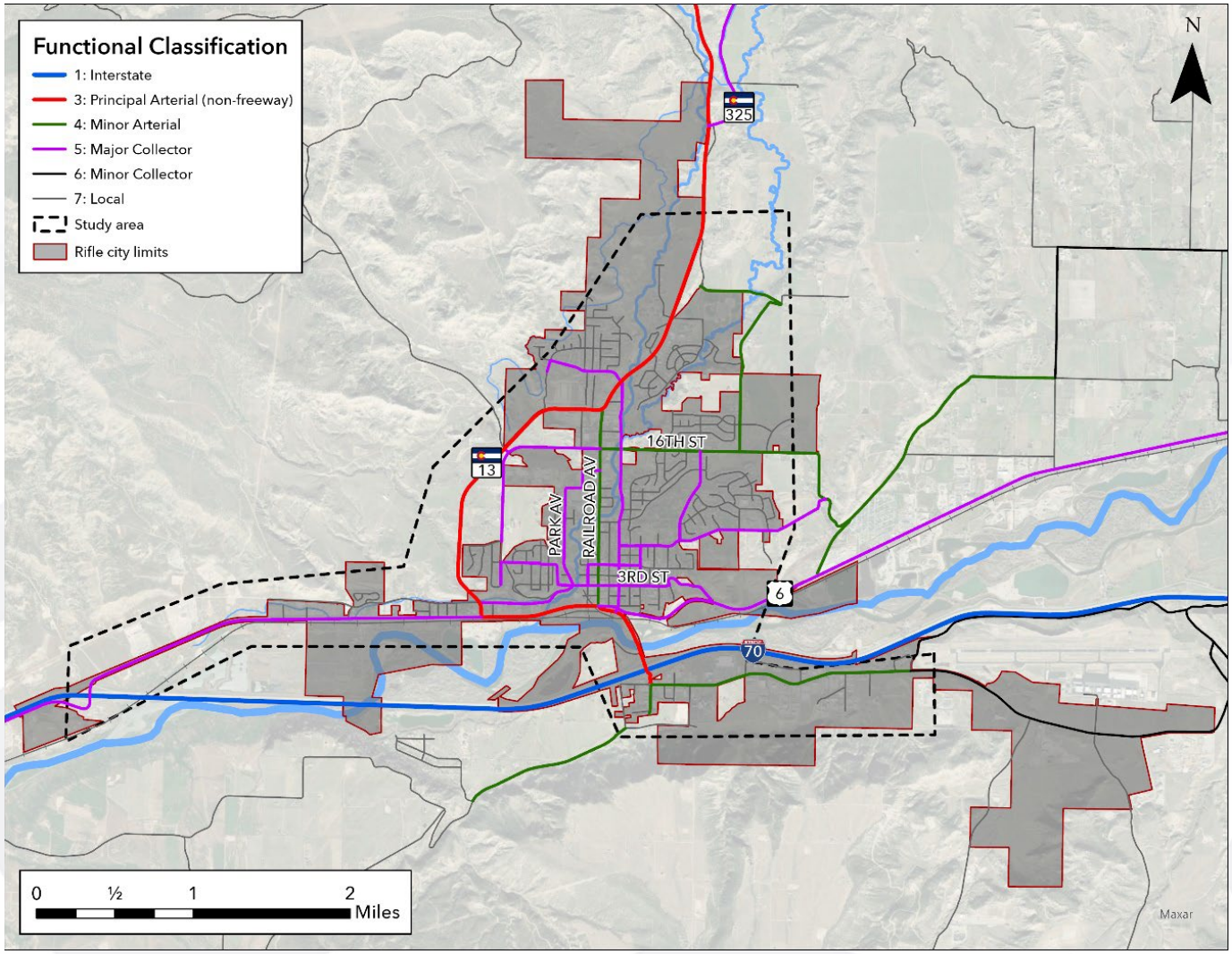


Figure 7: Roadway Functional Classification in Rifle



Bridges

Keeping bridges in good condition can be a challenging and expensive part of transportation network maintenance; they can be chokepoints as they represent limited crossing over bodies of water or other roadways. Within the study area, the National Bridge Inventory indicates that 18 bridges are in the study area. See Figure 8 for the relative location and condition of each bridge. Of Rifle's bridges, four bridges are in good condition and fourteen are in fair condition which means none are in poor condition.

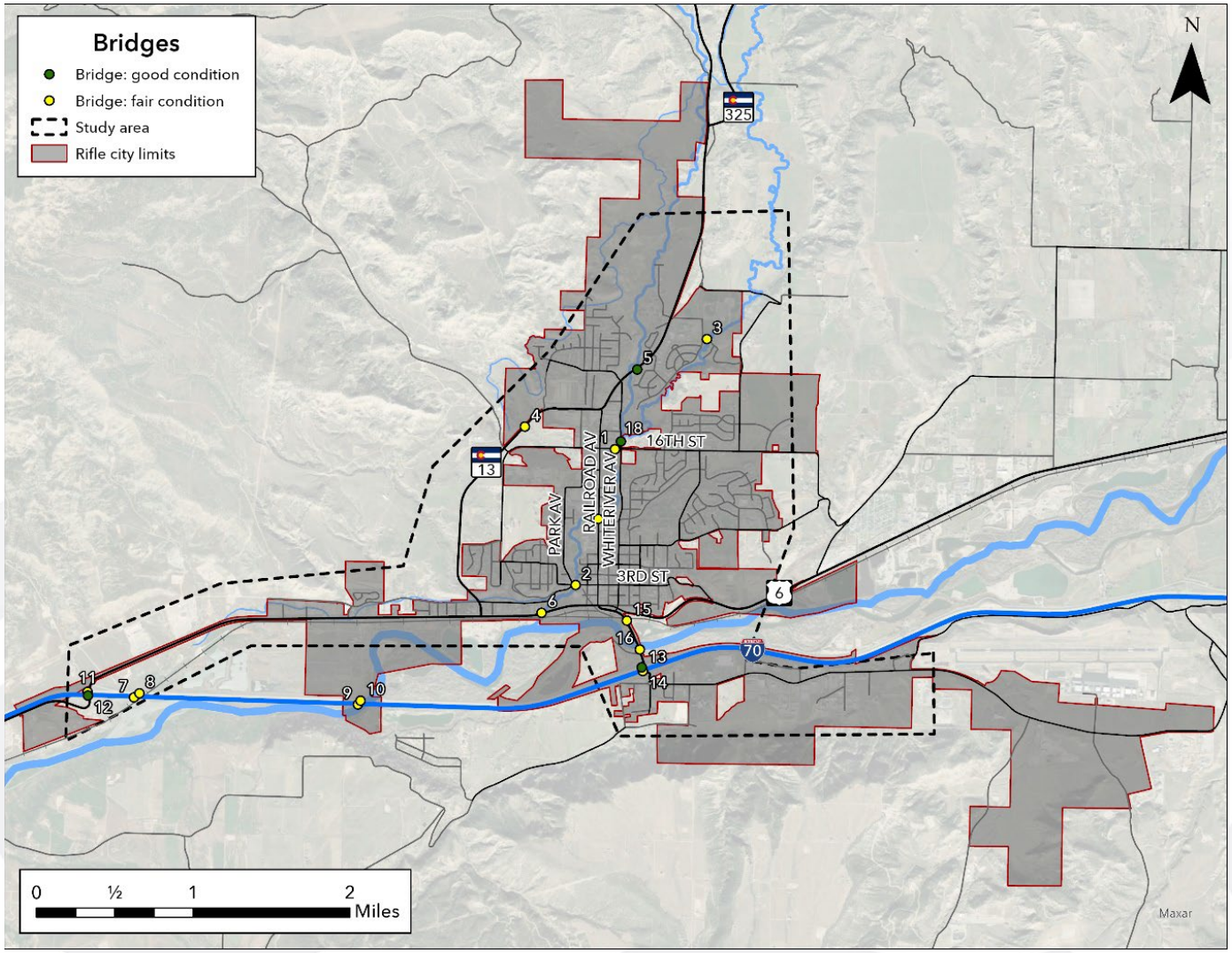
The data comes from the FHWA's National Bridge Inventory (NBI). Overall bridge condition is determined by utilizing a 0 to 9 rating scale, and using the lowest rating of the NBI conditions ratings for deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good. If it is less than or equal to 4, the classification is poor. Bridges rated 5 or 6 are classified as fair.[8]

[8] "Subpart C—National Bridge Inspection Standards (NBIS)." *Code of Federal Regulations*, 23 CFR 650.311. Accessed from https://www.ecfr.gov/current/title-23/section-650.311

Table 2: Bridge Conditions in Rifle

Bridge	Structure Number	Year Built	Ownership	Bridge Condition	Deck Condition	Superstructure Condition	Substructure Condition	Channel Condition	Culvert Condition
1	16th ST BRIDGE	2000	City	Fair	6	6	7	7	N/A
2	3rd ST BRIDGE	1931	City	Fair	5	5	6	7	N/A
3	CREEKSIDE BRG	2006	City	Fair	7	6	7	6	N/A
4	F-05-AA	1980	CDOT	Fair	N/A	N/A	N/A	7	6
5	F-05-AC	1987	CDOT	Good	N/A	N/A	N/A	6	7
6	F-05-C	1954	City	Fair	8	5	7	7	N/A
7	F-05-I	1975	CDOT	Fair	6	7	7	N/A	N/A
8	F-05-J	1975	CDOT	Fair	6	7	6	N/A	N/A
9	F-05-K	1975	CDOT	Fair	6	5	6	5	N/A
10	F-05-L	1975	CDOT	Fair	5	5	5	5	N/A
11	F-05-M	1975	CDOT	Fair	6	6	6	N/A	N/A
12	F-05-N	1975	CDOT	Good	7	7	7	N/A	N/A
13	F-05-O	1975	CDOT	Good	7	7	7	N/A	N/A
14	F-05-P	1975	CDOT	Fair	6	6	6	N/A	N/A
15	F-05-Q	1976	CDOT	Fair	7	6	7	N/A	N/A
16	F-05-R	1976	CDOT	Fair	6	6	5	5	N/A
17	RAILROAD BRG-A	1989	City	Fair	6	7	7	7	N/A
18	WHITERIVER AVE	2004	City	Good	7	8	7	7	N/A

Figure 8: Bridge Location and Condition in Rifle



Natural Features

The natural, unimproved areas of Rifle offer multiple assets to the community, including habitat for plants and animals, cooling and absorption, and human connection to nature. Existing vegetation also provides natural filtration and buffer from the river and creeks. Floodplain maps, provided by FEMA, are available in **Appendix C**.



Transportation System Inventory

TRAFFIC VOLUMES

KLJ collected traffic volumes for the study area using data from the StreetLight platform, averaging from June to August 2022. Traffic volumes from the highest volume month were used for the base volumes seen in this study. Peak volumes at each intersection are used to provide a conservative analysis of the roadway network and seasonal adjustment factors were not needed for the study. The AM peak was observed to be from 7–8 a.m., and the PM peak was observed to be from 5–6 p.m.

Figure 9: Annual Average Daily Traffic (AADT) in Rifle

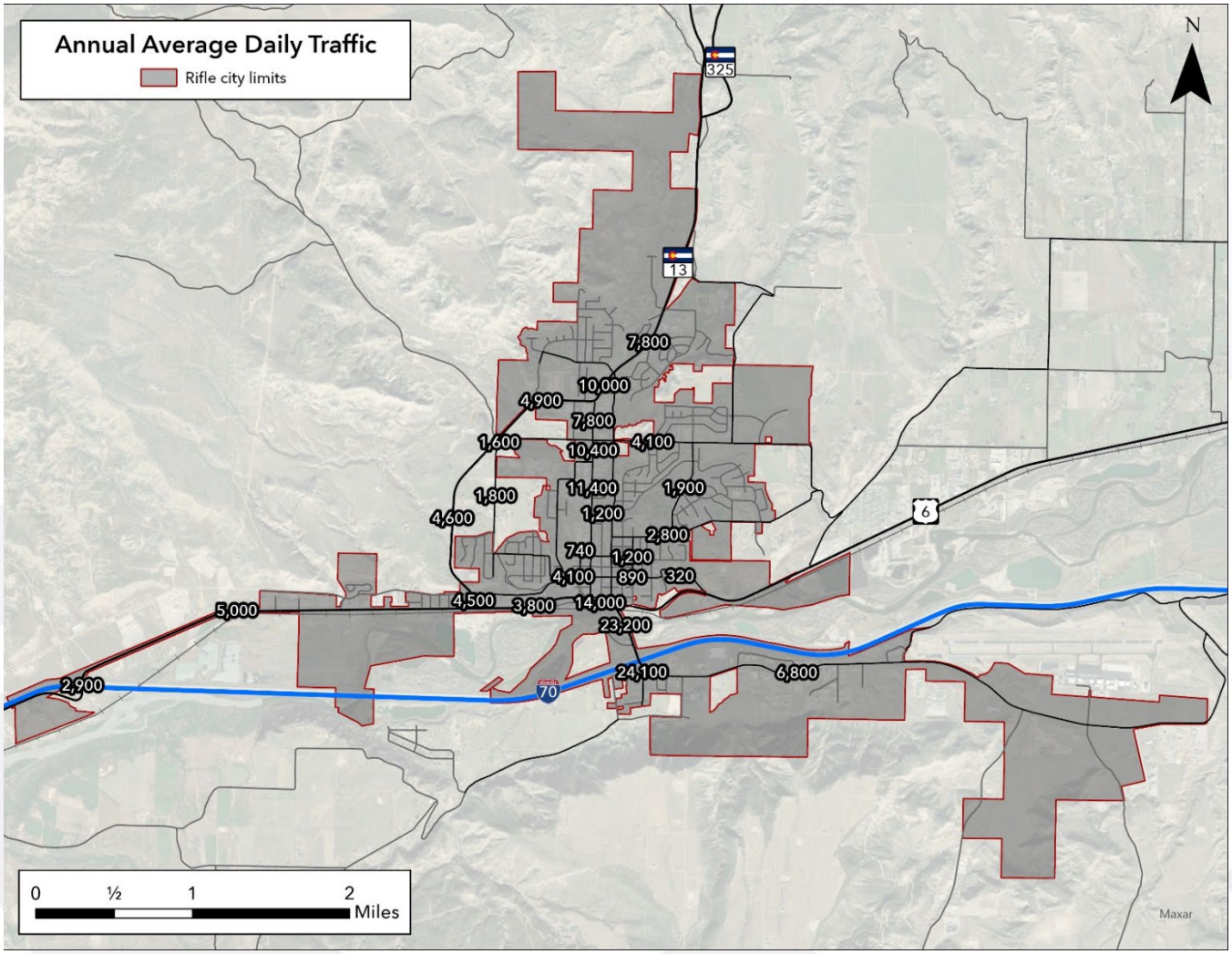
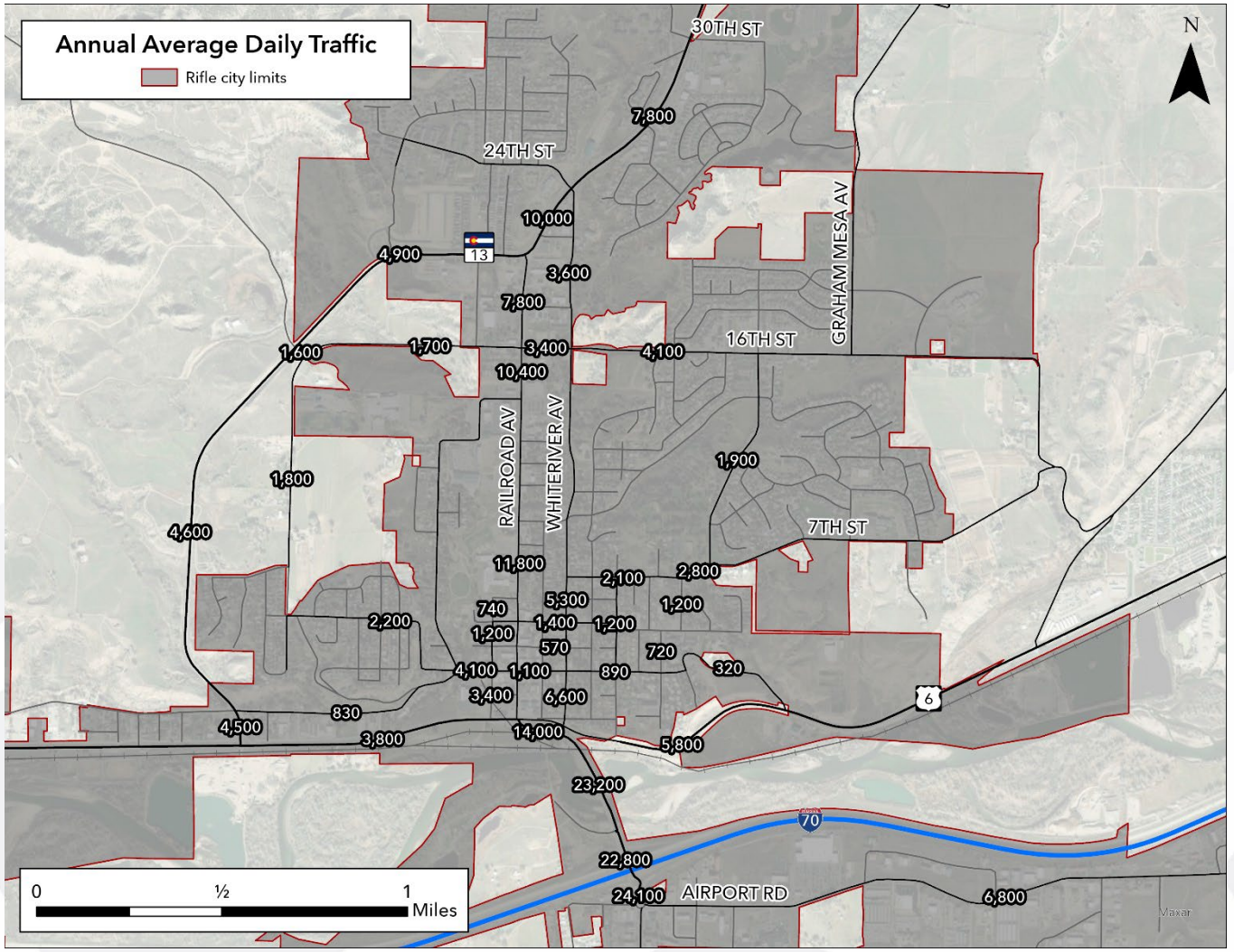


Figure 10: Annual Average Daily Traffic (AADT) in Downtown Rifle



Transportation System Inventory

LEVELS OF SERVICE

Traffic operational and queueing analysis results are described as a Level of Service (LOS) ranging from "A" to "F" with "A" operating with the least delay and "F" indicating a high amount of delay. LOS is determined by methodology in the Highway Capacity Manual (HCM), which defines the LOS for intersections based on control delay.[9] The HCM defines highway LOS as a qualitative measure based on factors such as speed, travel time, maneuverability, delay, and safety. Level "F" is forced-flow operation at low speed with many stoppages, with the roadway acting as a storage are. Control delay thresholds for each LOS can be seen in Table 3 .

Table 3: Intersection Delay and LOS Thresholds

LOS	*Control Delay Per Vehicle [seconds]*	
	Unsignalized Intersection	*Signalized Intersection*
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

[9] *Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis.* 2022. National Academies of Sciences, Engineering, and Medicine. Washington, DC: The National Academies Press. https://doi.org/10.17226/26432

For signalized intersections, the LOS is based on the averaged stopped delay per vehicle. The procedures used to evaluate signalized intersections use detailed information on geometry, lane use, signal timing, peak hour volumes, arrival types, and other parameters. This information is then used to calculate delay and determine the capacity of each intersection.



Overall intersection LOS is undefined within the HCM for side-street stop-controlled intersections. The LOS for the side-street stop-controlled intersections in the analysis is based on the delay experienced by a few movements within the intersection, rather than on the overall stopped delay per vehicle at the intersection. Due to this situation, the LOS assigned to a side-street stop-controlled intersection is based on the minor approach delay for vehicles turning left, right, and going across the major street from the minor street approach and major approach vehicles turning left.

Figure 11 and Figure 12 show the calculated level of service in the AM and PM peaks, respectively. A detailed list of intersections and levels of service is available in Table 30 of Appendix A.

Figure 11: Existing Condition AM Intersection Level of Service

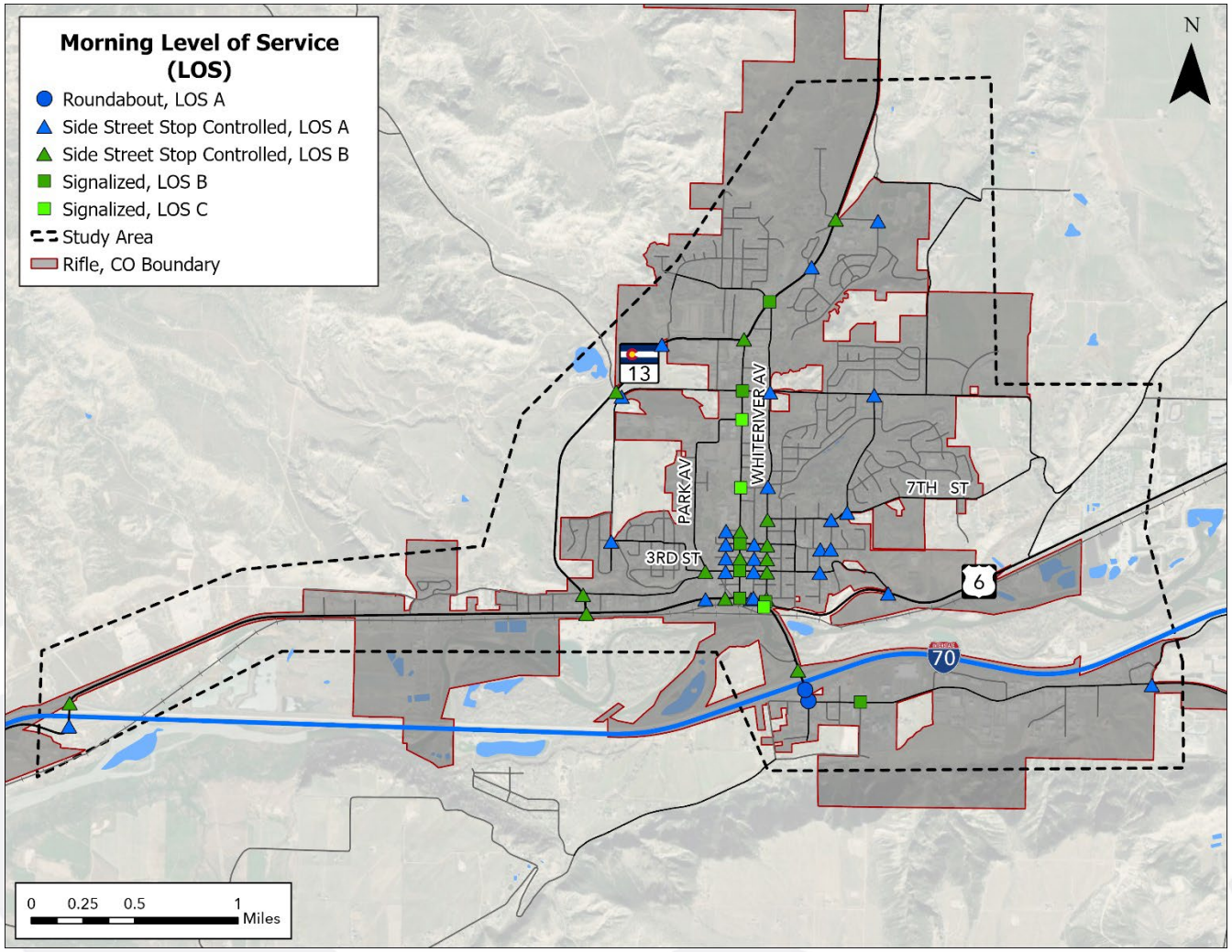
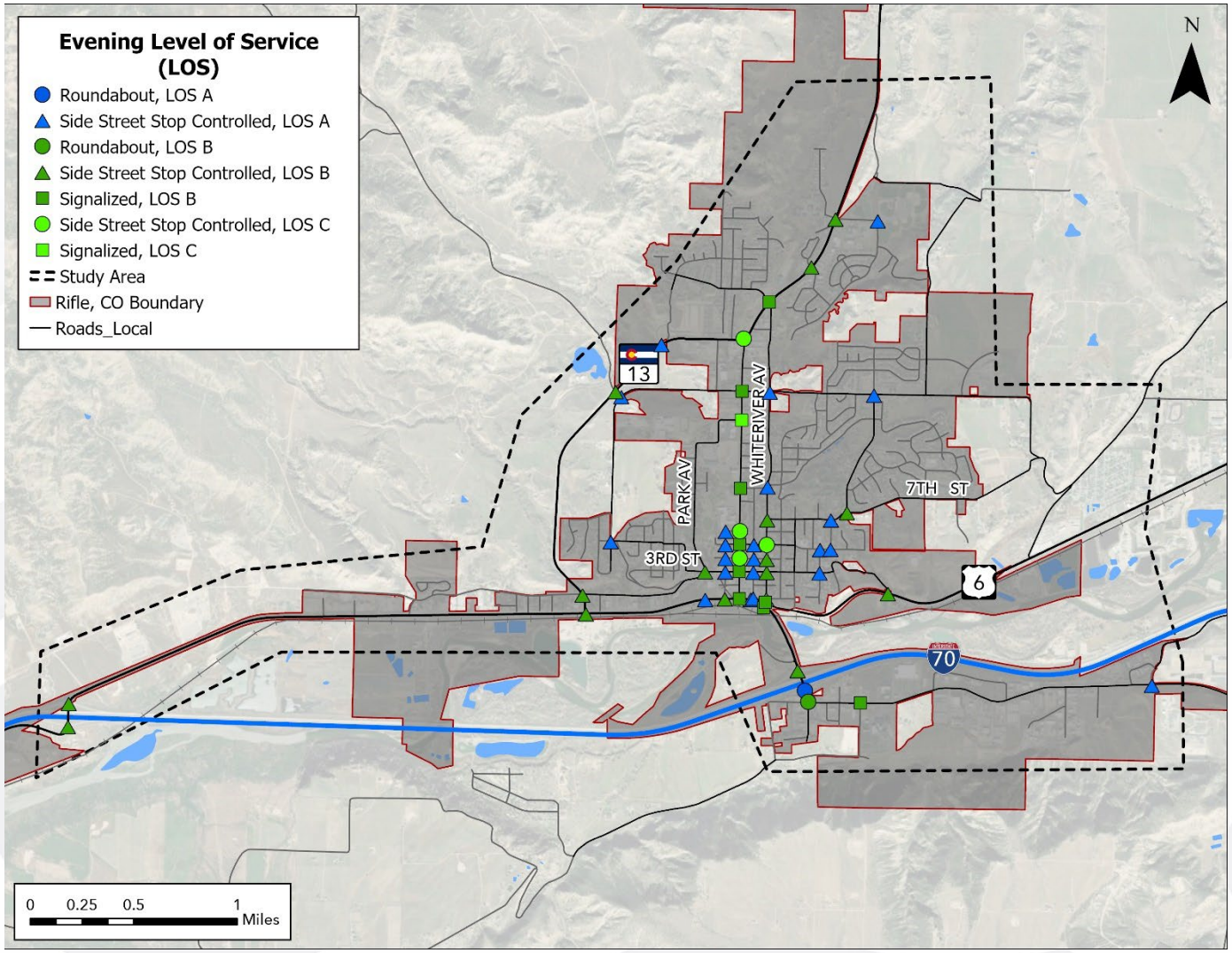


Figure 12: Existing Condition PM Intersection Level of Service



PAVEMENT CONDITIONS

Paved roads deteriorate over time, especially as wear-and-tear is exacerbated by heavy traffic loads, inclement weather, and snow clearance. A 2023 survey was conducted by the city to rate the pavement conditions on all city roads. These are rated by segment on a scale of 0 to 100, known as the Pavement Condition Index or PCI. A rating above 85 indicates excellent condition, while the observed condition gradually degrades as the ratings get lower. A PCI rating of less than 60 indicates a street in poor condition. Each segment was also rated on a scale of 1 (failed) to 10 (excellent). Interstate 70 was not rated.

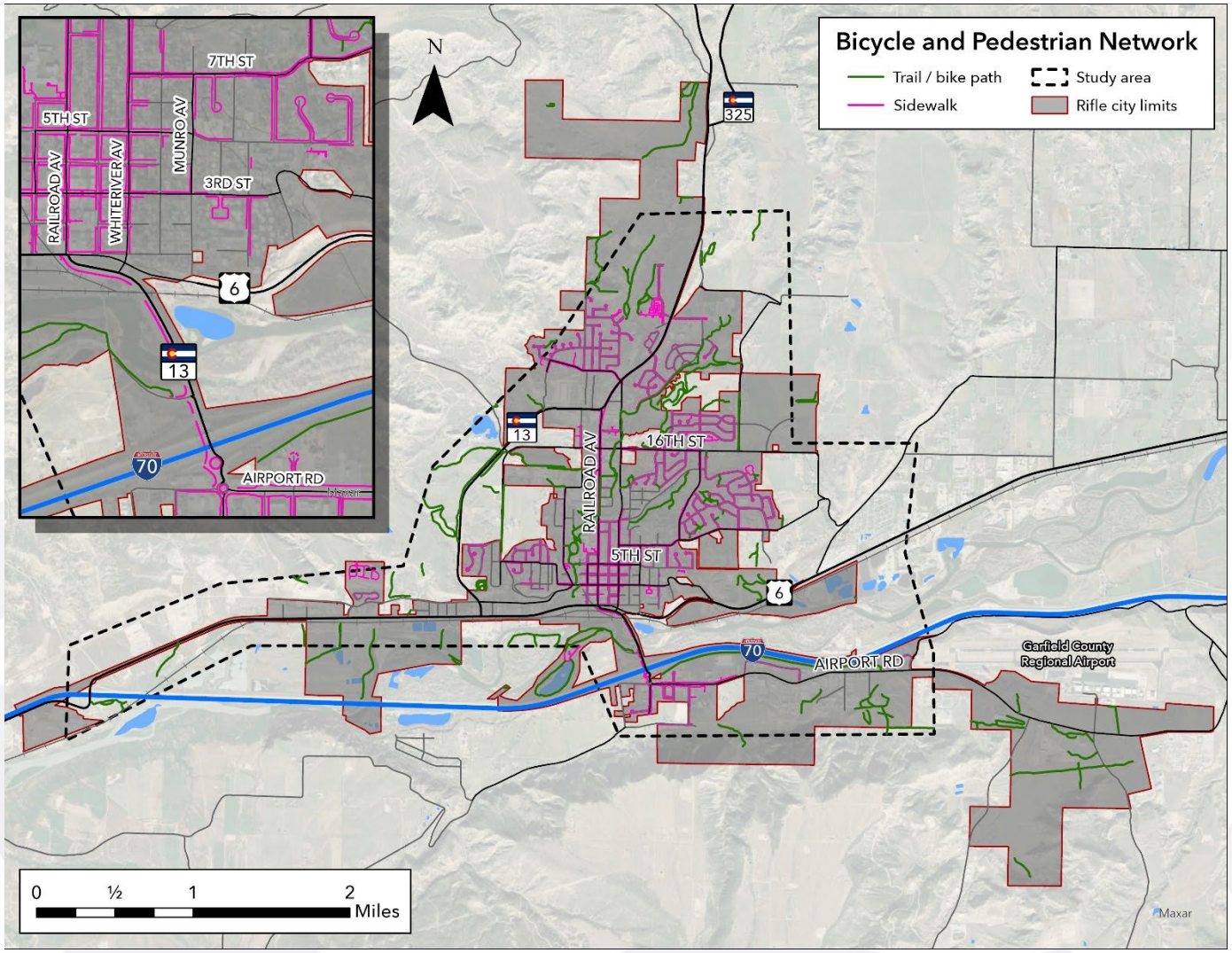
The median street segment in Rifle has a PCI rating of 58. About one-third (32.6%) of street segments in the city have a PCI more than 60. Less than half (43.5%) have a pavement rating of 6 (good) or better.

PEDESTRIAN AND BIKE

The City of Rifle features many miles of sidewalks and multiuse paved trails for pedestrian use. These include trails along the Colorado River, Lions Pond, Interstate 70 in South Rifle, Rifle Creek, Raynard Ditch, Prefontaine Avenue, and Graham Mesa Avenue.

Within Rifle city limits, bicyclists can use the network of multiuse trails mentioned above as well as travel on-street. Rifle does not currently have dedicated on-street bike lanes or other related infrastructure. Rifle also has gravel or dirt trails more suited to mountain or gravel biking. These include the Highland Trails south of 7th Street and the gravel trail by Rifle High School. Figure 13 displays Rifle's overall multimodal network.

Figure 13: Bicycle and Pedestrian Network of Rifle



TRANSIT

PATS

The Parachute Area Transit System (PATS) provides local transit centered in Parachute with service to Battlement Mesa and Rifle. Three express buses (two morning eastbound and one afternoon westbound) serve Rifle at Metro Park and the Park-n-Ride on weekdays. Eleven local buses (seven eastbound and four westbound) serve Rifle at Metro Park, the Park-n-Ride, Wapiti Avenue, Grand River Health Rifle (GRHR) Hospital, and the Walmart on Airport Road just west of Enterprise Court on weekdays. There is no service on weekends.

RFTA Hogback

The Roaring Fork Transportation Authority (RFTA) provides local, commuter, and regional transit along I-70 and the Roaring Fork Valley (Glenwood Springs to Aspen). The Hogback route connects Rifle eastward to Silt, New Castle, and Glenwood Springs. The Hogback has stops in Rifle at Metro Park, Railroad Avenue & 5th Street, and at the Park-n-Ride. There is also a nearby stop in unincorporated Garfield County at US 6 & the Cottonwood Springs manufactured home community. Twenty buses (ten westbound and ten eastbound) serve Rifle daily.

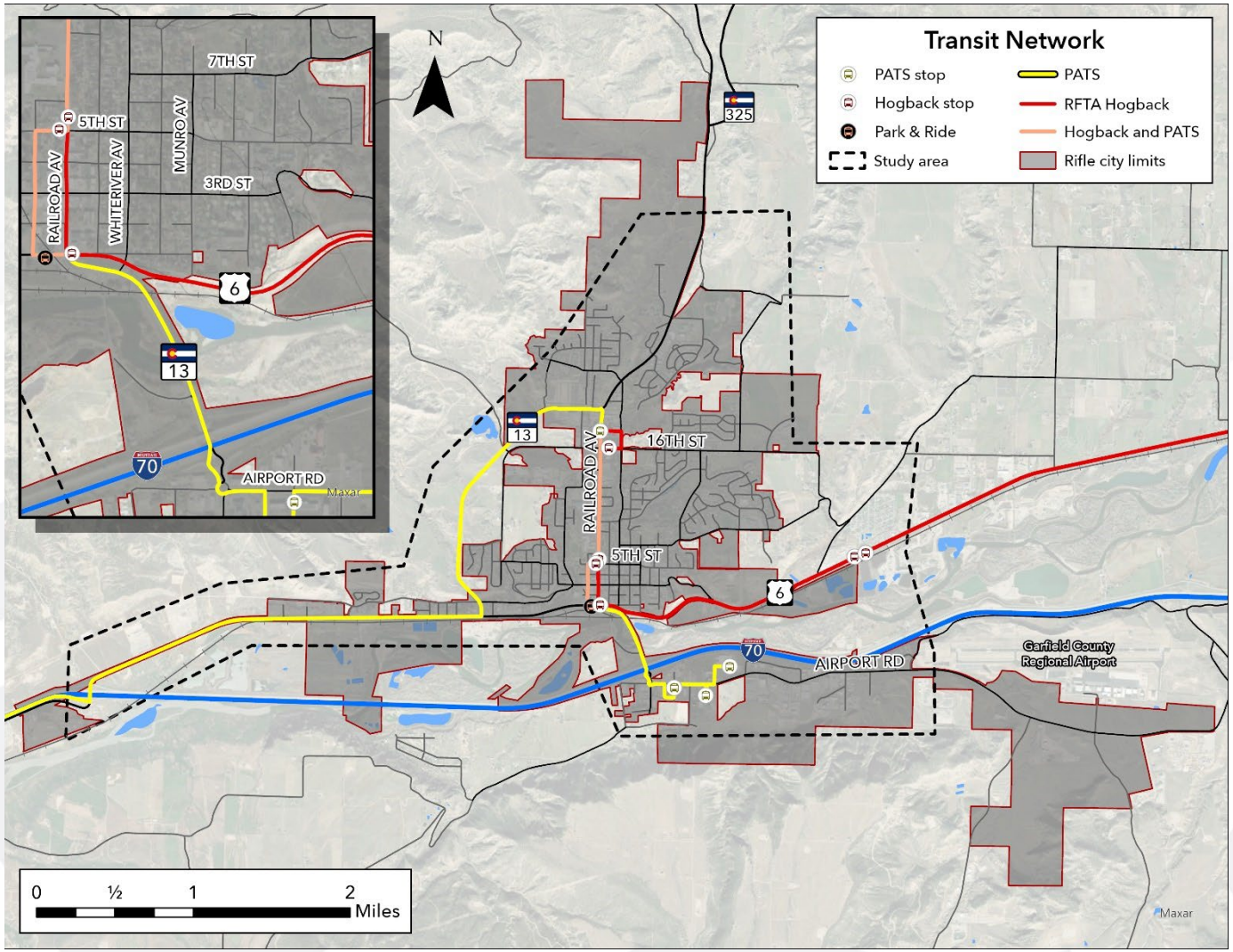
Bustang

Bustang is a regional transit service provided by the Colorado Department of Transportation. Rifle is located on the Bustang West line which provides service to Denver and Grand Junction along I-70. On weekdays and weekends, eight buses arrive at the Park-n-Ride (four westbound and four eastbound).

Amtrak

Amtrak operates the California Zephyr through Colorado along the I-70 corridor with service westward toward Salt Lake City and Los Angeles and eastward to Omaha and Chicago. While an Amtrak stop is not directly located within Rifle, Amtrak-bound customers can take the RFTA Hogback or Bustang to Glenwood Springs for service on the California Zephyr. Amtrak operates one train in each direction daily.

Figure 14: Transit Network of Rifle



Safety Analysis



Reported Crash History

Reviewing historic crash information can help identify existing deficiencies that can be addressed through this study. CDOT Traffic Safety & Engineering Services maintains a crash database for the purpose of improving traffic and highway safety. Five years of crash records from January 1, 2018 through December 31, 2022 were downloaded from the CDOT crash database.[10] This section has a summary of crashes in the study area during the analysis period.

[10] "Crash Data." Colorado Department of Transportation. Accessed from https://www.codot.gov/safety/traffic-safety/data-analysis/crash-data

Figure 15: Map of All Crashes 2018 – 2023

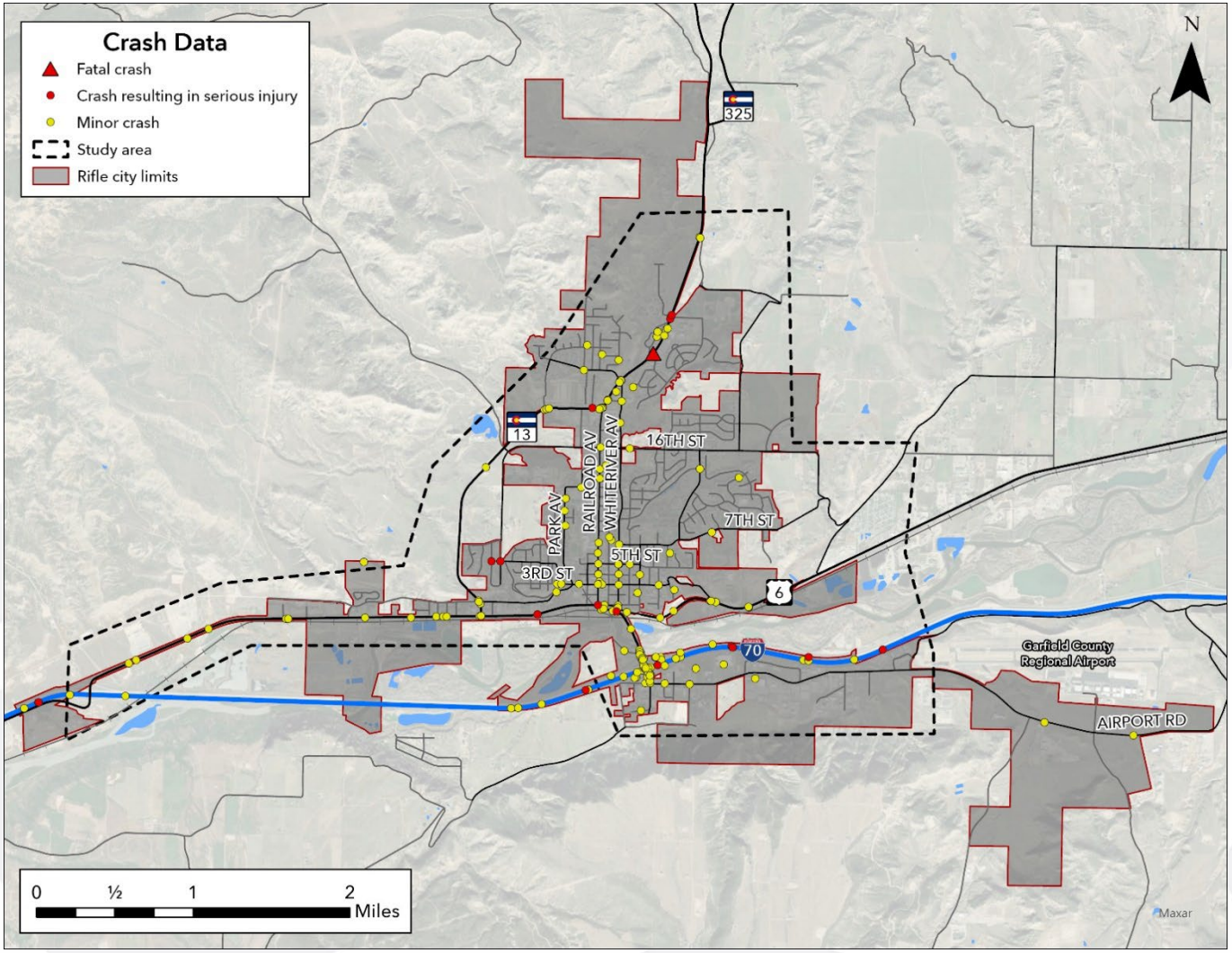


Figure 16: Heat Map of Crashes 2018 – 2022

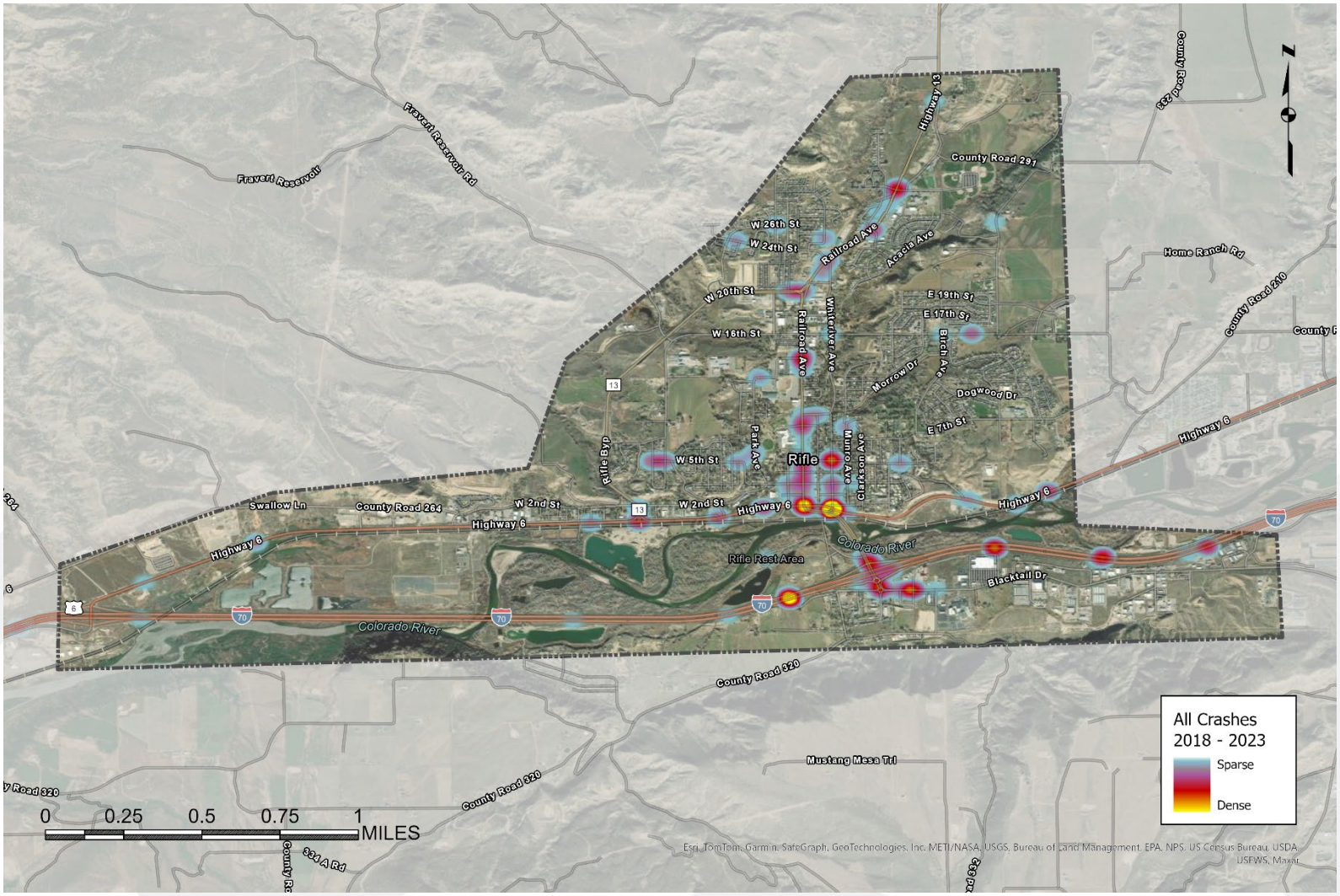


Figure 15: Heat Map of Crashes, Core Area, 2018 – 2022



CRASH SEVERITY

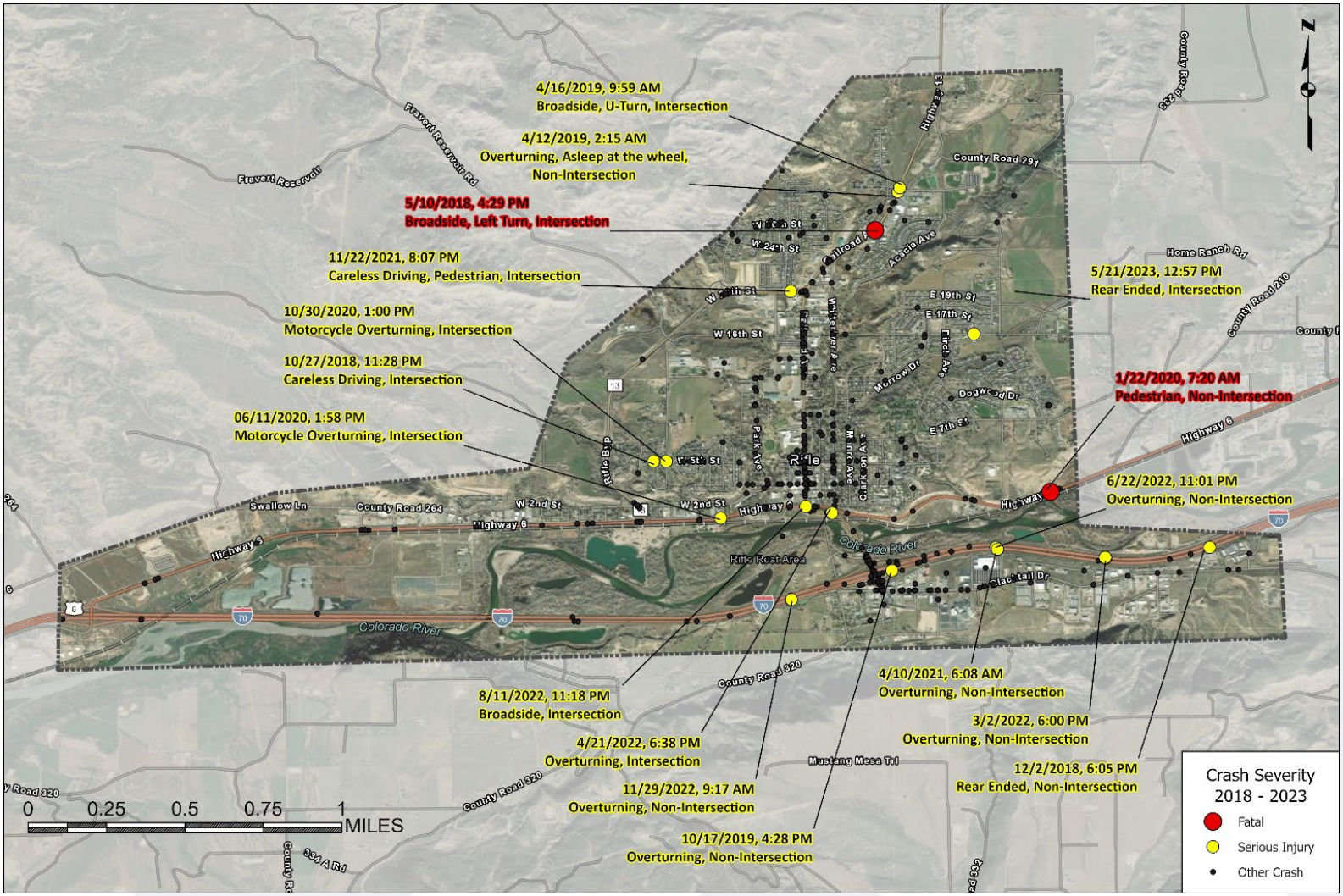
Crash severity is broken into five different categories: fatal, serious injury, minor injury, possible injury, and property damage only. Definitions of these categories are found in **Appendix A**. Severe crashes, also known as KSA crashes, include fatal and serious injury crashes.

2019 and 2022 had the most severe crashes each with 5 crashes in each year. Between 2018 and 2022, an average of 4 people were killed or severely injured in traffic crashes on roads within Rifle. See Table 4 for more information on crash severity in each study year. See Figure 17 **.** for locations of serious crashes within the study timeframe.

Table 4: Crashes by Severity per Year

Severity of Crash	2018	2019	2020	2021	2022	Total	I-70	Non-Interstate
Fatal (K)	1	0	1	0	0	**2**	0	**2**
Serious Injury (A)	3	5	2	3	5	**18**	6	**12**
Total KSA Crashes	4	5	3	3	5	**20**	6	**14**
Minor Injury (B)	5	5	3	7	12	**32**	2	**30**
Possible Injury (C)	16	23	9	5	13	**66**	4	**62**
Property Damage Only (PDO)	122	109	121	71	159	**582**	50	**532**
Total Crashes	**147**	**142**	**136**	**86**	**189**	**700**	**62**	**638**

Figure 17: Fatal and Severe Injury Crashes 2018 – 2023



MODE OF TRAVEL

Figure 18 shows all pedestrian- or bicyclist-involved serious injury crashes.

Figure 18: KSA Pedestrian and Bicyclist Crashes 2018 – 2022

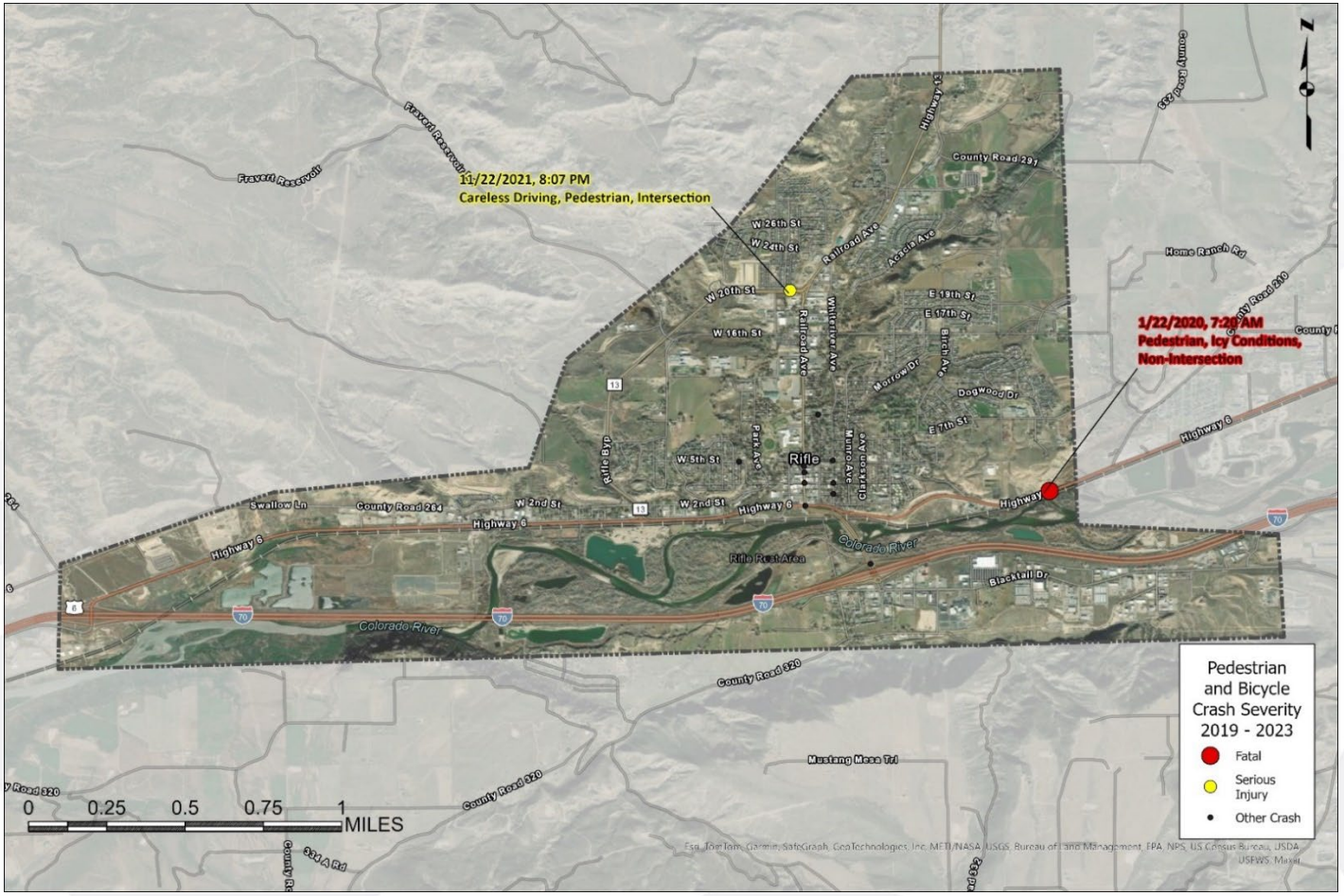


Figure 19: Pedestrian and Bicyclist Crashes by Year

	2018	2019	2020	2021	2022	Total
Pedestrian	0	2	0	2	1	5
Bicyclist	0	1	1	0	2	4
Total Ped/Bike Crashes	**0**	**3**	**1**	**2**	**3**	**9**

People bicycling, walking, and rolling are overrepresented in severe and fatal crashes (see Figure 20). Serious injury crashes make up 2.5% of all crashes, yet they make up 25% of pedestrian or bicyclist crashes.

Figure 20: Crash Severity by Mode

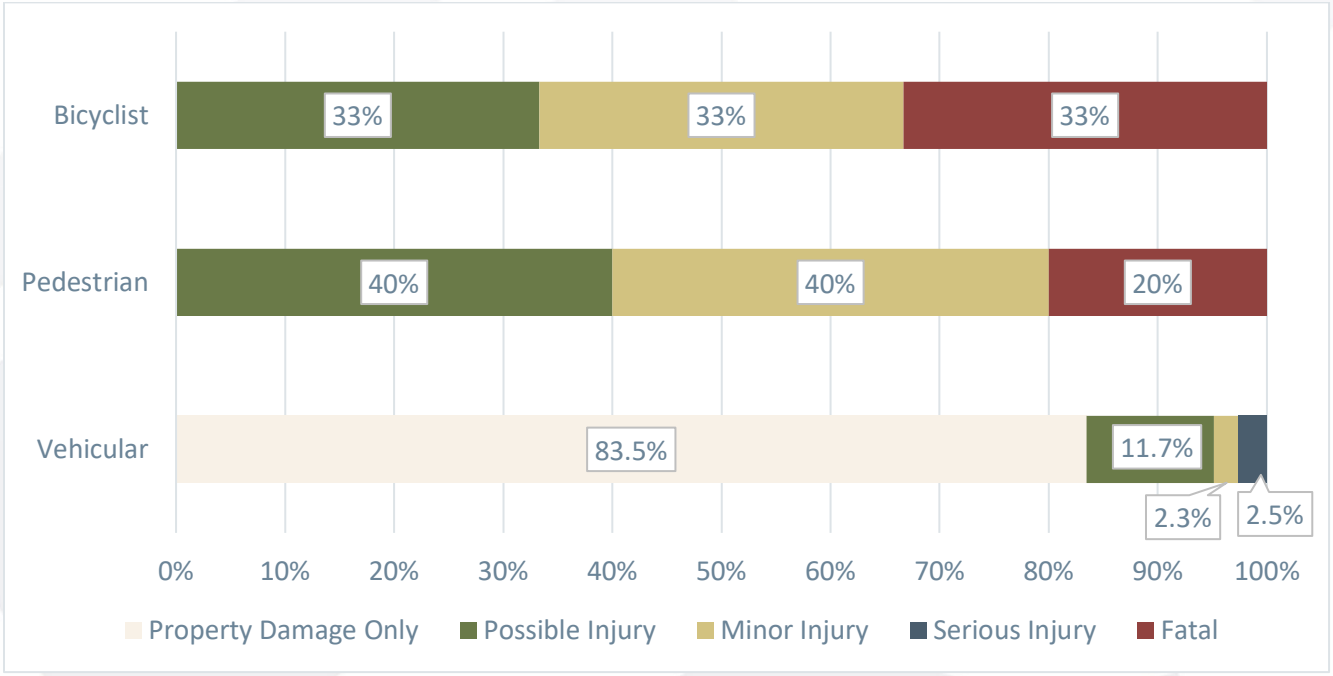


Figure 21: KSA Pedestrian and Bicyclist Crashes 2018 – 2022



CRASH TYPE

The five most common crash types within the study period account for almost three-quarters of all crashes. The most common crash types and their frequency are listed in Table 5. A full table of all crash types is available in Table 28 of **Appendix A**.

Table 5: Most Common Crash Types 2018 - 2023

Crash Type	Number of Crashes	% of All Crashes
Rear-End	182	26.0%
Broadside	138	19.7%
Parked Motor Vehicle	80	11.4%
Sideswipe (Same Direction)	64	9.2%
Wild Animal	46	6.6%
All Crashes	**699**	**100%**

CONTRIBUTING FACTORS

Contributing factors are actions present in the crash. They are not an analysis of who is at fault. There can be many factors present in a single crash, including situations in which both a motorist and non-motorist have one or more contributing factors. According to the National Highway Traffic Safety Administration, in 2022, 3,308 people nationwide were killed in motor vehicle crashes involving distracted drivers and 13,524 people were killed involving alcohol-impaired drivers.[11]

[11] "Overview of Motor Vehicle Traffic Crashes in 2022." Traffic Safety Fact Research Note DOT HS 813 560, pages 9, 14. National Center for Statistics and Analysis, National Highway Traffic Safety Administration, U.S. Department of Transportation. June 2024. Accessed from https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813560

This analysis does not include chemically impaired or distracted driving. CDOT's crash database does not include impairment or distracted driving as a prime contributing factor in a crash. This analysis is based on review of the information given in the crash database. The leading contributing factor in fatal and severe injury crashes is overturning and rollovers, see Table 6.

Table 6: Contributing Factors in Fatal and Severe Injury Crashes (2.5% total crashes)

	Overturning/ Rollover	Broadside	Front to Side	Pedestrian	Electrical/ Utility Box	Rear-end	Wall/ Building	Guard Rail	**Total**
# of KSA Crashes	8	2	2	2	1	1	1	1	**18**

WHO IS INVOLVED IN CRASHES

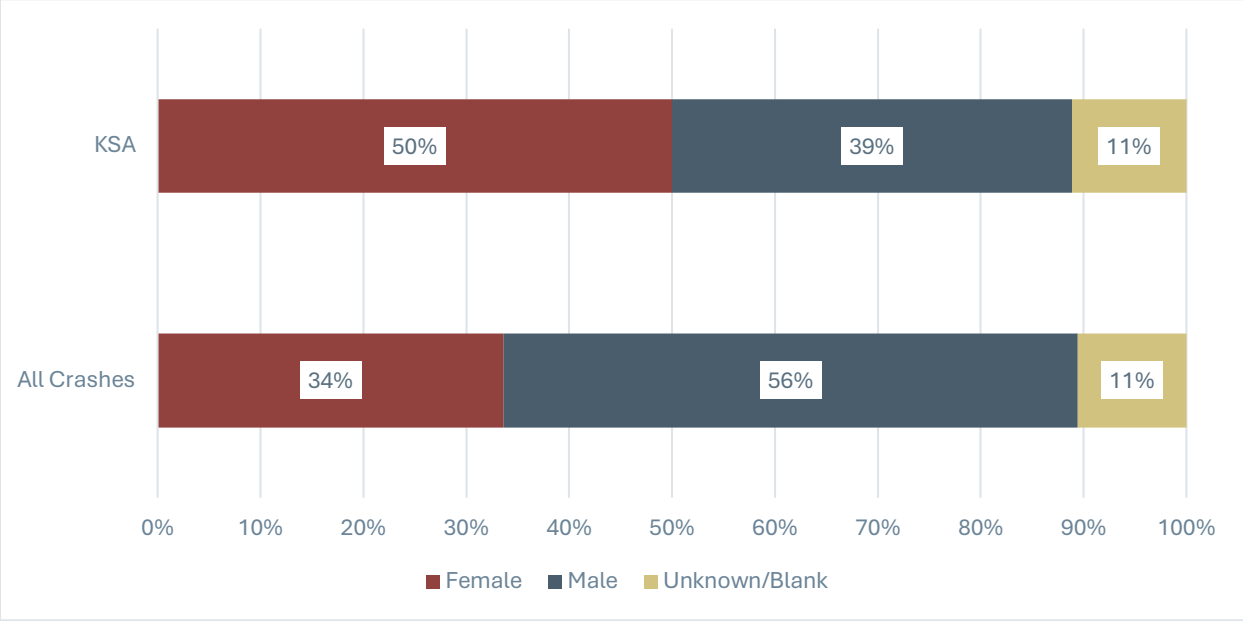
Race

CDOT does not collect information about the driver's race as a part of their publicly available crash database.

Sex

CDOT logs the sex of the driver in its crash database. In Rifle, women are more likely to be involved in serious crashes compared to men. See Figure 22 for a comparison of gender and crash severity.

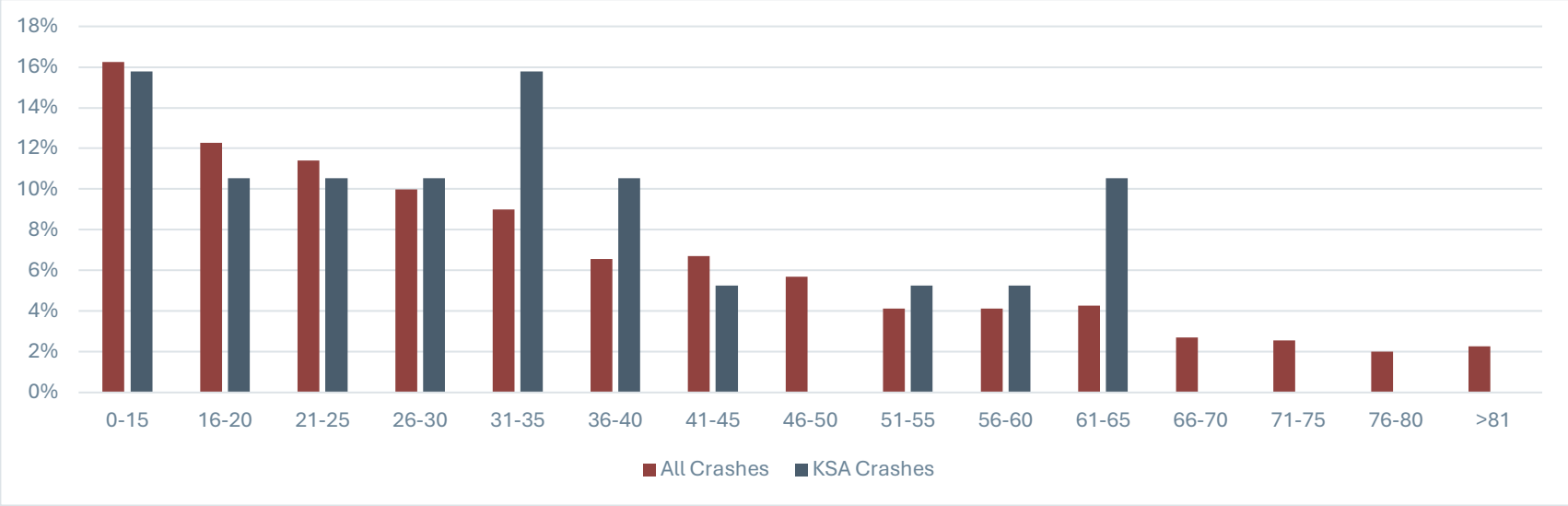
Figure 22: Gender of People Involved in Fatal and Severe Crashes



Age

People between the ages of 31 and 35 as well as under age 16 were most likely to be involved in fatal and severe injury crashes. Since 2021, CDOT's publicly available database does not log the specific age of people involved in crashes under the age of 16. A detailed data table is available in Figure 23 below.

Figure 23: Ages of People Involved in Crashes as Percentage



Community Engagement

Stakeholder Engagement

STAKEHOLDER IDENTIFICATION

KLJ took an equitable approach to foster public and stakeholder engagement for the plan's development. Outreach was coordinated with the identified stakeholder groups, encouraging participation in the planning process either through an advisory capacity (Steering Committee) or through public engagement activities. Stakeholder groups include:

- City of Rifle
- Rifle Police Department
- Colorado River Fire Rescue
- Rifle Parks & Recreation
- Garfield School District Re-2
- Colorado Department of Transportation (CDOT) Region 3
- Elected Officials
- Colorado State Patrol
- Downtown Development Authority
- Colorado River Valley Chamber of Commerce
- Rifle Planning & Zoning Commission
- Rifle Area Mountain Biking Organization (RAMBO)

STEERING COMMITTEE

Throughout the course of the project, KLJ facilitated four steering committee meetings with stakeholders ranging from emergency response, law enforcement, the school district, state transportation, business development, the chamber of commerce, and a local trail advocacy group. Garfield County School District was represented at each of the meetings, with participation from area schools including Rifle Middle School and Rifle High School, along with district staff from areas of transportation and facilities. City of Rifle had representation from City Council, the Planning & Zoning Commission, and multiple city departments including Rifle Police Department, Engineering, Planning, and Parks and Recreation. In addition to Rifle Police Department, Colorado State Patrol also provided valuable law

enforcement insights. Colorado Department of Transportation (CDOT) Region 3 attended all four meetings, offering valuable knowledge of Colorado highways within Rifle. See **Appendix B** for a complete breakdown of steering committee attendance.

Steering Committee Meeting #1

During the first steering committee meeting, the project team heard from representatives from six different organizations, three city departments, and one auxiliary board. The stakeholder group offered helpful insights regarding project goals, transportation needs, and safety concerns within Rifle. KLJ facilitated conversations with the group on topics ranging from the project area, crash data, driving concerns, multi-modal transportation, and project goals.

Key Talking Points

- **Project Area:** After reviewing the study area, committee members discussed additional areas of Rifle they felt should be included in the Safety Action Plan. Some of these areas include the Rifle Mountain Park, Colorado Mountain College, Garfield County Fairgrounds, and Cottonwood Park. The committee also asked for some Garfield County roads to be considered, such as the area east of Graham Mesa and 7th Street, County Road 293 and South Grand Road, along with Hospital Hill Road.
- **Crash Data:** Committee members expressed greatest concern about Highway 13 and the intersection at Wamsley Elementary, noting that this was the most dangerous intersection in town. There was an interest in comparing crash data before and after the intersection changes at Whiteriver and 6th Street.



- **Driving Concerns:** Traffic around Davidson Park during soccer nights was discussed. Once the parking areas are full at Davidson Park and Highland Elementary, drivers park along 7th Street, narrowing the roadway for drivers, posing safety concerns for families and children as they make their way from the road to the park. It was also concerning that drivers often park their vehicles on the sidewalk during these times.

- **Multi-modal Transportation:** There were several concerns about pedestrian and bicycle safety ranging from street crossings at specific intersections, need for bicycle infrastructure, need for more visible crosswalks, and cyclists riding on the sidewalks. Some of the roadways addressed by the committee include Railroad Avenue and 13th Street, Airport Road and Smith Street, 16th Street at Rifle Creek, East Avenue, and the crossing in front of City Hall. Another topic of discussion was barriers to walking and biking in Rifle; the committee felt the distances were too long for most non-vehicle trips, bicycle infrastructure is either missing or inadequate, there is a need for regional bicycle connections, the topography makes it difficult to travel without a vehicle, and areas between neighborhoods would benefit from additional pedestrian connections and pathways.
- **Project Goals:** The steering committee was focused on developing a Safety Action Plan that could be revisited every five years, with an emphasis on shovel-ready projects. The plan should identify ways to create connections through town to existing trails, both paved and gravel. The operation and maintenance of existing infrastructure along with planned replacement was another focal point. Committee members also noted the importance of a plan that offered education to the community on how to utilize the Safety Action Plan.



Steering Committee Meeting #2

KLJ summarized public feedback from the first round of engagement, including common safety concerns, community needs, and specific roadways and intersections that were addressed by the public during phase 1. Most of the discussion focused on the draft of the existing conditions report and project prioritization and goal setting. During the second meeting there was representation from five stakeholder organizations, Rifle City Council, one auxiliary city board, and four city departments.

Key Talking Points

Existing Conditions Report

- Crash Data
  - Prior to the improvements at Whiteriver Avenue and US 6, there were major safety issues. Since the improvements there have been fewer crashes.
  - Rollover crashes are not common in town, but they are common along I-70 and there is a stretch of interstate that the Rifle Police Department responds to. The committee asked to separate the data from roll over crashes reported on I-70 from crashes in town.
  - Crashes by Age Group
    - Discussion related to the prevalence of crashes for the 0-15 age group, which could be high because the data reflects passengers within the vehicles, drivers, and pedestrians that might be involved in crashes.
    - The 31-35 age group was also high, committee members brought up the idea that this age group would have more vehicle trips from transporting kids to school and activities, along with work trips and other errands.
    - Colorado State Patrol shared statewide data, noting that individuals in the 20-29 age group have the highest incidence of not wearing seatbelts when involved in crashes.

Project Prioritization and Goal Setting

- Pedestrian Safety
  - Crosswalks are the most feasible implementation, from a budget standpoint. The City of Rifle wanted to start by inventorying crosswalks and making safety changes such as flashing beacons and enhancing crosswalk visibility at the intersections that posed the greatest safety concerns for bikes and pedestrians.
  - The street crossing at Highway 13 and 30th Street, at Wamsley Elementary, posed significant concern during the first stakeholder meeting and the committee continued to discuss this intersection, with thoughts about going after Colorado Safe Routes to School funding. Committee members discussed possible safety improvements by the school including an above-grade crossing such as a pedestrian bridge and making the intersection signalized.

  - Pedestrian safety at the I-70 roundabout was also a concern. Currently this roundabout is unsignalized and it is difficult for pedestrians to cross. CDOT mentioned the idea of installing a flashing beacon, however CDOT has seen an increase in fender bender incidents with signalized pedestrian crossings at roundabouts.
  - Speeding was identified as a major concern from the public and stakeholders. Committee members suggested the addition of traffic calming elements or using placemaking to lower speed in certain parts of town.
- Trails and Bicycle Facilities
  - City staff mentioned the most recent Parks & Recreation survey, noting the public desire for the addition of multi-use trails through town.
  - Some existing trails dead-end into the road without knowledge of trail users and vehicles. The addition of signage would help to improve the safety of trail users, encouraging trail users to slow down and watch for vehicles. On-street signage could alert drivers to upcoming bike and pedestrian crossings, or bicycles moving into the lane of traffic.
  - There is a need for bike lanes and designated bicycle routes to keep bicycles off some of the higher traffic roads. Committee members would like to see bike lanes that stand out with green striping or full color bike lanes.
- Rerouting Traffic
  - Reducing heavy traffic around parks, schools, and the downtown area by encouraging semi-trucks and commuter traffic to use Highway 13. One suggestion was to update City of Rifle GIS data with Google Maps of the Highway 13 bypass. Google often suggests a route through the center of town. Another thought was to use social media to educate community members and encourage them to use the bypass if they were not taking kids to school or making a trip to one of the parks.

Steering Committee Meeting #3

During the third meeting, KLJ heard from four stakeholder groups, three city departments, and Rifle City Council. The project team facilitated conversations that were geared towards project identification, prioritization, and scoring metrics.

Key Talking Points

- Project Identification
  - The committee reviewed a map of projects that KLJ had identified through the existing conditions report and public feedback. Committee members wanted to make sure that local trails were displayed on the map, which include the existing Walmart Trail, Highlands mountain bike trails, and the walking trail to Cottonwood.
  - When adding sidewalks and pathways, the committee wanted the city to consider development-based regulation for sidewalk improvements.
  - Lighting and wayfinding were also important elements to include, the committee suggested either asking City Council to set aside funds or create a policy for new development and road improvements that would incorporate wayfinding and lighting.
- Project Prioritization
  - When prioritizing projects there were specifics that committee members wanted to include or consider, these items include:
    - Proximity to commercial centers and Railroad Ave and to schools and parks
    - Prioritize demonstrated crash history and projects that would eliminate certain types of crashes.
    - Projects identified in existing plans
    - De-prioritize streets that are already safe along with projects that are far away from the central transportation system
    - Consider the cost and ease of conversion to upgrade dirt/gravel trails to paved trails.
    - Consider availability for temporary short-term solutions that can be set up as a pilot before implementing larger projects.
- Project Metrics: The key metrics to use when scoring projects include crash data, alignment with the comprehensive plan, and the number of completed projects from the original list. Committee members also wanted to include public feedback and perception of safety. It was also suggested that bike and pedestrian counts could be conducted and used for future project prioritization.

Steering Committee Meeting #4

The City of Rifle had representation from four departments, City Council, one auxiliary board, and four stakeholder groups during the fourth meeting. The final steering committee meeting covered future growth, the project prioritization framework, review of top projects, and future tracking and reporting for the Safety Action Plan. Discussion was focused on top projects, in order that the projects ranked through the scoring metric.

Key Talking Points

- 16th Street/Prefontaine Avenue Bikeway
  - This project would include the continuation of the existing off-street trail along Prefontaine with bike and pedestrian connection. The main goal of travel would be to make the roadway safe for travel for vulnerable road users. The high school would be the primary beneficiary, but there would likely be a larger user base from recreational users and future development in the area.
  - While most of this project resides within the Garfield County boundary, it is beneficial to include in the plan as it would help the County and the city to collaborate to pursue funding. The project team pointed out that a project may rank high but not be a top priority for the city.
- 5th Street/Fravert Bikeway
  - The project would connect the existing trail on Prefontaine Ave to the Rifle Creek Trail and Downtown Rifle. The committee suggested the use of Tripp Drive and improving West 2nd and West 3rd as bike corridors.
- Railroad Avenue: Centennial to 2nd Street
  - Enhancing the downtown corridor by making it more bike and pedestrian friendly with wider sidewalks, bike connections, and improved connections to transit.
- US-6/Highway 13 Trail
  - Connecting the future Rifle Creek Trail to Park Ave Extension to Centennial and to the south side of town.
- Highway 13 & 30th Street (Wamsley Elementary)
  - Initially the intersection at the school was identified with significant safety concerns, however after discussion with the steering committee, the project team is recommending a corridor project for Highway 13 from 24th Street to 30th Street. As a corridor this combines more issues, helping the project to rise to the top with the scoring metrics.

- Community feedback indicated the need for sidewalks along this stretch of the corridor, the need for a safe crossing at 30th in front of the school, and reduction of driver speed.
- Crash data also indicates that there have been severe crashes at 26th Street and Highway 13.

Public Outreach

KLJ coordinated with the City of Rifle to offer opportunities for community participation in-person on October 30 and online through the project website. The project team produced posters and social media content in both English and Spanish as an equitable approach to gather community input. The plan was promoted through poster distribution and social media; all promotional efforts were facilitated by the City of Rifle's communication team. Flyers were distributed during the first week of October and social media postings started the third week of October. The project website received the largest concentration of visits and contributions between October 14 – 29, 2024.



Through a mix of in-person and online engagement opportunities, the project team received 271 feedback contributions from 248 unique participants. Feedback provided helpful insights related to specific areas of concern pertaining to the City of Rifle roads and transportation system. The community also shared ideas on how they would like to see future improvements prioritized.

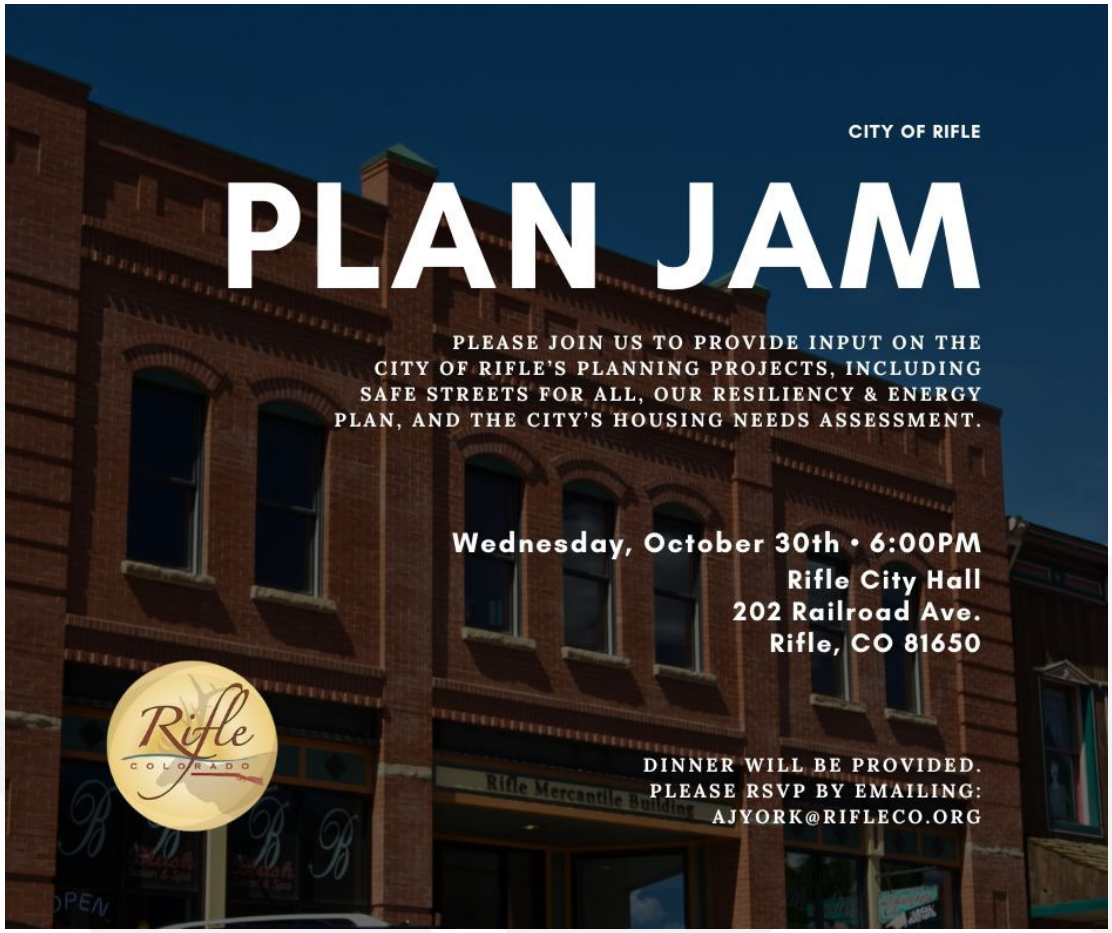
Table 7: Public Engagement Feedback Summary

Open House Attendance	Open House Contributions	Unique Website Visitors	Website Contributions	People Reached	Total Contributions
50	103	198	169	248	271

OPEN HOUSE

KLJ coordinated efforts with the City of Rifle and two other planning firms to hold a Plan Jam, a joint open house featuring three plans that the City of Rifle was working on: the Safe Streets for All Safety Action Plan, the Climate Action Plan, and the Housing Needs Assessment. The City of Rifle provided dinner in efforts to encourage community participation at the open house.

Throughout the duration of the event, KLJ spoke with about 50 people, hearing about transportation needs, safety concerns, and community desire for transportation improvement prioritization.



Transportation Needs

Participants were invited to leave sticky notes in three categories: concerns or needs around schools, walking and biking concerns, and ideas to improve Rifle roads and the transportation system. Speeding drivers was the most common concern heard during in-person engagement, with reference to the need for speed limit enforcement, lowering the speed limit, and having safer speeds around schools. Intersection improvements and safe street crossings were another common theme; with concerns about the safety of children at Wamsley Elementary, the need for more safe crossings throughout Rifle, especially along Whiteriver Ave, and safety improvements to intersections. See Appendix B for all open house comments.

When participants shared feedback about walking and biking in Rifle, they expressed the need for complete sidewalks, more pathways through town, and safe bicycle infrastructure such as bike lanes. Some of the ideas for improving transportation in Rifle included connecting the Rifle Creek Trail to the south side of town, reducing on-street parking to improve the line of sight, and better access to transit.



Safety Concerns

Participants were invited to share information about roads and intersections by placing colored dots with corresponding topics on a map of the Rifle SS4A study area. Green dots represented a need for sidewalk or trail, yellow was related to crashes or near miss crash areas, blue dots were placed for safety concern for pedestrians, bikes, and motorcycles, and red dots were related to safety concerns around intersections or street crossings. There were 35 dots placed on the map, with the greatest number of dots being red, followed by blue, green, and yellow. The area of Highway 13 and 26th Street had the highest number of concentrated dots, with safety concerns about the intersection being most significant. Whiteriver Avenue & Highway 13/US 6 had the second highest number of dots, predominantly related to safety concerns. Whiteriver Avenue and Morrow Drive were another area of community concern, with emphasis on the safety of bikes, pedestrians, and motorcycles. The fourth most concentrated areas were Highway 13 & 30th Street, and most of the dots represented intersection or street crossing safety.

Table 8: Open House Dot Exercise Results

Green Sidewalk or Trail	Yellow Crash/ Near Crash	Blue Bikes/Peds/ Motorcycles	Red Intersections/ Street Crossings	Total
7	4	11	13	35

Transportation Improvement Priorities

Participants were asked to rank their top three transportation priorities by placing colored poker chips into jars for their first, second, and third place preferences (blue = 1st place, red = 2nd place, white = 3rd place). Topics included reduced driver speed on roads, comfortable road crossings and sidewalks or trails, connecting trail and sidewalk gaps, improve and provide comfortable access to school without driving, mitigating traffic congestion, access to recreation, access to transit, and landscaping and green space. The table below shows the transportation improvement priorities ranked in order of 1st, 2nd, and 3rd priorities along with the top four with all votes combined.



Table 9: Open House Mason Jar Exercise Results

Total Votes (Top 4)	1st Choice	2nd Choice	3rd Choice
• Connect trail and sidewalk gaps – 17 • Reduce driver speeds on roads – 15 • Comfortable road crossings and sidewalks/trails – 15 • Access to Recreation – 11	Reduce driver speed – 12	Connect trail and sidewalk gaps – 7	Access to recreation – 5

PROJECT WEBSITE

The project website launched for public feedback at the beginning of October and was available for input for five weeks. Between October 3 - November 12, the website received 198 unique visits and 169 combined contributions including the map pins and survey responses. The highest number of visits and engagements were received between October 15 – 29, during the time that the City of Rifle was promoting both the plan and the open house. Website visitors were invited to provide feedback by leaving comments on the interactive map or by completing a short survey.

Interactive Map

Overall, there were 125 map pins placed on the Rifle map, representing six different categories which include biking concerns, walking concerns, intersection concerns, driver behavior, transit concerns, and driver concerns. Walking received the highest number of pins followed by biking, driver behavior, intersection concerns, and driving concerns. The transit category did not receive any pins.

Figure 24: Online Interactive Map Pins by Topic

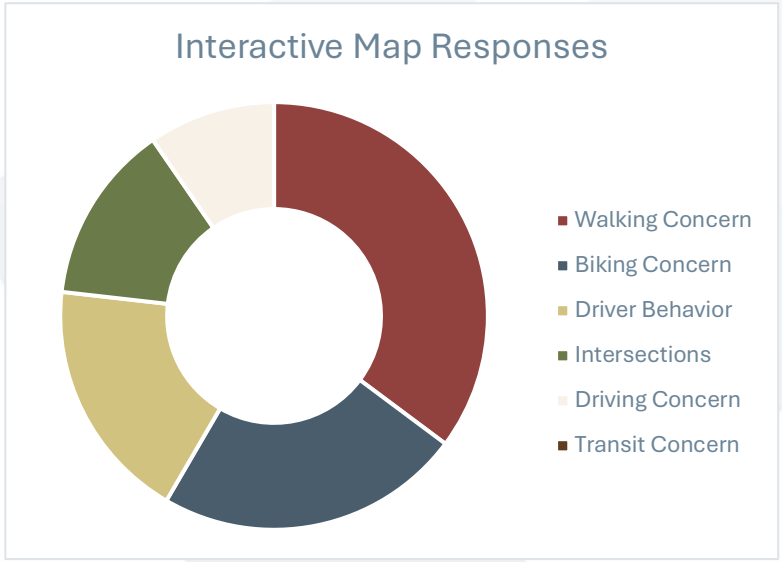


Table 10: Online Interactive Map Pins by Topic

Walking	44	Intersections	17
Biking	29	Driving Concern	12
Driver Behavior	23	Transit	0

ONLINE SURVEY

The project website featured a six-question survey, which received 44 responses, see Appendix B for all survey responses. The survey aimed to understand the level of safety when walking and biking, troublesome or dangerous roads, level of service from existing infrastructure, areas for improvement, and safety of the existing school routes. Responses indicate that walking and biking in Rifle feels less safe, scoring an average of 2.77 on a sliding scale of 0 to 6. The safety of the existing trails and multi-use paths could improve, as the average response was 3.18 on a ranking scale of 1 to 5. On the same sliding scale, respondents rated the safety of existing school routes, scoring an average of 2.73.

When asked to specify intersections or roads that feel dangerous, the most mentioned roadways include Whiteriver Avenue, Highway 13, and Railroad Avenue. Common intersections of concern include Highway 13 and 30th street near Wamsley Elementary, Railroad and 9th near the middle school, Whiteriver and Highway 13, Highway 13 & 26th Street, and the City Market intersection. Throughout phase 1 of public engagement, the project team received comments through multiple engagement methods, in which specific roadways were mentioned. According to the survey responses, 57 percent of respondents do not feel the number of crosswalks in areas where people walk and bike is sufficient. Respondents who selected “not enough crosswalks” had the option to write in areas where they felt additional crosswalks were needed. The intersection at Highway 13 & 30th near Wamsley Elementary had the most write-in comments.

Participants responded to a multiple-choice question about ways to improve the walking and biking experience in Rifle. Response choices were randomized for each website visitor; the options available are listed in order from most to least responses received. Better lighting, safer intersections, improved crosswalks, bike lanes, more sidewalks, more sidewalks, more signage, and other. Those selecting “other” also had the option to submit a write-in answer; some responses included the need for more sidewalks, multi-use paths, and better trail connectivity, along with concerns about vehicle speed.

KEY TAKEAWAYS

Common themes were identified throughout the map pin comments ranging from safety of bicyclists and pedestrians, infrastructure gaps, signage and wayfinding, intersection safety, parking and visibility, and driver behavior. Several themes were common among multiple map pin categories.

Pedestrian & Bicycle Safety

A reoccurring comment was related to the width of the sidewalks in Rifle, noting they were too narrow for multiple people traveling in opposite directions. Those who bike or wanted to bike did not feel safe due to a lack of infrastructure, noting a need for bike lanes or multi-use paths. Roundabouts were concerning to bicyclists and pedestrians, with comments that referenced the speed of vehicles approaching and traveling through roundabouts along with concerns for safety when crossing the roundabouts. Driver speed was another common theme, with comments addressing the speed limit around schools, safety of children, and feeling unsafe while walking and biking along roads where vehicles travel above the speed limit. There were also several comments about drivers failing to yield to bikes and pedestrians. Another point was the visibility of crosswalks, especially in areas where kids are crossing the street to get to local parks or area schools.



Infrastructure Gaps

Within both the biking and pedestrian categories, the most common remarks pointed to bicycle and pedestrian infrastructure gaps. Reoccurring comments included notes about missing or poorly maintained sidewalks and trails, some trails abruptly end, and the lack of connections hinder mobility and access. There were also calls for more accessible features such as ramps to get to existing pathways or trails.



Signage & Wayfinding

Multimodal users were unsure how to access trails and pathways, noting that some existing signage within Rifle was faded and difficult to see from the road. Signage noting trail segments and directional signs to access safe pathways and trails would be helpful for walkers and bikers to know the safest routes around town.

Crosswalk & Intersection Safety

When thinking about the safety of intersections, participants expressed concern for the safety of pedestrian crossing, difficulty to facilitate left turns while driving, and visibility. Crosswalk safety concerns were related to faded or missing crosswalks, requests for flashing pedestrian lights, and cars not yielding to bikes and pedestrians. Many drivers expressed that it was difficult to make a left turn at some heavily trafficked intersections along with concerns about the flow of traffic. Visibility or sightlines was an area of concern for both drivers and multimodal users; many comments listed poor visibility due to the number of vehicles parked on the street and the proximity of cars parked to intersections, along with narrow street configurations.

Driver Behavior

Vehicle speed was the number one driver behavior concern, ranging from excessive speeding on residential streets, school zones, and high traffic areas. Unsafe driver behaviors such as racing, texting while driving, erratic driving, and failing to yield to vulnerable road users we common reoccurring mentions. Other behaviors that were listed as concerning include improper turn usage, and disregard for right of way in roundabouts.



Roadways

The project team heard about specific roadways and areas of Rifle that posed concerns for transportation safety. Throughout the various engagement opportunities, specific roadways were called out within comments that were provided during the open house, on the interactive map, and in open-ended questions within the survey. There were over 25 roadways called out through public comment, the ten most mentioned streets and road segments include: Whiteriver (17), 7th Street (13), Highway 13 (10), 30th Street/Wamsley (10) East Avenue (7), 5th Street (7), 30th Street (6), 16th Street (5), 3rd Street (5), West 26th Street (4).

Improvements

Based on the feedback received throughout phase 1 of public engagement, public comment demonstrates a need for safer walking and cycling routes along with better pedestrian lighting or crosswalk visibility, such as flashing beacons. Safety around schools was a common theme, most of the safety concerns addressing speed limit and infrastructure improvements around Wamsley Elementary. Lighting around busy or dangerous intersections may help to improve visibility and line of sight for drivers and help pedestrians and bicyclists to be more visible. Identifying low-impact routes that are safer for bicycle and pedestrian travel, maps, and directional wayfinding signage, and education on route planning may help vulnerable road users to safely navigate to pathways and lower traffic roadways.

Project Goals

Combining discussion from the steering committee and feedback received during the open house, survey, and online interactive map, the project's overall goals are understood as:

1. The action plan should be a living document that can be updated and revisited.
2. The action plan should identify projects, strategies, and policies that reduce crashes and prioritize vulnerable road users including young people, older people, pedestrians, and bicyclists.
3. The action plan should plan for and facilitate infrastructure and community connections.
4. The action plan should educate travelers on what is available and how to use it.
5. The action plan should include steps for the operation, maintenance, and eventual replacement for any planned facility.
6. The action plan should position Rifle to obtain future federal, state, and county funding.

OBJECTIVES



GOALS



Second Engagement Phase

During the second round of engagement, the project team informed the community on "what was heard" in the first round of engagement; public feedback related to transportation needs and safety concerns. KLJ developed a project summary video to help inform the community about the project. The community was also asked to provide feedback on future projects, to help the City of Rifle to prioritize projects that meet community needs and address safety issues within the transportation system.

PROJECT SUMMARY VIDEO

The project summary video was available on YouTube; it summarized the USDOT Safe Streets & Roads for All program, outlined the process for the Rifle Safety Action Plan, shared the top community needs, and provided information of future projects identified in the plan. At the end of the video, viewers were invited to share feedback through the survey available on the project website. The City of Rifle shared the video on their social media pages and the video received 28 views during the second round of public engagement.

PROJECT WEBSITE & ONLINE

The website was updated to reflect the results from the interactive map and survey that were used to collect feedback during the first round of engagement. In addition, the website featured common project themes and community needs, which was a summary of all qualitative feedback received during the planning process. During the second round of engagement, the community was asked to provide feedback through a 3-question survey; two questions were directed towards project prioritization, while the third question asked for additional comments and concerns.

Social media and the project summary video were used to promote the second round of engagement; the City of Rifle began posting on March 26 and continued posting through the final engagement period. The survey was available to the public from March 24 - April 2. During the final round of engagement, the project website received 108 visits from 91 unique visitors and a total of 22 survey responses; see Appendix B for all survey responses.

The Highway 13 corridor between 24th Street and 30th Street was identified as an area with significant safety concerns from the Steering Committee and the Rifle community. KLJ recommended safety improvements along the corridor, which include reducing driver speeds, safer street crossings, and safer access for bicycles and pedestrians. Survey respondents were asked about their level of support for

proposed safety improvements along the corridor, on a sliding scale of 0 to 5. Overall, the average score was 4.10, demonstrating community support for safety improvements along the Highway 13 corridor.

Multiple paved bike trails were also identified as top projects within the Rifle Safety Action Plan and the City of Rifle wanted to get feedback from the community to understand which part of town paved trails were most needed. The survey provided a list of Rifle neighborhoods and respondents were asked to select one area of town where bicycle and pedestrian facilities were needed most. South Rifle received the most responses, followed by the Downtown area and West Rifle, which tied for second.

Survey respondents were invited to provide additional feedback through an open-ended response, this question yielded three common themes. The most common comment was related to the need for more sidewalks and safe street crossings, while slower traffic speeds and Highway 13 improvements rendered the second highest number of mentions.

Previous Study Recommendations

Downtown Master Plan (2008)

Many projects recommended by the Downtown Master Plan have been completed in the years since the plan's adoption. However, two notable projects have yet to be implemented:

- Extend Park Avenue south from its current southern terminus at 3rd Street to US 6.
- Improve the intersection of US 6 and SH 13/Railroad Avenue and the surrounding area to become a "Gateway" into the city. This includes reconfiguring the intersection of US 6 and Whiteriver Avenue as a roundabout.

Bike Master Plan (2013)

The plan presents typical bike facility types based on the American Association of State Highway and Transportation Officials (AASHTO) document, *Guide for the Development of Bicycle Facilities*. The typical facilities and their bike-related space were:

- Shared roadways
- Paved shoulders, 4 feet minimum
- Designated bike routes
- Bicycle lanes, 4–6 feet

The Bike Master Plan contains an Action Plan of several projects for the city to prioritize. In addition to the Park Avenue extension and Rifle Gateway improvements mentioned in the Downtown Master Plan, this Action Plan includes the following projects that have yet to be implemented or have since been downgraded back to regular roads:

On-street bike facilities

- The main collector boulevard in the future RimRock development
- The main collector street in the future Bryce's Valley development
- Future extension of Fairway Avenue to 16th Street
- 24th Street/Howard Avenue from Fairway Avenue to Railroad Avenue/Whitewater Avenue
- 30th Street east of Howard Avenue
- 26th Street from Acacia Avenue to Highway 13
- Silt Mesa Road
- Future Eastside North/South Road
- 16th Street/Prefontaine Avenue
- Future extension of Hutton Avenue connecting to Prefontaine Avenue and Highway 13
- Munro Avenue
- Morrow Drive
- Birch Avenue
- 7th Street
- 5th Street/Fravert Boulevard
- Future 5th Street extension past Dogwood Drive
- Park Avenue
- Whiteriver Avenue

Off-street bike and pedestrian facilities

- Feasibility study, plan, design, and implementation of a bicycle/pedestrian connection from downtown to the historic steel truss bridge spanning the Colorado River west of SH 13
- Multiuse trail connection to the island in the Colorado River near the Rifle Creek confluence
- Multiuse trail network on the south shore of the Colorado River connecting to the Lower Valley Trail and other planned trails

- Multimodal street improvements on US 6 from Railroad Avenue to Rifle Creek
- Multiuse trail on the east side of Rifle Creek between 5th Street and US 6 with an underpass at 3rd Street
- Multiuse trail connection between Rifle Creek and the planned Gateway street network

Other multimodal infrastructure

- Bicycle/pedestrian bridge over Rifle Creek at 4th Street
- Staircase or paved trail on the hillside west of downtown at 3rd Stret and 5th Street
- Two-block, raised pedestrian boardwalk adjacent to railroad tracks near the Gateway overlooking the Colorado River

Downtown TOD Strategic Plan (2014)

The Downtown TOD Strategic Plan calls for a Downtown Transit Center along Railroad Avenue north of 2nd Street. It also plans for the relocation of the Rifle Park and Ride, currently at the southwest corner of the US 6/Railroad Avenue intersection, to one of two locations immediately adjacent to the I-70/SH 13 interchange. More generally, it projects that commuter rail service may one day operate on the railroad line that runs east-west through the city just south of US 6 and suggests that any new development near the line not disrupt this possibility.

Rifle Comprehensive Plan (2019)

The Rifle Comprehensive Plan's transportation chapter reaffirmed the desire for a roundabout at US 6 and Whiteriver Avenue. It also includes the following priority projects:

Off-street bike and pedestrian facilities

- The Middle Kingdom Trail, a hiking and biking trail beginning at the northern end of Howard Avenue and continuing north into Bureau of Land Management land toward Hubbard Mesa
- A connection for the Government Creek Trail in northern Rifle to the Knollridge neighborhood in the northwest
- The Fravert Trail, a trail beginning at the southern end of Fairway Avenue in Knollridge and continuing southwest to Fravert Reservoir
- A connection for the Raynard Ditch Trail to 16th Street
- Filling the gap in the Rifle Creek Trail between 9th Street and 11th Street
- A trail connection from the Highland East subdivision south to the Highland Trail
- A trail connection from the Highland Trail to the Cottonwood Mobile Home Park east of the city
- A trail following Pioneer Ditch (should the City of Rifle gain full administrative control of the ditch)
- The Colorado River Trail, an extension of the current trail near the CDOT rest area along the river in both directions
- The Ramsey Gulch Trail, a hiking and biking trail beginning at the eastern end of Last Chance Drive and continuing east to reach Colorado Mountain College and the Rifle Garfield County Airport
- Hiking and biking trails south of the Rifle Garfield County Airport

Sidewalks and crosswalks

- A sidewalk on the south/west side of US 6 and SH 13 from the future Rifle Creek Trail connection to the future Colorado River Trail extension
- A sidewalk on the east side of Park Avenue between 3rd Street and 4th Street
- A sidewalk or wider shoulder on Graham Mesa Avenue to connect existing bicycle/pedestrian facilities to the northern end of the Raynard Ditch Trail
- A sidewalk on the west side of SH 13 between 24th Street and 26th Street

Other infrastructure

- A stoplight and crosswalk at the intersection of SH 13 and 30th Street
- The Grand Tunnel Trail, connecting the residential neighborhood west of downtown to Rifle High School –
- The text says this trail should follow Prefontaine Avenue but the corresponding map shows it extending north from the northern end of Fairway Avenue

City of Rifle Street Improvement Plan

The City of Rifle's Public Works Department uses a 5-year Capital Improvement Plan (CIP) to coordinate the future funding and construction of its streets and other assets. The public works department also shared with KLJ their further-reaching street improvement outline which extends to 2048. Both documents were analyzed to incorporate the city's existing plans into the SS4A project identification and prioritization processes. Rifle's street improvement plan contains four categories: Major roads, Collectors, Low Traffic/Residential Roads, and Capital Projects. The plan does not include future connections or roads. For example, it does not include the future Fairway Avenue connection to Highway 13 or new subdivision roads on the north side of the city.

MAJOR ROADS

Major roads include vital travel corridors that move community members through and out of Rifle. Because the improvement plan only includes city-owned streets, the only major roads listed are Airport Road, Railroad Avenue, and Whiteriver Avenue.

COLLECTORS

Collector roads connect travelers from outside Rifle to businesses and residences and vice versa. Collectors include W 2nd, 3rd, 5th, 7th, 16th, and 24th streets, Birch Avenue, Prefontaine Avenue, Tripp Drive, and Morrow Drive.

LOW TRAFFIC/RESIDENTIAL

The low traffic category groups neighborhoods to represent residential streets. Their place in the plan designates the need for road upkeep, resurfacing, and when necessary, reconstruction. The neighborhoods included are South Rifle, West Rifle, Downtown, Rose Hill, Prefontaine/Park Hill, Graham Mesa, Highlands, Rifle Heights, Deerfield, Pioneer Mesa, and Palomino Park.

CAPITAL PROJECTS

Capital projects are any infrastructure efforts outside of curb-to-curb rehabilitation or replacement. Sub-categories include new roads, bridges, sidewalks, intersections, and structures.

New roads include extensions of existing roads and making new connections between two existing roads. Noted road extensions are Fairway Avenue from 16th and 24th Street to Hwy 13, Park Avenue from 3rd Street to Highway 6, Acacia Avenue from Ute Avenue to Whiteriver Avenue, Taughenbaugh Avenue from Last Chance Drive to Airport Road, and West 9th Street to Highway 13. New connections include Coalmine/Willow from 26th Street to 30th Street.

Sidewalks planned outside of street projects include along Highway 13, Graham Mesa Avenue, W 5th Avenue, Park Avenue, and Highway 6. Bridges include projects at 3rd Street, Railroad Avenue, and the pedestrian bridge at 26th Street. Larger street reconstruction projects include Railroad Avenue from 5th to 9th Street, 5th Street from Monroe to Aspen Avenue, West 5th Street, and Stillwell Avenue.

Project Identification

Methodology

The intent for this methodology is to identify any possible project locations desired by the city and by the community. These project locations would then go through a screening and vetting process to end in a final project list. This project list would then be brought into the next phase of the project where projects are assigned priority and timing details.

STEP 1: AREA-WIDE ANALYSIS

The first step in the alternatives analysis involves identification of a series of area-wide issues and needs. Step 1 involves the collection of individual projects representing a system of identified concerns reflecting area-wide system needs and deficiencies.

In the project prioritization phase, the projects will be evaluated on their cost-effectiveness, ability to connect travelers, and their contribution to eliminating severe crashes. To understand project benefits and possible outcomes, roadway alternatives, travel/safety forecasting methods and planning level cost estimates will be used.

Area-Wide Needs

The city's area-wide needs were determined through goal setting by the steering committee and the SS4A's overall objectives. The relevant goals and objectives include:

1. Promote safety on public roadways
2. Incorporate innovative projects, strategies, and technologies
3. Low-cost high-impact strategies
4. Ensure equitable investments in all communities
5. Educate travelers on travel alternatives
6. Facilitate community connections

Projects sent to the prioritization phase will meet at least one of the six above area-wide needs.



Figure 25: Identified Projects – Roadway

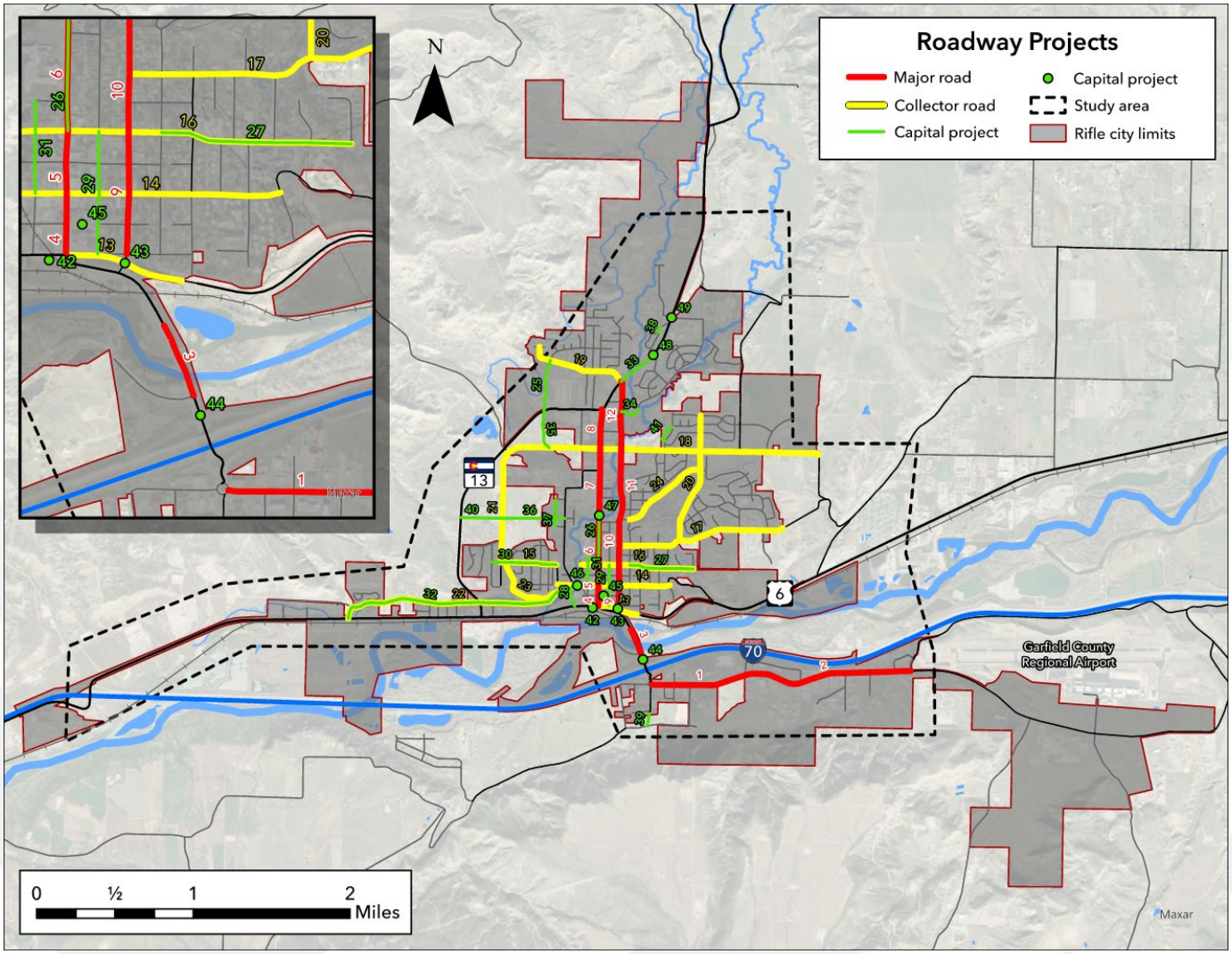


Figure 26: Identified Projects – Bike and Pedestrian

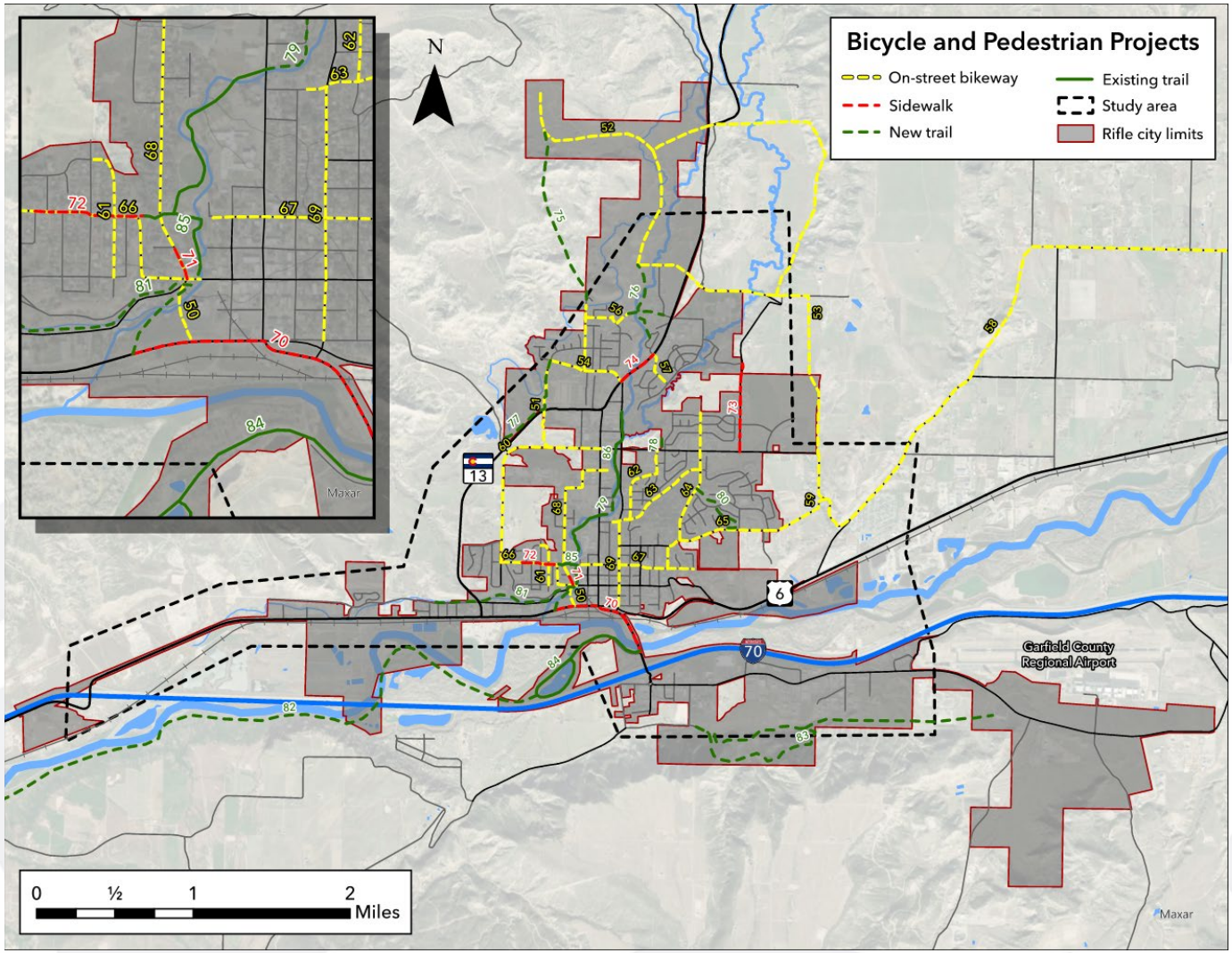
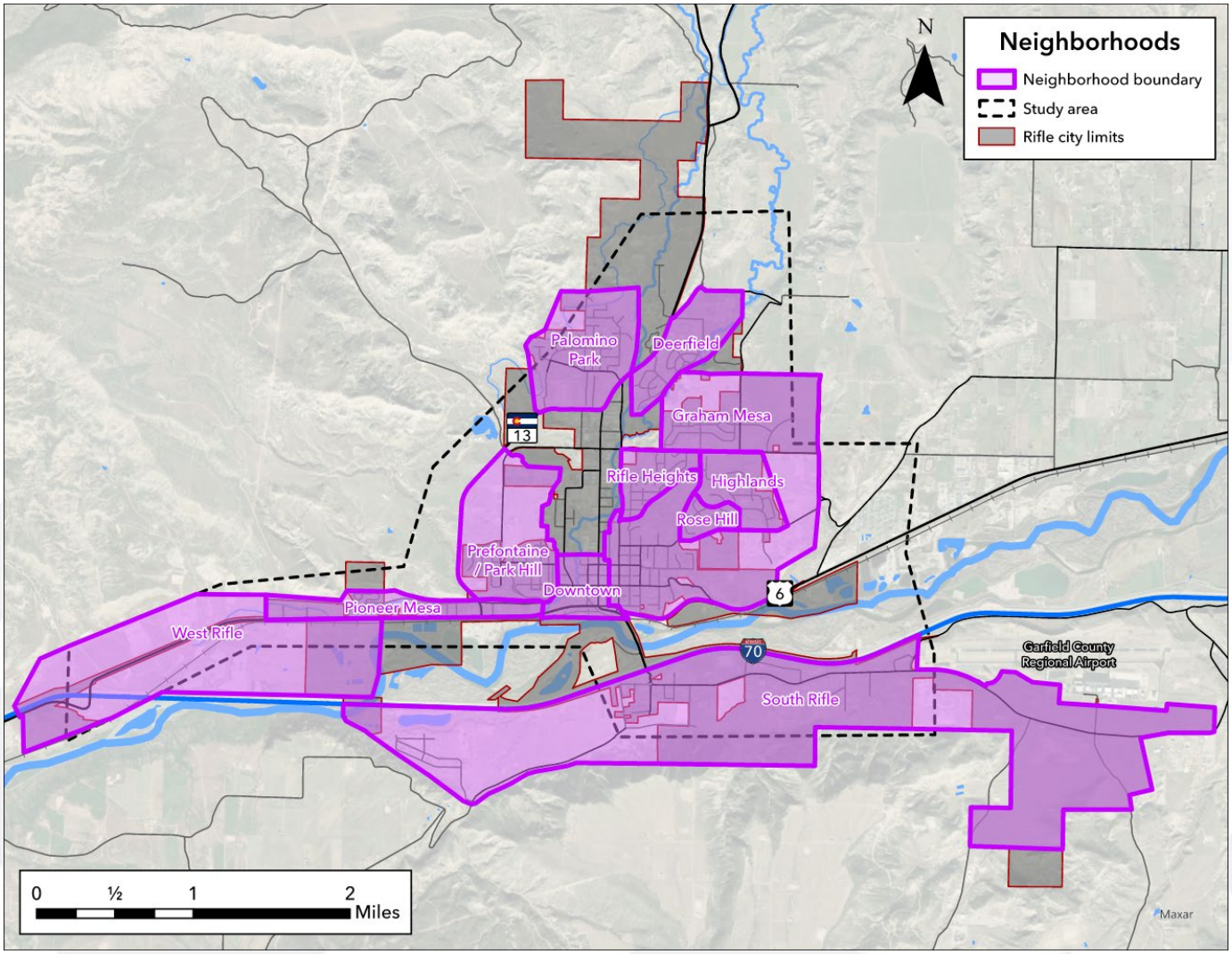


Figure 27: Identified Projects – Neighborhoods



Identified Project List

Previously Identified Projects

Projects that were previously identified in the city's comprehensive plan, TOD strategic plan, bike master plan, or downtown master plan are automatically included in the initial list for consideration. These projects are grouped into five categories: Corridors, Intersections, Capital, Multimodal, and Maintenance. Refer to Figure 25, Figure 26, and Figure 27 for project locations. The projects correspond with a project list at the end of the report in Table 11.

Identified Gaps

After known projects were identified, they were mapped using geographic information systems (GIS) resulting in the above figures. When projects will be evaluated under the prioritization framework, they will be screened in a qualitative gaps analysis. Projects will be assigned time-based recommendations: short-, medium- and long-term. After allocating projects to these categories, the grouped projects will be scanned for missing links or time-lagged connections (ex. Second part of a corridor built twenty years later than the first). These spaces could be filled by attaching them to nearby existing projects. Or, if the connection is significant, can be made a standalone project. When not paired with an existing project, these projects will be categorized as Gaps.

Other Agency Projects

Through community and stakeholder engagement, staff identified corridors and areas of concern. While these locations are not under Rifle's jurisdiction, the city has a vested interest in improving their safety. The most cited non-city corridors in community engagement was Highway 13. Furthermore, the most cited intersection at the in-person open house and the online survey was at Highway 13 and 30th Street. These locations are included in the initial project list. Other projects shown outside of the Rifle city boundaries on

Figure 25 or Figure 26 will also require agency coordination.

Policy and System-Wide Projects

In addition to altering the roads, the city can make policy decisions and other non-road improvements to improve road safety. These methods, collected through known best practices, the FHWA's Proven Safety Countermeasures, and agency consultation. These projects are categorized as System-Wide Projects.

STEP 2: CORRIDOR LEVEL ANALYSIS

Step 2 includes evaluating corridor-level/high-risk-location-specific needs based on the outputs of Step 1. Step 2 evaluates future transportation investment needs along a series of critical major corridors. Corridor-level analysis drives development of a list of needed improvements to achieve improved safety, mobility, traffic operations and "right-sizing" of facility capacity for major vehicular and non-motorized transportation corridors.

High-Injury and Busy Corridors

Through the existing conditions safety analysis and community engagement, three corridors were identified as either having the most crashes, having severe crashes, or were of high public concern: Highway 13, Whiteriver Avenue, and Railroad Avenue. Because these corridors can contain many projects within their extents, they will be analyzed holistically in the prioritization phase. Furthermore, projects on these corridors will be divided as dictated by Rifle's Street Improvement Plan.

Initial Project List

Projects identified for the initial screening and prioritization framework are listed in Table 11. The map IDs listed in the first column correspond with maps in Figure 25 and Figure 26. Projects listed without Map IDs (noted as "X") are either in the neighborhood residential category in Figure 27 or are system-wide policies. Each project was given a unique Project ID for internal report tracking and is listed in the second column.

Table 11: Initial Rifle SS4A Project List

Map ID	Project ID	Project Name	Category	Plan Origin
1	MR-AP1	Airport Road: Roundabout to Enterprise	Major Road	Street Improvement Plan
2	MR-AP2	Airport Road: Enterprise to County Road	Major Road	Street Improvement Plan
3	MR-RR1	Railroad Ave: Riverbridge Surface	Major Road	Street Improvement Plan
4	MR-RR2	Railroad Ave: Centennial to 2nd St	Major Road	Street Improvement Plan
5	MR-RR3	Railroad Ave: 2nd St to 5th St	Major Road	Street Improvement Plan
6	MR-RR4	Railroad Ave: 5th St to 9th St	Major Road	Street Improvement Plan
7	MR-RR5	Railroad Ave: 9th St to 16th St	Major Road	Street Improvement Plan
8	MR-RR6	Railroad Ave: 16th St to Bypass	Major Road	Street Improvement Plan
9	MR-WR1	Whiteriver Ave: 1st St to 4th St	Major Road	Street Improvement Plan
10	MR-WR2	Whiteriver Ave: 4th St to 9th St	Major Road	Street Improvement Plan
11	MR-WR3	Whiteriver Ave: 9th St to 16th St	Major Road	Street Improvement Plan
12	MR-WR4	Whiteriver Ave: 16th St to Hwy 13	Major Road	Street Improvement Plan
13	MR-CP	Centennial Parkway	Collector	Street Improvement Plan
14	CO-3S	3rd St	Collector	Street Improvement Plan
15	CO-5S	5th St	Collector	Street Improvement Plan
16	CO-5S	5th St	Collector	Street Improvement Plan
17	CO-7S	7th St	Collector	Street Improvement Plan
18	CO-16S	16th St	Collector	Street Improvement Plan
19	CO-24S	24th St	Collector	Street Improvement Plan
20	CO-BA	Birch Ave	Collector	Street Improvement Plan
21	CO-PFA	Prefontaine Ave	Collector	Street Improvement Plan
22	CO-2S	W 2nd St	Collector	Street Improvement Plan
23	CO-5D	Tripp Drive	Collector	Street Improvement Plan
24	CO-MD	Morrow Drive	Collector	Street Improvement Plan
25	CA-F	Fairway Ave extension - 24th St to Hwy 13 Bypass	Capital	Street Improvement Plan
26	CA-RR	Railroad 5th to 9th	Capital	Street Improvement Plan

Map ID	Project ID	Project Name	Category	Plan Origin
27	CA-5-MA	5th Monroe to Aspen/Ute Ave/5th Aspen to Birch (50%/39%/10%)	Capital	Street Improvement Plan
28	CA-PA	Park Avenue Extension to Highway 6	Capital	Street Improvement Plan
29	CA-E	East Avenue - 1st St to 5th St rebuild	Capital	Street Improvement Plan
30	CA-5-P3	West 5th Phase III	Capital	Street Improvement Plan
31	CA-W	West Ave - 3rd to 6th	Capital	Street Improvement Plan
32	CA-SW-2	W. 2nd Street Sidewalk	Capital	Street Improvement Plan
33	CA-SW-13	Hwy 13 Sidewalk - west side from 26th St to 24th St (100k Traffic Control)	Capital	Street Improvement Plan
34	CA-AA-EX	Acacia Avenue Extension - to Whiteriver Avenue	Capital	Street Improvement Plan
35	CA-FA-EX	Fairway Ave Extension - 16th St to Hwy 13 Bypass	Capital	Street Improvement Plan
36	CA-9-EX	Future West 9th St - connection to Hwy 13 Bypass	Capital	Street Improvement Plan
37	CA-SA	Stillwell Ave - build street, water main	Capital	Street Improvement Plan
38	CA-CM-WC	Coal Mine / Willow Connection	Capital	Street Improvement Plan
39	CA-TB	Taughenbaugh Extension	Capital	Street Improvement Plan
40	CA-9-BP	9th St Connection at Bypass	Capital	Street Improvement Plan
41	CA-RY	Raynard Road	Capital	Street Improvement Plan
42	CA-P&R	Park and Ride	Capital	Street Improvement Plan
43	CA-CT-WR	Centennial and Whiteriver Intersection	Capital	Street Improvement Plan
44	CA-70-RB	North I-70 Roundabout	Capital	Street Improvement Plan
45	CA-DT-PG	Downtown Parking Garage	Capital	Street Improvement Plan
46	CA-3-BR	3rd Street Bridge	Capital	Street Improvement Plan
47	CA-RR-BR	Railroad Avenue Bridge	Capital	Street Improvement Plan
48	CA-PD-BR	Pedestrian Bridge at 26th	Capital	Street Improvement Plan
49	CA-13-30	Hwy 13 - 30th Street Stoplight (Maybe Ped Bridge)	Capital	Street Improvement Plan
50	BW-PA	Extend Park Ave from 3rd St to US 6	On-street bikeway	Bike Master Plan
51	BW-FA	Fairway Ave Bikeway	On-street bikeway	Bike Master Plan
52	BW-RR	RimRock Development bikeway	On-street bikeway	Bike Master Plan
53	BW-BV	Bryce's Valley Bikeway	On-street bikeway	Bike Master Plan

Map ID	Project ID	Project Name	Category	Plan Origin
54	BW-24	24th St / Howard Ave Bikeway	On-street bikeway	Bike Master Plan
55	BW-RR	RimRock Development bikeway	On-street bikeway	Bike Master Plan
56	RW-30	30th St Bikeway	On-street bikeway	Bike Master Plan
57	BW-26	26th St Bikeway	On-street bikeway	Bike Master Plan
58	BW-SM	Silt Mesa Road Bikeway	On-street bikeway	Bike Master Plan
59	BW-E	Eastside Bikeway	On-street bikeway	Bike Master Plan
60	BW-16	16th St / Prefontaine Ave Bikeway	On-street bikeway	Bike Master Plan
61	BW-H	Hutton Ave Bikeway	On-street bikeway	Bike Master Plan
62	BW-MO	Munro Ave Bikeway	On-street bikeway	Bike Master Plan
63	BW-MW	Morrow Drive Bikeway	On-street bikeway	Bike Master Plan
64	BW-B	Birch Ave Bikeway	On-street bikeway	Bike Master Plan
65	BW-7	7th St Bikeway	On-street bikeway	Bike Master Plan
66	BW-5FR	5th St / Fravert Blvd Bikeway	On-street bikeway	Bike Master Plan
67	BW-5	5th St Bikeway	On-street bikeway	Bike Master Plan
68	BW-P	Park Ave Bikeway	On-street bikeway	Bike Master Plan
69	BW-WR	Whiteriver Ave Bikeway	On-street bikeway	Bike Master Plan
70	SW-6-13	US 6 / Hwy 13 Sidewalk	Sidewalk	Comprehensive Plan
71	SW-P	Park Ave Sidewalk	Sidewalk	Comprehensive Plan
72	SW-5	W 5th Ave Sidewalk	Sidewalk	Comprehensive Plan
73	SW-GM	Graham Mesa Ave sidewalk	Sidewalk	Comprehensive Plan
74	SW-13	Hwy 13 sidewalk	Sidewalk	Comprehensive Plan
75	TR-MK	Middle Kingdom Trail	Proposed trail	Comprehensive Plan
76	TR-GC	Government Creek Trail connection	Proposed trail	Comprehensive Plan
77	TR-FR	Fravert / Fairway Trail	Proposed trail	Comprehensive Plan
78	TR-RDC	Raynard Ditch Trail connection	Proposed trail	Comprehensive Plan
79	TR-RC-G	Rifle Creek Trail Gap	Proposed trail	Comprehensive Plan
80	TR-HE	Highland East Trail connection	Proposed trail	Comprehensive Plan

Map ID	Project ID	Project Name	Category	Plan Origin
81	TR-PD	Pioneer Ditch Trail	Proposed trail	Comprehensive Plan
82	TR-COR	Colorado River Trail	Proposed trail	Comprehensive Plan
83	TR-RG	Ramsey Gulch Trail	Proposed trail	Comprehensive Plan
84	TR-CR	Colorado River Trail	Trail	Bike Master Plan
85	TR-RCG	Rifle Creek / Gateway Trail	Trail	Bike Master Plan
86	TR-RCE	Rifle Creek East Trail	Trail	Bike Master Plan
X	LT-SR	South Rifle	Low Traf/Residential	Street Improvement Plan
X	LT-WR	West Rifle	Low Traf/Residential	Street Improvement Plan
X	LT-DT	Downtown	Low Traf/Residential	Street Improvement Plan
X	LT-ROH	Rose Hill	Low Traf/Residential	Street Improvement Plan
X	LT-PH	Prefontaine/Park Hill	Low Traf/Residential	Street Improvement Plan
X	LT-GM	Graham Mesa	Low Traf/Residential	Street Improvement Plan
X	LT-HL	Highlands	Low Traf/Residential	Street Improvement Plan
X	LT-RH	Rifle Heights	Low Traf/Residential	Street Improvement Plan
X	LT-DF	Deerfield	Low Traf/Residential	Street Improvement Plan
X	LT-PIO	Pioneer Mesa	Low Traf/Residential	Street Improvement Plan
X	LT-PP	Palomino Park	Low Traf/Residential	Street Improvement Plan
X	SWP-LPI	Leading Pedestrian Intervals	System-Wide Policy	N/A
X	SWP-SPD	Systemwide Speed Limit Review	System-Wide Policy	N/A
X	SWP-CSP	Develop and adopt a Complete Streets Policy or Resolution	System-Wide Policy	N/A
X	SWP-CWP	Develop a crosswalk policy	System-Wide Policy	N/A

Traffic Forecast

TRAFFIC MODELS

The traffic operations analysis was completed using VISTRO software, which included factors such as number of lanes, storage lengths, link distances, speed limits, and traffic volumes. The results of the VISTRO analysis are displayed as Measures of Effectiveness (MOE). The primary MOEs that is used in the study is delay as expressed by Level of Service (LOS). Two scenarios were modeled for the AM and PM peak periods: the current year 2025 and the projected year 2045.

The existing conditions (year 2025) included no geometric improvements in the citywide transportation system. The future conditions (year 2045) included planned road connections verified by City of Rifle staff. These connections included:

- Extension of 26th Street/Fairway Avenue south to connect with Highway 13
- Extension of Park Avenue south to connect with US 6
- Extension of Acacia Avenue west to connect with Whiteriver Avenue
- Extension of 9th Street west to connect with Prefontaine Avenue and Highway 13

In both scenarios, signal timing was optimized by the VISTRO software.

The traffic operations results for the existing and future conditions citywide are shown in Table 13 with the displayed LOS representing the worst performing approach for Two Way Stop Controlled (TWSC) intersections and the whole intersection for signalized.

Figure 28: Future Forecasted Traffic Volumes 2045

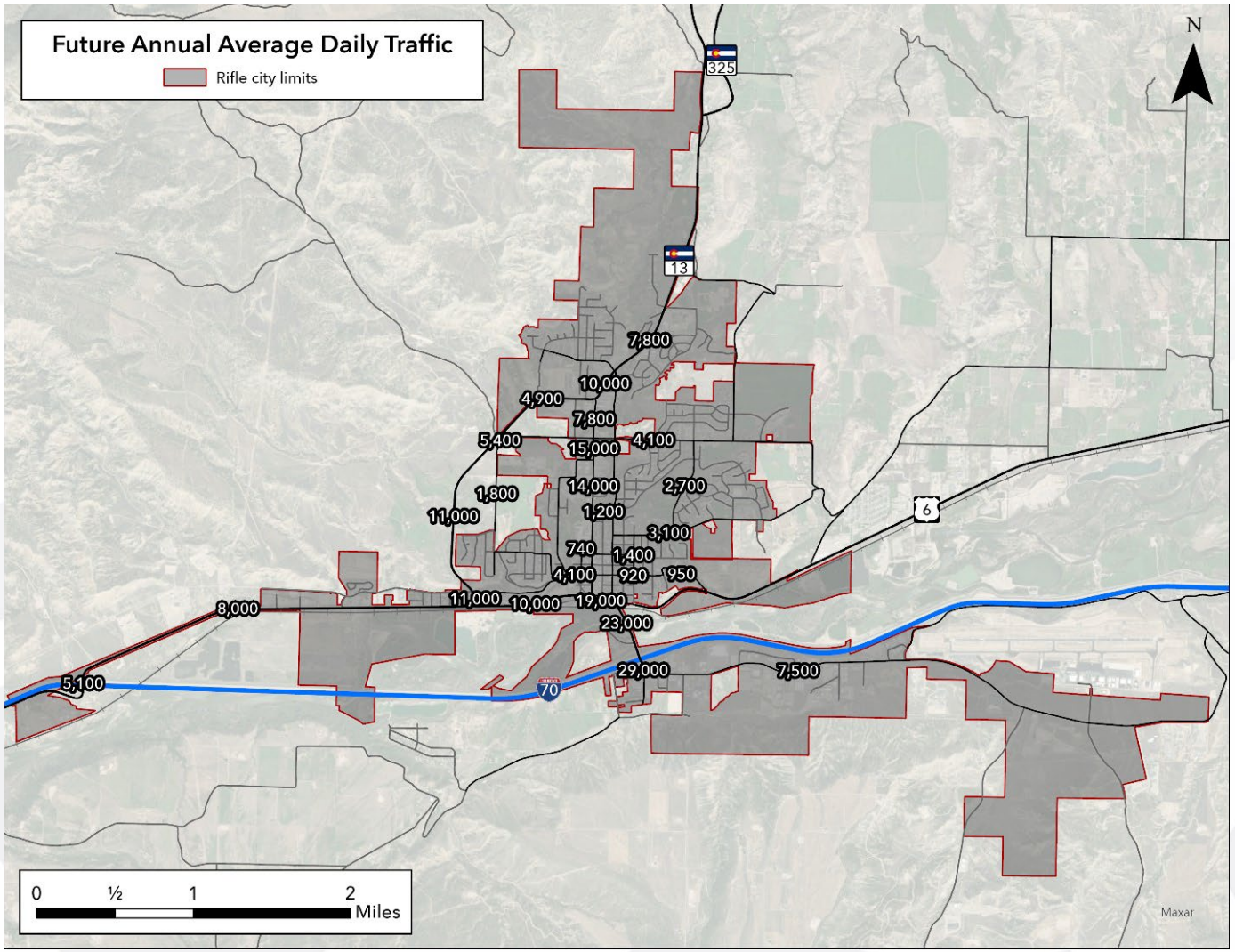


Figure 29: Future Forecasted Traffic Volumes 2045 – Downtown

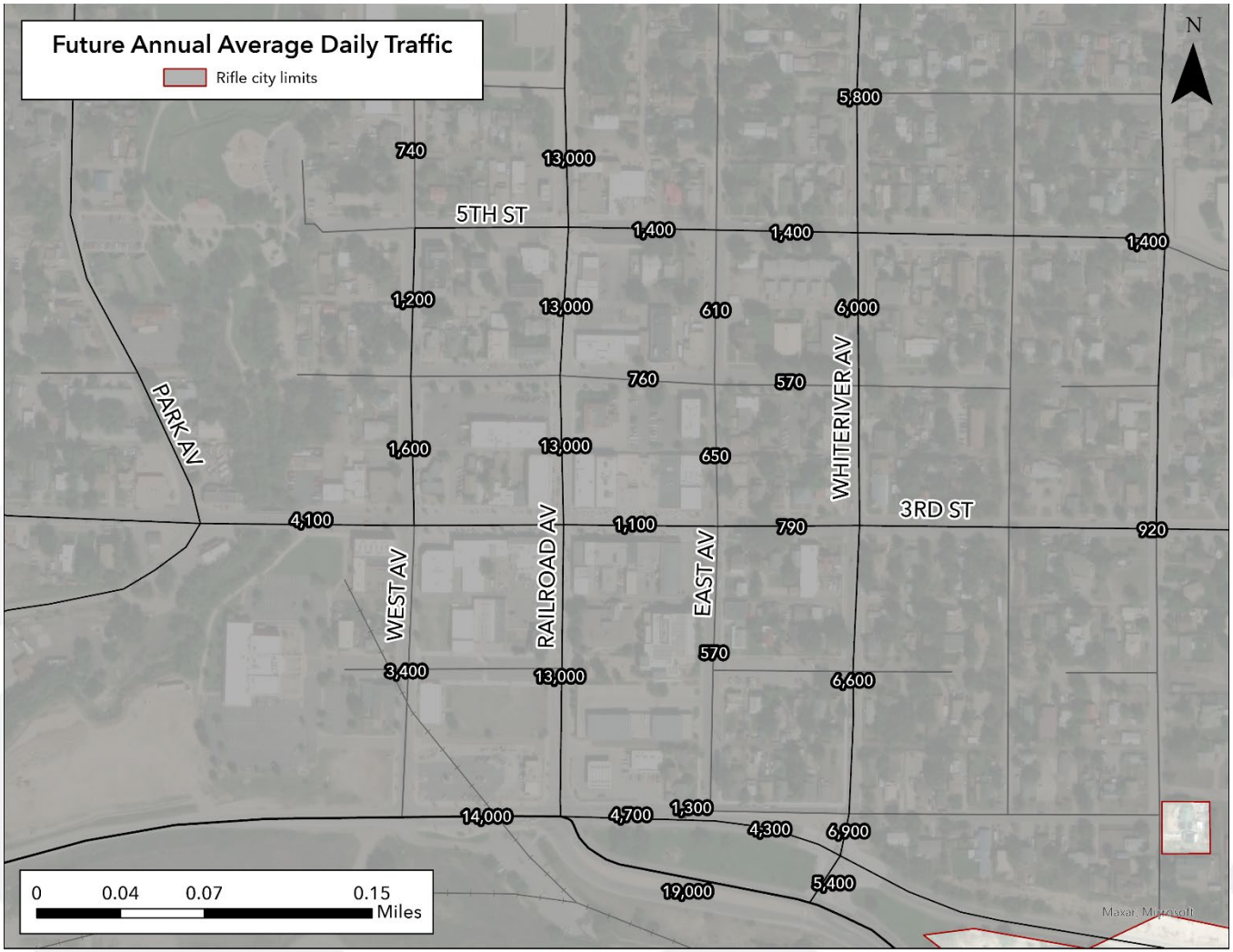


Table 12: Selected Traffic Growth Comparison

Street	Nearest Cross Street	Existing Average Daily Traffic	Forecasted Average Daily Traffic (2045)	Forecasted Percentage Growth
Hospital Hill Road	US 6	320	950	197%
Highway 13	US 6	4,500	11,000	144%
US 6	I-70	2,900	5,100	76%
Railroad Avenue	16th Street	10,400	15,000	44%
Birch Avenue	Dogwood Drive	1,900	2,700	42%
Railroad Avenue	Airport Road	23,200	29,000	25%
Airport Road	Enterprise Court	6,800	7,500	10%
Highway 13	Fairway Avenue (new)	4,900	5,400	10%
Railroad Avenue	3rd Street	12,300	13,000	6%
5th Street	Prefontaine Avenue	2,200	2,300	5%
Highway 13	24th Street	10,000	10,000	0%
Highway 13	30th Street	7,800	7,800	0%
Whiteriver Avenue	3rd Street	6,600	6,600	0%
16th Street	Whiteriver Avenue	4,100	4,100	0%

Figure 30: Future 2045 Forecasted Level of Service - AM

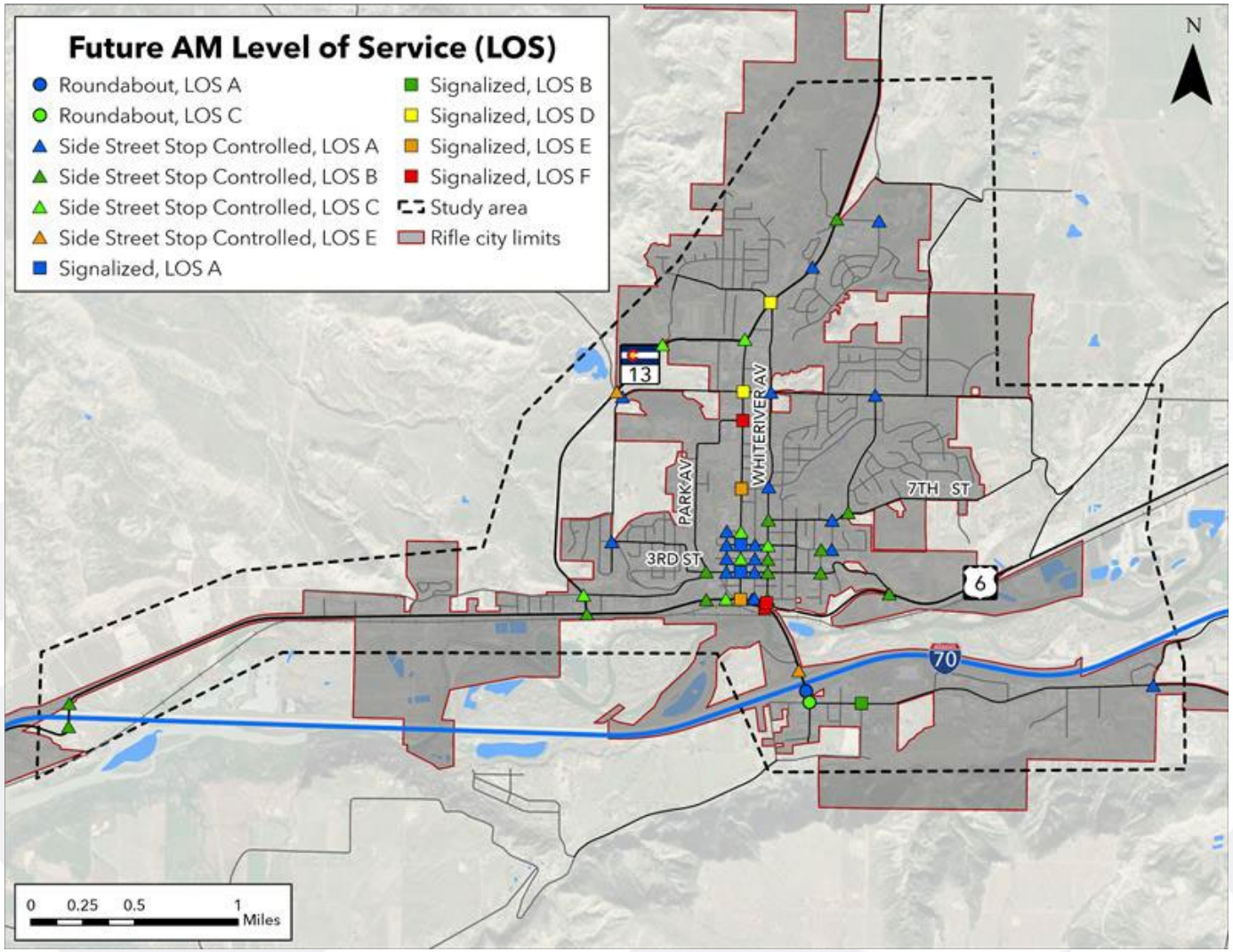


Figure 31: Future 2045 Forecasted Level of Service – PM

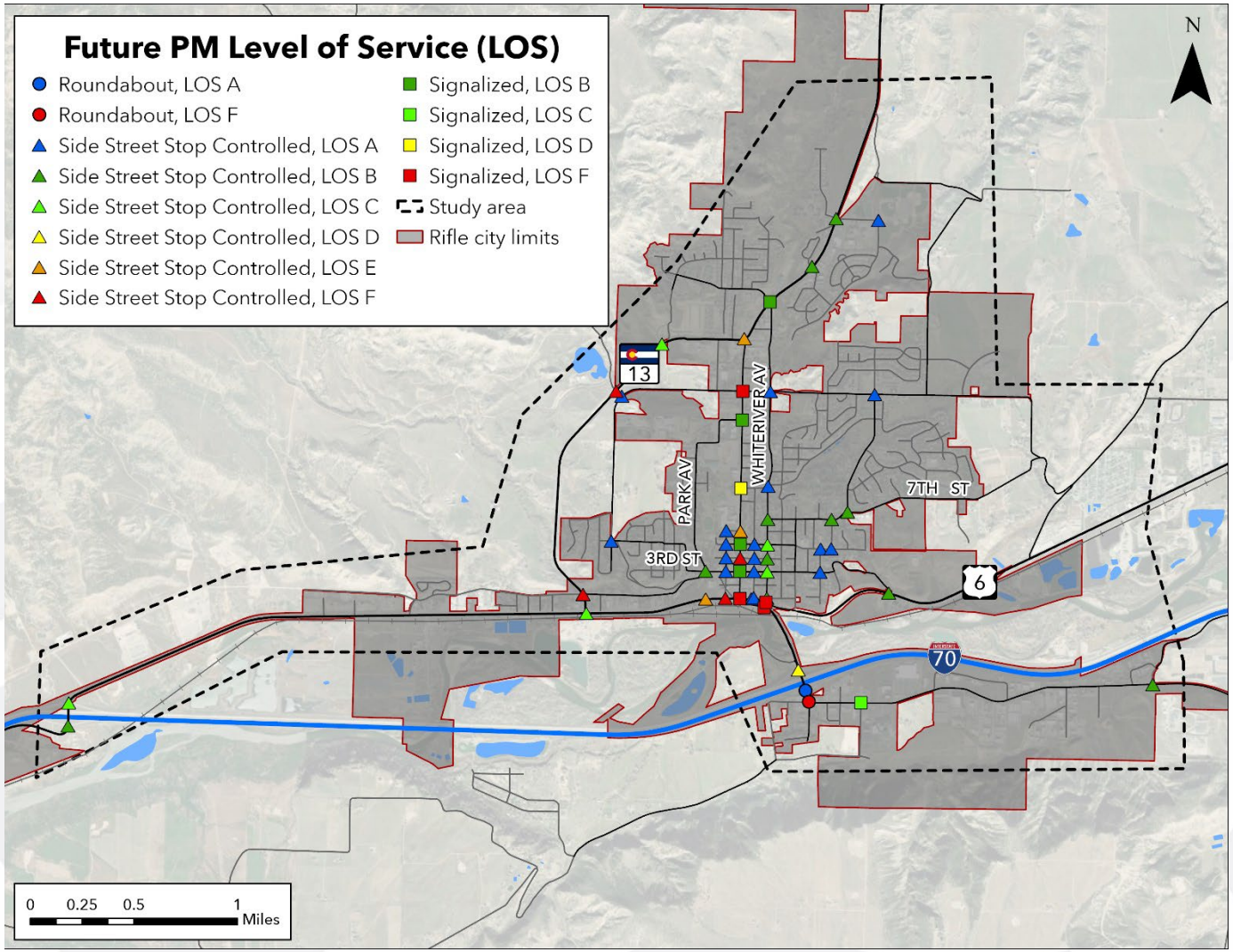


Table 13: Future 2045 Forecasted Level of Service (AM and PM) by Intersection

Intersection	Int #	2045 AM LOS	AM LOS Change	2045 PM LOS	PM LOS Change
Airport Rd & Taugenbaugh Blvd	1	A	A to C	A	A to F
I-70 EB Ramps & Hwy 13	2	A	A to B	A	-
I-70 WB Ramps & Hwy 13	3	B	B to E	B	B to D
Hwy 13 & Whiteriver Ave	4	B	B to F	B	B to F
Hwy 6 & Hwy 13	5	B	B to E	B	B to F
I-70 EB Ramps & Hwy 6	6	A	A to B	A	A to B
I-70 WB Ramps & Hwy 6	7	B	-	B	B to C
Hwy 6 & Hwy 13 Bypass	8	B	-	B	B to C
Hwy 6 & West Ave	9	B	B to C	B	B to F
Hwy 6 & 1st St	10	A	-	A	-
Hwy 6 & Whiteriver Ave	11	B	B to F	B	B to F
Hwy 6 & Hospital Hill Rd	12	A	A to B	A	A to B
Hwy 13 Bypass & Railroad Ave	13	B	B to C	B	B to D
Hwy 13 N & Whiteriver Ave	14	B	B to D	B	-
Hwy 13 & 30th St	15	B	-	B	-
1st St & East Ave	16	A	-	A	-

Intersection	Int #	2045 AM LOS	AM LOS Change	2045 PM LOS	PM LOS Change
1st St & Whiteriver Ave	17	B	-	B	-
3rd St & West Ave	18	A	-	A	-
4th St & West Ave	19	A	-	A	-
5th St & West Ave	20	A	-	A	-
6th St & West Ave	21	A	-	A	-
3rd St & Railroad Ave	22	B	B to A	B	-
4th St & Railroad Ave	23	B	B to C	B	B to F
5th St & Railroad Ave	24	B	B to A	B	-
6th St & Railroad Ave	25	B	B to C	B	B to F
9th St & Railroad Ave	26	C	C to E	C	C to D
14th St & Railroad Ave	27	C	C to E	C	C to B
3rd St & East Ave	28	A	-	A	-
4th St & East Ave	29	A	-	A	-
5th St & East Ave	30	A	-	A	-
3rd St & Whiteriver Ave	31	B	-	B	B to C
4th St & Whiteriver Ave	32	B	-	B	-
5th St & Whiteriver Ave	33	B	B to C	B	B to C

Intersection	Int #	2045 AM LOS	AM LOS Change	2045 PM LOS	PM LOS Change
7th St & Whiteriver Ave	34	B	-	B	-
9th St & Whiteriver Ave	35	A	-	A	-
16th St & Whiteriver Ave	36	A	-	A	-
3rd St & Park Ave	37	B	-	B	-
5th St & Prefontaine Ave	38	A	-	A	-
3rd St & Ute Ave	39	A	A to B	A	-
5th St & Ute Ave	40	A	A to B	A	A to B
5th St & Aspen Ave	41	A	-	A	-
7th St & Aspen Ave	42	A	-	A	A to B
7th St & Birch Ave	43	A	A to B	A	A to B
16th St & Birch Ave	44	A	-	A	-
Hwy 13 Bypass & CR 244	45	B	B to F	B	B to F
16th St & CR 244	46	A	-	A	-
Acacia & E 30th	47	A	-	A	-
Airport Rd & Megan Ave	48	B	-	B	B to C
Airport Rd & Rifle Silt Rd	49	A	-	A	A to B
Hwy 13 Bypass & 2nd St	50	B	B to C	B	B to F

Intersection	Int #	2045 AM LOS	AM LOS Change	2045 PM LOS	PM LOS Change
16th St & Railroad Ave	51	B	B to D	B	B to F
Hwy 6 & Park Ave	52	A	A to B	A	A to D
Hwy 13 Bypass & Fairway Ave	53	A	A to C	A	A to C
Hwy 13 & 26th St	54	A	-	A	A to B

Multimodal

The City of Rifle currently does not collect citywide pedestrian or bicyclist counts on its trails or streets. Discussed in the recommendations section, the city should establish an annual counting program to have a baseline of multimodal user data. Currently, there is not a dependable methodology to forecast future pedestrian or bicyclist use of multimodal facilities. Should that emerge in the future, the city should incorporate such models into the next iterations of this plan.

Project Prioritization

KLJ has developed a criteria-based process to prioritize street projects on an annual basis. The resulting framework is data-driven, but is also opportunistic to create and capitalize on potential projects to achieve larger city goals and priorities.

Methodology

Quantitative analysis is important to provide an objective basis of comparison of the more than 44 miles of city streets. The rigorous criteria-based analysis includes more than nine pieces of data for each street, offering a rigorous review that folds in multiple priorities. The results of the quantitative analysis identify some clear priorities for investment, but don't tell the full story.

The criteria-based analysis has been supplemented by **qualitative project screening**. This secondary evaluation provides a "ground-truthing" exercise to ensure the best safety improvement opportunities are identified, created, and seized. The qualitative criteria also help to determine the actual project scope and timeline for implementation. Community input, in combination with city policies and plans, played a role in developing this framework and will guide the design of each project. Qualitative screening also makes sure that the Capital Improvement Plan (CIP) is balanced financially year-to year with available funds to support roadway projects and that those projects are coordinated with other projects locally and regionally. The next two subsections detail the components of the quantitative analysis and the qualitative project screening.

QUANTITATIVE PROJECT CRITERIA

KLJ developed a set of criteria for prioritizing capital street projects:

Asset Condition:

- What is the condition of the street surface?
- What is the underground utility condition?

Equity:

- **Community Demographics:** What are the neighborhood characteristics of the street? Who uses that street and what are their needs? Who will use the street in the future?
- **Uses and modes**: How many people use the street and how do they use or want to use it? What travel modes are planned for in the future?

Each section of city street is evaluated using these considerations and prioritized based on its needs. The quantitative criteria were selected based on data that reflected transportation needs and community priorities, as well as data that were readily available and easy to understand. Based on the condition, some streets may need a new surface to extend the life of the pavement, while others may need to be rebuilt. Street reconstruction provides opportunities to design a new facility and add or improve multimodal facilities such as sidewalks and bikeways.

A summary of each group of quantitative criteria is provided on the following pages. Table 14 summarizes the criteria and associated points.

Table 14: Quantitative Criteria Summary

Category	Criterion	Points Available
Operations and Condition	**Safety**	30
	Pavement Condition	10
	Level of Service	10
Planning	**Pedestrian Needs**	8
	Bicyclist Needs	8
	Transit Needs	4
	Schools	4
	Parks	4
	Economic Opportunity	4

A project can be assigned as many as 82 points: 50 from infrastructure operations and conditions and 32 from long-range planning.

Safety [30 Points]

The comprehensive safety action plan's main goal is to reduce and eventually eliminate fatal and serious injury crashes. Therefore, the safety category has the highest weight in the prioritization framework. Any crash has the possibility of injury, so the presence of any severity of crash assigns points to a project. Fatal and serious injury crashes are assigned the most, followed by minor injury crashes (categories B and C), and finally by property damage only crashes. Because pedestrians and bicyclists are more likely to be involved in severe crashes, additional points are assigned if the crash involved these vulnerable road users.

Table 15: Safety Criterion Summary

Severity of Crashes	Points Assigned	Bonus Points Assigned
Fatal or serious injury (K or A)	25	+5 if crashes involved pedestrians or bicyclists
Minor Injury (B or C)	15	+5 if crashes involved pedestrians or bicyclists
Property Damage Only (PDO)	5	+5 if crashes involved pedestrians or bicyclists

Pavement Condition [10 points]

Pavement Condition Index (PCI) is an important measurement in determining the condition of a street and whether repairs or reconstruction are needed. PCI is measured on a 0 to 100 numerical scale, with 100 representing the best condition. A street with a PCI less than 60 is considered in poor condition. The pavement conditions of these streets impacts vehicle ride quality as well as comfortable motorcycle and bicycle travel. This criterion has a low number of points associated to best reflect the city's desire to keep the Action Plan's focus on preventing severe crashes. The intent is for pavement condition to serve as a tiebreaker or minor indicator to sway opinion when projects are similar.

Table 16: Pavement Condition Criterion Summary

Pavement Condition Index	Points Assigned
Street with PCI 0 – 10	10 points
Street with PCI 11 – 20	9 points
Street with PCI 21 – 30	8 points
Street with PCI 31 – 40	7 points
Street with PCI 41 – 50	6 points
Street with PCI 51 – 60	5 points
Street with PCI 61 – 70	4 points
Street with PCI 71 – 80	3 points
Street with PCI 81 – 90	2 points
Street with PCI 91 – 99	1 point

Future Level of Service [10 points]

Level of Service (LOS) is a measurement of the existing or anticipated delay experienced by drivers at each intersection in the roadway system, and can be measured for specific times of the day. Future LOS in 2045 at peak morning and peak afternoon times are forecasted for Rifle. According to the City of Rifle's municipal code, a LOS C or better is considered acceptable when proposing a new development; by extension, a LOS of D or worse is unacceptable for the city's transportation system.[12] Intersections or projects containing intersections with LOS D or worse are assigned points, with LOS F assigned the most, and the "worse" score of Future AM and Future PM LOS is used. Intersections or projects containing intersections with LOS C or better are not assigned points. This criterion directs the overall plan's emphasis on eliminating traffic congestion and intersections that may need additional traffic control.

Table 17: Future Level of Service Criterion Summary

Future Level of Service	Points Assigned
F, E, or D	10 points
C, B, or A	0 points

Pedestrian Needs [8 points]

Walking is an essential mode of transportation for everyone. People begin and end every trip as a pedestrian. Street projects provide opportunities to improve streets while resolving pedestrian barriers and gaps, improving safety and comfort in the city's pedestrian network. Unresolved sidewalk gaps may force pedestrians to use the parking lane, walk along the street next to moving traffic, or cross the street, often at unmarked mid-block crossings. Complex intersections, like those with high slopes, sharp angles, or other difficult circumstances, make crossing difficult for pedestrians without additional infrastructure. Bridges are often chokepoints in pedestrian networks as they may force pedestrians onto the street or, because they were built a long time ago, have narrow or inaccessible sidewalks. Unlike other criteria, a project can be assigned points in either or both measures in this category, according to Table 18 below.

[12] "General review standards." City of Rifle Municipal Code, Section 16-7-230. Accessed from https://library.municode.com/co/rifle/codes/charter_and_municipal_code?nodeId=CH16LAUSDE_ARTVIIGEDEST

Table 18: Pedestrian Needs Criterion Summary

Pedestrian Need	Points Assigned
Street with sidewalk gap	4 points
Street with complex intersection or bridge needs	4 points

Bicyclist Needs [8 points]

Street projects provide opportunities to build new bicycle facilities and expand the bikeway network with either on-street or off-street facilities. The City of Rifle has an existing Bike Master Plan and also listed bicycle-focused projects in its comprehensive plan. Streets containing a planned bike facility will be given additional points to promote more multimodal travel in the future. This category assigns points if city plans indicate a future bike facility.

Table 19: Bicyclist Needs Criterion Summary

Bicyclist Need	Points Assigned
Street with identified future off-street facility	8 points
Street with identified future on-street facility	4 points

Transit Needs [4 points]

Streets may deteriorate more quickly if they have fixed transit service but the pavement was not designed for bus traffic, particularly at transit stops. Streets that need to be reconstructed also provide opportunities to improve transit waiting areas, stops, multimodal connectivity to transit service, transit travel times, and to reduce potential conflicts between bus stops and bicycle or pedestrian facilities. This category assigns points for all streets on fixed transit routes.

Table 20: Transit Needs Criterion Summary

Transit Needs	Points Assigned
Street with transit route	4 points
Street with no transit route	0 points

Proximity to Schools [4 points]

Schools are neighborhood hubs for travel. Students commute to school by walking, biking, school bus, or by car. Staff are more likely to commute via car. School facilities also host sporting and cultural events after hours as well as on weekends. Students, especially young ones, are more vulnerable to crashes as they are less familiar with traffic safety. This category prioritizes projects nearest to schools to build out a multimodal network that would encourage more students to walk and bike to school while keeping them safer.

Table 21: Schools Criterion Summary

Proximity to Schools	Points Assigned
Project within one-quarter mile of a school	4 points
Project further than one-quarter mile of a school	0 points

Proximity to Parks [4 points]

Parks are neighborhood hubs for recreation. They are used during all times of day and throughout the week. Parks can host day-to-day recreation using playgrounds and grass fields while some can host regional sporting events and other structured programs. Parks are prime destinations for walking and biking trips, especially in the warmer months. This category prioritizes projects near parks to better connect parks to residential and commercial areas through sidewalks and trails.

Table 22: Parks Criterion Summary

Proximity to Parks	Points Assigned
Project within one-quarter mile of a park	4 points
Project further than one-quarter mile of a park	0 points

Proximity to Commercial Corridors [4 points]

Commercial centers are continuous trip generators. Stores, restaurants, and industrial facilities require staff that commute daily as well as in- and out-going deliveries. While these centers are predominantly reached by car, additional infrastructure connections provide more flexibility to the traveling public. Connected sidewalks allow everyday trips such as young people going to the grocery store, and workers on their lunch breaks running errands to the library or post office, all without a vehicle. This can increase the curb appeal of businesses and drive increased sales. This category prioritizes projects near commercial corridors to improve non-vehicular connections to local businesses.

Table 23: Commercial Corridors Criterion Summary

Proximity to Commercial Corridors	Points Assigned
Project within one-eighth mile of a commercial corridor	4 points
Project further than one-eighth mile of a commercial corridor	0 points

QUALITATIVE PROJECT SCREENING

In addition to the quantitative analysis, there are qualitative criteria that need to be considered to translate the results of the data analysis on more than 44 miles of city streets into Capital Improvement Program (CIP) projects. These qualitative criteria are captured by responding to a series of questions about each potential project:

1. **Are there other nearby blocks that should be grouped together in one project?** Construction activities are more efficient and cost less when the project is at least several blocks long.
2. **Are there other projects proposed on nearby parallel or intersecting streets?** Construction on multiple key routes in a small area causes additional disruption to residents and businesses; these projects should avoid overlapping schedules when possible.
3. **Is this the right repair at the right time?** The data analysis may indicate a certain type of repair, but other considerations and local knowledge such as maintenance history, curb condition, failed subgrade, or drainage issues may result in a project type being changed or the priority changed.
4. **Do other agencies or utilities have projects that should be coordinated with this work?** Coordinating projects together results in cost efficiencies, less disruption for road users, and a better design for the street. A comprehensive approach for managing the city's assets by coordinating street projects with prioritized system improvement needs for water, stormwater, sewer, and traffic infrastructure reduces the overall costs and provides a holistic approach to city right-of-way improvements.
5. **Can outside funding sources be used, and if so, which are most feasible?** Some projects may be eligible for state, federal, or other funding, which typically require specific timelines for planning, design, and construction. While less frequently used for transportation projects, non-federal, non-state funding is primarily comprised of philanthropic grants, which may be the least restrictive and the most transformative.
6. **Are there opportunities for place-based innovation or economic development?** Street projects can be connected to other projects that benefit neighborhoods or groups that have been disproportionately impacted by safety problems in the community.
7. **How does the project fit with larger city priorities and goals?** The city has many established goals that may not be directly related to streets, but a street improvement can create an opportunity to achieve these goals.

Using the above seven questions, projects from the original list were combined or altered. Projects occupying the same street were combined (street and bikeway/pedestrian). Duplicate projects between planning documents, like from the comprehensive plan and bike master plan, were removed.

The result of the quantitative analysis and qualitative screening is a list of street paving projects proposed to be implemented in future CIPs. In addition to the street projects, the CIP also includes traffic signal, pedestrian, bicycle, and other infrastructure projects.

Project Prioritization

A first draft list was produced to assess the frameworks' effectiveness shown in Table 24.

Table 24: Projects Listed by Prioritization Score

Project ID	Project Name	Category	Prioritization Score
MM-16	16th St / Prefontaine Ave Multimodal	On-street bikeway	**51**
MM-5FR	5th St / Fravert Blvd Multimodal	On-street bikeway	**51**
MR-RR2	Railroad Ave: Centennial to 2nd St	Major Road	**50**
SW-6-13	US 6 / Hwy 13 Sidewalk	Sidewalk	**47**
MR-WR4	Whiteriver Ave: 16th St to Hwy 13	Major Road	**46**
MR-RR4	Railroad Ave: 5th St to 9th St	Major Road	**46**
CA-RR	Railroad 5th to 9th	Capital	**46**
MM-RR	RimRock Development Multimodal	On-street bikeway	**46**
MM-26	26th St Multimodal	On-street bikeway	**45**
MR-RR3	Railroad Ave: 2nd St to 5th St	Major Road	**44**
CO-5S	5th St	Collector	**44**
MM-5	5th St Multimodal	On-street bikeway	**44**
CA-70-RB	North I-70 Roundabout	Capital	**43**
CO-5S	5th St	Collector	**43**
CO-PFA	Prefontaine Ave	Collector	**43**
CA-5-P3	West 5th Phase III	Capital	**43**
MR-AP1	Airport Road: Roundabout to Enterprise	Major Road	**42**
CA-SW-13	Hwy 13 Sidewalk - west side from 26th St to 24th St (100k Traffic Control)	Capital	**42**
SW-13	Hwy 13 sidewalk	Sidewalk	**42**

Project ID	Project Name	Category	Prioritization Score
MR-RR5	Railroad Ave: 9th St to 16th St	Major Road	**40**
CO-16S	16th St	Collector	**40**
MM-WR	Whiteriver Ave Multimodal	On-street bikeway	**40**
CA-PD-BR	Pedestrian Bridge at 26th	Capital	**37**
TR-PD	Pioneer Ditch Trail	Proposed trail	**35**
TR-RCE	Rifle Creek East Trail	Trail	**35**
MR-RR6	Railroad Ave: 16th St to Bypass	Major Road	**32**
CO-24S	24th St	Collector	**32**
MM-24	24th St / Howard Ave Multimodal	On-street bikeway	**32**
MM-MW	Morrow Drive Multimodal	On-street bikeway	**32**
CA-RR-BR	Railroad Avenue Bridge	Capital	**31**
MR-WR2	Whiteriver Ave: 4th St to 9th St	Major Road	**30**
CO-2S	W 2nd St	Collector	**28**
MR-RR1	Railroad Ave: River Bridge Surface	Major Road	**28**
CA-SW-2	W. 2nd Street Sidewalk	Capital	**27**
MR-WR1	Whiteriver Ave: 1st St to 4th St	Major Road	**26**
CO-3S	3rd St	Collector	**26**
MM-FA	Fairway Ave Multimodal	On-street bikeway	**26**
MM-P	Park Ave Bikeway	On-street bikeway	**26**
TR-RC-G	Rifle Creek Trail Gap	Proposed trail	**24**
TR-RCG	Rifle Creek / Gateway Trail	Trail	**24**
CA-W	West Ave - 3rd to 6th	Capital	**23**
CO-7S	7th St	Collector	**22**
CO-TD	Tripp Drive	Collector	**22**

Project ID	Project Name	Category	Prioritization Score
CA-5-MA	5th Monroe to Aspen/Ute Ave/5th Aspen to Birch (50%/39%/10%)	Capital	**22**
MM-7	7th St Multimodal	On-street bikeway	**22**
CA-13-30	Hwy 13 - 30th Street Stoplight (Maybe Ped Bridge)	Capital	**21**
CA-3-BR	3rd Street Bridge	Capital	**21**
CO-MD	Morrow Drive	Collector	**20**
TR-GC	Government Creek Trail connection	Proposed trail	**20**
TR-FR	Fravert / Fairway Trail	Proposed trail	**20**
TR-HE	Highland East Trail connection	Proposed trail	**20**
TR-GC	Government Creek Trail connection	Proposed trail	**20**
CO-BA	Birch Ave	Collector	**19**
MM-B	Birch Ave Multimodal	On-street bikeway	**19**
CA-SA	Stillwell Ave - build street, water main	Capital	**19**
CA-E	East Avenue - 1st St to 5th St rebuild	Capital	**18**
CA-FA-EX	Fairway Ave Extension - 16th St to Hwy 13 Bypass	Capital	**17**
TR-CR	Colorado River Trail	Trail	**17**
MR-WR3	Whiteriver Ave: 9th St to 16th St	Major Road	**17**
MM-BV	Bryce's Valley Multimodal	On-street bikeway	**16**
SW-P	Park Ave Sidewalk	Sidewalk	**16**
RIB	River Island Bridges	Capital	**16**
CA-CM-WL	Coal Mine / Willow Connection	Capital	**13**
MM-24	24th St / Howard Ave Multimodal	On-street bikeway	**13**
MM-H	Hutton Ave Multimodal	On-street bikeway	**13**
CA-PA	Park Avenue Extension to Centennial Pkwy	Capital	**12**
CA-AA-EX	Acacia Avenue Extension - to Whiteriver Avenue	Capital	**12**

Project ID	Project Name	Category	Prioritization Score
MM-PA	Extend Park Ave from 3rd St to US 6 Multimodal	On-street bikeway	**12**
SW-5	W 5th Ave Sidewalk	Sidewalk	**12**
TR-MK	Middle Kingdom Trail	Proposed trail	**12**
TR-RDC	Raynard Ditch Trail connection	Proposed trail	**12**
TR-COR	Colorado River Trail	Proposed trail	**12**
TR-RG	Ramsey Gulch Trail	Proposed trail	**12**
MM-30	30th St Multimodal	On-street bikeway	**11**
MM-MO	Munro Ave Multimodal	On-street bikeway	**9**
CA-9-EX	Future West 9th St - connection to Hwy 13 Bypass	Capital	**8**
CA-P&R	Park and Ride	Capital	**8**
CA-DT-PG	Downtown Parking Garage	Capital	**8**
MM-E	Eastside Multimodal	On-street bikeway	**8**
SW-GM	Graham Mesa Ave sidewalk	Sidewalk	**8**
MR-AP2	Airport Road: Enterprise to County Road	Major Road	**4**
CA-9-BP	9th St Connection at Bypass	Capital	**4**
MM-SM	Silt Mesa Road Multimodal	On-street bikeway	**4**
CA-TB	Taughenbaugh Extension	Capital	**0**
CA-RY	Raynard Road	Capital	**0**

The project steering committee reviewed the prioritization framework and top projects during their third meeting. Attributes were added and removed and their weights were adjusted. A qualitative review of the project list was performed using the project screening questions as well as feedback provided at the steering committee. Per the committee's preference, projects were combined into corridors when possible. Project scores, when combined, reflected the largest attribute value between the project elements.

The original list of over 100 projects derived from policy documents was consolidated into 56 projects. Each project was assigned a timeframe for completion. Short-term projects should be targeted for the upcoming five years, medium-term projects for the next 5 – 10 years, and long-term projects 10 – 20+ years.

Top Recommended Projects

Projects scored through the prioritization evaluation represent opportunities to best eliminate severe crashes. Based on the scoring criteria, this does not account for other important city considerations such as underground utility conditions, budget, outside funding opportunities, or legal obligations. The resulting project list is a roadmap that the city can reference in concert with other city functions to achieve the objectives of the Safe Streets for All program as well as the city's strategic priorities.

1: 16TH ST/PREFONTAINE AVE CORRIDOR

This bikeway would take the existing off-street trail on Prefontaine Avenue from 5th Street to 12th Street and connect it past the high school along 16th Street to Railroad Avenue. It could also be extended further east to connect to the Rifle Creek Trail. The likely off-street trail would serve transportation and recreation purposes as it connects students to school and community members to nature.

2: US 6/HIGHWAY 13 SIDEWALK

The city expects that Park Avenue will eventually connect to US 6 behind the existing movie theater. In addition, it is planned that the existing Rifle Creek Trail will extend south past 3rd Street and connect to US 6. This project would take the Park Avenue and Rifle Creek Trail and connect them to Railroad Avenue and the bridge over the Colorado River.

3: 5TH ST/FRAVERT BLVD CORRIDOR

This corridor connects the existing trail along Prefontaine Avenue to the Rifle Creek Trail and downtown Rifle. While some stretches of this corridor have painted bike sharrows, this project would aim to provide a dedicated facility for bicyclists or one that can also be shared with pedestrians. More study is necessary as Fravert Boulevard has a steep slope with limited additional right of way.

4 - TIE: RAILROAD AVENUE: CENTENNIAL PKWY TO 2ND ST

Railroad Avenue is the city's front door, their main street, and spine of the community's transportation system. The city expects residential, commercial, and industrial growth to occur over the next twenty years. The area between Centennial Parkway and 2nd Street is the confluence of incoming traffic from US 6 and I-70 bound for Rifle. It is also the transit hub with a Park & Ride as well as a civic hub with City Hall and the library. This project would aim to make this area a gateway to the rest of Rifle and more inviting to travel by foot or by bike.

4 - TIE: HIGHWAY 13 CORRIDOR: 24TH ST TO 30TH ST

The city, the project steering committee, and the larger community (through engagement) all identify improving the uncontrolled intersection of Highway 13 and 30th Street as a top priority. The highway separates a residential neighborhood on the west side and Walmsley Elementary School and Deerfield Park to the east. During the project steering committee meeting, the consensus was that the top improvements to study are a school zone speed limit, converting the uncontrolled intersection to either a traffic signal or roundabout, and installing a pedestrian bridge over the road. During engagement, the school district said that students are bused from the neighborhood across the highway because it is unsafe to cross.

Other engagement indicated frustration with the ability to cross as a pedestrian or bicyclist at 26th Street and at 24th Street/Whiteriver Avenue. Participants also mentioned difficulties with traveling from these areas to the rest of Rifle as traveling along the shoulders of Highway 13 is unsafe.

This corridor will be critical in the future, as the city expects further residential and commercial development in North Rifle.

Table 25: Consolidated Projects List

Project ID	Project Type	Name	Improvements	Prioritization Score	Timeframe
C-P16	Corridor	Prefontaine Ave / 16th St from W 5th St to CR 293	Pavement, Trail, Striping, Roadway	69	Medium (5 - 10 years)
C-P6	Corridor	Park Ave / US 6 / Gateway Trail	Roadway Extension, Trail, Barriers, Ped/Bike Crossing	63	Long (10 - 20+ years)
C-5W	Corridor	W 5th St / Fravert Blvd from Will Ave to W 3rd St	Striping, Roadway, Roadway	55	Medium (5 - 10 years)
C-H13	Corridor	Hwy 13 from 24th St to 30th St	Cross Street Striping, Ped/Bike Crossing, Traffic Calming, Roundabouts/Ped Bridge	50	Short (Now - 5 years)
MR-RR2	Major Road	Railroad Ave: Centennial to 2nd St	Ped/Bike Amenities and Crossing, Roadway, Striping	50	Short (Now - 5 years)
C-WR	Corridor	Whiteriver Ave from 16th St to Hwy 13 / Acacia Ave ext. to Whiteriver Ave	Striping, Ped/Bike Crossing, Connections to Trail, Roadway	46	Short (Now - 5 years)
MM-RR	Multimodal	RimRock Development Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	46	Long (10 - 20+ years)
MM-26	Multimodal	26th St Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	45	Short (Now - 5 years)
C-5E	Corridor	5th St from Centennial Park to Birch Ct	Striping, Ped/Bike Facilities and Crossing, Roadway	44	Long (10 - 20+ years)
MR-RR3	Major Road	Railroad Ave: 2nd St to 5th St	Striping, Ped/Bike Facilities and Crossing, Roadway	44	Medium (5 - 10 years)
CA-70-RB	Corridor	North I-70 Roundabout	Vehicle Operations, Striping, Ped/Bike Facilities and Crossing, Pavement	43	Medium (5 - 10 years)
MR-AP1	Major Road	Airport Road: Roundabout to Enterprise	Striping, Ped/Bike Facilities and Crossing, Roadway	42	Medium (5 - 10 years)
C-R916	Corridor	Railroad Ave from 9th St to 16th St	Striping, Ped/Bike Facilities and Crossing, Roadway	40	Long (10 - 20+ years)
MM-WR	Multimodal	Whiteriver Ave Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	40	Short (Now - 5 years)
TR-RCE	Trail	Rifle Creek East Trail	Ped/Bike Facilities and Crossing	35	Medium (5 - 10 years)
TR-PD	Trail	Pioneer Ditch Trail	Ped/Bike Facilities and Crossing	35	Medium (5 - 10 years)
C-2	Corridor	W 2nd St from Hwy 6 to 3rd St	Striping, Ped/Bike Facilities and Crossing, Roadway	32	Long (10 - 20+ years)
C-9	Corridor	9th St / Morrow Dr from East Ave to Birch Ave	Striping, Ped/Bike Facilities and Crossing, Roadway	32	Short (Now - 5 years)
C-24	Corridor	24th St from Fairview Heights Ct to Hwy 13	Striping, Ped/Bike Facilities and Crossing, Roadway	32	Short (Now - 5 years)
MR-RR6	Major Road	Railroad Ave: 16th St to Bypass	Striping, Ped/Bike Facilities and Crossing, Roadway	32	Long (10 - 20+ years)
C-P12	Corridor	Park Ave / 12th St / Howard Ave / 14th St from 3rd St to Rifle Creek Trail	Striping, Ped/Bike Facilities and Crossing, Roadway	30	Short (Now - 5 years)
MR-WR2	Major Road	Whiteriver Ave: 4th St to 9th St	Striping, Ped/Bike Facilities and Crossing, Roadway	30	Long (10 - 20+ years)
C-3	Corridor	3rd St from Fravert Blvd to Ash Ave	Striping, Ped/Bike Facilities and Crossing, Roadway	26	Medium (5 - 10 years)
MR-WR1	Major Road	Whiteriver Ave: 1st St to 4th St	Striping, Ped/Bike Facilities and Crossing, Roadway	26	Long (10 - 20+ years)
TR-RC-G	Trail	Rifle Creek Trail Gap	Ped/Bike Facilities and Crossing	24	Long (10 - 20+ years)
CA-W	Capital	West Ave - 3rd to 6th	Roadway	23	Medium (5 - 10 years)
C-7	Corridor	7th St from Whiteriver Ave to city limits	Striping, Ped/Bike Facilities and Crossing, Roadway	22	Medium (5 - 10 years)
CO-TD	Corridor	Tripp Drive	Stairs, Striping, Ped/Bike Facilities and Crossing, Roadway	22	Medium (5 - 10 years)
C-FRF	Corridor	Fravert / Fairway from CR 244 / 16th St to 24th St	Striping, Ped/Bike Facilities and Crossing, Roadway	21	Long (10 - 20+ years)
TR-HE	Trail	Highland East Trail connection	Ped/Bike Facilities and Crossing	20	Long (10 - 20+ years)
TR-GC	Trail	Government Creek Trail connection	Ped/Bike Facilities and Crossing	20	Long (10 - 20+ years)
C-AB	Corridor	Aspen Ave / Birch Ave from 5th St to 19th St	Striping, Ped/Bike Facilities and Crossing, Roadway	19	Medium (5 - 10 years)
CA-SA	Capital	Stillwell Ave	Roadway	19	Long (10 - 20+ years)
CA-E	Capital	East Avenue - 1st St to 5th St rebuild	Roadway	18	Long (10 - 20+ years)

Project ID	Project Type	Name	Improvements	Prioritization Score	Timeframe
C-CRT	Corridor	Colorado River Trail from Beaver Creek to Hwy 13	Striping, Ped/Bike Facilities and Crossing, Roadway	17	Long (10 - 20+ years)
MR-WR3	Major Road	Whiteriver Ave: 9th St to 16th St	Striping, Ped/Bike Facilities and Crossing, Roadway	17	Long (10 - 20+ years)
CA-RIB	Capital	River Island Bridges	Bridges, Trail, Ped/Bike Facilities and Crossing	16	Long (10 - 20+ years)
MM-BV	Multimodal	Bryce's Valley Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	16	Long (10 - 20+ years)
MM-H	Multimodal	Hutton Ave Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	13	Short (Now - 5 years)
CA-CM-WL	Capital	Coal Mine / Willow Connection	Roadway	13	Long (10 - 20+ years)
TR-RG	Trail	Ramsey Gulch Trail	Ped/Bike Facilities and Crossing	12	Long (10 - 20+ years)
TR-RDC	Trail	Raynard Ditch Trail connection	Ped/Bike Facilities and Crossing	12	Long (10 - 20+ years)
TR-MK	Trail	Middle Kingdom Trail	Ped/Bike Facilities and Crossing	12	Long (10 - 20+ years)
CA-PA	Capital	Park Avenue Extension to Centennial Pkwy	Roadway	12	Long (10 - 20+ years)
MM-30	Multimodal	30th St Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	11	Short (Now - 5 years)
MM-MO	Multimodal	Munro Ave Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	9	Short (Now - 5 years)
SW-GM	Sidewalk	Graham Mesa Ave sidewalk	Sidewalk, Ped Facilities and Crossing	8	Short (Now - 5 years)
MM-E	Multimodal	Eastside Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	8	Long (10 - 20+ years)
CA-DT-PG	Capital	Downtown Parking Garage	Parking Structure, Ped/Bike/Transit Amenities	8	Long (10 - 20+ years)
CA-P&R	Capital	Park and Ride	Pavement, Ped/Bike/Transit Amenities	8	Long (10 - 20+ years)
CA-9-EX	Capital	Future West 9th St - connection to Hwy 13 Bypass	Roadway	8	Long (10 - 20+ years)
MM-SM	Multimodal	Silt Mesa Road Multimodal Improvements	Striping, Ped/Bike Facilities and Crossing	4	Long (10 - 20+ years)
CA-9-BP	Capital	9th St Connection at Bypass	Roadway	4	Long (10 - 20+ years)
MR-AP2	Major Road	Airport Road: Enterprise to County Road	Striping, Ped/Bike Facilities and Crossing, Roadway	4	Long (10 - 20+ years)
CA-RY	Capital	Raynard Road	Roadway	0	Long (10 - 20+ years)
CA-TB	Capital	Taughenbaugh Extension	Roadway	0	Long (10 - 20+ years)

Figure 32: Recommended Short-Term Projects (0 - 5 Years)

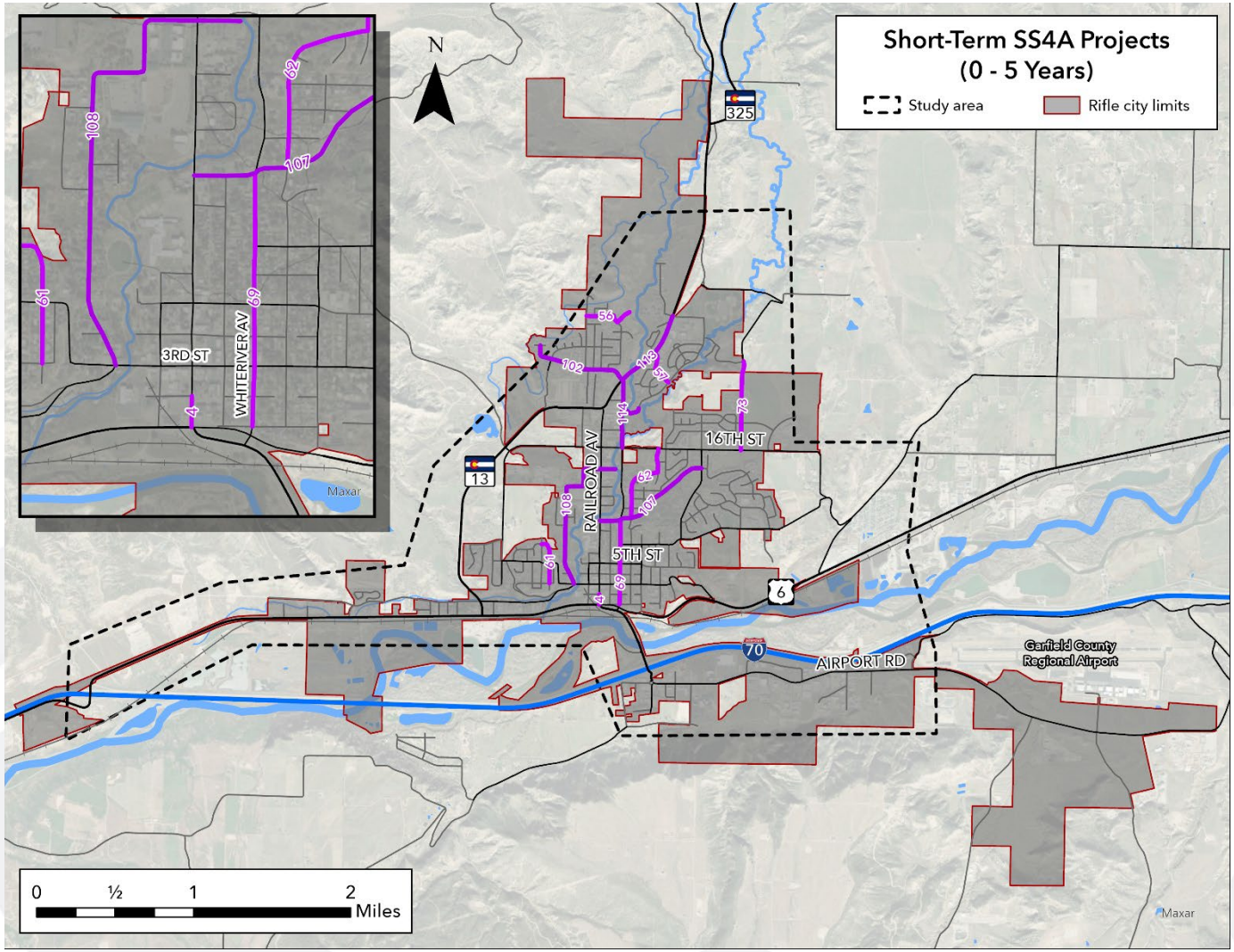


Figure 33: Recommended Medium-Term Projects (5 - 10 Years)

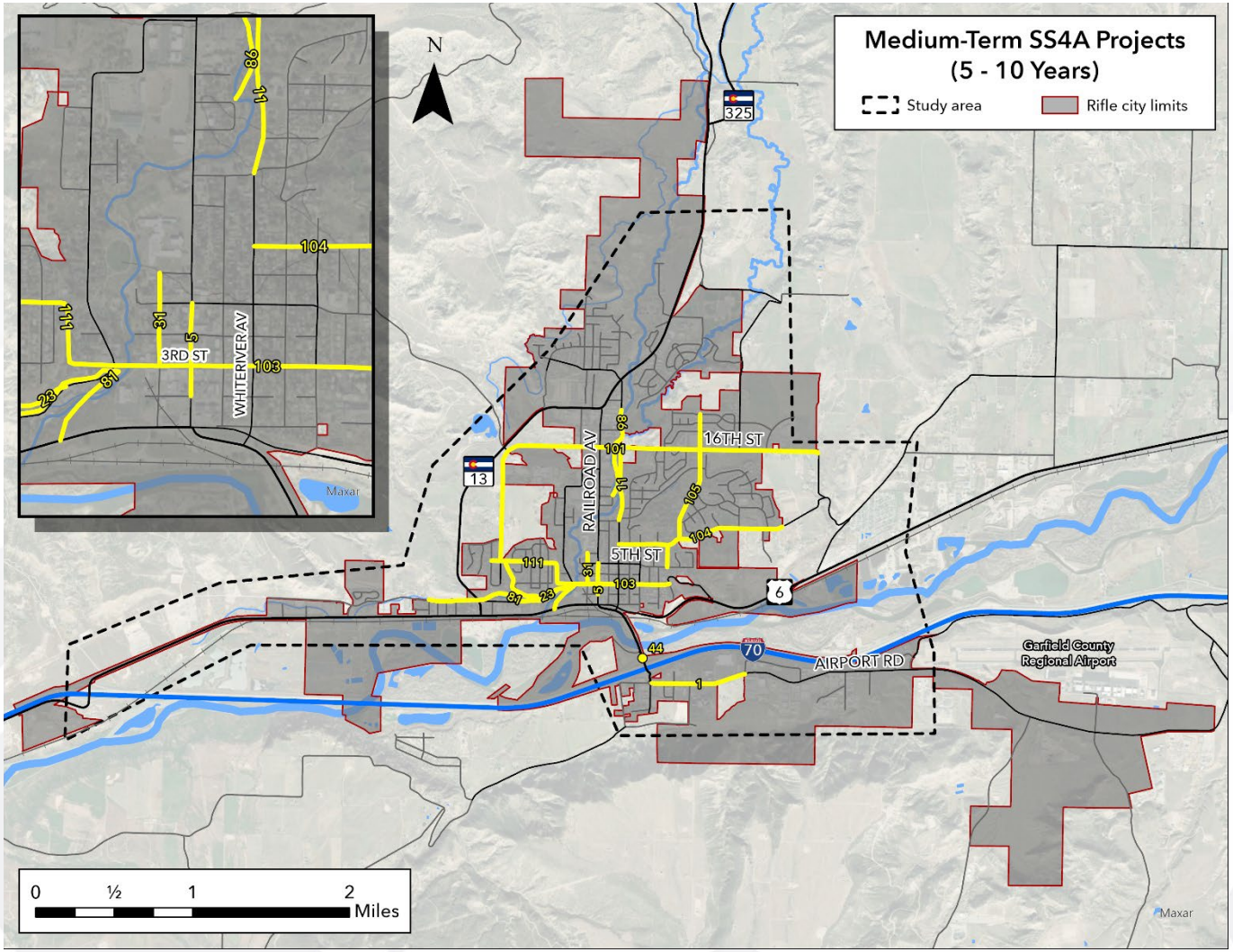
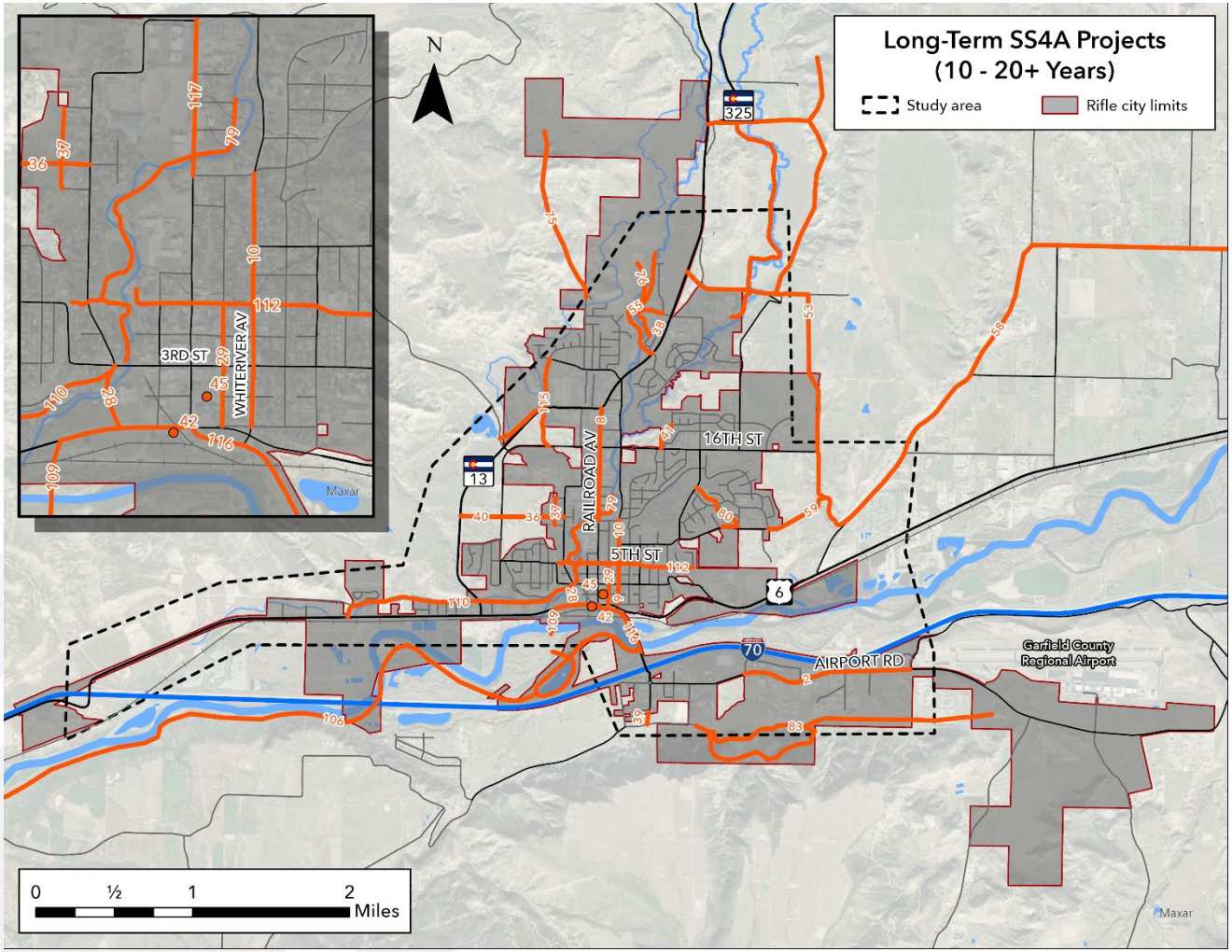


Figure 34: Recommended Long-Term Projects (10 - 20+ Years)



Typical Roadway Recommendations

The City of Rifle publishes a Public Works Manual which outlines requirements for projects completed within municipal boundaries. The manual lists typical street cross sections based on roadway classification and on land use. Table 26 lists typical cross sections by classification, which would be used for construction projects on existing roadways or infill development. Table 27 lists typical cross sections by land use, which would be used for new construction subdivisions, streets, or commercial developments.

Table 26: Roadway Typicals by Classification

Type	ADT	Right of way	Drive lane	Bike lane	Effective bike lane	Parking Width	Sidewalk width	Boulevard width	Median Width
Principle Arterial Parkway	> 30,000	130 ft	13.5 ft	7.5 ft	5 ft	X	8 ft	12 ft	16 ft
Arterial Parkway	< 30,000	110 ft	11.25 ft	7.5 ft	5 ft	X	6.5 ft	10 ft	14 ft
Minor Arterial	< 15,000	76 ft	11 ft	5.5 ft	3 ft	X	6.5 ft	8 ft	X
Major Collector	< 8,000	64 ft	11.5	6.5 ft	4 ft	X	5 ft	8 ft	X
Minor Collector	< 3,000	60 ft	8 ft	X	X	8 ft (2 side)	5 ft	7.5 ft	X
Local Street (1)	< 1,000	40 ft	7 ft	X	X	7 ft (2 side)	5 ft	8 ft	X
Local Street (2)	< 500	40 ft	8 ft	X	X	8 ft (1 side)	5 ft	8 ft	X
Rural Street	< 1,000	40 ft	7 ft	X	X	7 ft (1 side)	X	X	X

Table 27: Roadway Typicals by Land Use

Type	ADT	Right of way	Drive lane	Bike lane	Effective bike lane	Parking Width	Sidewalk width	Boulevard width	Median Width
Residential Streets									
Type 1	X	50 ft	10 ft	X	X	6 ft (2 side)	4 ft	2 ft	X
Type 2	X	50 ft	10 ft	X	X	6 ft (2 side)	4 ft	4 ft	X
Commercial	X	50 ft	10 ft	X	X	6 ft (2 side)	6 ft	X	X
Collector Streets									
Type 1	X	60 ft	10 ft	X	X	6 ft (2 side)	4 ft	3 ft	X
Type 2	X	60 ft	10 ft	X	X	6 ft (2 side)	5 ft	X	X
Commercial	X	60 ft	12 ft	X	X	6 ft (2 side)	9 ft	X	X
Arterial Streets									
Type 1	X	100 ft	12 ft	10 ft	10 ft (trail)	X	6 ft	8 + 5 ft	X
Type 2	X	100 ft	12 ft	10 ft	10 ft (trail)	X	6 ft	8 + 5 ft	X
Type 3	X	100 ft	12 ft	10 ft	10 ft (trail)	X	6 ft	8 + 5 ft	X
Type 4	X	100 ft	12 ft	10 ft	10 ft (trail)	X	6 ft	8 + 5 ft	X

On multiple roadway typicals, there is room for improvement to better the bicyclist experience. The city acknowledges the distance between the curb face and the curb heel and the distance between the curb heel and the paint line as separate. The result is that on a major collector typical, the purported 5-foot bike lane includes the area up against the curb. It is difficult and sometimes dangerous for bicyclists to use this space as it contains catch basins, heaved sections of curb, or roadway debris. Dedicating at least five feet outside of the curb area is ideal for bicyclists.

Some roadway typicals include mountable gutters (minor collector) and some include more square styles like B618 (major collector). Bicyclists prefer mountable gutters as they provide more area to avoid obstacles like those listed above. On roads with on-street bike lanes, the city should recommend mountable gutters instead of square gutters.

The city should consider narrowing their typical drive lane width. The FHWA's *Road Diet Informational Guide* states that widths of 10 to 12 feet are typically used.[13] The principal arterial parkway dictates 13.5-foot wide drive lanes. The National Association of City Transportation Officials (NACTO) recommend, in their *Urban Street Design Guide*, that lanes greater than 11 should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other travel modes.[14] In CDOT's *Roadway Design Guide*, the following considerations for lane widths are offered:

> *In more urban contexts, pedestrian and bicycle safety and operations may be prioritized over vehicular mobility and travel speed and thus may support narrower travel lanes to reinforce lower travel speeds and opportunities for shorter pedestrian crossings and wider bicycle facilities. Many studies have confirmed that there is no reduction in vehicle capacity by using 10-foot travel lanes and have proven a positive influence on reduced vehicle crashes and overall crash safety.*
>
> *Designing travel lanes and shoulders as wide as possible along with providing wider unobstructed roadway clear zones has the potential to encourage higher travel speeds and result in roadways becoming a barrier to pedestrians trying to cross the roadway.*

[13] Road Diet Informational Guide. Office of Safety, Federal Highway Administration, U.S. Department of Transportation. November 2014. Accessed from https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/rdig.pdf

[14] *Urban Street Design Guide.* 2013. National Association of City Transportation Officials. Washington, DC: Island Press. https://doi.org/10.5822/978-1-61091-534-2

Serious consideration and discussion should occur with the local community stakeholders to determine the desired priorities for the roadway that reflect the community, statewide safety strategies, and mobility goals.[15]

Recommended roadway section graphics are provided in Appendix E. Were Rifle to adopt any of the recommended roadway section graphics, they would need to adopt them as a part of their Public Works Manual.

Performance Measures

The Safety Action Plan provides a foundation for the city to better its transportation network through improvements to safety and access. Key to the city's success, and to the general public's buy-in, is to track successes and changes over time. City staff and the project steering committee will be responsible to review the plan annually. Each year, the city will report out their progress on the below metrics:

- Change in total number of traffic fatalities, serious injuries, and minor injuries

Severity of Crash	2018	2019	2020	2021	2022	Total	I-70	Non-Interstate
Fatal (K)	1	0	1	0	0	**2**	0	**2**
Serious Injury (A)	3	5	2	3	5	18	6	**12**
Minor Injury (B)	5	5	3	7	12	**32**	2	**30**
Total Crashes	**9**	**10**	**6**	**10**	**17**	**52**	**8**	**44**

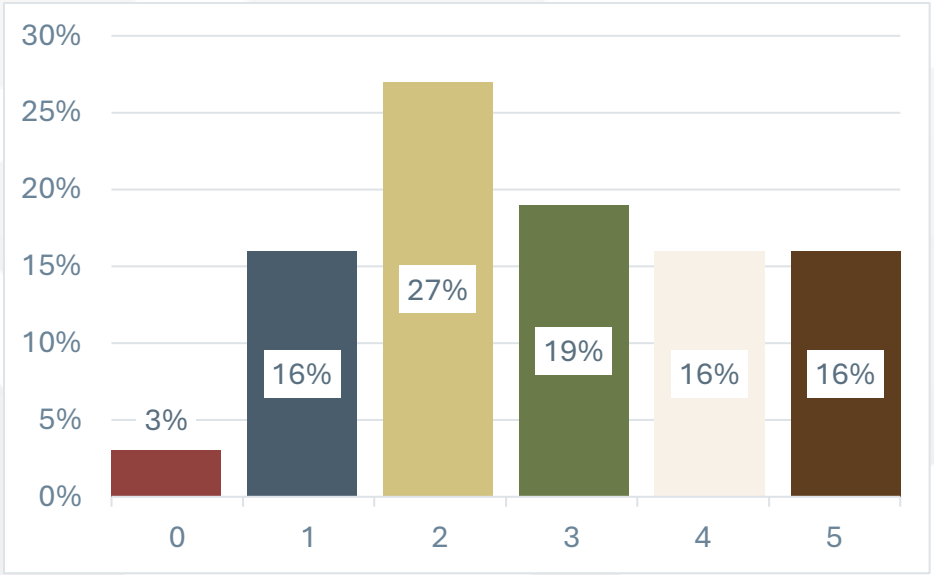
- Collection and eventual change in pedestrian and bicyclist use of facilities
- Annual mileage of new pedestrian and bicyclist infrastructure

[15] "Chapter 7: Cross Section Elements." CDOT Roadway Design Guide 2023, chapter 7, pages 5-6. Updated March 2025. Colorado Department of Transportation. Accessed from https://www.codot.gov/business/designsupport/bulletins_manuals/2023-cdot-roadway-design-guide/cross-section-elements-chapter-7.pdf

- Change in crashes involving pedestrians and bicyclists

	2018	2019	2020	2021	2022	Total
Pedestrian	0	2	0	2	1	5
Bicyclist	0	1	1	0	2	4
Total Ped/Bike Crashes	**0**	**3**	**1**	**2**	**3**	**9**

- Non-capital improvements (policies, projects, or processes) completed annually that contribute to improving traffic safety
- Annual community engagement asking transportation system users: How safe do you feel traveling as a [insert transportation mode]?
    - In 2024, participants were asked to rate the level of walking and biking safety on a sliding scale of 0 to 6 with 0 feeling very unsafe and 6 feeling very safe. The average response was 2.77 with the greatest number of respondents selecting the number 2.



Plan Implementation

The steering committee should continue to meet on an as-needed basis, at least annually, to discuss the action plan's recommendations, projects, and strategies. These meetings should discuss:

- Public feedback in response to policy or infrastructure changes
- Newly identified safety projects
- New grant funding or application opportunities
- Continuing strategy implementation

The city should update the crash data associated with the plan on an annual basis. This can be in coordination with CDOT or with outside parties. This should include maintenance of the metrics:

- Progress towards the stated performance measures
- The number of fatal and serious injury crashes over the previous five years (rolling basis)
- Safety action plan progress

The city should continue to coordinate with partner agencies such as Garfield County, CDOT, RFTA, and PATS for data collection, public outreach, and analysis. The city should also continually discuss funding opportunities and pursue grants when available. Finally, the city should continue using a data-driven process to select projects and strategies and lead with public outreach. Future iterations of this safety action plan should be posted publicly along with the updated performance metrics.

Concepts to Implement Safe and Friendly Streets

Transportation Policies

CITYWIDE SPEED LIMITS REVIEW

One way to affect driver behavior without construction projects is to review speed limits citywide. Sometimes, the posted speed limit does not match the land use context or the driver's comfort. Reviewing the speed limits on roads and right-sizing them to the speeds drivers travel can reduce the need for speed enforcement and lower overall driver speeds. A review of speed limits can also bring to light problem corridors which lowering the posted speed without infrastructure interventions will not work. That can put further emphasis on projects listed later in this report. Recently in Colorado, the cities of Denver and Boulder have reviewed their citywide speed limits. Additionally, communities of all sizes have done the same in Minnesota in response to a change in their state law.

USLIMITS2

The Federal Highway Administration (FHWA) provides a web-based expert system tool, called USLIMITS2, designed to help practitioners with conducting an engineering study for setting reasonable, safe, and consistent speed limits for specific segments of roads. USLIMITS2 is applicable to all types of roads.[16] However, it is not applicable to school zones, construction zones, or roads with variable speed limits. FHWA also offers free technical assistance to local agencies interested in learning more about setting safe speed limits.

Default Speed Limits

The National Association of City Transportation Officials (NACTO) guide, *City Limits: Setting Safe Speeds for Urban Streets*, provides speed limit setting guidance. It identifies two general approaches for setting default speed limits:

> *"Cities have two options for setting default speed limits: citywide or by category of street (e.g., major, minor, alley).*

[16] "USLIMITS2." Office of Safety Programs, Federal Highway Administration, U.S. Department of Transportation. Accessed from https://highways.dot.gov/safety/speed-management/uslimits2

Citywide speed limits are generally easier to implement and may be easier for drivers to follow. However, in cities where there is clear differentiation between major arterial streets and local or minor streets, setting speed limits based on category of street can sometimes allow cities to lower speed limits on a number of streets below what would be allowable citywide (i.e., 20 mph on minor streets vs. 25 mph citywide.

If cities have the authority to set default speed limits, they should decide whether to implement citywide limits or category limits based on what makes the most sense given the total conditions".[17]

If setting a default citywide speed limit, NACTO recommends using 25 mph:

"*Setting or lowering default citywide speed limits is an inexpensive scalable way to quickly improve safety outcomes, and establish a basis for larger safety gains. Default citywide limits also provide consistent expectations and messages about speed across the jurisdiction, which is easier for drivers to follow".*[18]

If setting speed limits using categories, NACTO recommends:

Major streets: 25 mph – *"A 25 mph speed limit on urban multi-lane streets has demonstrable safety benefits for all users. Major streets feature a combination of high motor vehicle traffic volume, signalization of major intersections, and an inherently multimodal street environment".*[19]

Minor streets: 20 mph – *"A 20 mph speed limit on minor streets supports safe movement and contextually appropriate design on the majority of city streets. Since minor streets tend to have either very low volumes or operate at the speed of the most cautious driver, cities can apply a category speed limit to minor streets without detailed review of street characteristics. Minor streets include physically small streets where low speeds are often already present, as well as low-vehicle-volume streets with few or no transit stops".*[20]

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[17] *City Limits: Setting Safe Speed Limits on Urban Streets.* Page 46. National Association of City Transportation Officials, Summer 2020. Accessed from https://nacto.org/wp-content/uploads/NACTO_CityLimits_Spreads.pdf
[18] Ibid., page 47.
[19] Ibid., page 49.
[20] Ibid., page 50.

Alleys and shared streets: 10 mph

Slow Zones

The NACTO guide identifies that cities can define "slow zones":

> *"Slow Zones are specifically designated areas with slower speeds than otherwise similar streets in the same jurisdiction. Neighborhood-scale or site-specific zones are useful for addressing high-priority areas such as areas with elevated collision rates or sensitive land uses (schools, parks, etc.). Cities should create slow zones based on their own location-specific needs, but several types of slow zones are relatively common".*[21]

Corridor Speed Limits

The NACTO guide includes additional details for analyzing speeds on major streets if a jurisdiction is not able to set default citywide or category speed limits. The guide recommends setting safe speed limits by evaluating conflict density and activity level.

Their recommendations state that streets with high activity and high conflict density should have 20 mph speed limits while urban streets with low activity levels and low conflict density should have maximum speed limits of 35 mph.

NCHRP Speed Limit Procedure

The National Cooperative Research Program completed a report titled *Posted Speed Limit Setting Procedure and Tool* sponsored by the American Association of State Highway and Transportation Officials (AASHTO) and in cooperation with the FHWA. The report explains a speed limit setting procedure as well as an online tool to determine a suggested speed limit.[22]

The procedure uses land use context, road type, signal and access density, number and type of vehicle lanes, bike and pedestrian activity and infrastructure, on-street parking activity and type, and crash rates. The report lists four possible speed limit setting options listed highest (fastest) to lowest (slowest):

- The 85th percentile speed rounded to the closest 5-mph increment (C85)

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[21] Ibid., page 54.

[22] *Posted Speed Limit Setting Procedure and Tool: User Guide.* 2021. National Academies of Sciences, Engineering, and Medicine. Washington, DC: The National Academies Press. https://doi.org/10.17226/26216

- The 85th percentile speed rounded down to the nearest 5-mph increment (RD85)
- The 50th percentile speed rounded to the closest 5-mph increment (C50)
- The 50th percentile speed rounded down to the nearest 5-mph increment (RD50)

CROSSWALK POLICY

A consistent approach and methods for treating uncontrolled intersections and crosswalks will improve pedestrian safety throughout the city. Consistent marking creates a better understanding of when to expect a pedestrian crossing for drivers and pedestrians alike. A consistent methodology also makes it easier for the general public to request to enhance intersections or to understand why one place is prioritized over another for marking. Crosswalk policies are used across the country and in Colorado.

CDOT Policy

The *CDOT Pedestrian Crossing Installation Guide* denotes best practices for deciding whether to install a marked pedestrian crossing based on peak-hour traffic counts for both pedestrians and motor vehicles.[23] Generally, the following minimum traffic requirements should be met at the proposed crossing location:

- **For motor vehicles**:
  - 1,500 average daily traffic, OR
  - Peak-hour traffic exceeds 10% of average daily traffic.
- **For pedestrians**:
  - 20 pedestrians in any hour, OR
  - 18 pedestrians per hour in any two hours, OR
  - 15 pedestrians per hour in any three hours.
  - When measuring pedestrian traffic, each young (school-aged), elderly, and/or disabled pedestrian counts double.
    - A "school crossing" is defined as a location where ten or more student pedestrians cross per hour.

[23] *Pedestrian Crossing Installation Guide.* December 14, 2021. Colorado Department of Transportation. Accessed from https://www.codot.gov/safety/traffic-safety/assets/documents/cdot-pedestrian-crossing-guidelines-2021.pdf

The policy also includes complex design guidelines for pedestrian crossings based on average pedestrian and vehicular traffic counts, vehicular speed, vehicle queueing, stopping sight distance, street width, and intersection control type, with special considerations for school crossings and crossings near transit stops.

Municipal crosswalk policies in Colorado, including the *Grand Junction Pedestrian Crossing Treatment Installation Guidelines* (2016)[24] and the *City of Boulder Pedestrian Crossing Treatment Installation Guidelines* (2011)[25], broadly adhere to the statewide policy.

Local Road Research Board Guidelines

The Minnesota Department of Transportation's Local Road Research Board (LRRB) published an exhaustive study of crosswalk policies, the *Pedestrian Crosswalk Policy Development Guidelines*, in 2020.[26] The study includes a quick reference guide for the following 12 pedestrian collision countermeasures, including their design, cost, benefits, and location considerations:

- Advance "Stop Here for Pedestrians" signs and stop lines
- Crosswalk lighting
- Crosswalk pavement markings
- Crosswalk warning signs
- Curb extensions
- In-street pedestrian crossing signs
- Parking restrictions on crosswalk approach
- Pedestrian hybrid beacons
- Pedestrian refuge islands
- Raised crosswalks
- Rectangular Rapid-Flashing Beacons
- 4- to 3- lane conversions

The guide also provides recommendations for hypothetical roadway segments based on several criteria, including the number of lanes in each direction, whether the roadway has a raised median, average annual daily vehicle traffic, and vehicular speed. It is a valuable resource for jurisdictions nationwide to determine which pedestrian crossing measures would be most effective to implement in their own communities.

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[24] *Pedestrian Crossing Treatment Installation Guidelines.* February 2016. City of Grand Junction. Accessed from https://www.gjcity.org/DocumentCenter/View/10278/City-of-GJ-Ped-Crossing-Treatment-Guidelines-PDF-AC

[25] *City of Boulder Pedestrian Crossing Treatment Installation Guidelines.* November 2011. City of Boulder. Accessed from https://bouldercolorado.gov/media/6190/download?inline

[26] *Pedestrian Crosswalk Policy Development Guidelines.* May 2020. Report No. MN 2020RIC01. LRRB, Minnesota Department of Transportation. Accessed from https://mdl.mndot.gov/index.php/_flysystem/fedora/2023-02/2020ric01.pdf

LEADING PEDESTRIAN INTERVALS

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at a signalized intersection 3 – 7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. LPIs increase the visibility of crossing pedestrians, reduces their conflicts with drivers, increase the likelihood of drivers yielding to pedestrians, and enhances pedestrian safety. According to the FHWA, intersections that use LPIs have a 13% reduction in pedestrian-vehicle crashes.

LPIs are best used at intersections with high turning volumes. While costs for implementation are low, since it only requires adjusting of signal timing, each intersection needs further engineering review. Signal systems vary in their hardware capabilities, and some may not be compatible with LPIs.

COMPLETE STREETS POLICY/RESOLUTION

A Complete Streets policy or resolution can cement the city's and elected leadership's dedication to making streets safer. A policy focuses a vision that roads should be designed and operated in a safe and acceptable way as well as responsive to the community. According to Smart Growth America, a non-governmental organization, an ideal Complete Streets policy includes the following ten discrete elements, with several strategies for making each element a reality:

1. Establishes commitment and vision
    a. Clear in intent, stating firmly the jurisdiction's commitment to a Complete Streets approach, using "shall" or "must" language
    b. Mentions the need to create a complete, connected network
    c. Specifies at least one motivation or benefit of pursuing Complete Streets
    d. Specifies equity as an additional motivation or benefit of pursuing Complete Streets
    e. Specifies modes, with a base of four modes, two of which must be biking and walking
2. Prioritizes underinvested and underserved communities
    a. Establishes an accountable, measurable definition for priority groups or places, using either quantitative or qualitative methods

   b. Includes policy language that requires the jurisdiction to prioritize underinvested and underserved communities, preferably including neighborhoods with insufficient infrastructure or a concentration of people disproportionately represented in traffic fatalities
3. Applies to all projects and phases
   a. Requires all new construction and reconstruction/retrofit projects to account for the needs of all modes of transportation
   b. Requires all maintenance projects and ongoing operations (resurfacing, repaving, restriping, rehabilitation, etc.) to account for the needs of all modes of transportation
   c. Specifies the need to provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right of way and/or sidewalk
4. Allows only clear exceptions
   a. Includes only exceptions that do not weaken the intent of the Complete Streets policy
   b. States who is responsible for approving exceptions
   c. Requires public notice prior to granting an exception
5. Mandates coordination
   a. Requires private development projects to comply
   b. Specifies a requirement for coordination between various agencies (planning, engineering, transportation, public works, city council, etc.)
6. Adopts excellent design guidance
   a. Directs the adoption of specific design guidance and/or requires the development or revision of internal design policies/guidelines
   b. Sets a specific timeframe for implementation
7. Requires proactive land use planning
   a. Requires new or revised land use policies, plans, zoning ordinances, or equivalent documents to specify how they will support and be supported by the community's Complete Streets vision
   b. Requires the consideration of community context as a factor in decision-making
   c. Specifies the need to mitigate unintended consequences
8. Measures progress
   a. Establishes specific performance measures under multiple categories (access, economy, environment, safety, health, etc.)

   b. Establishes specific performance measures for the implementation process
   c. Embeds equity in performance measures by measuring disparities by certain demographics (income, race, vehicle access, language, etc.) as relevant to the jurisdiction
   d. Specifies a timeframe for recurring collection of performance measures
   e. Requires performance measures to be released publicly
   f. Assigns responsibility for collecting and publicizing performance measures to a specific individual, agency, or committee
9. Sets criteria for choosing projects
   a. Establishes specific criteria to encourage funding prioritization for Complete Streets implementation
   b. Specifically addresses how equity will be embedded in project selection criteria
10. Creates a plan for implementation
   a. Requires that related procedures, plans, regulations, and other processes be revised within a specified timeframe
   b. Requires workshops or other training opportunities for transportation staff
   c. Assigns responsibility for implementation to a committee that includes both internal and external stakeholders representative of underinvested and vulnerable communities
   d. Creates a community engagement plan with specific strategies for who, when, and how they will approach public engagement in the project selection, design, and implementation process, with special consideration given to overcoming barriers to engagement for underrepresented communities.

Adoption of such a plan would incorporate many elements of this comprehensive safety action plan. The main purpose would be to cover city departments outside of Public Works.

Countless jurisdictions nationwide have implemented Complete Streets policies. For an example of a municipal Complete Streets policy in the western United States consider *Complete Streets Tucson* (2019), determined by Smart Growth America to be the best policy in the region when evaluating based on the above framework.[27] However, though adherence to the framework is ideal, not all Complete Streets

[27] "Complete Streets Tucson." February 5, 2019. City of Tucson. Accessed from https://www.tucsonaz.gov/files/sharedassets/public/v/1/government/departments/transportation-and-mobility/documents/tucson_complete_streets_policy_2.5.2019.pdf

policies are created equally, and many jurisdictions implement less expansive policies. For one such example within Colorado, consider the *Town of Parker Complete Streets Policy* (2018).[28]

PARTICIPATORY BUDGETING

In the steering committee meetings, stakeholders and the city were interested in exploring a set-aside budget to address sidewalk gaps. The allocated funding each year could be voted on by the community at-large or by a steering/stakeholder committee. This participatory budgeting is used in other communities across the country for prioritizing all types of project sizes.

Seattle

For several years, the City of Seattle has used participatory budgeting to determine the allocation of various portions of their budget. This has included the Your Voice, Your Choice project implementation program, which focused on roadway and park projects. The program presented a list of local projects to each City Council district and allowed the residents of each district to democratically vote for a handful of them to receive city funding. For example, the approved projects list for District 3 in 2019 consisted of two pedestrian crossing improvements and two corridor traffic calming improvements.

Denver

Denver's participatory budgeting program, The People's Budget, presents roadway projects alongside those pertaining to other issues and allows residents to submit ranked-choice ballots to determine the most widely desired projects. Each yearly cycle focuses on a different area of the city. The cycle for which project design and construction began in 2025, focused on West Denver, resulted in safety improvements to high-pedestrian and high-collision intersections throughout the area.

Urban Institute Guidelines

The Urban Institute published their *Best Practices for Inclusive Participatory Budgeting* in 2022.[29] It outlines the following nine best practices:

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[28] "Town of Parker Complete Streets Policy." November 2018. Town of Parker. Accessed from https://parkerco.gov/DocumentCenter/View/25632/Parker-Complete-Streets-Policy

[29] "Best Practices for Inclusive Participatory Budgeting." August 2022. Stacy, Christina; Fedorowicz, Martha; Dedert, Rebecca. Accessed from https://www.urban.org/sites/default/files/2022-09/Best%20Practices%20for%20Inclusive%20Participatory%20Budgeting.pdf

1. Dedicate adequate funds to participatory budgeting projects and to planning for participatory budgeting activities.
2. Use funding sources that can be spent on uses other than capital projects.
3. Prioritize engaging people with low incomes, people of color, and historically excluded people.
4. Pay people for their time.
5. Provide many options for discussion and voting.
6. Combine participatory budgeting with broader education about the city budget and opportunities for prioritizing larger budget issues.
7. After voting has concluded, follow up with community members on all decisions, next steps, and their experiences with the process.
8. Track and monitor your goals around outreach and inclusion.
9. Once you have successfully piloted participatory budgeting, craft legislation that ensures it will continue over time.

MULTIMODAL WAYFINDING PLAN

A wayfinding system, commonly consisting of signage, route markers, and maps, assists the users of a multimodal network in navigating the network and orienting themselves geographically. Wayfinding systems are useful for residents and visitors alike to efficiently reach popular public and private destinations.

St. Louis Park, MN

The University of Minnesota's Humphrey School of Public Affairs, in collaboration with the City of St. Louis Park, published a study on multimodal wayfinding, titled *Multi-Modal Wayfinding in St. Louis Park*, in 2021.[30] This study supported the implementation of a multimodal wayfinding system in the city, noting not only that it would help users reach their destinations more quickly, safely, and comfortably via the multimodal network, but also that it would likely result in greater use of the network overall. The study included the following recommendations:

- Direct users across barriers (such as highways) and toward lower-stress routes.

[30] *Multi-Modal Wayfinding in St. Louis Park.* 2021. Benesh, Meredith; Emory, Katie; Duhn, Melissa; Hong, Chris. Accessed from https://hdl.handle.net/11299/229555

- Design the system for the needs of new residents and visitors, especially those traveling by bike or transit.
- Use attractive, eye-catching elements, but ensure they are accessible to all ages and abilities.
- Leverage virtual wayfinding methods to complement the physical wayfinding elements.
- Focus on diverse and lower-income areas, and consider those who do not or cannot drive.
- Design elements to support and enhance the city's identity while remaining legible in a wayfinding context.
- Include culturally relevant information and destinations.
- Install elements only when necessary and relevant.
- Consider material durability in harsh weather conditions and develop a maintenance plan.
- Consider the capital and maintenance costs of all elements and use existing signposts and city-owned right-of-way where possible.

Portsmouth, NH

The City of Portsmouth commissioned the *Portsmouth, NH, Wayfinding Analysis* in 2014.[31] It outlines the vision and goals of the city's wayfinding program according to the following principles:

1. The system is intended for first-time visitors and residents alike.
2. First impressions and perceptions play an active role in determining the best route of travel.
3. The best route may not be the shortest or quickest.
4. Terminology must be kept short and easy to understand.
5. Direct to the "front door" of a destination.
6. Departure routes are equally as important as arrival routes.
7. Promote economic development and the assets of the city by making connections between destinations.
8. The system is for the entire city.

[31] "Portsmouth, NH Wayfinding Analysis." April 2014. MERJE Design. Accessed from https://files.portsmouthnh.gov/files/planning/Portsmouth_FINALAnalysis_041414_lowres.pdf

Roadway Enhancements

BIKE LANES

A bike lane, as defined by the National Association of City Transportation Officials (NACTO), is a portion of the roadway that's been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists.

According to the FHWA, most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists because the speed differential between vehicles and bicyclists can lead to severe injury. Providing bicycle lanes can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles.

BUFFERED BIKE LANES

Buffered bike lanes offer bicyclists additional separation from vehicular traffic through an additional painted line outside of the bike lane. Successful buffers are at least two feet wide. As the buffer increases past two feet, the area between the stripes must be hatched.

SEPARATED BIKE LANES

A separated bike lane, as defined by FHWA in their *Separated Bike Lane Planning and Design Guide*, is an exclusive facility for bicyclists located within or adjacent to



the roadway physically separated from vehicle traffic with a vertical element[32]. The separation and vertical element can include on-street parking, raised curbs or medians, bollards, landscaping, or planters.

ROAD DIETS (ROADWAY RECONFIGURATIONS)

A road diet, or roadway reconfiguration, typically involves converting an existing four-lane undivided roadway into a three-lane roadway consisting of two through lanes and a center two-way left-turn lane. A roadway reconfiguration can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. According to an FHWA study, four-to-three lane roadway reconfigurations saw between a 19 and 47 percent reduction in crashes.

Intersection Enhancements

Intersection enhancements are considered at intersections that have a multimodal safety concern, high conflict volume between vehicles and pedestrians, and where there is area generally available to maximize multimodal safety. The improvements toolbox shown below are referenced from the *Improving Intersections for Pedestrians and Bicyclists* by the Federal Highway Administration (FHWA).[33]

CURB EXTENSIONS

Curb extensions are areas where the sidewalk or curb is extended into the parking lane to improve visibility between pedestrians and vehicles while reducing the crossing distance for pedestrians. Additional benefits include turning vehicles having a reduced speed and preventing parking at corners of an intersection. Turning radii should be considered and the design should accommodate larger vehicles as needed based on land use. Based on location, landscaping and hardscaping should be considered.

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[32] Federal Highway Administration (FHWA). (2015). "Separated Bike Lane Planning and Design Guide". *Rep. No. FHWA-HEP-15-025.* Washington, D.C. Accessed from https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf

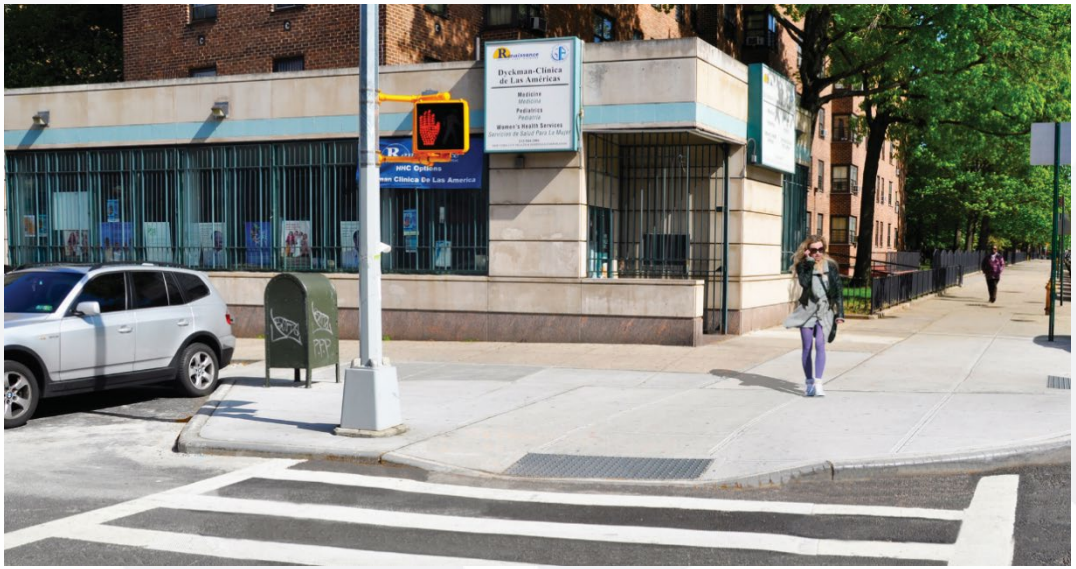
[33] *Improving Intersections for Pedestrians and Bicyclists Informational Guide.* April 2022. Report No. FHWA-SA-22-017. Federal Highway Administration, U.S. Department of Transportation. Accessed from https://rosap.ntl.bts.gov/view/dot/66821/dot_66821_DS1.pdf

CROSSING ISLANDS

Crossing islands are raised islands located between travel lanes at crosswalk locations to help protect the crosser from vehicles. The islands help to provide additional visual indicators for drivers on the location of a crosswalk an gives the crosser a refuge allowing them to only deal with one direction of traffic at a time while crossing. Crossing islands need to accommodate all anticipated users and crossing signs can be installed to further improve the visibility of crosswalk users. Left turn or minor approach access may be impacted by crossing islands.

CORNER ISLANDS

Corner islands provide a separation between crosswalks at the corners of intersections. The separation helps prevent confusion for drivers by providing a clear direction where a pedestrian plans to cross the roadway. The turning radii of vehicles should be accounted for and accommodate larger vehicles as needed.



BIKE RAMPS

Bike ramps are transition areas between bike lanes along the travel lanes to a pathway near an intersection. This improvement is helpful at intersections with high vehicular traffic volumes to minimize additional delay added to the crossings. Additionally, bike ramps consolidate conflict points at intersections between vehicles, bicyclists, and pedestrians. Widths of shared paths should be able to accommodate all user types at the intersection.

NO RIGHT TURN ON RED

Right turn on red restrictions help to increase the safety of pedestrians and decrease crashes at intersections. This creates a concern with increased right turn on green conflicts which can be addressed using a leading pedestrian interval. Right turn on red restrictions should be used at locations with high volumes of pedestrians.

RAISED CROSSWALKS

Raised crosswalks are ramped speed tables spanning the width of the roadway and are typically used at midblock crossing locations or at the entrance to a minor street at an intersection. The raised crosswalk makes pedestrians more prominent in the driver's field of vision and removes the need for pedestrians to change grade when crossing. This improvement may reduce speeds of drivers and improve yielding. Drainage and snowplowing can be a concern and should be accounted for at locations with raised crosswalks.

RECTANGULAR RAPID FLASHING BEACONS (RRFBS)

To increase driver awareness and visibility of pedestrians' presence at uncontrolled, marked crosswalks, agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

RRFBs are particularly effective at multilane crossings with speed limits less than 40 miles per hour. FHWA research suggests that RRFBs can reduce pedestrian crashes up to 47 percent and increase motorist yielding rates as high as 98 percent at marked crosswalks but varies depending on location conditions.



Operations and Maintenance

MULTIMODAL AND WINTER MAINTENANCE

Local municipalities across the country have conducted studies and reevaluated internal operations to best maintain multimodal facilities, especially in winter conditions.

The City of Minneapolis, MN studied pedestrian and bicycle winter maintenance in 2018, where they outlined different alternatives to clearing snow and ice on sidewalks and bikeways[34]. The City of Boulder revamped their ice and snow clearing operations to include bikeway-specific methods and rewrote their plow operator's manual[35].

In 2019, the National Association of City Transportation Officials (NACTO) gathered case studies exploring downsized street sweeping and snow plow equipment to use in constrained areas for walking and biking[36]. Case studies included Boston, MA; Salt Lake City, UT; Cambridge, MA; and Chicago, IL.

ROUTING AND WAYFINDING

Waze for Cities is a partner program run by Waze (whose parent companies are Google and Alphabet), a phone-based navigation app. Partners can input real-time and planned road closures. The inputs affect how the Waze and Google Maps apps route drivers to their destinations. This free service can be used to better route drivers through changing traffic controls over the course of a construction project.

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[34] "Pedestrian and Bicycle Winter Maintenance Study." April 2018. City of Minneapolis. Accessed from https://lims.minneapolismn.gov/Download/FileV2/19466/Winter-Maintenance-Study_Final.pdf

[35] "Snow and Ice Response Review." December 2024. City of Boulder. Accessed from https://bouldercolorado.gov/projects/snow-and-ice-response-review

[36] "Case Studies: Downsized Street Maintenance Vehicles." October 25, 2019. NACTO. Accessed from https://nacto.org/latest/downsized-street-maintenance-vehicles/

Appendices

Appendix A: Existing Conditions Data

CENSUS TRACT EQUITY INFORMATION

Census Tract 9520.04 (Central Rifle)

- **Colorado State Revolving Fund**
  - Median house value ($356,100)

Census Tract 9520.01 (Northern Rifle)

- **Climate and Economic Justice Screening Tool (CEJST)**
  - Low income: 66th percentile (65th percentile threshold)
    - Household income <= twice federal poverty level
  - Expected population loss rate: 98th percentile
    - Fatalities and injuries resulting from natural hazards each year
  - Abandoned mine land: Yes
  - Transportation barriers: 96th percentile
    - Average of relative cost and time spent on transportation
- **USDOT Equitable Transportation Community (ETC) Explorer**
  - State results: Disadvantaged; National results: NOT Disadvantaged
  - (state) Social Vulnerability: 92nd percentile
    - 200% poverty line: 72nd
    - No HS diploma: 96th
    - Unemployment: 89th

        - Uninsured: 98th
        - 17 or younger: 76th
        - Limited English Proficiency: 92nd
        - Mobile Homes: 98th
    - (state) Transportation Insecurity: 81st percentile
        - Transportation Access: 87th percentile
        - Transportation Cost Burden: 65th percentile
- **Colorado State Revolving Fund**
    - Median house value ($159,400)
    - Median household income ($66,900)
        - <= 80% of state MHI ($70,078)

Census Tract 9520.03 (Southern Rifle)

- **USDOT Equitable Transportation Community (ETC) Explorer**
    - State results: Disadvantaged; National results: NOT Disadvantaged
    - (state) Transportation Insecurity: 96th percentile
        - Transportation access: 93rd percentile
        - Traffic Safety: 95th percentile
- **Colorado State Revolving Fund**
    - Median house value ($438,100)

CRASH DATA

Crashes are summarized into five categories as defined by FHWA:

- **Fatal (K):** An injury that results in death within 30 days after the crash.
- **Serious Injury (A):** An injury other than fatal which results in one or more of the following
  - Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
  - Broken or distorted extremity (arm or leg)
  - Crush injuries
  - Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
  - Significant burns (second and third degree burns over 10% or more of the body)
  - Unconsciousness when taken from the crash scene
  - Paralysis
- **Minor Injury (B):** Any injury evident at the scene of the crash other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- **Possible Injury (C):** Any injury reported or claimed which is not fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicted by their behavior, but no wounds or injuries are readily evident.
- **Property Damage Only (PDO):** Where there is no reason to believe that the person received any bodily harm from the crash. There is no physical evidence of injury and the person does not report any change in normal function.

Table 28: Crashes by Most Harmful Event 2018 - 2022

Crash Type All	Count	Percent
Rear-End	182	26.0%
Broadside	138	19.7%
Parked Motor Vehicle	80	11.4%
Sideswipe (Same Direction)	64	9.2%
Wild Animal	46	6.6%
Approach Turn	37	5.3%
Overturning	20	2.9%
Light/Utility Pole	16	2.3%
Fence	12	1.7%
Overtaking Turn	11	1.6%
Sideswipe (Opposite Direction)	9	1.3%
Sign	9	1.3%
Head-On	7	1.0%
Other Fixed Object	7	1.0%
Embankment Cut/Fill Slope	6	0.9%
Guard Rail	6	0.9%
Pedestrian	6	0.9%
Tree/Shrubbery	6	0.9%
Curb/Raised Median	5	0.7%
Large Boulders Or Rocks	5	0.7%
Bicycle	4	0.6%
Wall/Building	4	0.6%
Involving Other Object	3	0.4%
Other Non-Collision	3	0.4%
Concrete Barrier	2	0.3%
Crash Cushion	2	0.3%

Crash Type All	Count	Percent
Delineator Post	2	0.3%
Domestic Animal	2	0.3%
Traffic Signal Pole	2	0.3%
Vehicle Cargo/Debris	2	0.3%
Road Maintenance Equipment	1	0.1%
Grand Total	**699**	**100.0%**

Table 29: Total and KSA Crashes by Age 2018 – 2022

Age	Total Crashes	Percent of Total Crashes	Total KSA Crashes	Percent of KSA Crashes
0-15	114	16.3%	3	15.8%
16-20	86	12.3%	2	10.5%
21-25	80	11.4%	2	10.5%
26-30	70	10.0%	2	10.5%
31-35	63	9.0%	3	15.8%
36-40	46	6.6%	2	10.5%
41-45	47	6.7%	1	5.3%
46-50	40	5.7%	0	0.0%
51-55	29	4.1%	1	5.3%
56-60	29	4.1%	1	5.3%
61-65	30	4.3%	2	10.5%
66-70	19	2.7%	0	0.0%
71-75	18	2.6%	0	0.0%
76-80	14	2.0%	0	0.0%
>81	16	2.3%	0	0.0%
Total	701	100.0%	19	100.0%

TRAFFIC DATA

Table 30: Existing Conditions AM and PM Intersection Level of Service

Name	AM LOS	PM LOS
Airport Rd & Taugenbaugh Blvd	A	B
I-70 EB Ramps & Hwy 13	A	A
I-70 WB Ramps & Hwy 13	B	B
Hwy 13 & Whiteriver Ave	C	B
Hwy 6 & Hwy 13	B	B
I-70 EB Ramps & Hwy 6	A	B
I-70 WB Ramps & Hwy 6	B	B
Hwy 6 & Hwy 13 Bypass	B	B
Hwy 6 & West Ave	B	B
Hwy 6 & 1st St	A	A
Hwy 6 & Whiteriver Ave	B	B
Hwy 6 & Hospital Hill Rd	A	B
Hwy 13 Bypass & Railroad Ave	B	C
Hwy 13 N & Whiteriver Ave	B	B
Hwy 13 & 30th St	B	B
1st St & East Ave	A	A
1st St & Whiteriver Ave	B	B
3rd St & West Ave	A	A
4th St & West Ave	A	A
5th St & West Ave	A	A
6th St & West Ave	A	A
3rd St & Railroad Ave	B	B

Name	AM LOS	PM LOS
4th St & Railroad Ave	B	C
5th St & Railroad Ave	B	B
6th St & Railroad Ave	B	C
9th St & Railroad Ave	C	B
14th St & Railroad Ave	C	C
3rd St & East Ave	A	A
4th St & East Ave	A	A
5th St & East Ave	A	A
3rd St & Whiteriver Ave	B	B
4th St & Whiteriver Ave	B	B
5th St & Whiteriver Ave	B	C
7th St & Whiteriver Ave	B	B
9th St & Whiteriver Ave	A	A
16th St & Whiteriver Ave	A	A
3rd St & Park Ave	B	B
5th St & Prefontaine Ave	A	A
3rd St & Ute Ave	A	A
5th St & Ute Ave	A	A
5th St & Aspen Ave	A	A
7th St & Aspen Ave	A	A
7th St & Birch Ave	A	B
16th St & Birch Ave	A	A
Hwy 13 Bypass & CR 244	B	B
16th St & CR 244	A	A

Name	AM LOS	PM LOS
Acacia & E 30th	A	A
Airport Rd & Megan Ave	B	B
Airport Rd & Rifle Silt Rd	A	A
Hwy 13 Bypass & 2nd St	B	B
16th St & Railroad Ave	B	B
Hwy 6 & Park Ave	A	A
Hwy 13 Bypass & Fairway Ave	A	A
Hwy 13 & 26th St	A	B

Appendix B: Community Engagement Report

STAKEHOLDER ENGAGEMENT

Steering Committee Attendance

Organization	Representative	Meeting #1 10.03.2024	Meeting #2 01.08.2025	Meeting #3 02.13.2025	Meeting #4 03.18.2025
Chamber of Commerce	Larry Stewart	X			
CDOT Region 3	Karthik Vishwamitra	X	X	X	X
City of Rifle (City Council)	Michael Clancy		X	X	X
City of Rifle (Engineering)	Craig Spaulding	X	X	X	X
City of Rifle (Planning)	Geir Sverdrup/ Zach Higgins		X	X	X
City of Rifle (Public Works)	Brian Prunty				X
City of Rifle (Parks & Recreation)	Austin Rickstrew	X	X	X	X
City of Rifle Police Department	Debra Funston	X	X		X
Colorado River Fire Rescue	Orin Moon	X	X	X	X
Colorado State Patrol	Jared Rapp		X	X	
DDA + Planning & Zoning Commission	Hellen Rogers	X	X		X
Rifle Area Mountain Biking Organization (RAMBO)	Gary Miller	X			
Garfield School District Re-2	Penny Kuper	X			
Garfield School District Re-2	John Oldham	X			

Organization	Representative	Meeting #1 10.03.2024	Meeting #2 01.08.2025	Meeting #3 02.13.2025	Meeting #4 03.18.2025
Rifle High School	Steve Johnston		X		
Rifle Middle School	Rob Dean		X	X	X

COMMENTS

Table 31: Open House Comments about Schools

Railroad Ave in front of the middle school is busy in the afternoons. Need more walking options for kids.
Lower speed limit around Columbine Ford and Wamsley Elementary.
Speed limit enforcement on East Ave. Concern with East Ave & Morrow Street.
Residents west of Wamsley can't access school on foot because of dangerous intersection crossing the highway.
Slow traffic around schools.
Lower speed limit and more enforcement along East Ave from 5th to 9th. Need for speed bumps.
Lower speed limit along Highway 13 between Whiteriver and Wamsley Elementary.
Railroad Ave in front of the middle school is busy in the afternoons. Need more walking options for kids.

Table 32: Open House Comments about Walking and Biking

Dangerous intersection at Willow Ranch and across from Kum & Go neighborhood. 4 lanes of traffic must be crossed at the Kum N' Go intersection to access a sidewalk.
Need sidewalk from W 26th to W 24th. Weeds are overgrown, too hard to walk on shoulder of road.
Repair concrete sections that are in poor condition.
Need sidewalk on the west side of Hwy 13 connecting the North neighborhoods to the Whiteriver stop light.
Need safe crossing at 7th & Whiteriver.
Complete missing sidewalk gaps.
Need for safe bike infrastructure.
Turn old bridge across the Colorado River into a pedestrian bridge and allow for food trucks.
No pathways in Old Town, huge need for a path on this side of town.
5th & Whiteriver, no safe crossing. Stop sign is past the crossing and cars park all the way to the corner.
Pedestrian Light at the post office is impossible to see as a walker. Unable to see if cars will stop.
Residents on the south side need access to recreation activities. Potential for bike/trail amenities on city-owned property.

Table 33: Other Open House Comments

Several near crashes at 5th & Whiteriver because vehicles do not stop.
7th + Clarkson cars parked on the streets cause blind spots when trying to turn from Clarkson onto 7th.
Street parking limits the visibility for cars on Whiteriver when crossing 3rd, 5th, & 7th Streets.
Speed enforcement on Whiteriver between 2nd and 9th.
More roundabouts.
Connect Rifle Creek Trail to LoVa bike trail and south side of town.
Reintroduce the trolly system. High speed rail system to Aspen, and the trolly brings residents to the rail system or BRT. Need to address the number of cars on the road.
Eastern bypass from I-70 E. Rifle exit to north side of Rifle to connect to Hwy 13 without going downtown.
No Semi Trucks on East Ave or White River.
Difficult to slow traffic traveling downhill on 3rd Street & 7th Street, causes issues at intersections during the winter.
Dog bag stations would be useful on Whiteriver.

Table 34: Online Interactive Map Pins, Comments, and Estimated Locations

Map Pin Category	Comment	Map Address
Walking concern	Trail abruptly ends with no clear continuation	250 West 2nd Street
Walking concern	Traffic is too fast on 7th street to safely cross anywhere near here	621 Jarrad Avenue
Walking concern	Cars drive so fast in this neighborhood that it is dangerous to cross the street on 3rd or 5th or 7th anywhere near the top of the hill. I live on 2nd street and walk daily towards the trails at the east end of 5th street and towards the cemetery by the Catholic Church. I have to run to cross the road at 3rd, 5th or 7th because even if a car is not in sight when starting to cross, they far exceed the speed limit when coming up the hill from town or from the hospital side.	636 East 3rd Street

Map Pin Category	Comment	Map Address
Walking concern	There's no good way to get to the pool, police, or courthouse from the bike path without going down to 16th and back or being on the road from where the path intersects with white river down to 18th street. There's no sidewall on white river from 16th to almost 21st on either side.	1820 Whiteriver Avenue
Walking concern	No sidewalk	27858 Centennial Parkway
Walking concern	No sidewalk	2106 Access Road
Walking concern	[no text present]	827 West 3rd Street
Walking concern	Needs sidewalks so families can safely enjoy evening strolls.	1440 Access Road
Walking concern	Needs sidewalk all along, many blind corners and narrow road without shoulder.	1801 West 2nd Street
Walking concern	No sidewalks or cross walk to go from west rifle to main rifle.	Rifle Bypass
Walking concern	Sidewalk w26th to W24th walking safety	101 East 26th Street
Walking concern	[no text present]	900 Airport Road
Walking concern	Need sidewalk or asphalt pathway for students and signs that show the path from Howard to Prefontaine to the high school. So, the kids will stop waking on the side of Hwy 6. It's dangerous!	1801 Howard Avenue
Walking concern	Needs flashing cross walk. High speed through here. I've seen pedestrians have to run across due to vehicles going to fast and/or not seeing them. Most of which have been adolescents going to school.	200 West 20th Street
Walking concern	Flashing cross walk. There is a lot going on in this area. Pedestrians are hard to see	2001 Railroad Avenue
Walking concern	Brand new sidewalks again from 5th St to 9th Street. This time Light poles will be in the middle of the sidewalks. Is this even ADA compliant?	123 McCulloch St
Walking concern	Brand new sidewalk installed with a 12 to 24 drop off along the inside corner by Bray. There should have been some kind of barrier placed along here	508 Railroad Avenue

Map Pin Category	Comment	Map Address
Walking concern	There is not a continuous sidewalk on the south side of the 7th street. This is dangerous especially during soccer games at Davidson when cars park on the south side of 7th street. Plus, there is nothing to tie the dirt trail (5th to 7th trail) for bikers to sidewalks. There is not enough parking at Davidson Park.	1500 East 7th Street
Walking concern	[no text present]	11728 Rifle-Rulison Road
Walking concern	This whole section needs to be painted red for no parking. There needs to be at least 1 car length of space BEFORE the crosswalk where cars are not allowed to street park. This would allow visibility for east bound drivers to see potential pedestrians crossing to the parking lot from the nursing home.	701 East 5th Street
Walking concern	Children walking	511 West Avenue
Walking concern	No sidewalks	11972 Rifle-Rulison Road
Walking concern	Drivers cannot see you coming and they pull way past stop sign to see around vehicles and corners. Almost have been hit twice now	301 East 7th Street
Walking concern	Cannot safely cross due to cars parked along streets, drivers not paying attention or driving erratically.	236 East 5th Street
Walking concern	Can a flashing yellow pedestrian light be installed?	201 Railroad Avenue
Walking concern	More lighting along Whiteriver	1149 Whiteriver Avenue
Walking concern	Parking needs to be more available on third. Too many unnecessary patios that are very rarely full taking up valuable parking.	115 East 3rd Street
Walking concern	There are people who walk up German Hill, and it poses a very dangerous distortion for pedestrians and motorists.	1464 North Graham Road
Walking concern	There are people who walk up German Hill, and it poses a very dangerous distortion for pedestrians and motorists.	1107 South Graham Road

Map Pin Category	Comment	Map Address
Walking concern	I live off west 2nd and see school kids, people with pets everyday walking up or down west 2nd. it needs to have a sidewalk it is a very unsafe street the people drive like it's Daytona 500 and is very unsafe for walkers. Also need more streetlights for the morning and night hours.	815 West 2nd Street
Walking concern	High school students and others walk here and there is no sidewalk or shoulder	1350 Prefontaine Road
Walking concern	Some GME kids walk or bike across here to use sidewalk on south side of 16th. The crosswalk needs to be safer/more visible.	1395 16th Street
Walking concern	Any chance of a sidewalk on the west side of the bypass between 30th and 24th?	2495 Railroad Avenue
Walking concern	Pedestrian flashing cross walk for GRH folks to access commercial center without running across Airport	900 Airport Road
Walking concern	The trails along the Colorado River in this park are nice but I never go here because it's a pain to drive to and there's no connection to other trails. It would be great if Rifle connected its trail and made a trail system!	200 Lions Park Circle
Walking concern	It would be awesome if this trail continued to the south side of town. My family almost never visits any visit south of the interstate because we do most of our travel around town by bike/walking. Additionally, the trail system isn't very long, and it would be ideal if it could be extended and go through more areas in Rifle.	250 West 2nd Street
Walking concern	For residents that live in W 30th Street neighborhood, crossing Hwy 13 is a major safety concern. Without a stop light (or at the very least a pedestrian cross walk) the residents are cut off from accessing Wamsley school or Deerfield Park on E 30th. A stoplight would also slow traffic down as generally traffic is moving at speeds of 45-60 mph on this stretch which is crazy for being next to a school.	1992 Colorado Highway 13
Walking concern	Even though a crosswalk is here many motorists seem to be unable to notice when pedestrians are in the crosswalks. Some sort of light, like how there's a light up sign on 5th St. might be helpful. Between the people who work in the area and all the high school kids there's a lot of foot traffic.	1405 Railroad Avenue

Map Pin Category	Comment	Map Address
Walking concern	[no text present]	Colorado Highway 13
Walking concern	[no text present]	120 Whiteriver Avenue
Walking concern	[no text present]	120 Whiteriver Avenue
Walking concern	[no text present]	1427 Whiteriver Avenue
Walking concern	Dangerous crossing for pedestrians. Many times, I have almost been hit or seen others. Cars do not yield to the flashing lights, and cars are going too fast.	450 Airport Road
Walking concern	The crosswalk has faded off the asphalt. A pedestrian crossing sign would also be good.	900 16th Street
Bike concern	Sidewalk along this section has come settlement areas that should be leveled out. Tripping hazards.	450 Airport Road
Bike concern	More signage for road pedestrian traffic/crossing here	320 Colorado Highway 13
Bike concern	Need better marking here of path crossing	West 16th Street
Bike concern	Dangerous for biker and foot traffic in these roundabout crossings	320 Colorado Highway 13
Bike concern	Sidewalk view is blocked by trees for all pedestrian users on corner and cars come flying by like they're in a Nascar race with time.	Colorado Highway 13
Bike concern	Need markers for crosswalk at this intersection although one at stoplight not a clear one at the location as is close to bus stop.	134 Centennial Parkway
Bike concern	Side walls are narrow on bridge. Trail just turns out into road with no cross walk of trail makers	310 West 3rd Street
Bike concern	[no text present]	2732 Colorado Highway 13
Bike concern	Needs bike path so bikers can access west Rifle businesses and homes.	2102 Access Road

Map Pin Category	Comment	Map Address
Bike concern	No sidewalk or bike path.	1425 West 2nd Street
Bike concern	[no text present]	700 Taughenbaugh Boulevard
Bike concern	[no text present]	240 14th Street
Bike concern	No access for bikes or pedestrians	1992 Colorado Highway 13
Bike concern	Confusing and challenging to navigate, lots of gravel, high vehicle speeds.	2001 Railroad Avenue
Bike concern	For those folks who do need to ride on the road from here onwards on Airport Road, it would be nice to have a Bike Chevron on the road every mile or so, until you're past all the businesses. Just to remind drivers that they might encounter cyclists here!	1413 Airport Road,
Bike concern	Getting through these two roundabouts on a bike, jumping on and off the sidewalks feels dangerous. I'm always worried I'm going to get hit by a car (even though I'm paying attention!).	365 West 7th Street South
Bike concern	This section of the bike path is in bad shape.	2102 Airport Road
Bike concern	I've been riding my bike over to the Walmart area from downtown for about 6 months now, and *just* learned about this bike path! I think adding some signage pointing cyclists / pedestrians to the start of this trail would be great. It's not very intuitive as-is.	450 Airport Road
Bike concern	Add more biking and skating obstacles giving the kids a place to legally be able to try out tricks and obstacles. i.e. steps, grind boxes, street style, pump track etc.	668 Park Avenue
Bike concern	This section of road that connects downtown to the airport road businesses doesn't feel very bike friendly. Riding on the sidewalk feels dangerous because of potential collisions with pedestrians, and riding on the road also feels quite dangerous due to the lack of bike lane and speed of traffic.	320 Colorado Highway 13
Bike concern	I would like to see more of a skate and bike park here. The dirt part rarely gets used and think it would be better used as a concrete pump track and obstacles for skaters and bikers.	1538 Railroad Avenue

Map Pin Category	Comment	Map Address
Bike concern	This spot REALLY needs a sign indicating where to head to regain the path. Many people head down the private driveway here thinking it connects with the path.	1001 East Avenue
Bike concern	This spot needs a sign indicating where to head to regain the path.	111 East 10th Street
Bike concern	This spot needs a sign indicating where to head to regain the path.	948 Railroad Avenue
Bike concern	It would be great to have a bike lane or maintained sidewalk on this section of Railroad Ave. You can ride on the bridge, but I often run into pedestrians here (and I know it's not ideal to ride on the sidewalk!	938 Munro Avenue
Bike concern	This road connecting west rifle to main Rifle has no good bike path or walking path and multiple blind corners	1015 West 2nd Street
Bike concern	[no text present]	1427 Whiteriver Avenue
Bike concern	Bike / crosswalk. The fairgrounds are used as a 'cutoff' for bikes because of stair only access on Randolph Ave, so they cross at this area to get to the Rifle Creek Trail by 11th street	949 Railroad Avenue
Bike concern	Stairs are only access to trail, need an ADA ramp.	805 Randolph Avenue
Driver behavior concern	Speeders almost hitting kids and elderly	649 East Avenue
Driver behavior concern	Speeding in school zones and residential neighborhoods	Silt Mesa Road
Driver behavior concern	Lost 2 pets due to speeding traffic and people not paying attention while driving. Need 2 speed depressions on this road.	625 East Avenue
Driver behavior concern	Street not wide enough for amount of traffic going as fast as they do, and we have small children with their pets.	615 East Avenue
Driver behavior concern	Speeding all hours, killed 2 pets already. 18 kids on this street with one being special needs.	600 East Avenue
Driver behavior concern	People are speeding down East Avenue. They are at least going 40 mph maybe faster	532 East Avenue

Map Pin Category	Comment	Map Address
Driver behavior concern	People bypass Railroad and Whiteriver all the time and use East Avenue between 5th and 9th. Alot of people fly down our street! We have at least 18 children that live here. The speed limit should be changed to 10 mph to ensure the safety of our children.	633 East Avenue
Driver behavior concern	People use Ute Ave as a through street to miss the stop sign on 5th street. They driveway too fast when kids are playing in the evening or early morning.	415 Ute Avenue
Driver behavior concern	This should have been widened to allow for a right turn "lane". I believe this was a missed opportunity when you did the beautification project. Most drivers going through the light are courteous enough to allow drivers to slide by. However, sometimes they have troubles triggering the light because they are too far to the left.	Colorado Highway 13
Driver behavior concern	Driving too fast	317 Prefontaine Road
Driver behavior concern	Will Ave has become a racing track it seems, and I don't feel safe walking down Will or Prefontaine from speeders.	425 Will Avenue
Driver behavior concern	[no text present]	730 Whiteriver Avenue
Driver behavior concern	[no text present]	436 East Avenue
Driver behavior concern	EXCESSIVE SPEEDING	629 Whiteriver Avenue
Driver behavior concern	Excessive speeding constantly. Texting and driving. Racing	538 Whiteriver Avenue
Driver behavior concern	I live near this intersection and constantly hear and see erratic behaviors including excessive display of horsepower, wheelies, & near accidents.	838 Whiteriver Avenue
Driver behavior concern	Parking at this location during soccer games is very dangerous and congested.	1416 East 7th Street

Map Pin Category	Comment	Map Address
Driver behavior concern	Cars, trucks and motorcycles race up and down 7th all day every day. I don't know if adding stop signs for East 7th Street traffic at Munro would help and I don't know if speed bumps are feasible or practical.	325 East 7th Street
Driver behavior concern	This should be a no left turn area both into and out of the Dunkin Donuts lot.	450 Airport Road
Driver behavior concern	Too many disregard the right of way of those in the traffic circle and cause issues ... in both roundabouts. I've experienced this multiple times, once where the non- yielding driver brake checked everyone when people honked their displeasure and another time where those of us in the roundabout had to circle around again when a panel truck ran the yield sign ...	450 Airport Road
Driver behavior concern	Why is there a left-hand turn. You can only get to the gas station. You can get to the same location if you go straight. Traffic is being clogged because drivers turn left preventing people going straight	120 Whiteriver Avenue
Driver behavior concern	People racing up and down Morrow, more so after dark.	849 Morrow Drive
Driver behavior concern	People speeding down the hill, not using turn signals and cars parked on side streets all the way to the intersection make crossing southbound very difficult and dangerous. You cannot see traffic coming up the hill until it's right at the intersection because of cars stacked along the streets. Whiteriver is just ultra narrow because of the amount of traffic parked on the street in general.	440 Whiteriver Avenue
Driving concern	People do not pay attention to drivers coming down or up the hill.	323 Whiteriver Avenue
Driving concern	All these 4-way intersections on Whiteriver need to be 4 way stops not 2-way. There is too much speeding and way too much traffic for the 2-way to work anymore.	337 Whiteriver Avenue
Driving concern	The turn into McDonald's and the car wash needs redone. It was originally marked in and out arrows on both sections with the little cement piece in the center. It's not enough room for people to be doing that. It needs to be one arrow in and one out. Remove the little cement area.	709 Taughenbaugh Boulevard

Map Pin Category	Comment	Map Address
Driving concern	Some type of flashing yield sign. My kids and I are almost t-boned several times a week in the mornings getting on the freeway. I'm in the roundabout headed to I70 EB and people fly right into the roundabout without even looking. Several times it's been dump trucks and a semi I've avoided by slamming my breaks and swerving.	701 Taughenbaugh Boulevard
Driving concern	Drivers always hug this side of the road by the path where the ditch is and sometimes drive off. The road is a bit narrow around here. Can we widen the road or put a guard rail just off the road along this section? It's unsafe for the people walking and biking too! Thanks 😊	1820 Whiteriver Avenue
Driving concern	Speeding excessively from FedEx trucks and UPS to local construction companies.	1524 Beech Street
Driving concern	Change intersection lane configuration on 16th (at Railroad) to combo straight/right turn and dedicated left turn lane (instead of combo left/straight and dedicated right turn), especially in the westbound direction. Cars that can't turn left during heavy traffic back traffic up for multiple light cycles and sometimes lead to dangerous left turns on red lights.	1601 Railroad Avenue
Driving concern	This is a dangerous intersection - drivers on Whiteriver cannot see vehicles on 5th because of all the parks cars. (East bound traffic is particularly difficult to see until they are right at the intersection.)	440 Whiteriver Avenue
Driving concern	There should really be a traffic light here. There are times when it's incredibly difficult for vehicles to turn onto Hwy 13 because of the traffic. Additionally, since the last traffic light heading north is at the Whiteriver intersection, traffic is generally going very fast which is frustrating since it's within the city - also noisy for the neighborhood. Slow down traffic with a light.	2051 Railroad Avenue
Driving concern	This intersection may be more efficient as a roundabout - has the city investigated this?	320 Colorado Highway 13
Driving concern	Firethorn is very narrow, and when cars are parked on both sides of the street, this corner gets tight for two lanes of vehicles. Maybe only allow parking on one side of Firethorn Dr.	1332 Firethorn Drive
Driving concern	Morrow Drive/9th Street is constantly falling apart. A new plan is needed versus patching holes.	849 Morrow Drive

Map Pin Category	Comment	Map Address
Intersection concern	This intersection is becoming dangerous trying to turn left from Taco bell, Rib City, and the new homes. It's hard to cross especially during lunch hours and evening hours. Cars are speeding up coming out of the roundabouts and people slowing down before entering the round abouts. Timing never works.	721 Smith Street
Intersection concern	This is very hard to truckers that are coming from the West Bound off ramp and trying to turn right onto HWY 13 and immediately turn left into the Rest Stop. Not a lot of room to cross 2 lanes and turn left.	Colorado Highway 13
Intersection concern	This intersection is difficult for cars coming down 3rd and trying to turn left onto Whitewater. It's very difficult to turn when cars are parked on Whitewater too close to the intersection. Especially when its icy out.	323 Whiteriver Avenue
Intersection concern	8 out of 10 vehicles blow through this stop sign	802 East Avenue
Intersection concern	The intersection of Whiteriver and 5th is a big safety concern. Near accidents are observed multiple times a day and drivers do not obey the posted speed limit, and it is rarely patrolled.	123 McCulloch Street
Intersection concern	[no text present]	730 Whiteriver Avenue
Intersection concern	How do the people who live here walk or bike safely with no light, and no sidewalk?	2043 Colorado Highway 13
Intersection concern	Their needs to be a turn lane at the brand-new intersection allowing people to take a left on Whiteriver onto 6&24	120 Whiteriver Avenue
Intersection concern	Can this intersection get a light that flashes red for an all-way stop during school drop off and pick up, and reverts to yellow flashing for through traffic on Prefontaine the rest of the day?	569 Prefontaine Road
Intersection concern	Such a dangerous intersection so close to a school. Please consider a light and crosswalks.	1992 Colorado Highway 13
Intersection concern	Cars can park too close to the corners on the east side of the street. This causes blind spots for cars turning north or south on Whiteriver.	637 Whiteriver Avenue
Intersection concern	[no text present]	916 Munro Avenue, Rifle

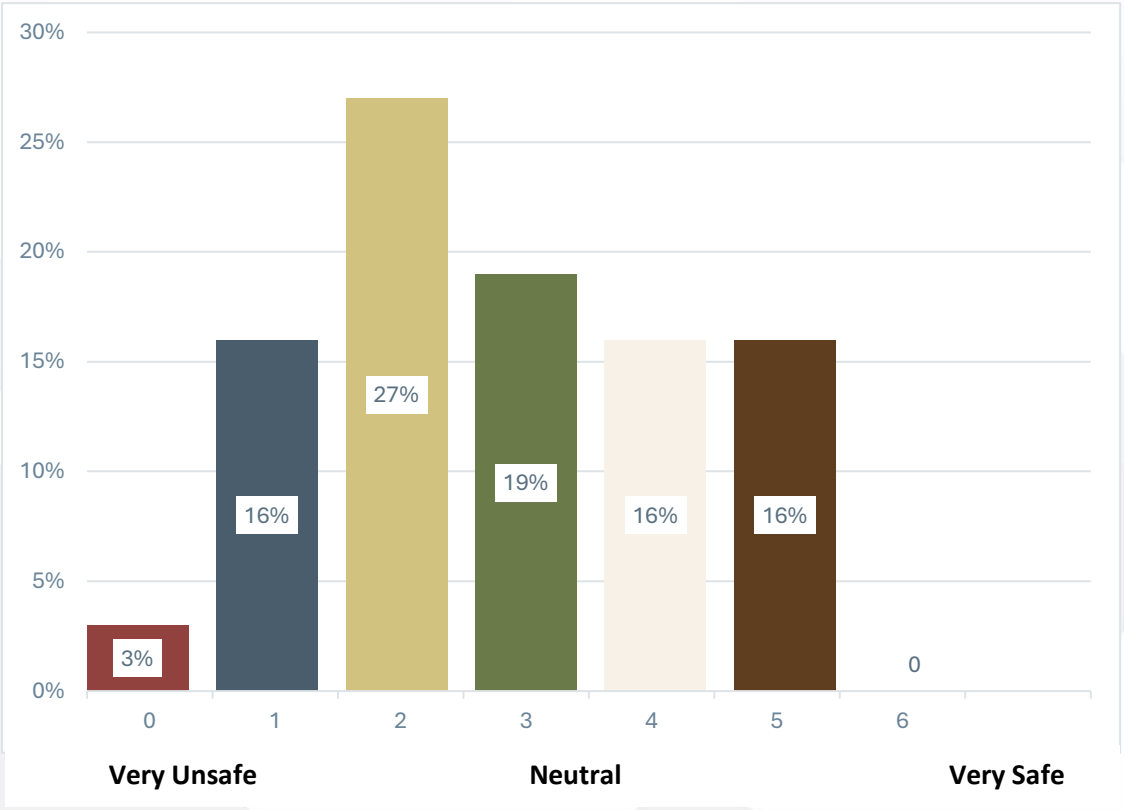
Map Pin Category	Comment	Map Address
Intersection concern	Speed that cars drive down 24th.	614 West 24th Street, Rifle
Intersection concern	This crossing does not feel safe. Have had cars come through intersection while I was crossing and had the proper crossing signal noting I had the right of way to cross from south to north.	134 Centennial Parkway, Rifle
Intersection concern	Northbound/left turning traffic can't see eastbound traffic coming up the hill until they are on top of the intersection.	1581 Anvil View Avenue, Rifle
Intersection concern	Far too many people do NOT adhere to Whiteriver having to stop at Whiteriver and 5th street. This is a major problem!!!	300 East 5th Street, Rifle
Intersection concern	Unnecessary left turn light (for northbound) triggering impedes southbound traffic flow. Should be no left turn, if they need to go to the gas station, they should stay on highway 13. Instead, there should be a separate left turn lane for southbound traffic heading towards silt. People are overtaking drivers waiting for southbound left turners and it's an accident waiting to happen.	Centennial Parkway

SURVEY RESPONSES – PHASE 1

Question 1: How safe do you feel walking or biking in Rifle?

Participants were asked to rate the level of walking and biking safety on a sliding scale of 0 to 6 with 0 feeling very unsafe and 6 feeling very safe. The average response was 2.77 with the greatest number of respondents selecting the number 2.

Figure 35: Online Survey Question #1 Results



Question 2: Which areas or intersections in Rifle do you think are the most dangerous for pedestrians or cyclists?

Table 35: Open-ended Responses to Survey Question #2

All intersections along White River
30th & Hwy 13 - dangerous to cross from neighborhood to school. White River & Hwy 13 - cars going north on White River and turning onto Hwy 13 don't look for pedestrians. The light at City Market where high school kids cross is dangerous.
Along the bridge, around the roundabouts, and the crossing at third Street off the path
9th and Railroad
I live near 2nd street and Clarkson. I walk every day with my dog in the area towards the Catholic Church cemetery on 7th and the dirt trails at the end of 5th street. Navigating the neighborhoods between 2nd and 7th at the top of the hill is extremely dangerous with how fast cars come up the hill from town or from the other side. Because of the hill it is impossible to see them coming when crossing 3rd, 5th or 7th anywhere in the two blocks near the top or the hill. I often must run to get across because they don't slow down when they see pedestrians. Slowing down traffic would help or adding sidewalks to the cross streets to make it possible to get off the street when there is traffic. So many cars are also parked on the roads in these neighborhoods. This combined with the lack of connecting sidewalks makes it feel dangerous every time I'm out, especially if it's in the morning or evening.
5th and Whiteriver!!!
There is one outside City Market. Motorists don't look out for pedestrians, and they will turn even if a pedestrian is in the crosswalk. There is also a hazard that intersection of a green box in the concrete that is on City property that needs to be addressed.
Cross Whiteriver, anywhere. People drive too fast and don't pay attention especially at 5th and 3rd streets. There are signs saying cross traffic does not stop but they don't seem to notice. It's scary in a car and scarier when you are walking.
24th and hwy13 / Colorado River bridge sidewalk
W 26th highway 13, Wamsley highway 13 intersection Need sidewalk w 26th St to W 24th
East Ave and Whiteriver Ave
Airport Rd - From the end of the sidewalk at Walmart (heading east) to the city end (past Enterprise Ct). I see many walkers and bikers (typically during nighttime) whom have minimal road shoulder to allow for an acceptable space from moving vehicles.

Recommend extending the sidewalk from Walmart. The path by the highway is great, but most people not using it as its most likely too far from the road.
Roundabout at the I70 off and on ramps.
Highway 13 and 26th street/30th St, Railroad Ave near the fairgrounds, any 4-way stop sign, under the bridge at 9th St, the Park Ave bridge area, crossing the river bridge, the round-a-bouts in South Rifle, all of South Rifle.
Lind Ave, VERY dark, usually does not get plowed in winter
West 3rd street by Lillys pizza, you can hardly see pedestrians standing there
From Railroad up 9th Street is dangerous
Railroad and surrounding areas of the Middle School before and after school starts.
Whiteriver and 5th.
By police station bike path. Also crossing over to Kum & Go, I see people run across that huge street, so a crosswalk would be nice (near Ute Ave)
West Ave and 3rd street
Bypass/railroad, Whiteriver and 9th, Whiteriver and 5th, both roundabouts
Hwy 6&24 and Whiteriver Ave Crossing the rifle airport road Hwy 13 and 30th street. I think there should be a light here as well. Crossing Hwy 13 bypass into Kings Crown
Coming from downtown, going toward Airport Road: I feel like the infrastructure supporting cyclists is great until you get to the Park-and-Ride. Then, the whole section between the Park-and-Ride over to the roundabout by the new Maverik / Old Kum-and-Go feels pretty sketchy on a bike, until you get to the bike path behind Sonic. (Also, getting to that bike path behind Sonic is not intuitive at all...I didn't even know it existed and had been riding down airport road to get to Walmart!)
Every main road with no bike path.
30th St & Hwy 13, 26th St & Hwy 13, I-70 & Hwy 13 (both roundabout and light) Hwy-13 & airport rd. Also, a bike lane on East Ave and 10th when the Rifle Creek trail goes through the neighborhood. There should also be a better connectivity to the south side of the interstate.
The bypass and west 2nd

30th & Hwy 13 and 16th west of Railroad all the way to the high school
Hwy 13 at Whiteriver and E 30th Streets.
The most dangerous intersection I've used is cross Hwy 13 on 30th St. I used to live in Rifle Creek Apartments and would go for walks but to get a walk (that neighborhood is super small) I'd have to cross the highway to get to Deerfield Park and it was terrifying! Traffic goes much faster than the speed limit - I never would have crossed this road if I had kids, most of the time I had to sprint and take my life in my hands. Hwy 13 and 26th Street is basically impossible for pedestrians to cross. You end up having to walk to the light at Whiteriver, which is also dangerous. Hwy 13 and Whiteriver is super dangerous because traffic goes way to fast on Hwy 13, and no one is expecting pedestrians. Most of the time pedestrians cross on the north side of the intersection and cars turning right onto Hwy 13 from White River turn on red which creates a dangerous situation. Some islands could be helpful. Not an intersection, but City Markets parking lot is terrible for safety. I've walked and biked through, and it is scary either way. The south side of Rifle looks difficult for cyclists and pedestrians, but I don't go to that park of town for that reason - it's built for cars not people so I will do my shopping elsewhere.
When walking, I have issues around Garfield County and City Market on 14th and at Railroad and 14th. People turning into the parking lots or onto Railroad don't yield to pedestrians. Trying to cross Park Avenue on West 3rd is also horrible as cars pull forward to see and will hit anyone about to cross.
14th and railroad; railroad and centennial; the roundabouts
Whiteriver and Hwy 6, Morrow and Munro, crossing 16th at the walking path by Metro Park
Airport road crosswalk
5th & Whiteriver Ave. W. 5th. & 7th
White River/Hwy 6/Railroad. Also, white river and 16th street when it is dark. North Hwy 13 crossing the why (24th to 30th).
Whiteriver Avenue and Ninth Street or Whiteriver and 16th
Almost anywhere. People driving through neighborhoods at high speeds or on cell phones are everywhere. I don't feel safe taking my child and/or dogs for a walk because of the inconsiderate drivers.
5th and Whiteriver
Crossing Railroad at any area on a bike. Whiteriver Ave on a bike. Not enough bike paths or any bike lanes going all the way through town forces bikes into the flow of traffic.

Question 3: Are there enough crosswalks in the areas where you walk or bike? If not, where do you think new crosswalks are needed?

When asked about the sufficiency of existing crosswalks, 57 percent of the respondents said there are not enough crosswalks. Respondents who selected “not enough crosswalks” had the option to write in areas where they felt additional crosswalks were needed.

Figure 36: Online Survey Question #3 Results

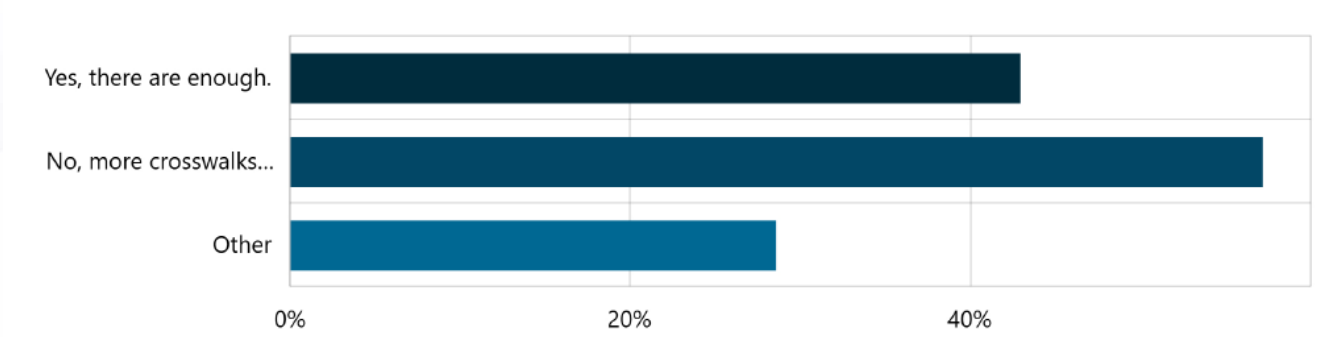


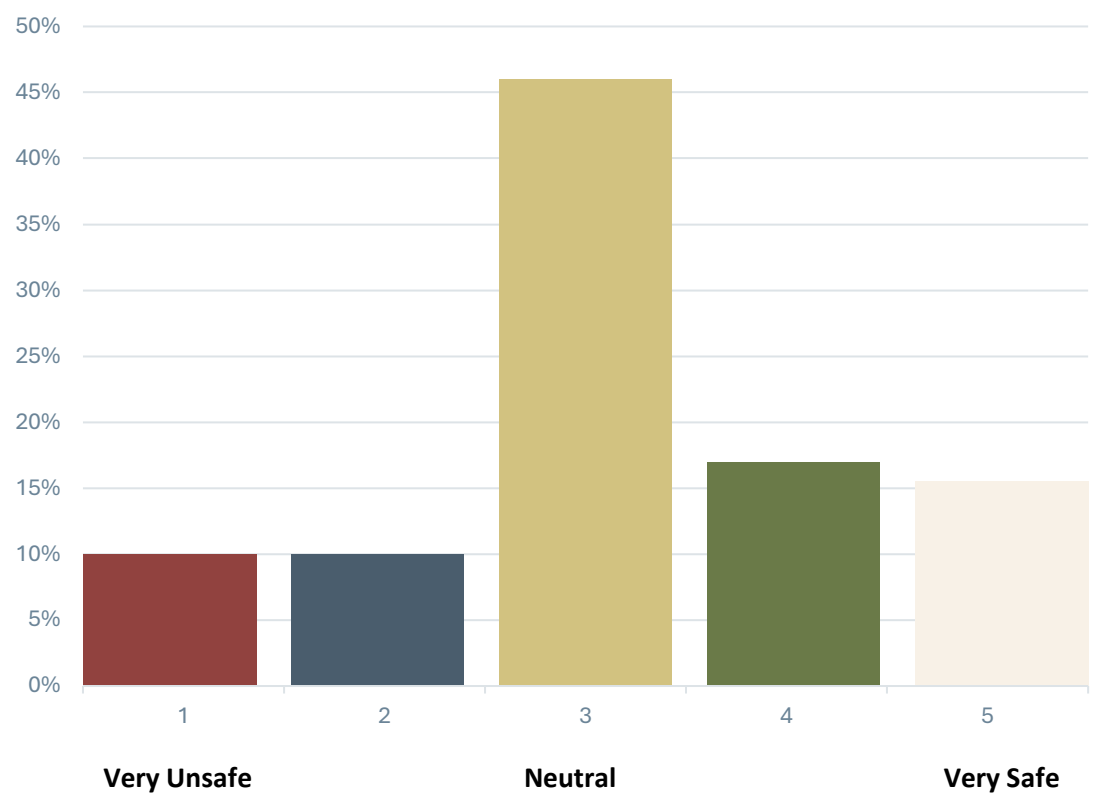
Table 36: Online Survey Question #3 Comments in "Other" Category

Ute and 3rd, Jarred or aspen Ave and 7th - all the odd number streets above the top of the hill
Sidewalk w26th to w24th
633 East Ave
It's more about visual crosswalks, not just paint on the road, cars don't pay attention. All intersections on Railroad and Whiteriver, especially kids going across on their bikes.
Across from cum and go by ford needs pedestrian crossing
Railroad and 26th
Hwy 13 & 30th St
Need one to connect Grand River with Starbucks/Walmart and something at 30th and Hwy 13
Hwy 13 and E 30th Street
Hwy 13 at 30th and Hwy 13 at 26th.
The one on 16th Street west of Birch has faded. It needs repainting and/or a sign.

Question 4: How would you rate the safety of existing multi-use paths?

Participants rated the level of safety of existing pathways on a scale of 1 to 5, with 1 being least safe and 5 safest. The average score was 3.18, with 46 percent of respondents giving a 3 rating for the safety of multi-use paths.

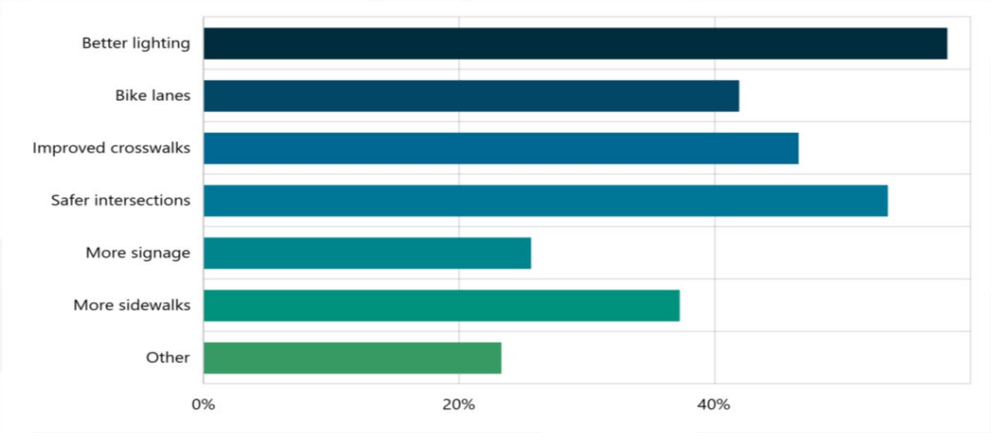
Figure 37: Online Survey Question #4 Results



Question 5: What improvements would make walking or biking safer and more convenient?

Participants responded to a multiple-choice question about ways to improve the walking and biking experience in Rifle. Response choices were randomized for each website visitor; the options available are listed in order from most to least responses received. Better lighting, safer intersections, improved crosswalks, bike lanes, more sidewalks, more sidewalks, more signage, and other.

Figure 38: Online Survey Question #5 Results



Answer choices	Percent	Count
Better lighting	58.14%	25
Bike lanes	41.86%	18
Improved crosswalks	46.51%	20

Answer choices	Percent	Count
Safer intersections	53.49%	23
More signage	25.58%	11
More sidewalks	37.21%	16
Other	23.26%	10

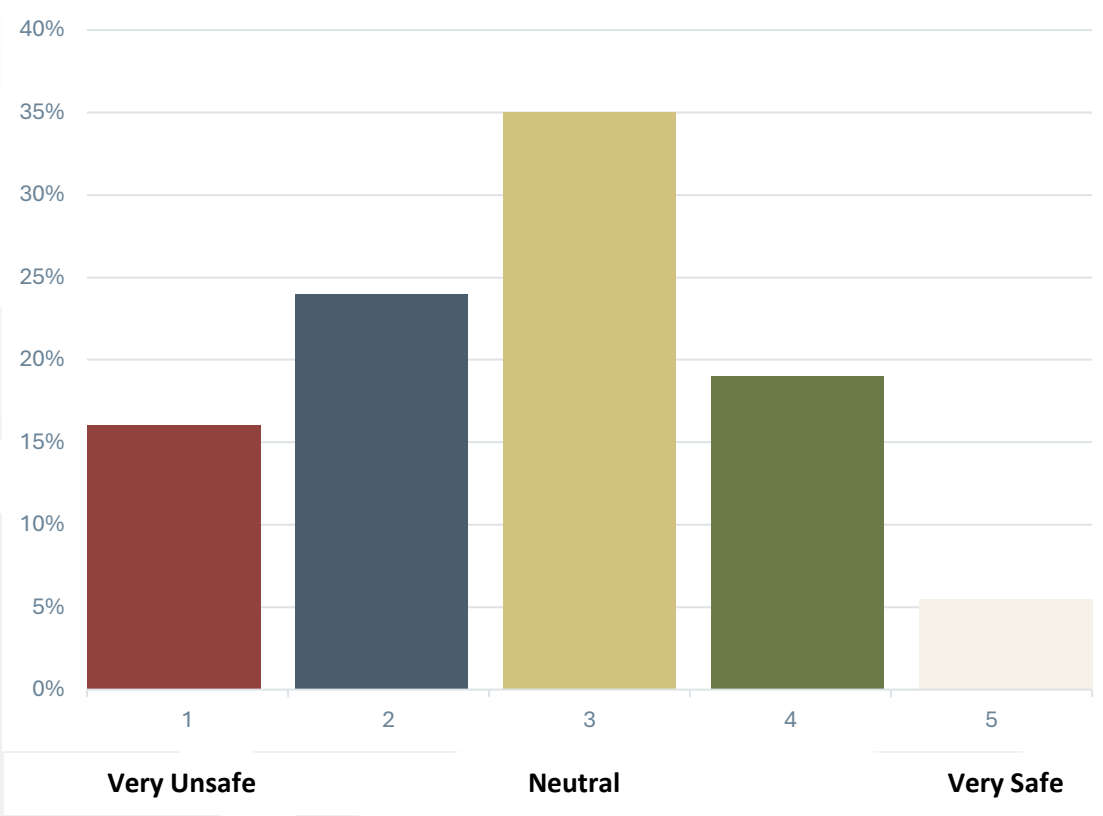
Table 37: Online Survey Question #5 Comments from "Other" Category

Wider sidewalks or bike lanes
Lower speed limits on East Ave and crosswalks on 7th and Whiteriver
We need better vision on the one-way intersections on white river. Cars park near the corners and you can’t see if a car is coming half the time no matter how much you stop and look (downhill not so much uphill) also posting an officer once in a while so people don’t run the stop signs when possible would be nice
The bike path along the interstate, behind Walmart, could use some love!
Trail connectivity. We have some nice trails, but they don't connect to the others, and you end up being on the streets.
Stop making it a danger for semis and motorhomes and trailers to come into town get where they need to go and be able to leave. And don't congest streets so much that road rage is inevitable! We've had no lines or anything for weeks on railroad, a lighted 4way stop and I haven't heard of an accident one, but all your safety and design in other places lots of accidents? Simple is better and makes plowing and maintenance easier.
Enforcing drivers turning must yield to pedestrians and stop at stop signs.
Speed enforcement
speed and moving violation enforcement. Just more enforcement in general. Had several hit and runs go unresolved, even when names and license info was given.
The 'trails' in town are for leisure/recreation and do not support travel/transportation by bike

Question 6: How effective are the current routes to schools in keeping students safe while walking or biking?

Participants rated the level of safety of the current routes to school on a scale of 1 to 5, with 1 being least safe and 5 safest. The average score was 2.73, with 35 percent of respondents giving a rating of 3 for the current level of safety along school routes.

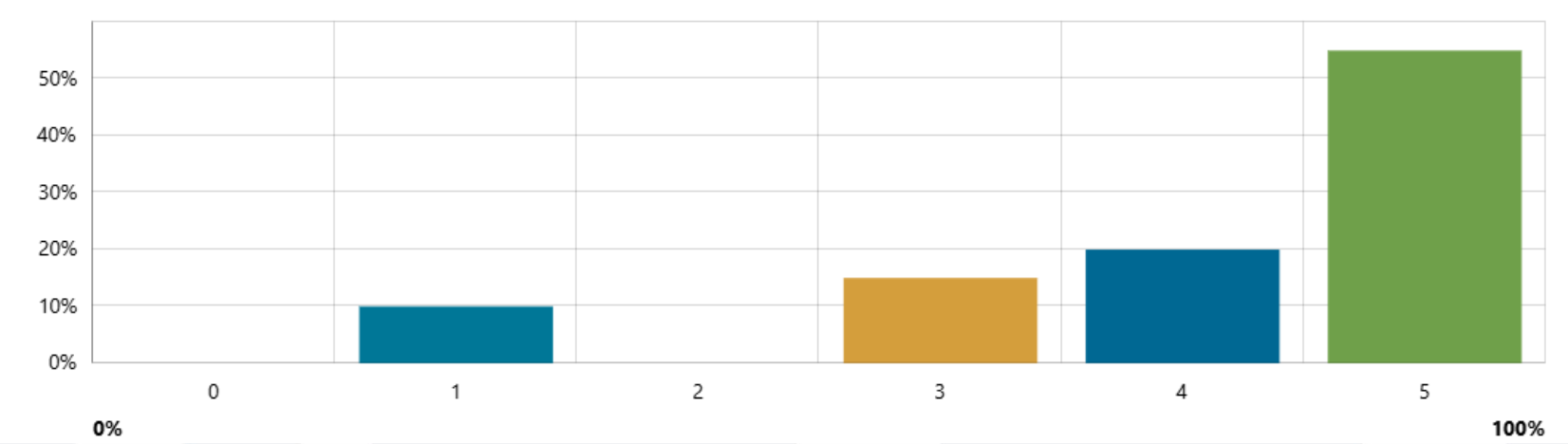
Figure 39: Online Survey Question #6 Results



SURVEY RESPONSES – PHASE 2

Q1: The Rifle Safety Action Plan has identified the need for multiple safety improvements along the Highway 13 corridor, between 24th Street and 30th Street. Safety improvements along this stretch of Highway 13 would include: reducing driver speeds, safer street crossings, and safer access for bicycles and pedestrians.

Participants rated their level of support for safety improvements along the Highway 13 corridor on a scale of 0 to 5, with 5 being the most supportive. The average score was 4.10.



Q2: Which part of Rifle do you feel has the greatest need for bicycle and pedestrian facilities, please select one of the neighborhoods below.

Participants were given a list of all Rifle neighborhoods/areas of town and asked to select the one they felt had the greatest need for bicycle and pedestrian facilities. The chart below reflects the scoring among all the neighborhood choices.

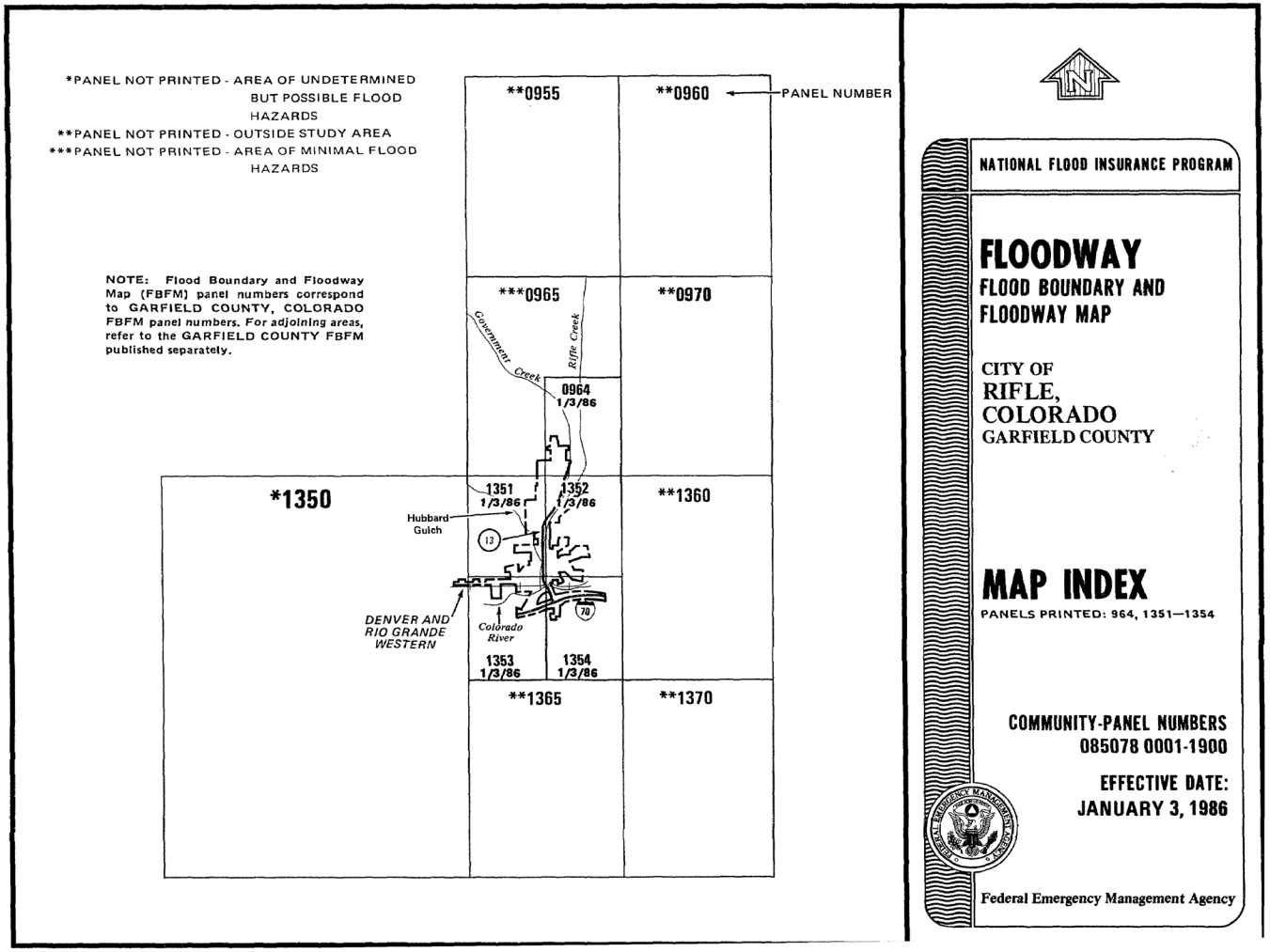
South Rife	5	27.80%
Downtown	4	22.20%
West Rife	4	22.20%
Graham Mesa	3	16.70%
Highlands	1	5.60%
Rose Hill	1	5.60%
Railroad/Metro Park	0	0
Palomino Park	0	0
Deerfeld	0	0
Rife Heights	0	0
Prefontaine/Park Hill	0	0
Pioneer Mesa	0	0

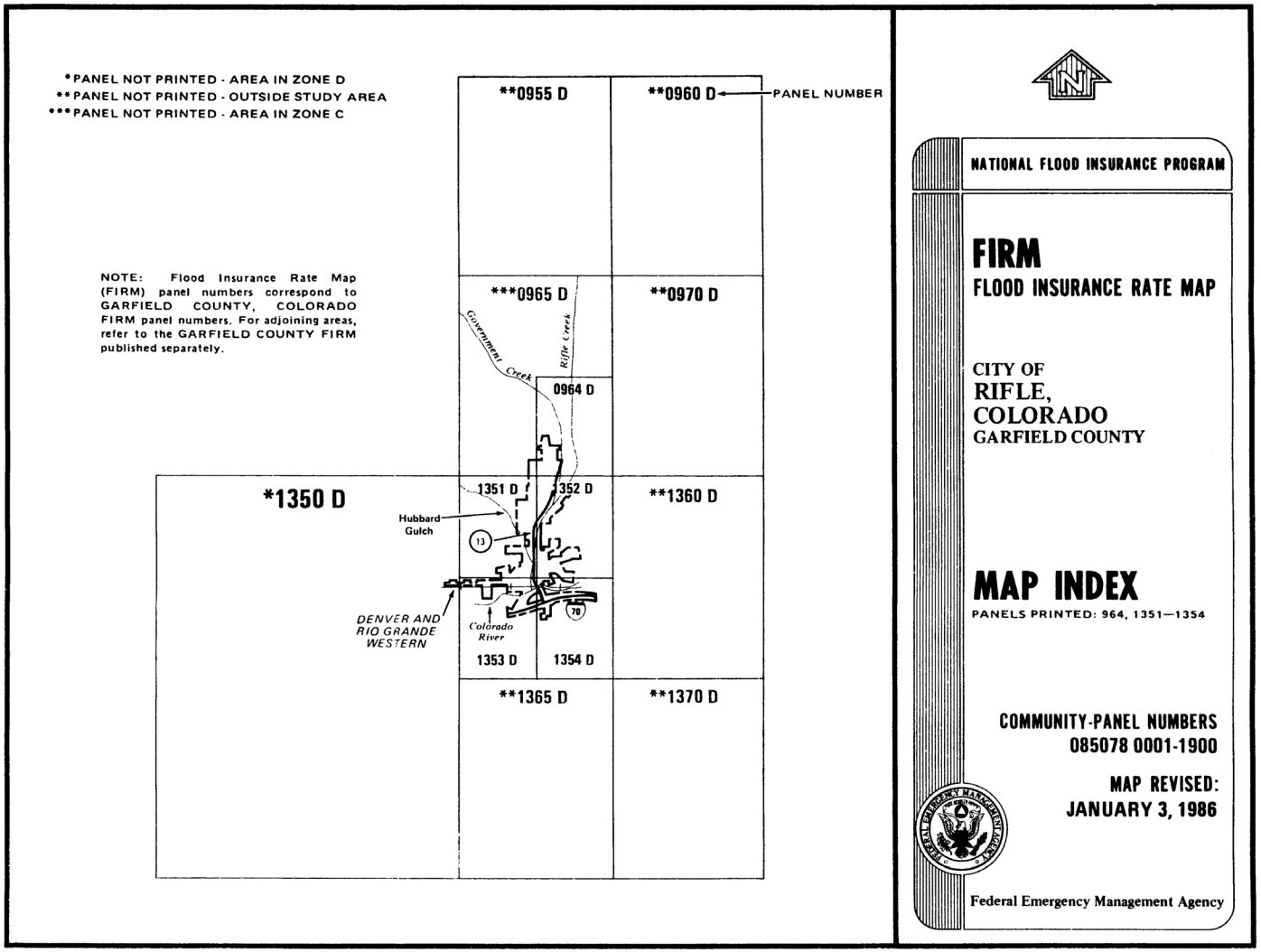
Table XX: Responses to Online Survey Question #3 - Do you have any additional comments related to safety improvements of Rifle roads?

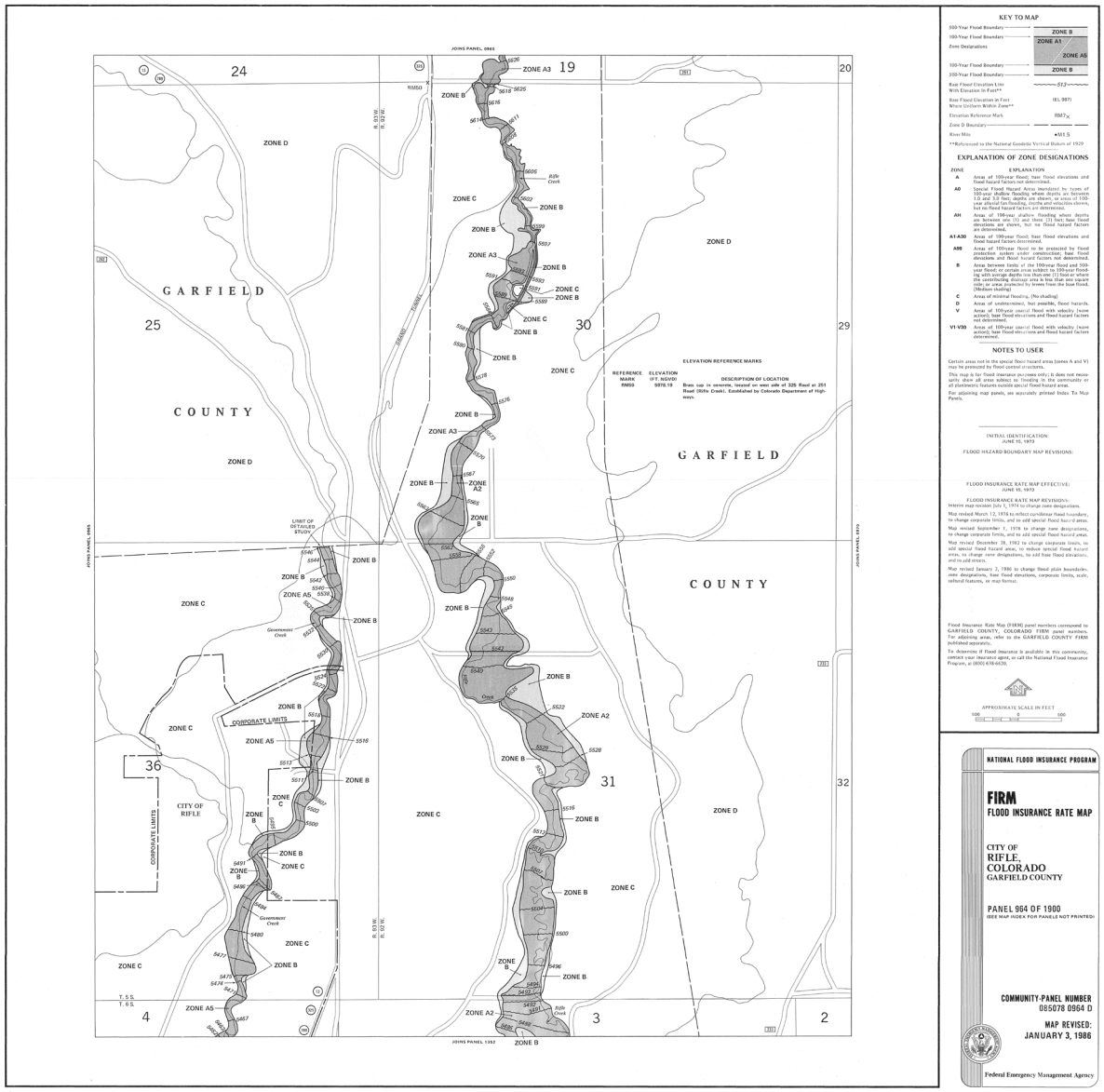
Please make positive improvements on infrastructure without causing more congestion and frustration which leads to worse situations. Some areas simply need sidewalks or safe street crossings. We absolutely do not need bicycle lanes.
Sidewalk on Highway 13 for residents of Willow Circle and beyond.
I have a problem with the intersection by City Market and crossing over to the fuel station. On the side by City Market there is a green box in the cement that belongs to the City that needs attention. I fell in that and broke my ankle
The potholes, the way to the new boat ramp, is terrible & and so is the trash.

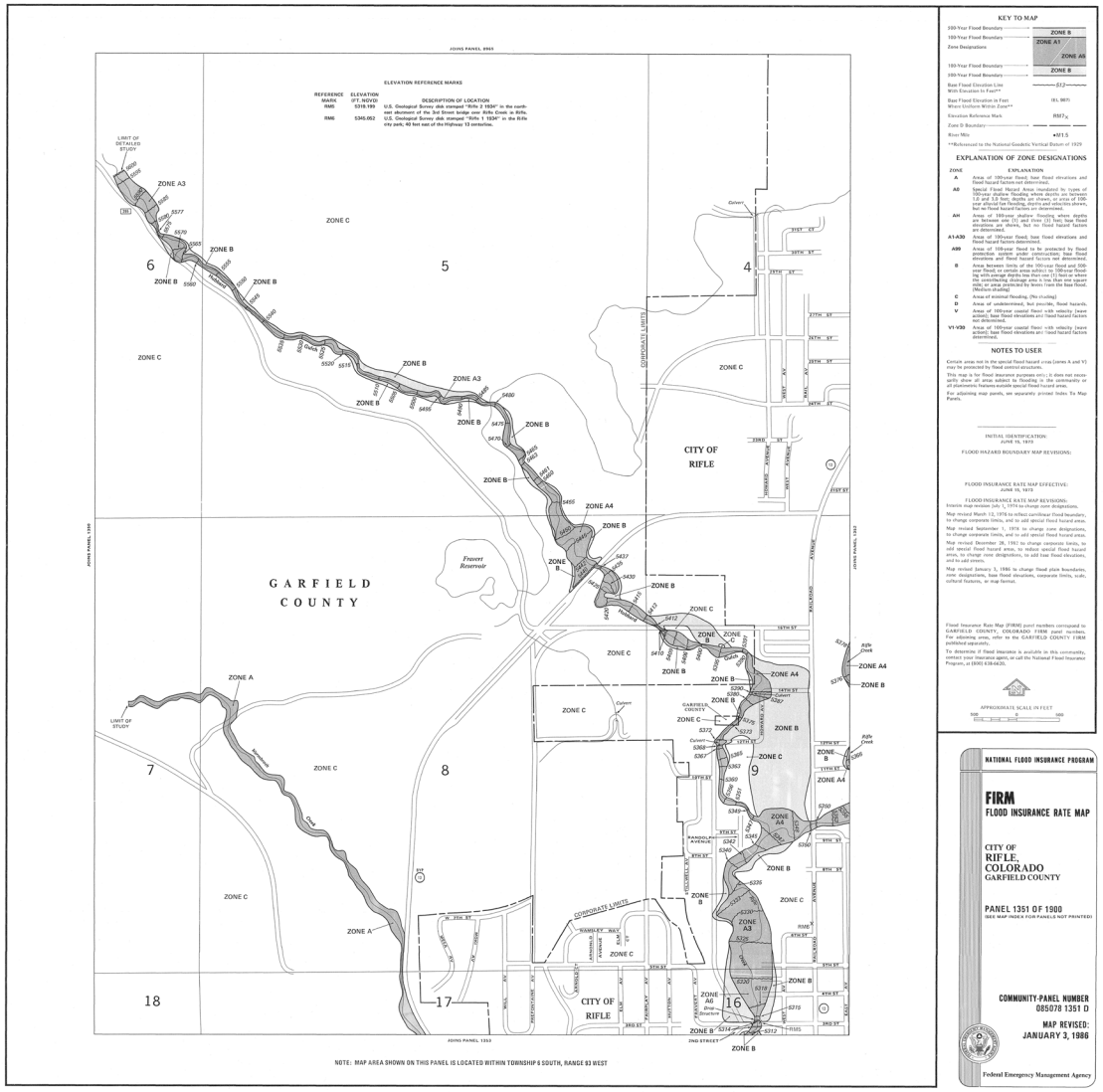
9th St/Morrow Dr. needs more attention. It's a serious safety problem rarely addressed by the city.
More times of the day for RFTA buses to Rifle.
Need traffic cameras in town, so many cars, trucks running red lights. The intersection of Hwy 13 and 29th needs to be addressed. It is a dangerous intersection, slowing the speed limit down might help, but probably not.
Build more roads to move people around better instead of having Railroad or Whiteriver. Need another bridge to South Rifle. Railroad and Whiteriver is like Grand Ave in GWS overused by vehicles.
Keep up the good work!
Improving connections to South Rifle.
Wider Sidewalks when possible. Connectivity of bicycle and pedestrian pathways. Fix potholes as soon as possible.
Better crosswalks, and add lanes to turn instead of stopping all traffic. Add a 4 way stop at Jon's liquor intersection.
No bike lanes please, it turns the roads into a mess.
There is a section on e 5th street with NO sidewalk- and there is a school up there!! On top of the hill, E 3rd street and E 5th street NEED sidewalks on both sides. People drive so fast to get up those hills and we are forced to walk in the street.
Highway 13 needs more left turning lanes if anything.
Speed reduction!!! Perhaps speed bumps on 16th and other similar roads- similar to what they have done in GWS on Midland Rd.
More lighting around town. It’s too dark.

Appendix C: FEMA Floodplain Maps




*PANEL NOT PRINTED - AREA IN ZONE D
**PANEL NOT PRINTED - OUTSIDE STUDY AREA
***PANEL NOT PRINTED - AREA IN ZONE C
NOTE: Flood Insurance Rate Map (FIRM) panel numbers correspond to GARFIELD COUNTY, COLORADO FIRM panel numbers. For adjoining areas, refer to the GARFIELD COUNTY FIRM published separately.
**0955 D
**0960 D
PANEL NUMBER
***0965 D
**0970 D
Government Creek
Rifle Creek
0964 D
*1350 D
1351 D
1352 D
**1360 D
Hubbard Gulch
13
70
DENVER AND RIO GRANDE WESTERN
Colorado River
1353 D
1354 D
**1365 D
**1370 D
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
CITY OF
RIFLE,
COLORADO
GARFIELD COUNTY
MAP INDEX
PANELS PRINTED: 964, 1351—1354
COMMUNITY-PANEL NUMBERS
085078 0001-1900
MAP REVISED:
JANUARY 3, 1986
Federal Emergency Management Agency


GARFIELD COUNTY
CITY OF RIFLE
CORPORATE LIMITS
ZONE A3
ZONE B
ZONE C
ZONE D
ZONE A5
ZONE A2
LIMIT OF DETAILED STUDY
Rifle Creek
Government Creek
JOINS PANEL 0965
JOINS PANEL 1332
JOINS PANEL 0970
ELEVATION REFERENCE MARKS
REFERENCE MARK
ELEVATION (FT. NGVD)
DESCRIPTION OF LOCATION
RM59
5978.19
Brass cap in concrete, located on west side of 325 Road at 251 Road (Rifle Creek). Established by Colorado Department of Highways.
KEY TO MAP
100-Year Flood Boundary
Zone Designations
Base Flood Elevation Line With Elevation In Feet**
Base Flood Elevation in Feet Where Uniform Within Zone**
Elevation Reference Mark
Zone D Boundary
River Mile
**Referenced to the National Geodetic Vertical Datum of 1929
EXPLANATION OF ZONE DESIGNATIONS
ZONE
EXPLANATION
A
Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AO
Special Flood Hazard Areas inundated by 100-year shallow flooding where depths are between 1.0 and 3.0 feet; depths are shown, or areas of 100-year alluvial fan flooding, depths and velocities shown, but no flood hazard factors are determined.
AH
Areas of 100-year shallow flooding where depths are 1 to 3 feet (usually areas of ponding); base flood elevations are shown, but no flood hazard factors are determined.
A1-A30
Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99
Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B
Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C
Areas of minimal flooding. (No shading)
D
Areas of undetermined, but possible, flood hazards.
V
Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30
Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.
NOTES TO USER
Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.
This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.
For adjoining map panels, see separately printed Index To Map Panels.
INITIAL IDENTIFICATION:
JUNE 15, 1973
FLOOD HAZARD BOUNDARY MAP REVISIONS:
FLOOD INSURANCE RATE MAP EFFECTIVE:
JUNE 15, 1973
FLOOD INSURANCE RATE MAP REVISIONS:
Interim map revision July 1, 1974 to change zone designations.
Map revised March 12, 1976 to reflect corrollmar flood boundary, to change corporate limits, and to add special Flood hazard areas.
Map revised September 1, 1978 to change zone designations, to change corporate limits, and to add special flood hazard areas.
Map revised December 28, 1982 to change corporate limits, to add special flood hazard areas, to redraw special flood hazard area, to change zone designations, to add base flood elevations, and to add zones.
Map revised January 2, 1986 to change flood plain boundaries, zone designations, base flood elevations, corporate limits, walk, railroad features, or map format.
Flood Insurance Rate Map (FIRM) panel numbers correspond to GARFIELD COUNTY, COLORADO FIRM panel numbers. For adjoining areas, refer to the GARFIELD COUNTY FIRM published separately.
To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.
APPROXIMATE SCALE IN FEET
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
CITY OF
RIFLE,
COLORADO
GARFIELD COUNTY
PANEL 964 OF 1900
SEE MAP INDEX FOR PANELS NOT PRINTED
COMMUNITY-PANEL NUMBER
085078 0964 D
MAP REVISED:
JANUARY 3, 1986
Federal Emergency Management Agency



KEY TO MAP

100-Year Flood Boundary
500-Year Flood Boundary
Zone Designations
ZONE B
ZONE A1
ZONE A6
ZONE B
100-Year Flood Boundary
500-Year Flood Boundary
Base Flood Elevation Line With Elevation In Feet**
513
Base Flood Elevation in Feet Where Uniform Within Zone**
(EL. 987)
Elevation Reference Mark
RM7×
Zone D Boundary
River Mile
• M11.5

**Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AO	Special Flood Hazard Areas inundated by types of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:
JUNE 15, 1973

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:
JUNE 15, 1973

FLOOD INSURANCE RATE MAP REVISIONS:
Interim map revision July 1, 1974 to change zone designations.

Map revised March 12, 1976 to reflect curvilinear flood boundary, to change corporate limits, and to add special flood hazard areas.

Map revised September 1, 1978 to change zone designations, to change corporate limits, and to add special flood hazard areas.

Map revised December 28, 1982 to change corporate limits, to add special flood hazard areas, to reduce special flood hazard areas, to change zone designations, to add base flood elevations, and to add streets.

Map revised January 3, 1986 to change flood plain boundaries, zone designations, base flood elevations, corporate limits, scale, cultural features, or map format.

Flood Insurance Rate Map (FIRM) panel numbers correspond to GARFIELD COUNTY, COLORADO FIRM panel numbers. For adjoining areas, refer to the GARFIELD COUNTY FIRM published separately.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE IN FEET
500 0 500 1000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

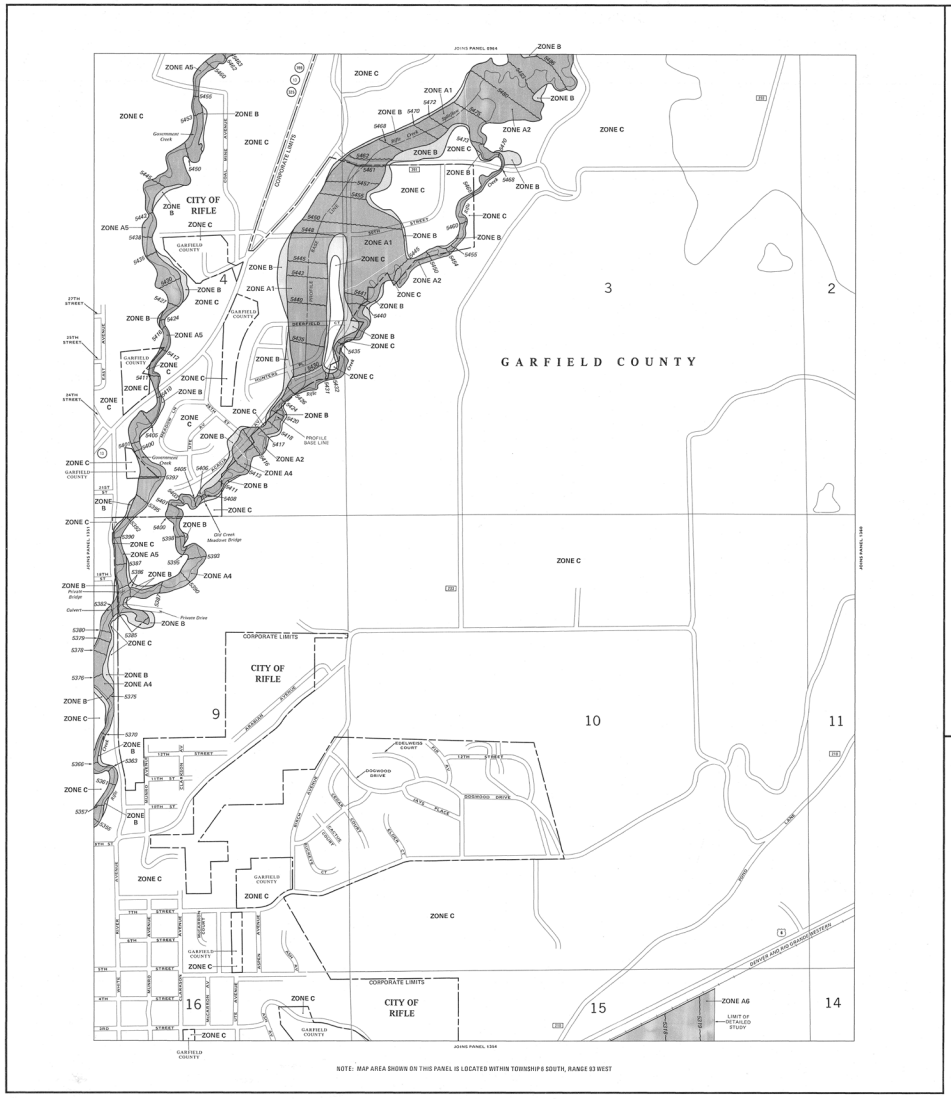
CITY OF
RIFLE,
COLORADO
GARFIELD COUNTY

PANEL 1351 OF 1900
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
085078 1351 D

MAP REVISED:
JANUARY 3, 1986

Federal Emergency Management Agency



KEY TO MAP

100-Year Flood Boundary
100-Year Flood Boundary
Zone Designations
ZONE B
ZONE A1
ZONE A5
100-Year Flood Boundary
500-Year Flood Boundary
ZONE B
Base Flood Elevation Line With Elevation In Feet**
513
Base Flood Elevation in Feet Where Uniform Within Zone**
(EL 987)
Elevation Reference Mark
RM7×
Zone D Boundary
Area Max
•EL 5

**Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A5	Special Flood Hazard Areas inundated by types of 100-year shallow flooding where depths are between one (1) foot and three (3) feet; average depths of one to three feet of sheet flow on alluvial fan flooding, depths and velocities shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; no base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily identify all areas subject to flooding in the community or all planned improvements to a flood control system.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:
JUNE 18, 1973

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:
JUNE 18, 1973

FLOOD INSURANCE RATE MAP REVISIONS:
Interim map revision July 1, 1975 to change zone designations.

Map revised March 12, 1976 to reflect corrollinear flood boundary, to change corporate limits, and to add special flood hazard areas.

Map revised September 1, 1978 to change zone designations, to change corporate limits, and to add special flood hazard areas.

Map revised December 28, 1982 to change corporate limits, to add special flood hazard areas, to reduce special flood hazard areas, to change zone designations, to add base flood elevations, and to add streets.

Map revised January 3, 1986 to change flood plain boundaries, zone designations, base flood elevations, corporate limits, scale, cultural features, or map format.

Flood Insurance Rate Map (FIRM) panel numbers correspond to GARFIELD COUNTY, COLORADO FIRM panel numbers. For adjoining areas, refer to the GARFIELD COUNTY FIRM published separately.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE IN FEET
500 0 500 1000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

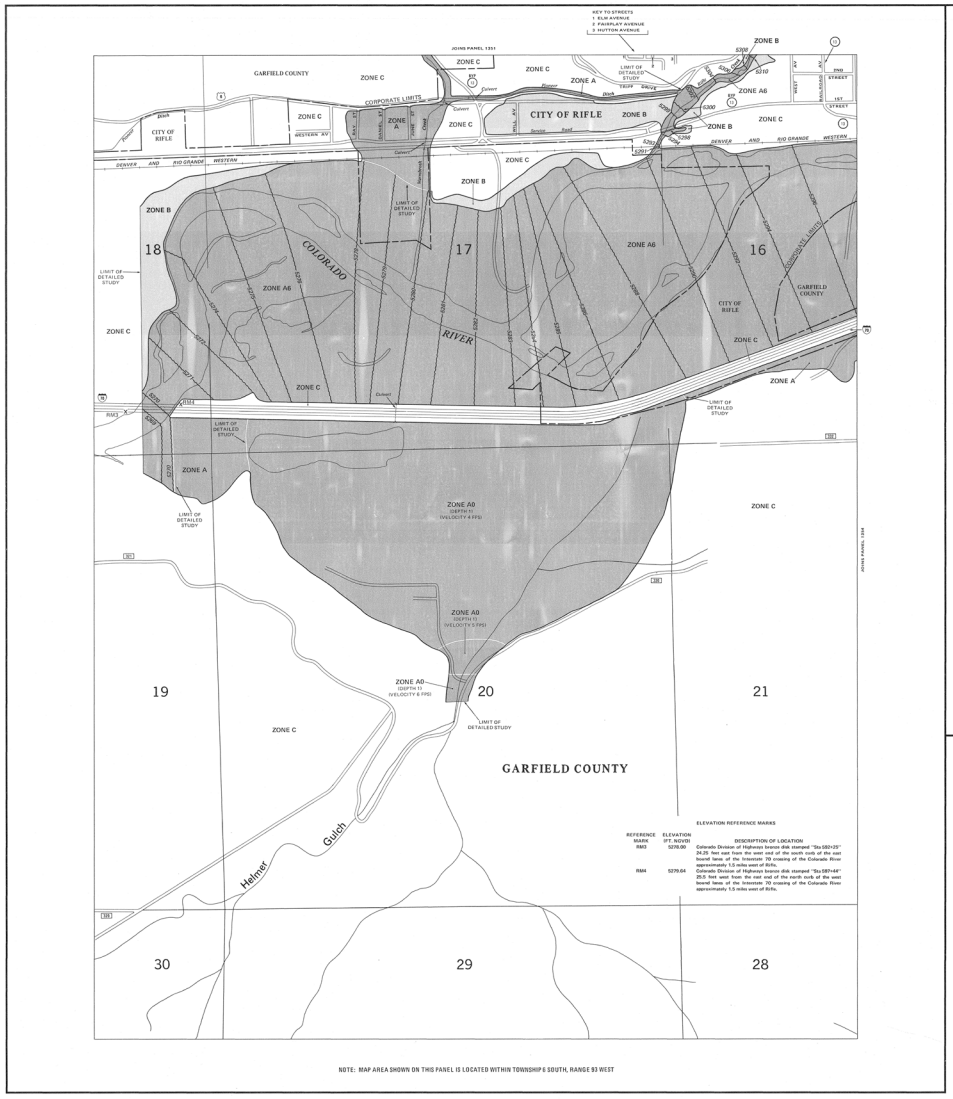
CITY OF
RIFLE,
COLORADO
GARFIELD COUNTY

PANEL 1352 OF 1900
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
085078 1352 D

MAP REVISED:
JANUARY 3, 1986

Federal Emergency Management Agency



KEY TO MAP

100-Year Flood Boundary
500-Year Flood Boundary
Zone Designations
ZONE B
ZONE A1
ZONE A6
ZONE B
Base Flood Elevation Line With Elevation In Feet*
Base Flood Elevation in Feet Where Uniform Within Zone**
Elevation Reference Mark
Zone D Boundary
River Mile

*Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AO	Special Flood Hazard Areas inundated by 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of 100-year shallow flooding, depths and velocities shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations and flooding depths, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; no base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily identify all areas subject to flooding, particularly or all areas which may become special flood hazard areas in the future.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION:
JUNE 15, 1973

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:
JUNE 15, 1973

FLOOD INSURANCE RATE MAP REVISIONS:
Interim map revisions July 1, 1974 to change zone designations.

Map revised March 12, 1976 to reflect cumulinear flood boundary, to change corporate limits, and to add special flood hazard areas.

Map revised September 1, 1978 to change zone designations, to change corporate limits, and to add special flood hazard areas.

Map revised December 28, 1982 to change corporate limits, to add special flood hazard areas, to reduce special flood hazard areas, to change zone designations, to add base flood elevations, and to add streets.

Map revised January 3, 1986 to change flood plain boundaries, zone designations, base flood elevations, corporate limits, scale, cultural features, or map format.

Flood Insurance Rate Map (FIRM) panel numbers correspond to GARFIELD COUNTY, COLORADO FIRM panel numbers. For adjoining areas, refer to the GARFIELD COUNTY FIRM published separately.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE IN FEET
1000 0 1000 2000 3000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

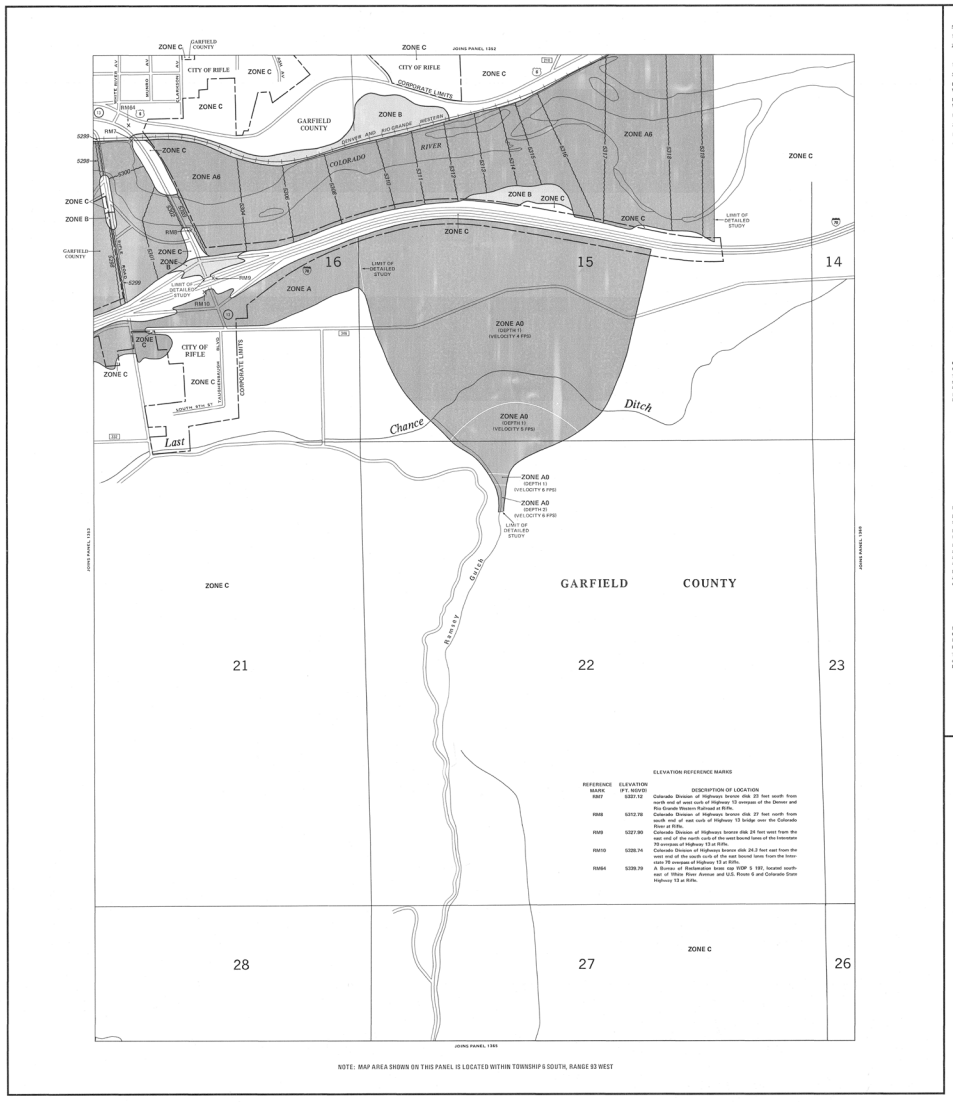
CITY OF
RIFLE,
COLORADO
GARFIELD COUNTY

PANEL 1353 OF 1900
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
085078 1353 D

MAP REVISED:
JANUARY 3, 1986

Federal Emergency Management Agency



KEY TO MAP

100-Year Flood Boundary
100-Year Flood Boundary
Zone Designations
100-Year Flood Boundary
100-Year Flood Boundary
Base Flood Elevation Line With Elevation In Feet**
Base Flood Elevation in Feet Where Uniform Within Zone**
Elevation Reference Mark
Zone D Boundary
River Mile

ZONE B
ZONE A7
ZONE A6
ZONE B

513
(EL 987)
RM7×
•M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Special Flood Hazard Areas inundated by types of 100-year shallow flooding where depths are between 1.0 and 3.0 feet; depths are shown, or areas of 100-year shallow flooding where depths are between above, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flood with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION
JUNE 15, 1973

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:
JUNE 15, 1973

FLOOD INSURANCE RATE MAP REVISIONS:
Interim map revision July 1, 1974 to change zone designations.

Map revised March 12, 1976 to reflect curvilinear flood boundary, to change corporate limits, and to add special flood hazard areas.

Map revised September 1, 1978 to change zone designations, to change corporate limits, and to add special flood hazard areas.

Map revised December 28, 1982 to change corporate limits, to add special flood hazard areas, to reduce special flood hazard areas, to change zone designations, to add base flood elevations, and to add streets.

Map revised January 3, 1986 to change flood plain boundaries, zone designations, base flood elevations, corporate limits, subdivision features, or map format.

Flood Insurance Rate Map (FIRM) panel numbers correspond to GARFIELD COUNTY, COLORADO FIRM panel numbers. For adjoining areas, refer to the GARFIELD COUNTY FIRM published separately.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE IN FEET
500 0 500

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
RIFLE,
COLORADO
GARFIELD COUNTY

PANEL 1354 OF 1900
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
085078 1354 D

MAP REVISED:
JANUARY 3, 1986

Federal Emergency Management Agency

Appendix D: Full Project Scoring

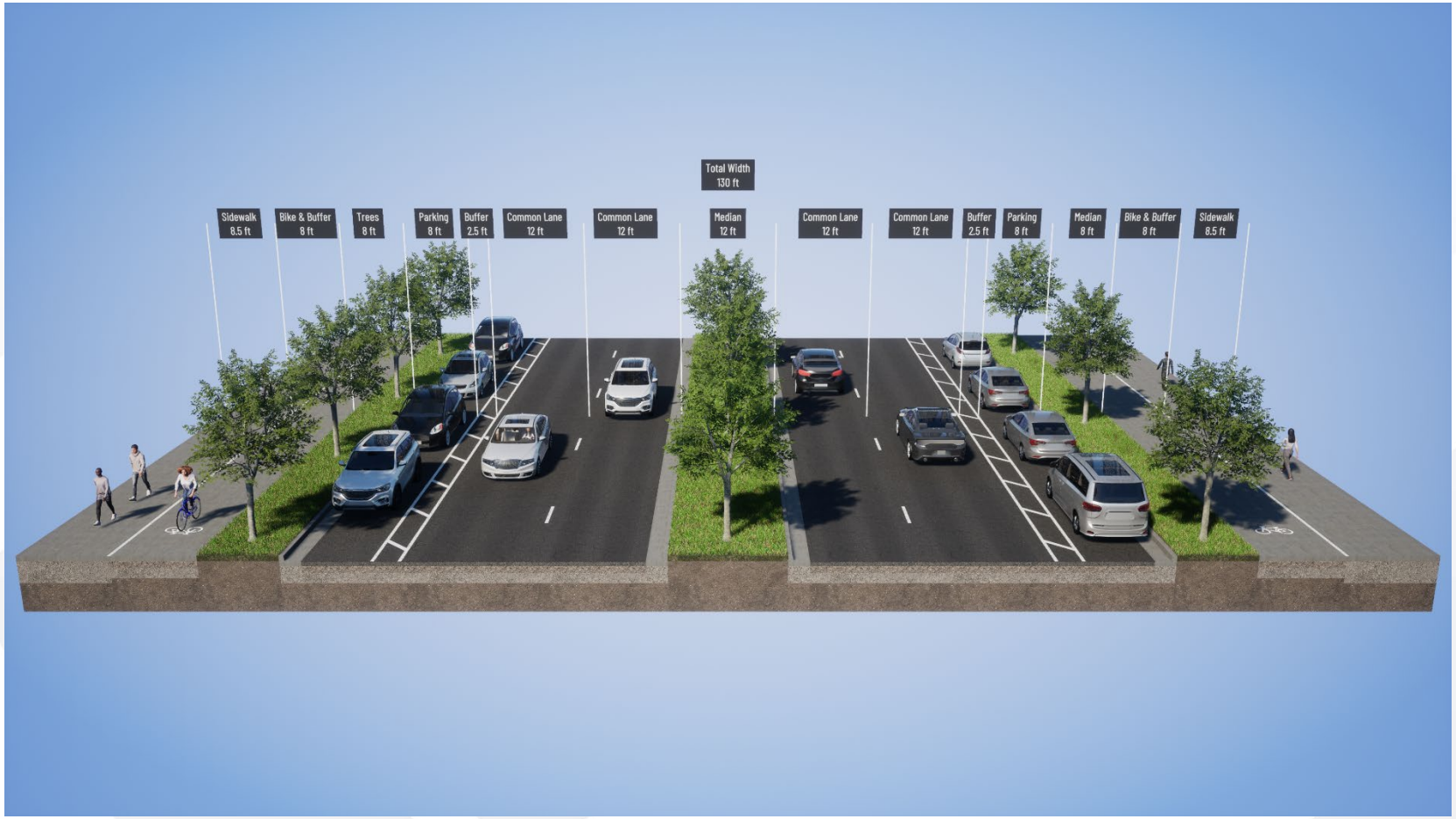
Project ID	Project Name	Prioritization Score	Safety	LOS	PCI	Ped Needs	Bike Needs	Transit Needs	Schools	Parks	Econ Oppr.
C-P16	Prefontaine Ave / 16th St from W 5th St to CR 293	**69**	30	10	5	4	4	4	4	4	4
C-P6	Park Ave / US 6 / Gateway Trail	**63**	25	10	0	4	8	4	4	4	4
C-5W	W 5th St / Fravert Blvd from Will Ave to W 3rd St	**55**	30	0	5	4	4	0	4	4	4
C-H13	Hwy 13 from 24th St to 30th St	**50**	25	10	3	4	0	4	0	0	4
MR-RR2	Railroad Ave: Centennial to 2nd St	**50**	30	0	0	4	4	0	4	4	4
C-WR	Whiteriver Ave from 16th St to Hwy 13 / Acacia Ave ext. to Whiteriver Ave	**46**	30	0	0	4	8	0	0	0	4
MM-RR	RimRock Development Multimodal Improvements	**46**	15	10	5	4	0	4	0	4	4
MM-26	26th St Multimodal Improvements	**45**	30	0	7	0	4	0	0	0	4
C-5E	5th St from Centennial Park to Birch Ct	**44**	15	10	3	0	0	4	4	4	4
MR-RR3	Railroad Ave: 2nd St to 5th St	**44**	15	0	5	4	4	4	4	4	4
CA-70-RB	North I-70 Roundabout	**43**	20	10	5	4	0	4	0	0	0
MR-AP1	Airport Road: Roundabout to Enterprise	**42**	15	10	5	4	0	4	0	0	4
C-R916	Railroad Ave from 9th St to 16th St	**40**	5	10	5	4	4	0	4	4	4
MM-WR	Whiteriver Ave Multimodal Improvements	**40**	5	10	5	4	0	4	4	4	4

Project ID	Project Name	Prioritization Score	Safety	LOS	PCI	Ped Needs	Bike Needs	Transit Needs	Schools	Parks	Econ Oppr.
TR-RCE	Rifle Creek East Trail	**35**	5	10	0	4	8	0	0	4	4
TR-PD	Pioneer Ditch Trail	**35**	5	10	0	4	8	0	0	4	4
C-2	W 2nd St from Hwy 6 to 3rd St	**32**	5	10	5	0	0	4	0	4	4
C-9	9th St / Morrow Dr from East Ave to Birch Ave	**32**	15	0	5	0	4	0	0	4	4
C-24	24th St from Fairview Heights Ct to Hwy 13	**32**	5	0	7	4	4	0	4	4	4
MR-RR6	Railroad Ave: 16th St to Bypass	**32**	5	10	5	4	0	0	0	4	4
C-P12	Park Ave / 12th St / Howard Ave / 14th St from 3rd St to Rifle Creek Trail	**30**	5	0	5	4	4	0	4	4	4
MR-WR2	Whiteriver Ave: 4th St to 9th St	**30**	5	0	5	4	4	0	4	4	4
C-3	3rd St from Fravert Blvd to Ash Ave	**26**	5	10	3	0	0	0	0	4	4
MR-WR1	Whiteriver Ave: 1st St to 4th St	**26**	5	0	5	4	4	0	0	4	4
TR-RC-G	Rifle Creek Trail Gap	**24**	0	0	0	4	8	0	4	4	4
CA-W	West Ave - 3rd to 6th	**23**	0	0	7	0	0	4	4	4	4
C-7	7th St from Whiteriver Ave to city limits	**22**	5	0	5	4	0	0	0	4	4
CO-TD	Tripp Drive	**22**	5	0	5	0	4	0	4	4	0
C-FRF	Fravert / Fairway from CR 244 / 16th St to 24th St	**21**	5	0	0	0	4	0	4	4	4
TR-HE	Highland East Trail connection	**20**	0	0	0	4	8	0	4	0	4
TR-GC	Government Creek Trail connection	**20**	0	0	0	4	8	0	4	4	0

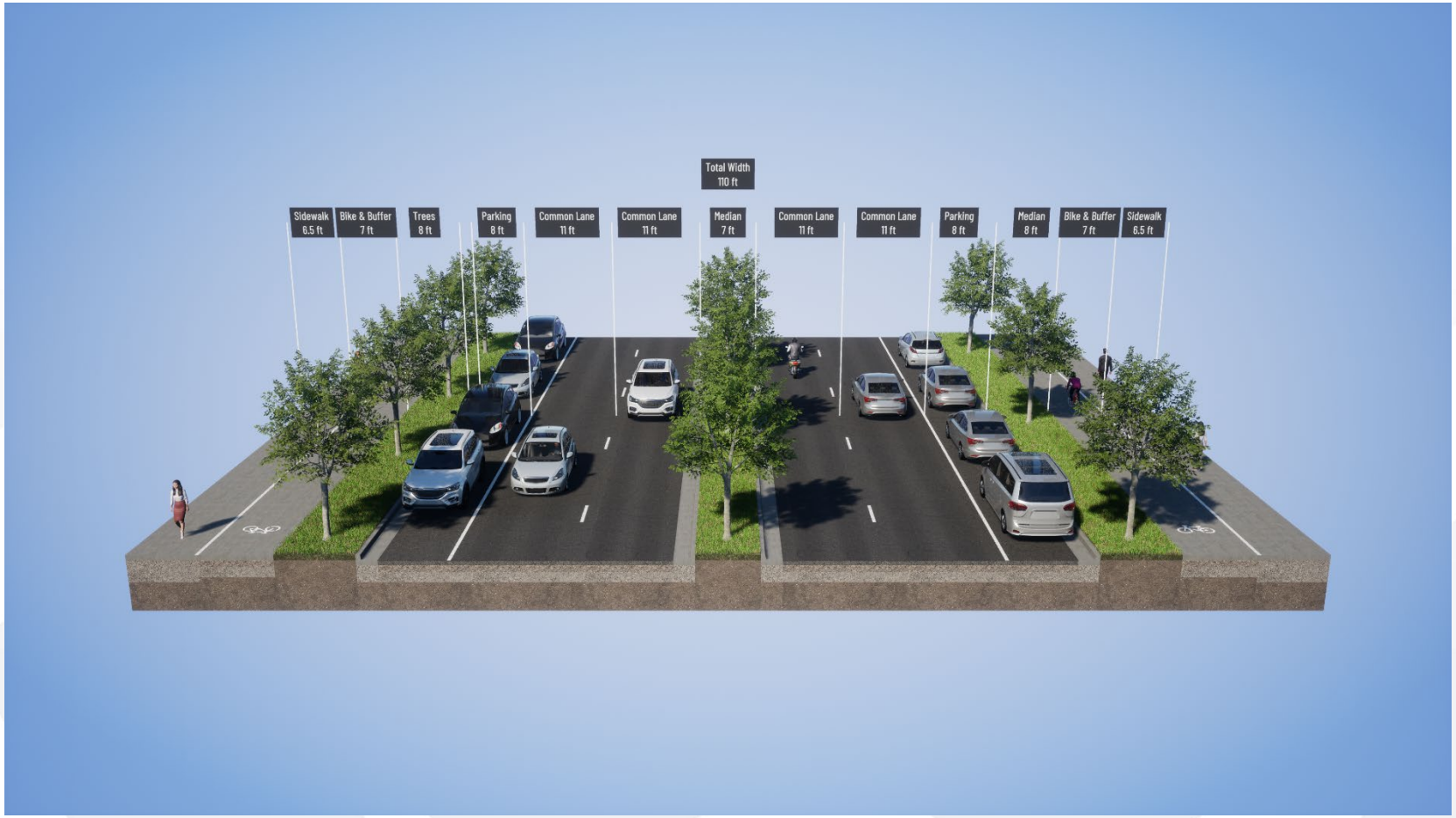
Project ID	Project Name	Prioritization Score	Safety	LOS	PCI	Ped Needs	Bike Needs	Transit Needs	Schools	Parks	Econ Oppr.
C-AB	Aspen Ave / Birch Ave from 5th St to 19th St	**19**	0	0	7	4	0	0	4	4	0
CA-SA	Stillwell Ave	**19**	5	0	6	0	4	0	0	4	0
CA-E	East Avenue - 1st St to 5th St rebuild	**18**	0	0	6	0	0	0	4	4	4
C-CRT	Colorado River Trail from Beaver Creek to Hwy 13	**17**	0	0	5	4	0	0	4	4	0
MR-WR3	Whiteriver Ave: 9th St to 16th St	**17**	5	0	0	4	8	0	0	0	0
CA-RIB	River Island Bridges	**16**	0	0	0	0	8	0	4	4	0
MM-BV	Bryce's Valley Multimodal Improvements	**16**	0	0	0	4	8	0	0	0	4
MM-H	Hutton Ave Multimodal Improvements	**13**	5	0	0	0	0	0	4	0	4
CA-CM-WL	Coal Mine / Willow Connection	**13**	0	0	5	0	4	0	0	4	0
TR-RG	Ramsey Gulch Trail	**12**	0	0	0	0	4	0	0	4	4
TR-RDC	Raynard Ditch Trail connection	**12**	0	0	0	4	8	0	0	0	0
TR-MK	Middle Kingdom Trail	**12**	0	0	0	4	8	0	0	0	0
CA-PA	Park Avenue Extension to Centennial Pkwy	**12**	0	0	0	4	8	0	0	0	0
MM-30	30th St Multimodal Improvements	**11**	0	0	7	0	4	0	0	0	0
MM-MO	Munro Ave Multimodal Improvements	**9**	0	0	5	0	4	0	0	0	0
SW-GM	Graham Mesa Ave sidewalk	**8**	0	0	0	0	0	0	4	4	0

Project ID	Project Name	Prioritization Score	Safety	LOS	PCI	Ped Needs	Bike Needs	Transit Needs	Schools	Parks	Econ Oppr.
MM-E	Eastside Multimodal Improvements	**8**	0	0	0	0	0	4	0	0	4
CA-DT-PG	Downtown Parking Garage	**8**	0	0	0	0	0	4	0	0	4
CA-P&R	Park and Ride	**8**	0	0	0	0	4	0	4	0	0
CA-9-EX	Future West 9th St - connection to Hwy 13 Bypass	**8**	0	0	0	4	0	0	0	4	0
MM-SM	Silt Mesa Road Multimodal Improvements	**4**	0	0	4	0	0	0	0	0	0
CA-9-BP	9th St Connection at Bypass	**4**	0	0	0	0	0	0	0	4	0
MR-AP2	Airport Road: Enterprise to County Road	**4**	0	0	0	0	4	0	0	0	0
CA-RY	Raynard Road	**0**	0	0	0	0	0	0	0	0	0
CA-TB	Taughenbaugh Extension	**0**	0	0	0	0	0	0	0	0	0

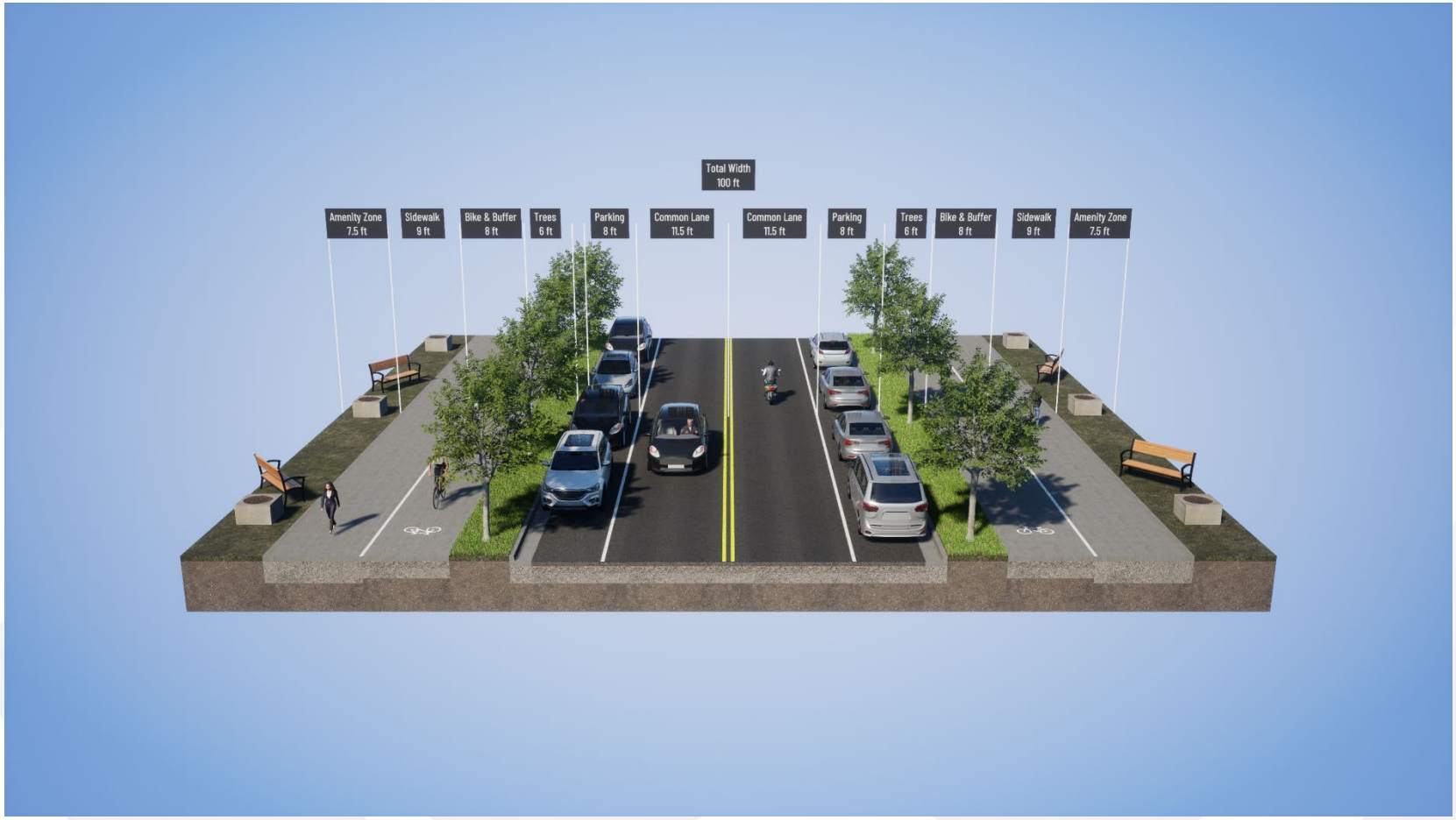
Appendix E: Recommended Typical Roadway Sections



Principle Arterial Parkway



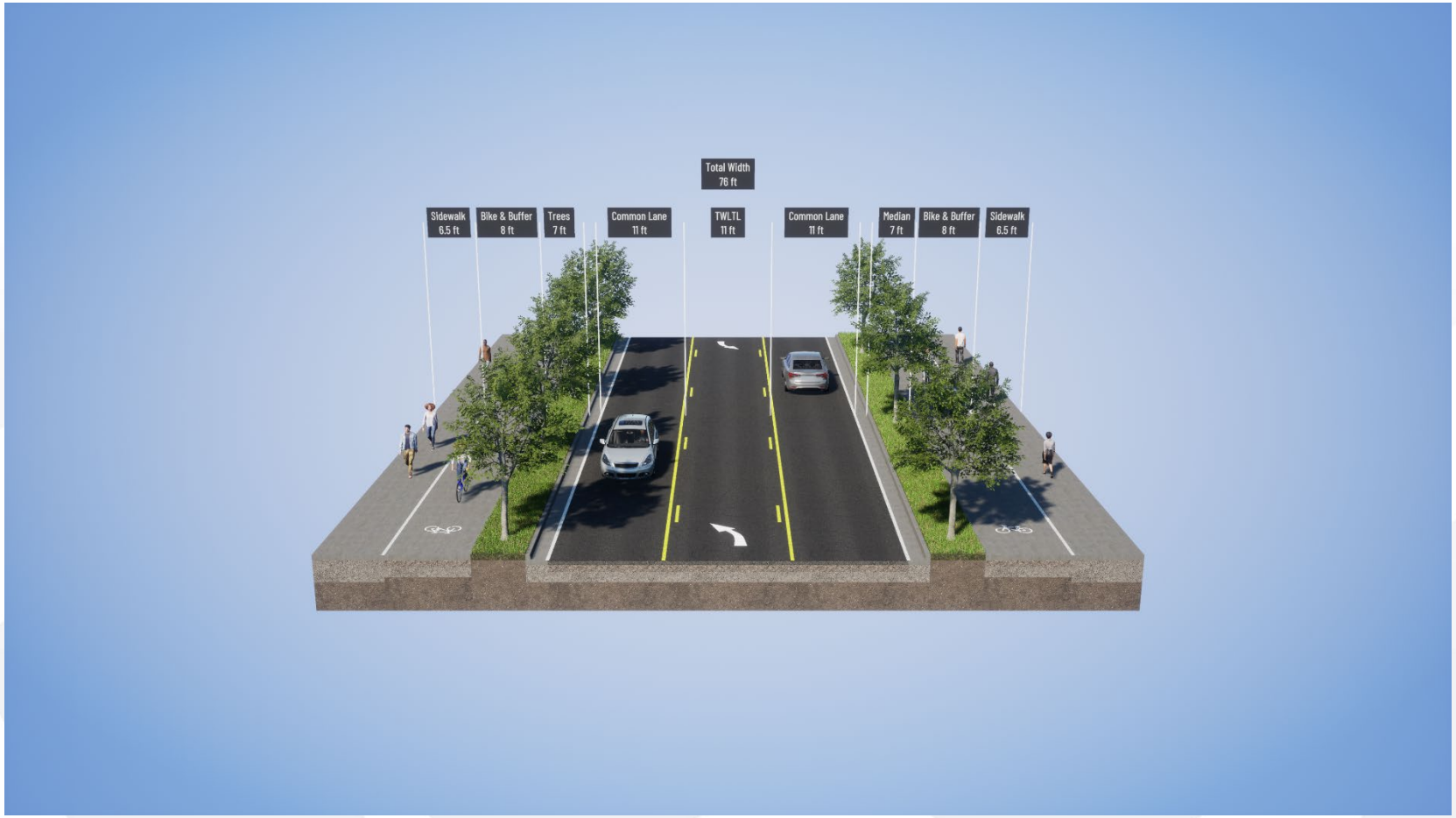
Arterial Parkway



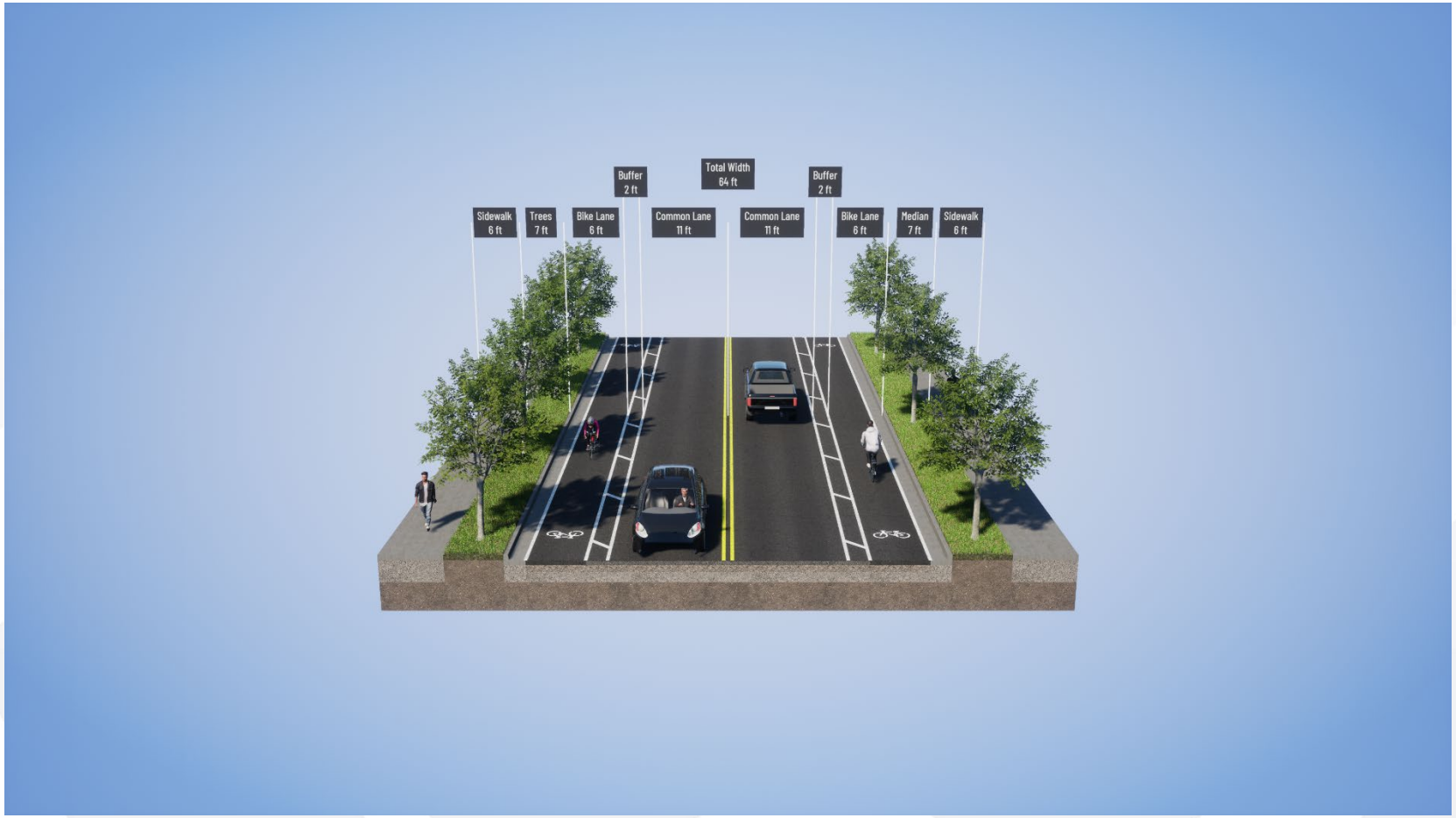
Arterial Commercial Type 1



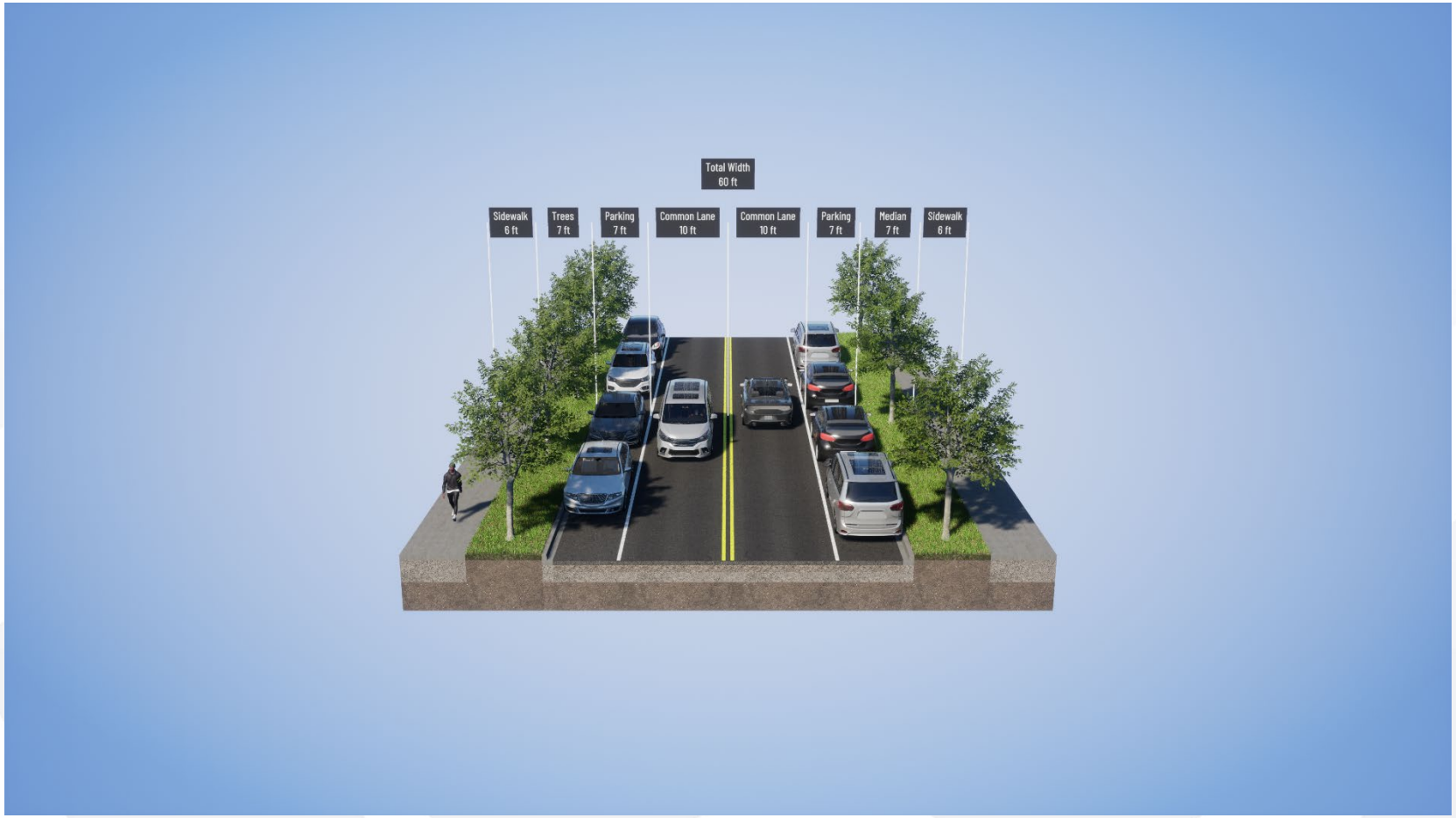
Arterial Commercial Type 2



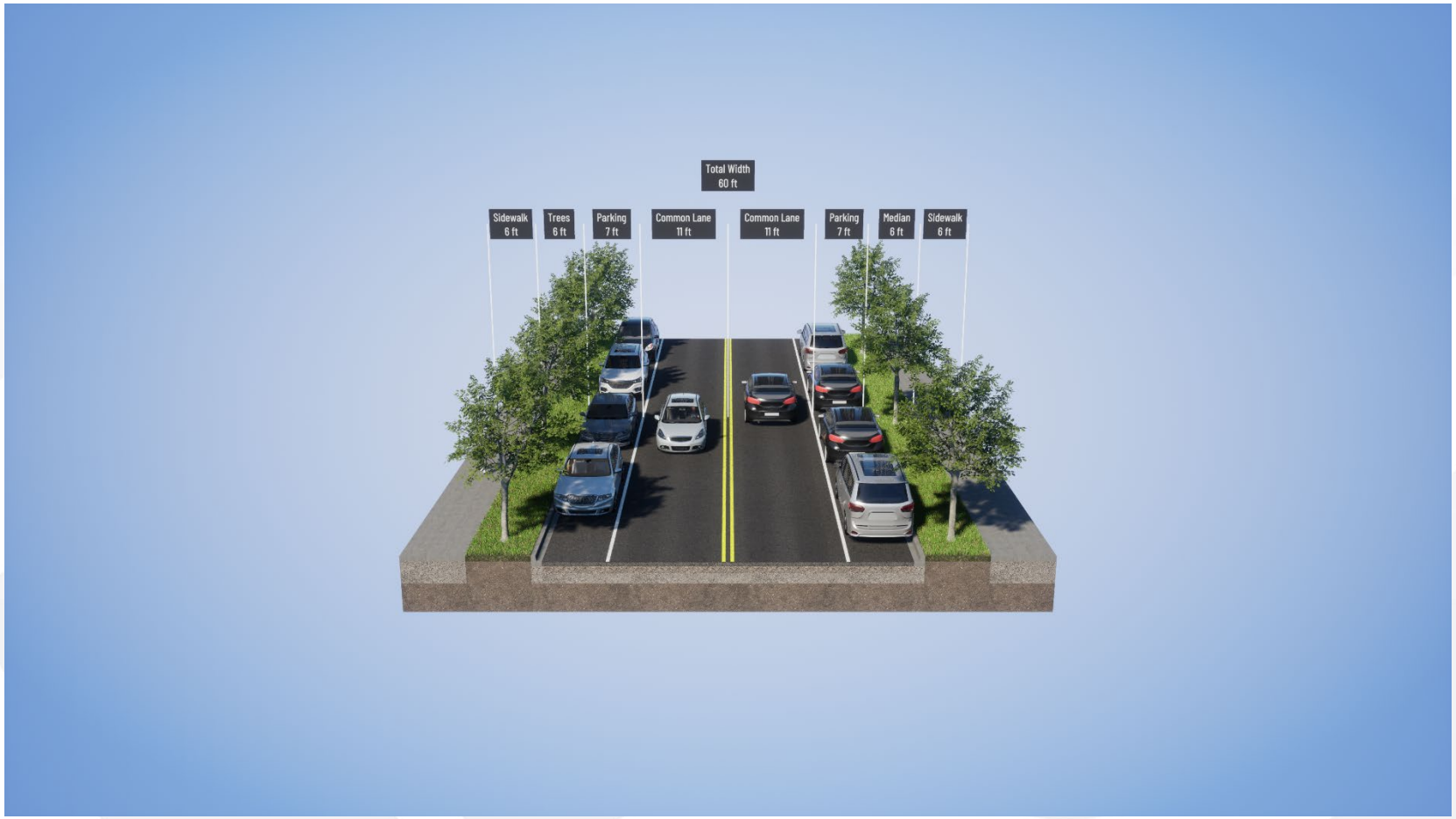
Minor Arterial



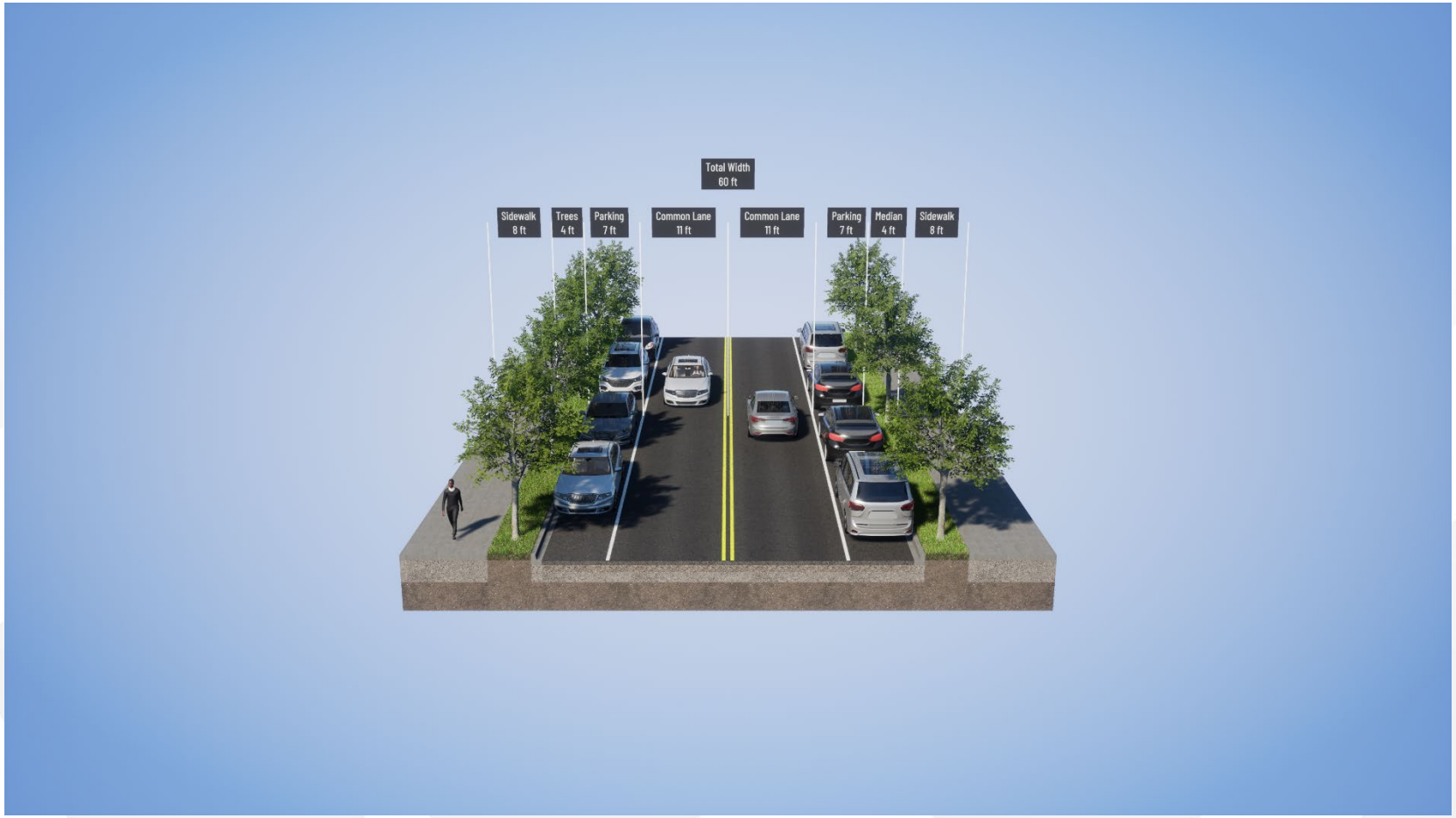
Major Collector



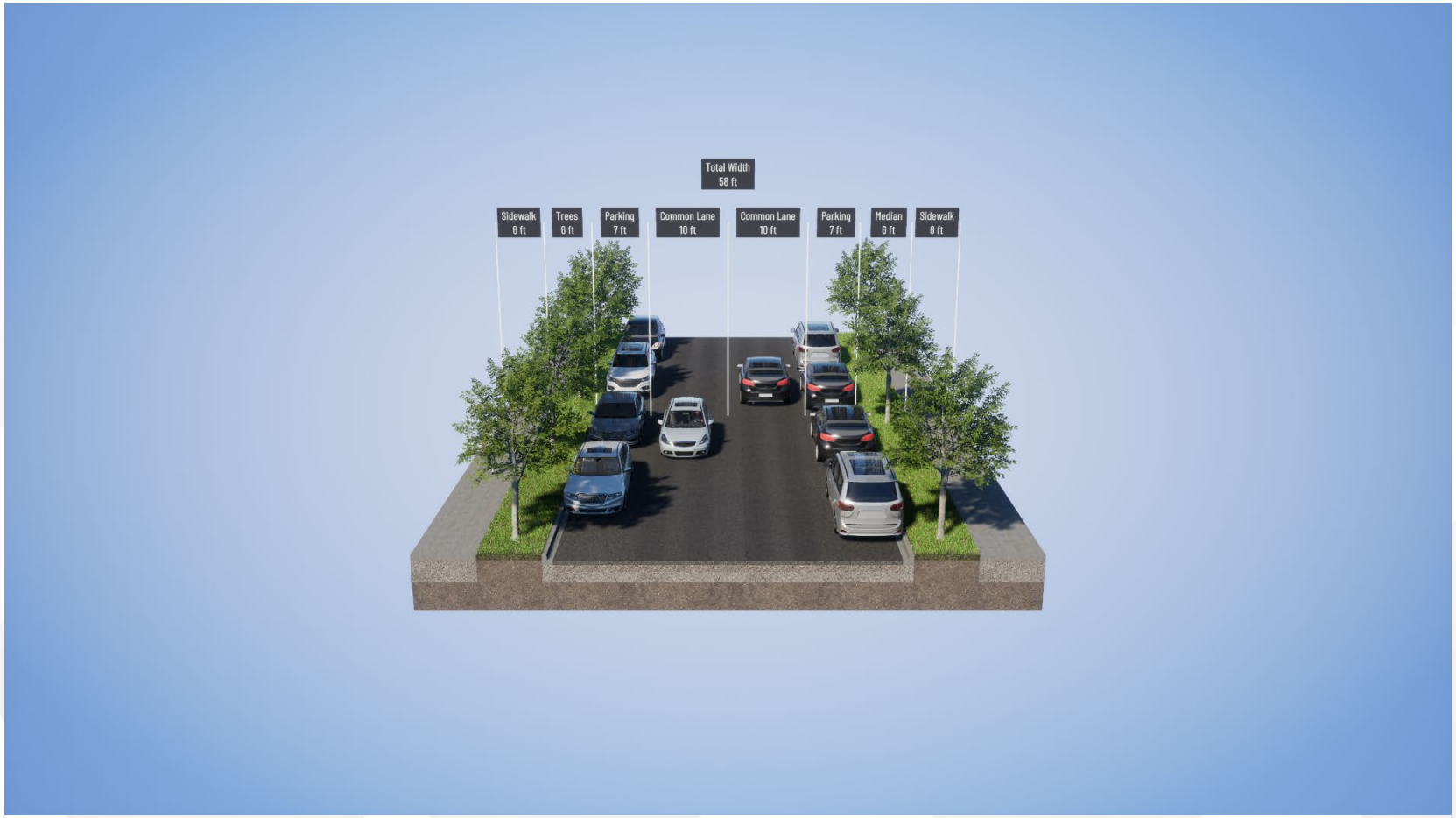
Minor Collector



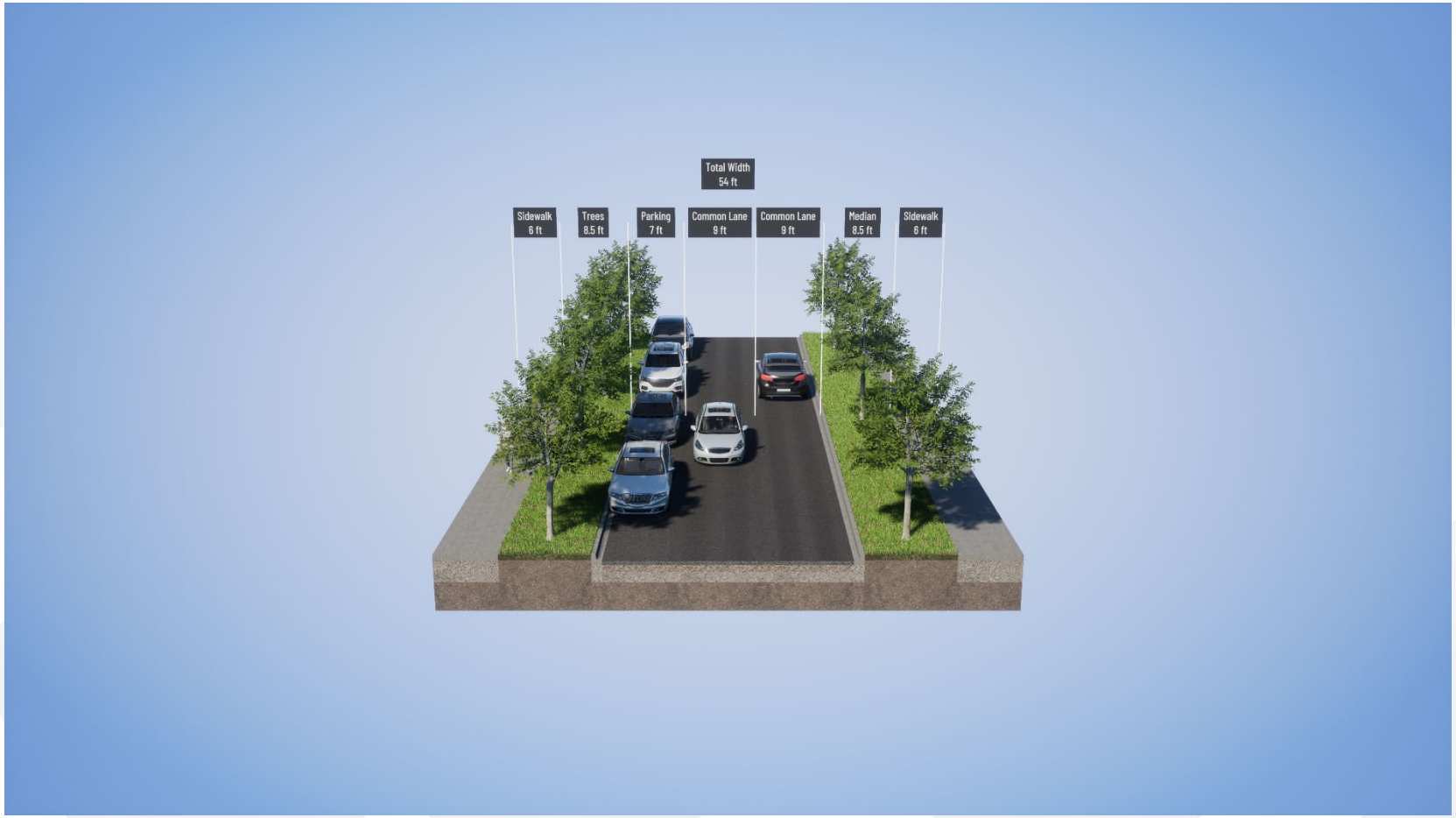
Collector Residential Type 1



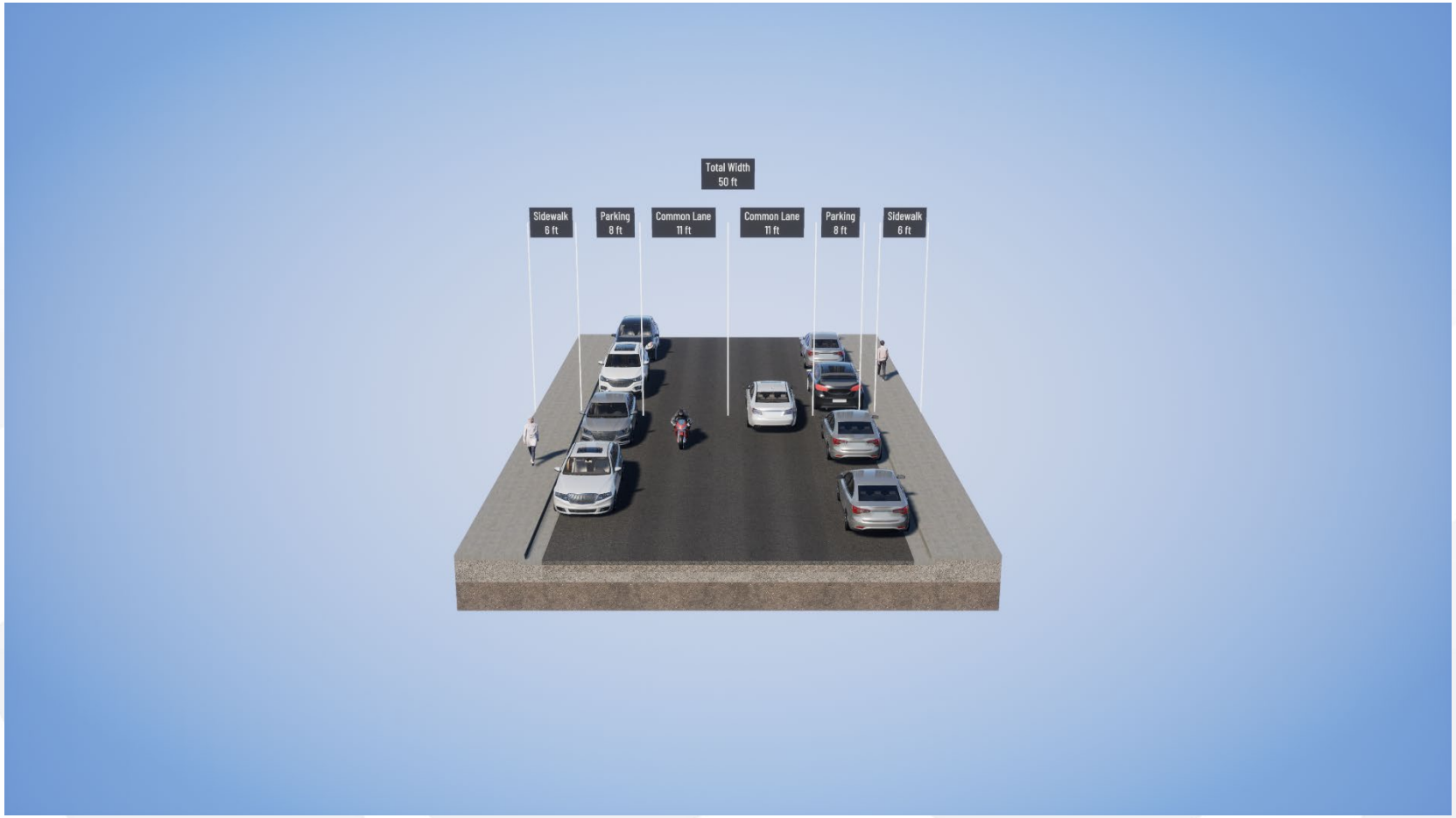
Collector Commercial Area



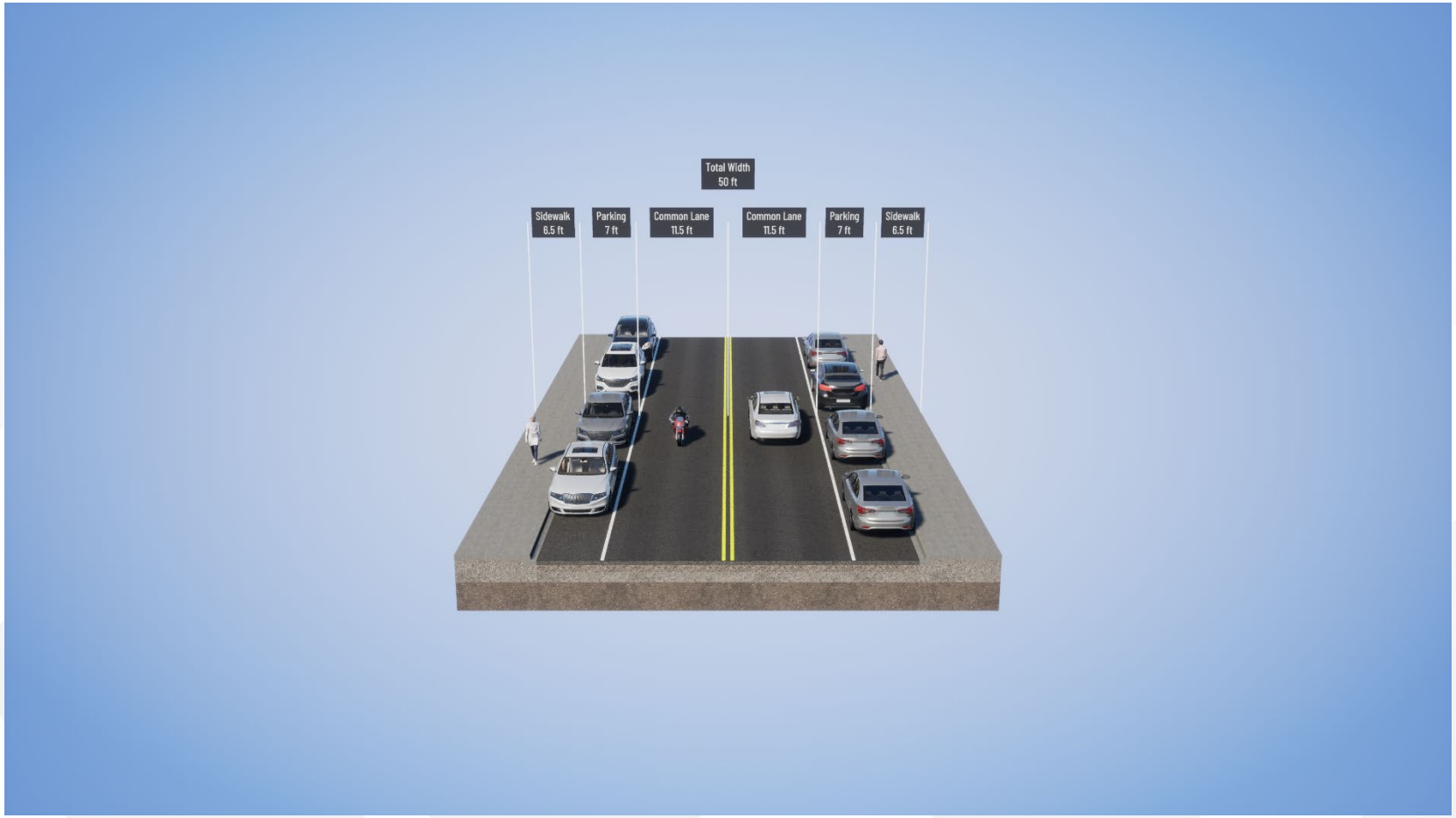
Local Street with Less Than 1000 Average Daily Traffic (ADT)



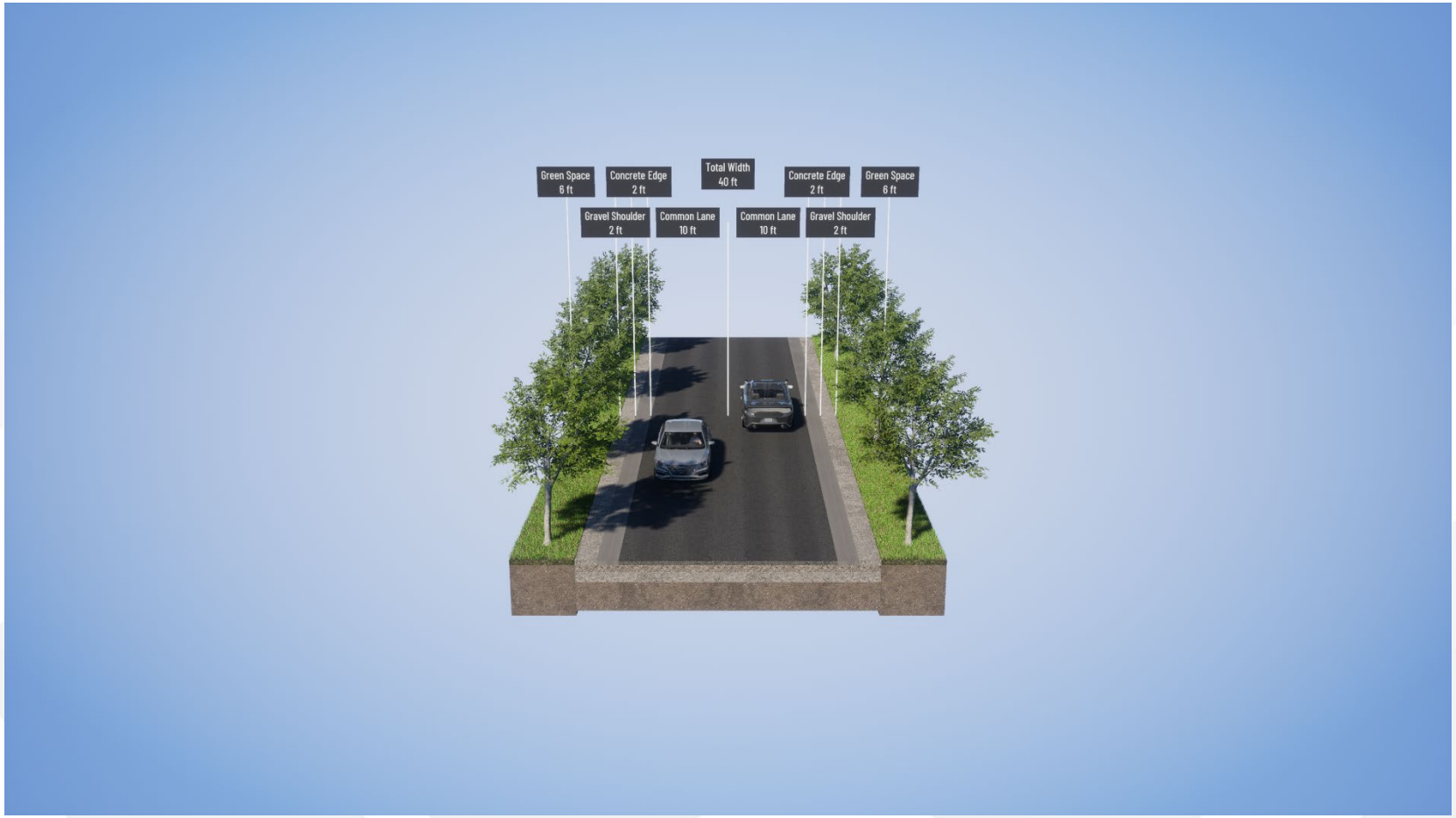
Local Street with Less Than 500 Average Daily Traffic (ADT)



Local Residential Type 1



Local Commercial



Rural Street