



# **CITY COUNCIL**

## **WORKSHOP AND REGULAR MEETING AGENDA**

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April 16, 2025  
7:00 PM  
202 Railroad Avenue, Rifle, CO

### **6:00 PM - Workshop Meeting**

#### **Discussion and Review**

- a. Certified Local Government Discussion
- b. Discuss Agenda for Strategic Planning

### **7:00 PM - Regular Meeting**

- 1. **Call to Order**
- 2. **Roll Call**
- 3. **Pledge of Allegiance**
- 4. **Public Comment** \*(Maximum time permitted for Public Comment is 3 minutes per person)  
\*(Reserved for general comments or items on the agenda that are not a public hearing)
- 5. **Consent Agenda**
  - 5.a. Consider Minutes of the April 2, 2025 Regular Meeting
  - 5.b. Consider Liquor License Renewal for Imperio Mexican Restaurant, LLC dba Imperio Mexican Restaurant
- 6. **Action, if any, on Workshop Items**
- 7. **Regular Agenda**
  - 7.a. Consider Contract with J&M Display for July 3rd & Hometown Holiday Firework Shows
  - 7.b. Safe Streets for All Safety Action Plan - Resolution No. 10, Series of 2025
- 8. **Administrative Reports**
  - 8.a. Report to City Manager
- 9. **Comments from Mayor and Council**

## 10. Adjournment

### ACCESSIBILITY STATEMENT

*The City of Rifle values full inclusion and access for all of our facilities, programs, activities and services. We are pleased to provide meaningful accommodations to comply with the Americans with Disabilities Act (ADA) and reasonably provide translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids, and services. To request special assistance, call City Clerk Alexis Ramirez at 970-665-6405 or email our ADA Team at ADATeam@rifleco.org. Please allow 48 hours for your requests to be met.*

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**Agenda Item #a.**

**Agenda Item Name:**

Certified Local Government Discussion

**Presenter:**

Zach Higgins, Planning Director

**Item Description:**

Planning Commission gave a recommendation for City Council to explore the option of Rifle becoming a Certified Local Government. Planning Commission discussed the benefits and potential burdens of the program. The grant opportunities and tax credits for Rifle business and property owners were seen as the biggest benefits. The reporting requirements and historic inventory were seen as the biggest burdens.

**Recommended Action:**

Discussion Only - No Action Needed

**Fiscal Impact:**

Minimal Staff Time required to meet reporting requirements and provide relevant agenda items.

**Operational Impact:**

Planning Commission will need to discuss Historic Preservation at four meetings annually. Staff will need to meet the minimal reporting requirements annually.

**Prior Board Motions:**

Planning Commission has discussed and made a recommendation to the City Council for discussion.

**Background Information:**

The State of Colorado through History Colorado offers the Certified Local Government program. The program seeks to encourage and expand local involvement in historic preservation activities through a partnership between local governments and the State Historic Preservation Office, and the National Park Service.

Benefits to Certified Local Governments include:

- Access to grant funds available only to CLGs that do not require a cash match and can be used for survey, planning, or educational activities.
- CLG communities receive technical support from SHPO and National Park Service staff.
- CLG communities have the ability join national organizations.
- The SHPO offers CLG-exclusive training and networking opportunities throughout Colorado.
- Opportunity to participate in review of tax credit projects.
- Local designation qualifies property owners for the 20 percent State Historic Preservation Tax Credit and provides access to the State Historical Fund preservation grant program.

- According to the state, a strong local preservation program can increase property values, assist in promoting heritage tourism, and promote community heritage and identity.

**Executive Summary:**

The City has already laid the groundwork or is in compliance with the majority of the requirements outlined. Staff has confirmed that the Planning Commission is allowed to act as the preservation board if it considers preservation activities four times per year. Additionally, a historic building inventory has been completed in the past for Rifle which should meet the requirement. There are many training opportunities available including virtual and in-person including the Saving Places Conference held on the front range annually. The City would need to provide additional framework for its preservation code to meet the requirement.

**Notification Requirements:**

None

**Prepared By:**

Zach Higgins, Planning Director

**Attachments:**

1. CLG Discussion Memo\_04\_02\_2025
2. CLG\_Program\_Overview\_(1416a)\_1.7.22
3. Colorado CLGs - Google My Maps
4. Certified Local Government Grants \_ History Colorado
5. Preservation Tax Credits \_ History Colorado
6. Odd Fellows Hall \_ History Colorado
7. Montrose Fruit & Produce Association Building \_ History Colorado
8. News Flash • City of Montrose • CivicEngage

## DEPARTMENT OF PLANNING & DEVELOPMENT

202 Railroad Avenue, Rifle, CO 81650

Phone: 970-665-6490



### MEMORANDUM

TO: City of Rifle City Council  
FROM: Zach Higgins, Planning Director  
DATE: April 2, 2025  
SUBJECT: Certified Local Government - Workshop

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### **Background**

The State of Colorado through History Colorado offers the Certified Local Government program. The program seeks to encourage and expand local involvement in historic preservation activities through a partnership between local governments and the State Historic Preservation Office, and the National Park Service.

Benefits to Certified Local Governments include:

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- CLG communities receive technical support from SHPO and National Park Service staff.
- CLG communities have the ability join national organizations.
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- Opportunity to participate in review of tax credit projects.
- Local designation qualifies property owners for the 20 percent State Historic Preservation Tax Credit and provides access to the State Historical Fund preservation grant program.
- According to the state, a strong local preservation program can increase property values, assist in promoting heritage tourism, and promote community heritage and identity.

### **Certification Requirements**

- Each CLG must enact and enforce a local ordinance that provides a legal framework for a preservation program that will achieve the purpose of designating and protecting significant historic buildings, sites, structures, and districts.
- Each CLG must create a commission of at least five members that have a demonstrated interest, competence, or knowledge of preservation, and the commission must meet at least four times a year.
- At least one commission member must attend a SHPO-approved educational/training event each year.
- CLGs must maintain a system for survey and inventory of historic properties.

## DEPARTMENT OF PLANNING & DEVELOPMENT

202 Railroad Avenue, Rifle, CO 81650

Phone: 970-665-6490



- GLGs must provide opportunities for public participation in local preservation efforts.
- CLGs must review and provide comment on National Register nominations submitted for properties within their jurisdiction.

The City has already laid the groundwork or is in compliance with the majority of the requirements outlined. Staff has confirmed that the Planning Commission is allowed to act as the preservation board if it considers preservation activities four times per year. Additionally, a historic building inventory has been completed in the past for Rifle which should meet the requirement. There are many training opportunities available including virtual and in-person including the Saving Places Conference held on the front range annually. The City would need to provide additional framework for its preservation code to meet the requirement.

### **Planning Commission Recommendation**

The Planning Commission has recommended the City Council consider the requirements of becoming and maintaining Certified Local Government status for the City of Rifle.

## OVERVIEW

The Certified Local Government (CLG) Program seeks to encourage and expand local involvement in historic preservation activities through a partnership between local governments and the State Historic Preservation Office (SHPO), and the National Park Service (NPS).

## BENEFITS

- ▶ CLGs communities have access to grant funds available only to CLGs. These grants do not require a cash match and can be used for survey, planning, nomination, or educational activities.
- ▶ CLG communities receive technical support from SHPO and National Park Service staff in order to advance local preservation objectives.
- ▶ CLG communities have the ability to join national organizations, such as the National Alliance of Preservation Commissions, that provide informational resources and access to a 50-state preservation network.
- ▶ The SHPO offers CLG-exclusive training and networking opportunities throughout the state.
- ▶ The opportunity to participate in the review of tax credit projects.
- ▶ Local designation qualifies property owners for the 20 percent State Historic Preservation Tax Credit and provides access to the State Historical Fund preservation grant program.
- ▶ A strong local preservation program can increase property values, assist in promoting heritage tourism, and promote community heritage and identity.



St. James Episcopal Church, Lake City, CLG grant recipient



North Side Historic District, Pueblo

## OBLIGATIONS

- ▶ Each CLG must enact and enforce a local ordinance that provides a legal framework for a preservation program that will achieve the purpose of designating and protecting significant historic buildings, sites, structures and districts.
- ▶ Each CLG must create a commission of at least five members that have a demonstrated interest, competence, or knowledge of preservation, and the commission must meet at least four times a year.
- ▶ At least one commission member must attend a SHPO-approved educational/training event each year.
- ▶ CLGs must maintain a system for survey and inventory of historic properties.
- ▶ CLGs must provide opportunities for public participation in local preservation efforts.
- ▶ CLGs must review and provide comment on National Register nominations submitted for properties within their jurisdiction.

For more information on the CLG program contact **Lindsey Flewelling** at [lindsey.flewelling@state.co.us](mailto:lindsey.flewelling@state.co.us)

Last updated January 2022



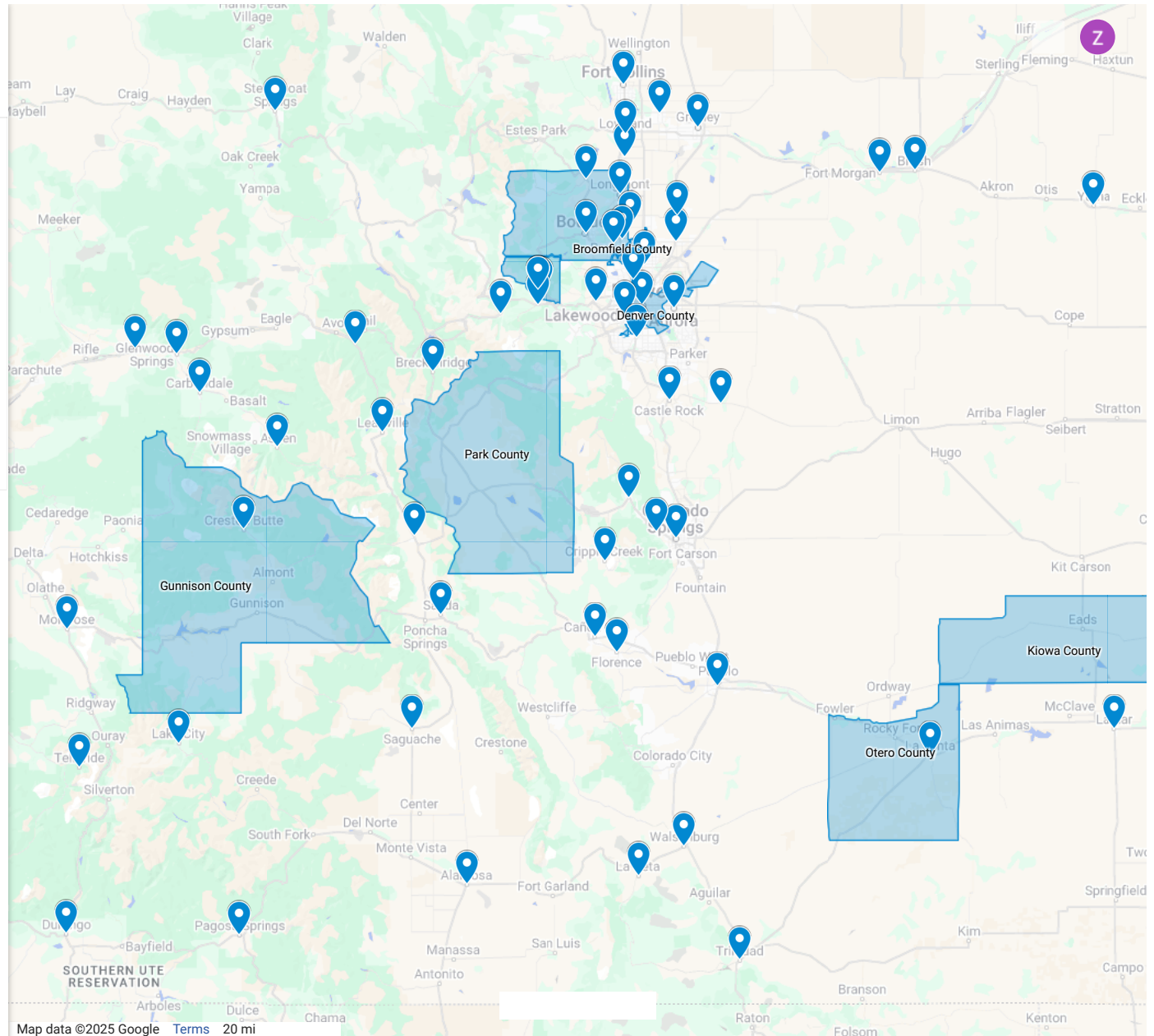
## Colorado CLGs



## Town/City CLGs

## All items

Alamosa  
Aspen  
Aurora  
Berthoud  
Black Hawk  
Boulder  
Breckenridge  
Brighton  
Buena Vista  
Carbondale  
Castle Rock  
Central City  
Colorado Springs  
Cortez  
Crested Butte  
Cripple Creek  
Denver  
Durango  
Elizabeth  
Erie  
Florence  
Fort Collins  
Fort Lupton  
Georgetown  
Glenwood Springs  
Golden



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# Certified Local Government Grants

The U.S. Department of Interior's Historic Preservation Fund (HPF) Program provides funding for a portion of the operation of Colorado's State Historic Preservation Office (SHPO). The National Park Service specifies that at least 10 percent of these funds be subgranted to Certified Local Governments (CLGs).

**About the State Historic  
Preservation Office**

**Events & Education**

**Grants & Incentives**

**Office of Archaeology &  
Historic Preservation**

Since 2000, History Colorado (Colorado's SHPO) has provided the required match to these funds through History Colorado's State Historical Fund. Therefore, local governments may apply for CLG grants without providing matching funds.

Counties and municipalities must be designated a CLG prior to the grant application submittal deadline in order to be eligible for CLG grant funding. **Discover how to become a CLG.**

## CLG General Grants

General grants are available annually for Certified Local Governments in good standing. CLGs are eligible to apply for up to \$25,000 in no-match grant funding for preservation planning, survey, historic context, designation, outreach/education, and other projects which benefit your local government preservation program.

### Key Dates:

Grant Application Available - October 1, 2024

Drafts Due - December 9, 2024 by the end of the day

Applications Due - January 15, 2025 at 5:00 PM

## Review & Compliance

## Survey & Designation

Survey & Inventory

National & State Registers

Certified Local Governments

- Certifying Your Local Government
- Certified Local Government Grants
- CLG Grants Administration
- Guidance Materials

## Resources



Award Notifications - March 3, 2025 (anticipated)

Projects Completed - June 1, 2027

## Application Materials:

**CLG Subgrant Program Manual FY 2025 (PDF)**

**CLG Grant Application FY 2025 (PDF)**

## Awarded CLG Grants

Grant recipients can find forms and guidance for grant management on our **CLG Grants Administration** page.

| FY 2024                                                           |
|-------------------------------------------------------------------|
| City of La Junta - Cultural Resource Survey of Northeast La Junta |
| Town of Carbondale - Historic Preservation Design Guidelines      |

City of Northglenn - Citywide Survey Plan

Town of Minturn - Cultural Resource Survey

City of Cortez - Class III Cultural Resource Survey

City of Aurora - Survey Plan Update

City of Loveland - NAPC Commission Assistance and Mentoring Program

**FY 2023**

**FY 2022**

**FY 2021**

## CLG Scholarships

The Certified Local Government grant program offers scholarships for specific training opportunities. Requirements are detailed in the scholarship application. Check back periodically for scholarship availability!

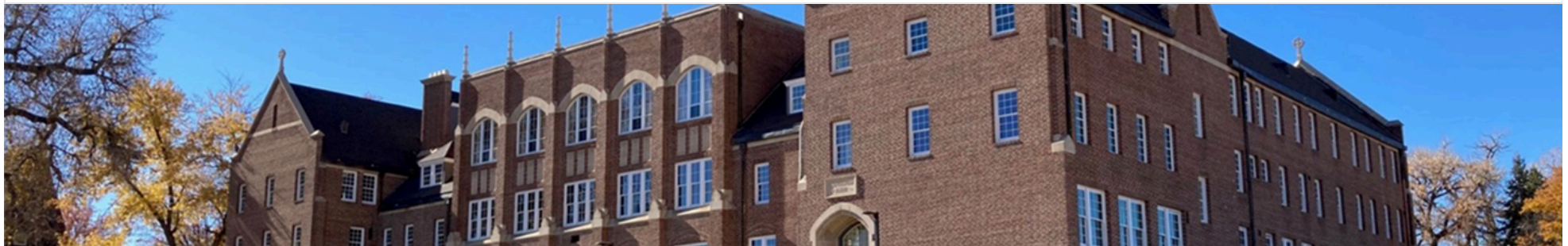
### Materials For Current Awarded Scholarships:

Free general admission for kids, every day at all History Colorado museums.

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## Preservation Tax Credits

Colorado has had a state historic rehabilitation tax credit in place since 1990. The current state statute that governs and guides the program was signed into law in 2015, was amended in 2018, and underwent modifications in 2024. The latest modifications have been in effect since January 1, 2025.

[Click here to learn about Preservation Tax Credits Success Stories→](#)

## Programs

Colorado offers four programs that tie to historic preservation tax credits. All programs are managed by and in partnership with the National Parks Service (for Federal Commercial) and the Colorado Office of Economic Development and International Trade (for State Commercial and Housing). To learn more about each program, click on the program name.



[State Residential Credit→](#)

[State Commercial Credit→](#)

[State Housing Historic Credit→](#)

[Federal Commercial Credit→](#)

## What guidelines are used in reviewing my project?

- [Secretary of the Interior's Standards for Rehabilitation](#)
- [Qualified Rehabilitation Expenses](#)

- **Frequently Asked Questions** from the IRS Website for Federal Commercial Credit

## *Program Contact*

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**Sara Kappel**

**[sara.kappel@state.co.us](mailto:sara.kappel@state.co.us)**

**303-549-6190**

## *Preservation Tax Credits Success Stories*

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Since July 2015, when the Job Creation and Main Street Revitalization Act went into effect, credits have been reserved for over 250 projects across Colorado. The goal of the program is to provide a state incentive to property owners and developers to bring new life into dilapidated, vacant, or underutilized properties. The economic impact varies on many levels from close to \$650 million investment with a total of over 800 new residential units, creation of 2400 new jobs, and \$61 million in generated taxes, these projects create ripple effects within their communities. Read below for a few of these success stories!

### **Calkins School Apartments**

Located in the Four Corners region, Calkins School was built in 1909 to serve the growing community of Cortez. By 2008, the school fell into a vacant status and was purchased by the Housing Authority of the County of Montezuma. In collaboration with a private developer, the school was converted into twelve affordable housing units. The developer was also able to build two new apartment buildings next door in order for the project to be financially feasible and best serve the needs of the community.

## Boys and Girls Club of Weld County

Historically known as the Warnoco Skating Rink, the building is now home to one of the newest Boys and Girls Club of Weld County teen centers. Having sat underutilized for years, the building now provides a safe location for local teens to learn life skills and participate in afterschool activities. While the building no longer serves as the Warnoco Skating Rink, the Club retained many features characteristic of the skating rink era including the open wood truss ceiling, wood flooring, and the joy the space brings to the youth of the community.



## Pancratia Hall; Loretto Heights

What was once the southwest edge of Denver, stood Loretto Heights, a campus dedicated to providing educational opportunities to young ladies beginning in the late 1800s and closing in 1941. Pancratia Hall served as classrooms and dormitories for the attendees. After a multi-year project, the rehabilitation of the building into 74 affordable housing apartments ranging from 1-3 bedroom units was completed in 2022.



## Montrose Potato Growers Association



Out on the Western Slope in Montrose you will find a vibrant community that is all about preserving their heritage. One of those projects is The Montrose Potato Growers Association Building. Having sat vacant for decades, the owner of Storm King Distillery saw the potential to transform the building into a social space providing food and beverage vendor spaces, rooms for parties, and a place for the community to recognize as part of their history. From a building with a collapsed room and a basement that flooded to a fully rehabilitated building with new windows, decks, roof, and interior finishes, the building is a place to visit the next time in Montrose.

## Plaza Block

The Plaza Block is the last extant nineteenth-century building on Highway 50 in La Junta. Considered an eyesore since the 1970s, some believed tearing it down was the easiest solution to its dilapidated state. However, when demolition funding was denied, local organizations united to create a rehabilitation plan, breathing new life into the building. The building will provide a much needed space for community gatherings on the first floor including a full



commercial kitchen and on the second floor there are two one bedroom apartments.



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## Odd Fellows Hall

*New Castle*  
*Garfield County*



Front facade of the Odd Fellows Hall prior to renovation.

In 1890, the Odd Fellows celebrated the opening of this two-story brick meeting hall, which housed a saloon and a butcher's shop on the ground floor. The Odd Fellows used the building for ninety-seven years. Unlike many other Odd Fellows halls throughout the state, the citizens of New Castle kept their building in service with a mixture of residential and commercial tenants.



Odd Fellows Hall after renovation.

History Colorado.

The building is currently undergoing a \$400,000 renovation with the help of \$123,000 in State Historic Preservation Tax Credits. The historic brick, windows, and storefronts will be restored to their 1890 appearance. The ground floor commercial space will be renovated for use as a dentist's office, allowing residents to get care in their own town instead of having to travel to Glenwood Springs.

*500 West Main Street, New Castle  
Built in 1890*

*Project costs: \$411,000*

*State Tax Credit: \$123,000*

*Sales tax: \$33,702*

*Jobs created: 4*

*Opening date: 2017*

**<< Other projects**

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**National and State Register**

## Montrose Fruit & Produce Association Building

Montrose County

The 1908 Montrose Fruit & Produce Association Building played an important role in the commercial history of Montrose and the Western Slope, serving as a warehouse and office for the Montrose Fruit and Produce Association, and, later, as a warehouse for the Montrose Potato Growers Association—a function it continued to fulfill until the mid-1960s.





Montrose Fruit & Produce Association Building

Founded in 1907, the Montrose Fruit & Produce Association constructed this brick building after fire destroyed its first warehouse and office building. The new building was designed by architect John H. Antrobus and built by the Montrose construction firm of White & Okey. Goods such as potatoes, apples, peaches, sugar beets, and wool were delivered to the west loading dock, stored, sorted, graded, and packaged inside the building, and then loaded onto railcars from the east loading dock. The building is an excellent example of an early-twentieth-century agricultural warehouse building and retains exceptional authenticity for a building of its age and type.

**Montrose Fruit & Produce Association Building  
National Register nomination, 5MT.5270 (PDF)**

**National Register**

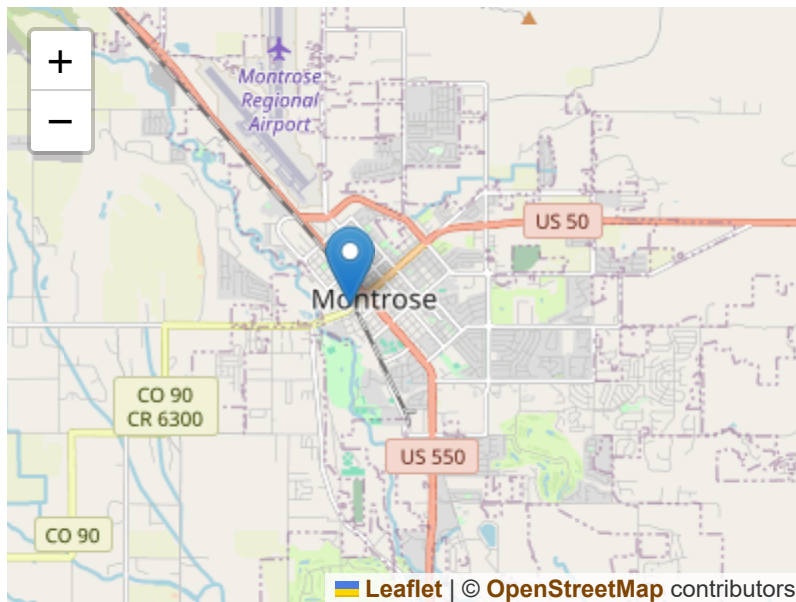
Jul 27, 2020

**Address**

39 W. Main St., Montrose

**Site Number**

5MN.5270

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### News Flash Home

The original item was published from  
8/17/2022 2:20:41 PM to 8/18/2022  
10:27:13 AM.

#### City News

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Posted on: August 17, 2022

## **[ARCHIVED] Downtown Hotel Planned for Historic KP Building**

Montrose, CO — The former Knights of Pythias building, one of Montrose's oldest downtown buildings, will once again come alive to shelter visitors from around the world as work to transform the building into a boutique hotel is set to begin this fall.

The Knights of Pythias building, or "KP" building, located at 33 South Cascade Avenue in historic downtown Montrose, has sat empty since a devastating fire in 2012 rendered the building uninhabitable.

Beginning this November, work is expected to begin to renovate both the interior and exterior of the structure into the Rathbone Hotel, a world-class, family-friendly hotel.

#### Tools

[RSS](#)

[Notify Me](#)

#### Categories

- [All Categories](#)
- [City News](#)
- [Moving Montrose](#)
- [Forward News](#)

Earlier this year the KP building was sold to hotelier and hospitality industry expert Clay Bales, who moved to Montrose with his fiancée and two rescue dogs “to enjoy all things Western Slope livin.”

“Montrose is a very special place. I was lucky enough to find Montrose while working on due diligence on another hotel opportunity,” Bales said. “I have spent my career in hospitality and had the pleasure of working on hotel developments all over the country from Vancouver, Canada, to Washington D.C. and have never found a place where being hospitable is so deeply ingrained in everyone in the community.”

According to Bales, the renovations will not only brighten the empty building's appearance but will add 18 upscale boutique hotel rooms to downtown Montrose. The upstairs will have 10 "lofted" suites which will take advantage of the 26-foot vaulted ceilings in the old meeting space of the Knights of Pythias.

The hotel's entrance and check-in area will be located in a parlor-style lobby bar. Additionally, some standard rooms and suites built for Americans with Disabilities Act, ADA, access will also be located on the street level, capping the total number of hotel rooms at 18.

Built-in 1909 at a cost of \$24,300, the Knights of Pythias building is believed to be one of the oldest remaining brick structures in Montrose and was the site of

the fourth-annual national convention of the Knights of Pythias held in Montrose in 1911.



According to the Montrose County Historical Society, after construction was completed the Wonder Store was in the bottom part of the building and the lodge hall was upstairs. The great lodge room was 50 by 75 feet with a floor made from maple wood. There were elegant parlors in the front of the building, and the community's original Elks club rented the two rooms on the South First Street corner of the building. Over the years the main floor housed a variety of businesses, including Hupp Furniture, Safeway, and Mash Appliances. In 2012 a fire broke out in the building when it was used as the Budget Line Furniture store. Residents occupying the upstairs apartments were forced to relocate following the fire.



Earlier this summer, Region 10 in Montrose, with some help from Region 9 in Durango, secured a Community

Development Block Grant through Region 10's economic assistance program to help with the hotel project. Funding comes from the Colorado Office of Economic Development and International Trade, OEDIT, a state agency that works to promote job growth and business expansion across Colorado. The Montrose County Board of County Commissioners, which acts as Region 10's fiscal agent on the OEDIT grant, signaled their support with the hope the project will create jobs and add more lodging options in the community.

"Region 10 is excited to work with our community partners in assisting with this project that will bring a new business to the downtown of Montrose and the jobs that it will create," said Dan Scinto, Region 10's Business Loan Fund Director.

Anthony Russo, working with the City of Montrose Business Development, said the City of Montrose is working to find ways to use tax increment financing (TIF) funds left over from the Downtown Development Authority (DDA) to help with permanent improvements to the property, the surrounding sidewalks, and parking lot. Bales will also apply for the Development and Revitalization Team's (DART) Facade Improvement Matching Grant Program to support the beautification of the building's exterior, restoring some of its historic features.

Using TIF funds will ensure that the tax dollars collected downtown continue to be invested in downtown as they were intended, according to Russo. It is



estimated that the hotel will bring in 12,000 guests per year that will enhance foot traffic to the downtown corridor.



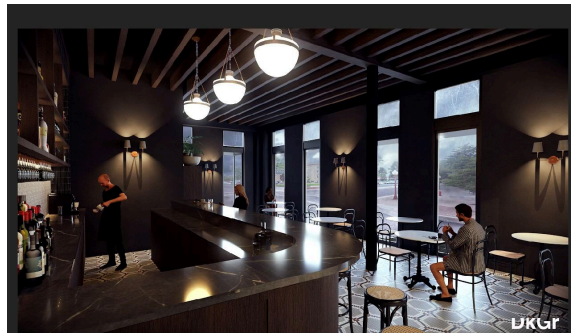
“The City of Montrose is very excited about this project. The KP Building has sat empty for so long and this project will not only activate the building, but the entire downtown area,” Russo said. “The city was happy that we were able to assist Clay Bales and his team on this project.”

Building renderings show an updated facade with a focus on preserving the historic building’s original character. Hotel rooms feature minimalist decor and take advantage of the second story’s large windows to utilize natural light. The Rathbone Hotel is expected to open for guests starting in winter of 2023.



Telluride resident Jason Raible, who is working on the project along with Bales, said the building's legacy will continue to live on as a cornerstone of Montrose's historic downtown.

"I'm very excited to have the opportunity to partner with Clay and this great team of talented professionals to make this 113-year-old building pretty again," Raible said. "The landmark historic buildings that proliferated downtown in the early 1900s contribute so much to the unique identity of the city. We also believe they can play a key role in the continuing growth of the downtown economy. The KP is a gorgeous building with a great story that I've always admired. We can't wait to get started."



The hotel's name, the Rathbone Hotel, comes from the founder of the Knights of Pythias organization, Justus Rathbone, who founded the organization in Washington D.C. in February 1864.

"We are very excited to add another core element to Montrose's growth trajectory. The hotel market has been on fire in Montrose and the greater Western Slope in the last few years and demand continues to increase," Bales said. "With everything, the city and county have done to attract business; from the airport expansion to Colorado Outdoors, and everyone in-between, we believe that Montrose has the ability to cement itself as the "Stay here, Play everywhere" destination and continue to benefit from the increase in tourism to the area."



**Agenda Item #b.**

**Agenda Item Name:**

Discuss Agenda for Strategic Planning

**Presenter:**

Patrick Waller, City Manager

**Item Description:**

Discussion Item

**Recommended Action:**

No action on Workhsop Items

**Fiscal Impact:**

N/A

**Operational Impact:**

N/A

**Prior Board Motions:**

N/A

**Background Information:**

The City of Rifle Charter requires that City Council hold an annual strategic planning session. Section 3.12 of the Charter states:

"The Council shall hold at least annually a strategic planning session with department heads and key employees to review, confirm and modify a vision statement, mission statement and goal statements of the City. "

**Executive Summary:**

At last years strategic planning session City Council updated the City of Rifle's Vision and Mission Statement to the following:

Vision - "The vision of the City of Rifle is to cultivate a resilient community, preserving our hometown values while fostering economic diversity and responsible growth".

Mission - "The mission of the City of Rifle is to maintain a strong community by providing quality services with integrity".

Staff is working with Dana Hlavac from the Department of Local Affairs to facilitate strategic planning for

2025. Mr. Hlavac has provided a draft agenda for Council's review. Strategic Planning is scheduled for May 2nd from 9:00 am - 3:00 pm.

**Notification Requirements:**

No additional notice required.

**Prepared By:**

Patrick Waller, City Manager

**Attachments:**

1. 2024 City of Rifle Strategic Plan
2. Resolution No. 7 Series of 2024 - Vision and Mission Statement
3. Draft Strategic Planning Session Agenda



# 2024

# STRATEGIC PLAN







# Executive Summary

The City of Rifle is a growing, vibrant community and has become the most populous municipality in Garfield County. Our population exceeds 10,400 and we expect to see an increase in the number of people who want to live and work in our City. We are fortunate to have infrastructure that is capable of supporting growth and a City Council that values smart, responsible growth that encourages infill development and discourages sprawl. Strategic planning is required to ensure staff is investing time and resources to achieve outcomes supporting the Council's vision.

The City of Rifle Charter Section 3.12, "mandates an annual strategic planning session, as outlined by the City Council, which involves collaboration with department heads and key employees. The purpose is to assess, affirm, and adjust the City's vision, mission, and goal statements."<sup>(1)</sup> The most recent strategic planning meetings were conducted on February 23 and 24, 2024. The result was the formulating of a new vision, mission, core values, and adjustments to the City's strategic goals, objectives, and action plans.

On March 6, 2024, the City Council officially adopted the newly crafted vision and mission statements for the City of Rifle via Resolution No. 7, Series of 2024. The City's vision aims to foster a resilient community that upholds hometown values while encouraging economic diversity and responsible growth. The mission of the City of Rifle is to maintain a robust community by delivering quality services with integrity.



Rifle  
City Hall

# Who We Are & What We Stand For

## Integrity

City staff is committed to serving the community based on strong moral principles. We intend to establish and maintain the public's trust, recognizing that without integrity, community trust is jeopardized.

## Respect

A commitment to respect is ingrained in our interactions with citizens and among staff. The City promotes a professional and positive working environment for its staff.

## Resiliency

We take pride in having a resilient staff capable of swiftly recovering from challenging situations. Our organization is lean and maintains strong internal and external relationships, allowing for quick adaptability to overcome community challenges.

## Transparency

Local government is obligated to operate transparently. Decisions affecting citizens' lives should be made openly, and information should be readily accessible. The City of Rifle emphasizes transparency as a core value.

Garfield County  
Fair Parade





# Citizen Input

Rifle City Council represents the citizens who reside within the Rifle municipal limits. Local government is unique because citizens significantly impact how the City plans and directs resources.

In addition to having a Council that represents the community's interests, City staff conducts surveys (in English and Spanish) regularly. In 2021, the City conducted a survey to identify citizen priorities. Per the survey results, the top priorities include the maintenance of City streets, and code enforcement (primarily addressing trash and tall weeds). The City has strategically pursued various funding sources to address these priorities, including Street Improvement sales tax, Federal Mineral Lease District Grants, Department of Local Affairs (DOLA), and the City of Rifle General Fund.

Additionally, specific actions are being taken to tackle other concerns, such as abandoned vehicles on streets, police patrols in neighborhoods, and communication with the public. Initiatives include hiring an additional Community Service Officer, offering free towing for abandoned vehicles parked on residential properties, and utilizing various communication channels such as Instagram, Facebook, Nextdoor, City alerts, press releases, and Public Access Television-Channel 10 to inform citizens.



Independence Day  
Celebration at  
Centennial Park

# Strategic Goals

The City of Rifle Council has created four strategic goals: Organizational Excellence, Core Services, Quality of Life, and Economic Development. Specific objectives and corresponding action items accompany each goal.

A noteworthy aspect of the strategic planning is the City Council's decision to focus on infrastructure.

The following pages will go into detail on goals organized by the following categories:

- **Organizational Excellence**
- **Core Services**
- **Quality of Life**
- **Economic Development**



Downtown Rifle





# City Expenditures & Revenue

When considering projects, the Council must comply with spending requirements. Municipal governments have highly regulated budgets that restrict spending from specific accounts. A significant portion of municipal revenue in Colorado originates from sales tax. When citizens purchase something in our community, they are charged an 8.15% sales tax. The tax is designated by percentages to specific accounts and entities.<sup>(2)</sup>

Revenue from sales tax collected for all City of Rifle funds are restricted with the exception of General Fund collections.<sup>(4)</sup> For example, Parks and Recreation funding cannot be used to repair streets or sidewalks outside of a park property. Railroad Avenue cannot be repaired with Parks and Recreation funds. General Funds are used to support our police department, municipal court, public works staff, and other services. They are also used to supplement street improvements, a practice that will become unsustainable in a few years.

In addition to sales tax revenue, the City receives funding from the sale of marijuana products and licensing. The City Council transfers \$40,000 per year of the revenue from these sources to the Rifle Community Foundation. The revenue is awarded by the Foundation to entities that address controlled substance and alcohol problems in our community.

The state provides revenue to local governments based on lottery ticket sales. The 2023 per capita funding for municipal entities was \$14.06. The funding must be deposited in our Conservation Trust Fund and are restricted to capital spending on parks and similar investments.<sup>(5)</sup> In 2023, the City of Rifle constructed a dog park at Deerfield Park using Conservation Trust Fund capital.

## Sales Tax Revenue Distribution<sup>(3)</sup>

- **Garfield County Tax: 1%**
- **State of Colorado Tax: 2.9%**
- **City of Rifle Street Improvements Fund: .5%**
- **Parks and Recreation Fund: 1%**
- **Water Debt Fund: .75%**
- **General Fund: 2%**



The Dog Park  
at Deerfield

# Organizational Excellence

- The City will create a webpage tailored to attract quality applicants and enhance recruitment efforts.
- Staff will receive additional training opportunities, and processes will be refined through the creation of operations manuals.
- Financial statements will be generated internally beginning in 2025.
- The Police Department will pursue accreditation through the Colorado Association of Chiefs of Police.
- We will promote accessibility by ensuring that the remainder of our documents are translated into Spanish.



Employee  
Appreciation  
Picnic





# Core Services

- A range of improvements and replacements are planned for the Wastewater Plant, Water Plant, and various water infrastructure elements.
- Upgrades to Railroad Avenue from 5th Street to 9th Street will be completed in 2024.
- Pending approval from CDOT, we will make repairs to the River Bridge.
- The intersection at Highway 6 and Whiteriver Avenue will be completed.
- The Park and Ride improvements will begin in 2025, creating economic and housing opportunities.
- An infrared paver will be purchased in 2024. The paver will enable staff to fill potholes in the winter.

Wastewater  
Plant

# Quality of Life

- The Parks and Recreation Department, with input from the Parks and Recreation Advisory Board (PRAB), will conduct a city-wide survey in 2025 to align services with citizen priorities.
- The Grand Hogback mountain bike trail system will be completed in 2024.
- The parking lots and sidewalks at Deerfield Park will be updated.
- Playground equipment at Moki and Arnold Parks will be replaced.
- We will pursue grants for the construction of Birch Park.
- Community Services officers will address abandoned cars and nuisance properties. An additional Community Services officer will be hired in 2025 to assist with managing nuisance properties.
- In 2024, a survey will be conducted to ensure citizens have a voice in determining the projects and types of services the City should focus on in the future. The survey will be available in Spanish and English.



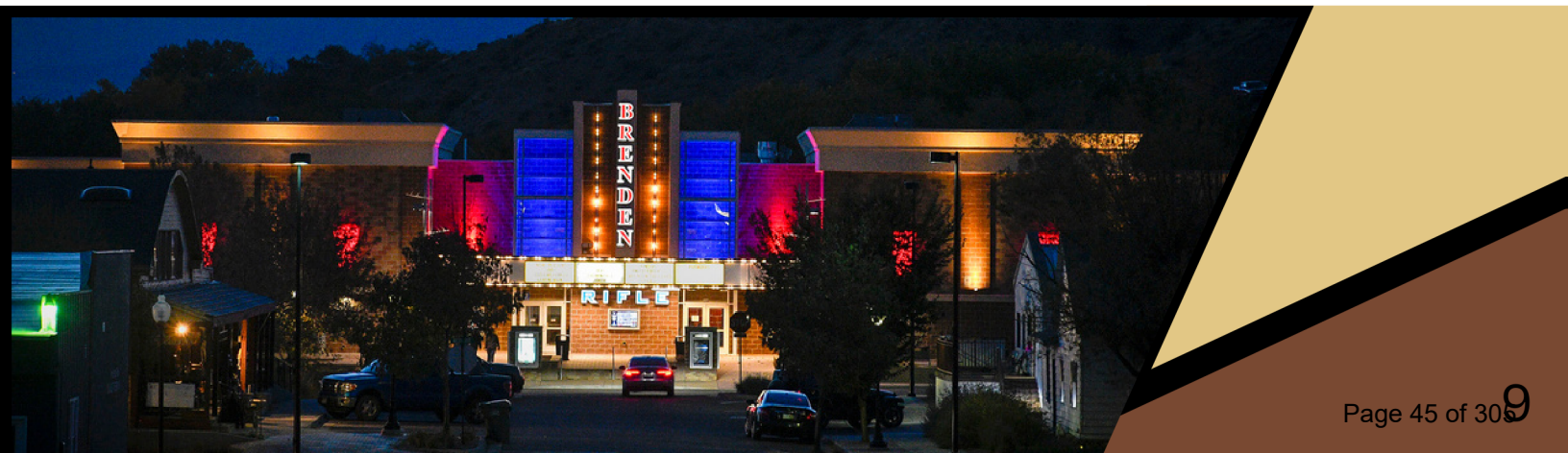
Employee  
Appreciation  
Picnic





# Economic Development

- The City will continue supporting the Rifle Regional Economic Development Corporation.
- We will hold a board seat on the Colorado River Valley Economic Development Partnership (CRVEDP), which will allow us to collaborate with neighboring municipalities to attract businesses to the region.
- Murals reflecting our Western heritage will be installed in the downtown area.
- The New Ute Theater Society will conduct an economic impact study on the Ute Theater.
- A South Rifle Comprehensive Plan will be developed to address residential construction.



# Conclusion

We hope that you find this report to be useful. We look forward to hearing your feedback concerning the projects mentioned. Citizens may provide feedback in a number of ways. Citizen surveys are one method. You may also contact the Interim City Manager, Pat Waller, via email at [pwaller@rifleco.org](mailto:pwaller@rifleco.org). Citizens are also afforded the opportunity to provide comments at the beginning of every City Council meeting. Meetings are held on the first and third Wednesdays of each month at 7:00 pm.



2023 is in  
the books



# Thank you!





**CITY OF RIFLE, COLORADO  
RESOLUTION NO. 7  
SERIES 2024**

**A RESOLUTION OF THE CITY OF RIFLE, COLORADO ADOPTING A  
VISION STATEMENT AND MISSION STATEMENT FROM THE 2024  
STRATEGIC PLANNING SESSION.**

WHEREAS, Section 3.12 of the City of Rifle Charter requires the City Council to hold at least annually a strategic planning session with department heads and key employees to review, confirm and modify a vision statement, mission statement and goal statements of the City; and

WHEREAS, the City Council held its 2024 strategic planning session at the Colorado Mountain College Rifle Campus on February 23 and 24, 2024; and

WHEREAS, the City Council desires to formally adopt the Vision Statement and Mission Statement agreed upon at that strategic planning session.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIFLE THAT:

1. The above recitals are hereby incorporated as findings by the City of Rifle.
2. The City Council hereby adopts the following Vision Statement for the City of Rifle:

The vision of the City of Rifle is to cultivate a resilient community, preserving our hometown values while fostering economic diversity and responsible growth.

3. The City Council hereby adopts the following Mission Statement for the City of Rifle:

The mission of the City of Rifle is to maintain a strong community by providing quality services with integrity.

THIS RESOLUTION was read, passed, and adopted by the Rifle City Council at a regular meeting held this 6<sup>th</sup> day of March 2024.

ATTEST:

CITY OF RIFLE, COLORADO

By

City Clerk



By

Mayor

# Strategic Planning Session Agenda

*Strategic Planning for The City of Rifle*

**Date:** May 2, 2025

**Time:** 9:00 AM – 3:00 PM

**Location:** Ute Theater, 132 E 4th St, Rifle, CO 81650

**Facilitator:** Dana Hlavac, DOLA Regional Manager

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## AGENDA OVERVIEW

| Time          | Topic                                                  |
|---------------|--------------------------------------------------------|
| 9:00 – 9:10   | Welcome & Introductions                                |
| 9:10 – 9:20   | Overview of Goals & Ground Rules                       |
| 9:20 – 10:15  | Review of Existing or Changed Conditions               |
| 10:15 – 10:30 | Break                                                  |
| 10:30 – 11:00 | Review Budget Priorities alignment with Strategic Plan |
| 11:00 - 12:00 | Discuss Budget and Strategic shifts                    |
| 12:00 – 1:00  | Lunch                                                  |
| 1:00 – 2:00   | Strategic Priority Setting                             |
| 1:00 – 2:00   | Action Planning (Goals, Timelines, Owners)             |
| 2:00 – 2:45   | Accountability & Evaluation Mechanisms                 |
| 2:45 – 3:00   | Wrap-Up, Next Steps & Closing Reflections              |





**Agenda Item #5.a.**

**Agenda Item Name:**

Consider Minutes of the April 2, 2025 Regular Meeting

**Presenter:**

Alexis Ramirez, City Clerk

**Item Description:**

Consider Minutes of the April 2, 2025 Regular Meeting

**Recommended Action:**

Move to approve the minutes of the April 2, 2025, City Council Regular Meeting

**Fiscal Impact:**

N/A

**Operational Impact:**

N/A

**Prior Board Motions:**

N/A

**Background Information:**

N/A

**Executive Summary:**

Minutes of the April 2, 2025, Regular Meeting

**Notification Requirements:**

N/A

**Prepared By:**

Alexis Ramirez, City Clerk

**Attachments:**

1. 04.02.2025 DRAFT Minutes



# RIFLE CITY COUNCIL

## REGULAR MEETING

April 2, 2025  
7:00 p.m.  
202 Railroad Avenue, Rifle, CO

### **CALL TO ORDER & ROLL CALL**

A regular meeting of the Rifle City Council was called to order at 7:00 p.m. by Mayor Sean Strode.

### **Present at Roll Call:**

Councilor Joe Carpenter, Councilor Alicia Gresley, Councilor Michael Clancy, Councilor Chris Bornholdt, Councilor Karen Roberts, Councilor Clint Hostettler, and Mayor Sean Strode.

Roll Call: Yes - Joe Carpenter, Alicia Gresley, Michael Clancy, Chris Bornholdt, Karen Roberts, Clint Hostettler, and Sean Strode.

No – None.

### **Others Present:**

City Manager Patrick Waller, City Clerk Alexis Ramirez, City Attorney Jim Neu, Parks & Recreation Director Austin Rickstrew, Procurement & Grant Reporting Manager Iris Trevisano, Community TV/Multimedia Manager Michael Churchill, Planning Director Zach Higgins, Main Street Manager Kim Burner, Public Works Director Brian Prunty, Civil Engineer Craig Spaulding, Police Chief Debra Funston, IT Director Kelly Thompson, and Emily Hisel.

### **PUBLIC COMMENT**

Public comment was heard from Emily Hisel.

### **CONSENT AGENDA – CONSIDER THE FOLLOWING ITEMS:**

- A. Consider Minutes of the March 19, 2025 Regular Meeting
- B. Consider Approving the Purchase of Pool Chemicals
- C. Consider Amending Chapter 16 of the Rifle Municipal Code by Enacting Article XVII on Grading and Erosion of Soil from Residential, Commercial, and Industrial Developments - Ordinance No. 6, Series of 2025 - 2nd Reading
- D. Consider Planning Commission Board Reappointments

Councilor Clint Hostettler moved to approve Consent Agenda Item A, B, C, and D; seconded by Councilor Chris Bornholdt.

Roll Call: Yes - Alicia Gresley, Karen Roberts, Clint Hostettler, Joe Carpenter, Michael Clancy, Chris Bornholdt, and Sean Strode.

No – None.

### **REGULAR AGENDA**

#### **Consider Purchase of Replacement Network Equipment**

IT Director Kelly Thompson presented a request to consider the purchase of replacement network equipment. The IT Department has a comprehensive plan which includes the

replacement of network equipment in 2025. In keeping City of Rifle's network equipment up-to-date for both speed and security, the IT Department has planned replacements of several aging switches and all of the existing Wireless Access Points throughout the City. Existing Access Points (APs) are aging, which is shown by reduced speed, connectivity, and security. New Access Points and switches will provide more connections, faster connections, and better security. This purchase was included in the 2025 Budget in the amount of \$72,000. The requested purchase amount is below budget in the amount of \$67,981.88. Staff recommends moving forward with this purchase from Summit Partners (Artiq).

IT Director Kelly Thompson answered questions for Council.

Councilor Clint Hostettler moved to approve the purchase of network switches and access points from Summit Partners (Arctiq) totaling \$67,981.88; seconded by Councilor Alicia Gresley.

Roll Call: Yes - Joe Carpenter, Michael Clancy, Karen Roberts, Clint Hostettler, Chris Bornholdt, Alicia Gresley, and Sean Strobe.

No – None.

### **Consider Purchase of New and Replacement Access Control Hardware**

IT Director Kelly Thompson presented a request to consider the purchase of new and replacement access control hardware. City of Rifle's access control hardware is out of support in two buildings and is preventing the ability to upgrade the control software. This purchase will provide updates to those two buildings as well as add access control to the Senior Center. Current Solutions has handled City-wide access control in the past and provides ongoing support for the City's software and hardware. Building security is critical and keeping Access Control hardware and software up-to-date is of paramount importance. This project will update the obsolete main control hardware at the Parks and Recreation building and Justice Center building, increasing security and functionality. The software is not currently able to be updated due to hardware incompatibility, and this project will resolve that issue. The requested purchase will also provide access control hardware to the Senior Center, improving building access via keycard for employees, as well as for ease of rental and after-hours access. This project was included in the 2025 Budget in the amount of \$40,500. The requested amount is \$38,624. Staff recommends moving forward with this purchase from Current Solutions.

IT Director Kelly Thompson answered questions for Council.

Councilor Clint Hostettler moved to approve the purchase and installation of new and replacement access control hardware from Current Solutions in an amount not to exceed \$40,500; seconded by Councilor Chris Bornholdt.

Roll Call: Yes - Joe Carpenter, Michael Clancy, Alicia Gresley, Chris Bornholdt, Clint Hostettler, Karen Roberts, and Sean Strobe.

No – None.

### **Consider Approval of Xcel Energy Easement Request**

Public Works Director Brian Prunty, City Manager Patrick Waller, and Siting Land Rights Manager Jennifer Chester presented a request to consider the approval of the Xcel Energy Easement Request. In the Fall of 2021, City of Rifle was contacted by Xcel Energy regarding an upgrade proposal for their transmission line. After a series of re-worked proposals by Xcel Energy including staff reviews and site visits, last fall a final corridor and documents outlining

the proposal were received. This has been a complex project for Xcel Energy, but changes to transmission line construction requirements and the ability to serve western Colorado have driven the project forward. The requested easement addresses the parcel located southeast of Grand River Hospital. It is a widening of the current prescriptive easement from 30 feet wide to 75 feet wide. This project will have a low impact on the City and will not harm future recreational development of this parcel of land. The property has been reviewed by City of Rifle staff and staff recommends the approval of the Xcel Energy Easement Request. Xcel initially requested to have permanent access easements, but with the pending development of this property as open space, a temporary access plan is more appropriate at this time. Xcel is offering \$57,276 for the additional easement row and construction access.

Public Works Director Brian Prunty, City Manager Patrick Waller, and Siting Land Rights Manager Jennifer Chester answered questions for Council.

Councilor Alicia Gresley moved to approve Xcel Energy's request for easements, for construction and corridor necessary to operate a 115 kV transmission line; seconded by Councilor Karen Roberts.

Roll Call: Yes - Karen Roberts, Chris Bornholdt, Joe Carpenter, Alicia Gresley, Michael Clancy, Clint Hostettler, and Sean Strode.

No – None.

### **Consider the City of Rifle Parks and Facilities Naming Policy - Resolution No. 9 Series of 2025**

Parks & Recreation Director Austin Rickstrew presented a request to consider the City of Rifle Parks and Facilities Naming Policy – Resolution No. 9, Series of 2025. At the November 11, 2024 City Council meeting, a moratorium was placed on naming City-owned parks and facilities. This decision allowed time to establish a clear and consistent policy for evaluating future naming requests. Developing a formal naming policy will help ensure that all naming decisions align with the City's values, reflect community input, and maintain fairness and transparency. A well-defined policy will also provide criteria for evaluating naming requests, including considerations for historical significance, financial contributions, and community impact. Council directed City staff to develop a Parks and Facilities Naming Policy to establish a consistent and transparent process for evaluating naming requests. By implementing this policy, the City aims to create a standardized framework for naming parks and facilities, ensuring consistency while honoring organizations and sponsors meaningfully and appropriately. Staff recommends the approval of the new Parks and Facilities Naming Policy, as it reflects the City's priorities and provides a fair and effective approach to future naming requests.

Parks & Recreation Director Austin Rickstrew answered questions for Council.

Councilor Chris Bornholdt moved to approve Resolution No. 9 Series of 2025; seconded by Councilor Michael Clancy.

Roll Call: Yes - Chris Bornholdt, Karen Roberts, Michael Clancy, and Sean Strode.

No – Clint Hostettler, Joe Carpenter, and Alicia Gresley.



### **Consider Approval of Purchase of a Ventrac Tractor and Attachments for the Parks Department**

Parks & Recreation Director Austin Rickstrew and Procurement & Grant Reporting Manager Iris Trevisano presented a request to consider approval of the purchase of a Ventrac tractor and attachments for the Parks Department. The Ventrac 4520P Compact Tractor from LL Johnson Distributing Co. will replace a 1993 John Deere 1145 mower. The 1993 John Deere 1145 Mower is no longer efficient for daily operations and maintenance tasks, making it necessary to retire it. The Ventrac 4520P Compact Tractor will address these needs, assisting with tasks such as mowing and stump grinding. This investment aligns with the City's commitment to operational efficiency, equipment standardization, and resource optimization. The Ventrac 4520P will be used daily for maintenance activities, ensuring the team has the proper equipment to support Park's operations. The requested purchase amount is \$41,333.76. While only \$41,000.00 was included in the 2025 Budget for this item, the Parks Department has had cost savings on other equipment that will cover the \$333.76 overage. Staff recommends the purchase of the Ventrac 4520P Compact Tractor from LL Johnson Distributing Co.

Parks & Recreation Director Austin Rickstrew and Procurement & Grant Reporting Manager Iris Trevisano answered questions for Council.

Councilor Clint Hostettler moved to approve the purchase of a Ventrac 4520P Compact Tractor for the amount of \$41,333.76 from LL Johnson Distributing Co.; seconded by Councilor Chris Bornholdt.

Roll Call: Yes - Chris Bornholdt, Clint Hostettler, Joe Carpenter, Karen Roberts, Michael Clancy, Alicia Gresley, and Sean Strode.

No – None.

### **Consider Report of Changes for City of Rifle dba Ute Theater and Events Center**

City Clerk Alexis Ramirez presented a request to consider the Report of Changes for City of Rifle dba Ute Theater and Events Center. City of Rifle dba Ute Theater and Events Center located at 132 East 4th Street, Rifle, CO has submitted a Report of Changes application. The changes listed in the application include an update to staff information, as well as a request to modify the premise for potential outdoor uses by the venue, which expands the liquor license area onto 4<sup>th</sup> Street from May 4, 2025 through December 31, 2025. This annual request requires City Council's approval before State Liquor License approval. The application is complete and all fees have been paid. Staff expects that this will potentially increase revenue and recommends moving forward with approval.

City Clerk Alexis Ramirez answered questions for Council.

Councilor Chris Bornholdt moved to approve the Report of Changes application for the City of Rifle dba Ute Theater and Events Center; seconded by Councilor Alicia Gresley.

Roll Call: Yes - Chris Bornholdt, Alicia Gresley, Clint Hostettler, Michael Clancy, Karen Roberts, Joe Carpenter, and Sean Strode.

No – None.

### **Consider Offer for Dogwood Property Purchase**

City Manager Patrick Waller presented a request to consider the offer for the Dogwood Property Purchase. City Council previously approved Ordinance No. 5, Series of 2025, which allowed the

City Manager to move forward with the property sale and contract authorization. Council accepted a previous offer at the February 5, 2025 meeting. That offer has fallen through and the City has now received an offer for \$325,000. This is the only active offer on the property. Staff has a small amendment to the contract that has been communicated to the City's real estate agent regarding splitting closing costs. Staff recommends the approval of the offer for the purchase of the Dogwood Water Plant property.

City Manager Patrick Waller answered questions for Council.

Councilor Clint Hostettler moved to approve the offer for purchase of the Dogwood Water Plant property with amendments to the contract as proposed by staff; seconded by Councilor Alicia Gresley.

Roll Call: Yes - Joe Carpenter, Alicia Gresley, Michael Clancy, Clint Hostettler, Chris Bornholdt, Karen Roberts, and Sean Strobe.

No – None.

### **Report to City Manager**

Reports were heard from City Manager Patrick Waller, City Attorney Jim Neu, and Public Works Director Brian Prunty.

### **Comments from Mayor and Council**

Comments were heard from Councilor Michael Clancy and Councilor Alicia Gresley.

### **Adjournment**

Meeting adjourned at 8:06 p.m.

---

Alexis Ramirez  
City Clerk

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Sean Strobe  
Mayor



**Agenda Item #5.b.**

**Agenda Item Name:**

Consider Liquor License Renewal for Imperio Mexican Restaurant, LLC dba Imperio Mexican Restaurant

**Presenter:**

Alexis Ramirez, City Clerk

**Item Description:**

Consider Liquor License Renewal for Imperio Mexican Restaurant, LLC dba Imperio Mexican Restaurant

**Recommended Action:**

Move to Approve Liquor License Renewal Application for Imperio Mexican Restaurant, LLC dba Imperio Mexican Restaurant

**Fiscal Impact:**

None

**Operational Impact:**

None

**Prior Board Motions:**

None

**Background Information:**

Imperio Mexican Restaurant, LLC dba Imperio Mexican Restaurant located at 1733 Railroad Avenue Unit C, Rifle, CO has submitted a Hotel & Restaurant Liquor License Renewal Application.

The application is complete and the appropriate fees have been paid.

**Executive Summary:**

None

**Notification Requirements:**

None

**Prepared By:**

Alexis Ramirez, City Clerk

**Attachments:**

1. REDACTED - Imperio - 2025 Liquor License Renewal

DR 8400 (02/16/24)  
**COLORADO DEPARTMENT OF REVENUE**  
 Liquor Enforcement Division  
 PO BOX 17087  
 Denver CO 80217-0087  
 (303) 205-2300

Submit to Local Licensing Authority

**IMPERIO MEXICAN  
 RESTAURANT  
 1733 RAILROAD AVENUE  
 UNIT C  
 Rifle CO 81650**

**RECEIVED**

APR 7 2025

City Clerk  
 City of Rifle

| Fees Due                                                       |                      |
|----------------------------------------------------------------|----------------------|
| Annual Renewal Application Fee                                 | \$                   |
| Renewal Fee                                                    | 750.00               |
| Storage Permit \$100 X _____                                   | \$                   |
| Sidewalk Service Area \$75.00                                  | \$                   |
| Additional Optional Premise Hotel & Restaurant \$100 X _____   | \$                   |
| Related Facility - Campus Liquor Complex \$160.00 per facility | \$                   |
| Amount Due/Paid                                                | \$750. <sup>00</sup> |

Make check payable to: Colorado Department of Revenue. The State may convert your check to a one-time electronic banking transaction. Your bank account may be debited as early as the same day received by the State. If converted, your check will not be returned. If your check is rejected due to insufficient or uncollected funds, the Department may collect the payment amount directly from your banking account electronically.

## Retail Liquor License Renewal Application

Please verify & update all information below. Return to city or county licensing authority by due date.

Note that the Division will not accept cash.

☒ Paid by check

Uploaded to MoveIt on Date

☐ Paid Online

Licensee Name

IMPERIO MEXICAN RESTAURANT LLC

Doing Business As Name (DBA)

IMPERIO MEXICAN RESTAURANT

Liquor License Number

License Type

Hotel & Restaurant (city)

Sales Tax License Number

Expiration Date

Due Date

07/13/2025

05/29/2025

### Business Address

Street Address

1733 RAILROAD AVENUE UNIT C

Phone Number

9706251008

City, State, ZIP Code

Rifle CO 81650

### Mailing Address

Street Address

1733 RAILROAD AVENUE UNIT C

City, State, ZIP Code

Rifle CO 81650

Email

Imperio Mexican Restaurant

Operating Manager

Date of Birth

Abelardo Quintero



**Home Address**

Street Address

Phone Number

City

State

ZIP Code

1. Do you have legal possession of the premises at the street address? ☒ Yes ☐ No

Are the premises owned or rented? ☐ Owned

\*If rented, expiration date of lease

☒ Rented\*

12-31-2027

2. Are you renewing a storage permit, additional optional premises, sidewalk service area, or related facility? ☐ Yes ☒ No

If yes, please see the table in the upper right hand corner and include all fees due.

3. Are you renewing a takeout and/or delivery permit? ☐ Yes ☒ No

(Note: must hold a qualifying license type and be authorized for takeout and/or delivery license privileges) If selecting 'Yes', an additional \$11.00 is required to renew the permit.

If so, which are you renewing? ☐ Delivery ☐ Takeout ☐ Both Takeout and Delivery

4. Since the date of filing of the last application, has the applicant, including its manager, partners, officer, directors, stockholders, members (LLC), managing members (LLC), or any other person with a 10% or greater financial interest in the applicant, been found in final order of a tax agency to be delinquent in the payment of any state or local taxes, penalties, or interest related to a business? ☐ Yes ☒ No

Since the date of filing of the last application, has the applicant, including its manager, partners, officer, directors, stockholders, members (LLC), managing members (LLC), or any other person with a 10% or greater financial interest in the applicant failed to pay any fees or surcharges imposed pursuant to section 44-3-503, C.R.S.? ☐ Yes ☒ No

5. Since the date of filing of the last application, has there been any change in financial interest (new notes, loans, owners, etc.) or organizational structure (addition or deletion of officers, directors, managing members or general partners)? ☐ Yes ☒ No

If yes, explain in detail and attach a listing of all liquor businesses in which these new lenders, owners (other than licensed financial institutions), officers, directors, managing members, or general partners are materially interested.

## Tax Check Authorization, Waiver, and Request to Release Information

I, Abelardo Quintero

am signing this Tax Check Authorization, Waiver and Request to Release Information (hereinafter  
"Waiver") on behalf of

(the "Applicant/Licensee")

Imperio Mexican Restaurant

to permit the Colorado Department of Revenue and any other state or local taxing authority to release information and documentation that may otherwise be confidential, as provided below. If I am signing this Waiver for someone other than myself, including on behalf of a business entity, I certify that I have the authority to execute this Waiver on behalf of the Applicant/Licensee.

The Executive Director of the Colorado Department of Revenue is the State Licensing Authority, and oversees the Colorado Liquor Enforcement Division as his or her agents, clerks, and employees. The information and documentation obtained pursuant to this Waiver may be used in connection with the Applicant/Licensee's liquor license application and ongoing licensure by the state and local licensing authorities. The Colorado Liquor Code, section 44-3-101. et seq. ("Liquor Code"), and the Colorado Liquor Rules, 1 CCR 203-2 ("Liquor Rules"), require compliance with certain tax obligations, and set forth the investigative, disciplinary and licensure actions the state and local licensing authorities may take for violations of the Liquor Code and Liquor Rules, including failure to meet tax reporting and payment obligations.

The Waiver is made pursuant to section 39-21-113(4), C.R.S., and any other law, regulation, resolution or ordinance concerning the confidentiality of tax information, or any document, report or return filed in connection with state or local taxes. This Waiver shall be valid until the expiration or revocation of a license, or until both the state and local licensing authorities take final action to approve or deny any application(s) for the renewal of the license, whichever is later. Applicant/Licensee agrees to execute a new waiver for each subsequent licensing period in connection with the renewal of any license, if requested.

By signing below, Applicant/Licensee requests that the Colorado Department of Revenue and any other state or local taxing authority or agency in the possession of tax documents or information, release information and documentation to the Colorado Liquor Enforcement Division, and is duly authorized employees, to act as the Applicant's/Licensee's duly authorized representative under section 39-21-113(4), C.R.S., solely to allow the state and local licensing authorities, and their duly authorized employees, to investigate compliance with the Liquor Code and Liquor Rules. Applicant/Licensee authorizes the state and local licensing authorities, their duly authorized employees, and their legal representatives, to use the information and documentation obtained using this Waiver in any administrative or judicial action regarding the application or license.

6. Since the date of filing of the last application, has the applicant or any of its agents, owners, managers, partners or lenders (other than licensed financial institutions) been convicted of a crime?.....

☐ Yes ☒ No

If yes, attach a detailed explanation.

7. Since the date of filing of the last application, has the applicant or any of its agents, owners, managers, partners or lenders (other than licensed financial institutions) been denied an alcohol beverage license, had an alcohol beverage license suspended or revoked, or had interest in any entity that had an alcohol beverage license denied, suspended or revoked?.....

☐ Yes ☒ No

If yes, attach a detailed explanation.

8. Does the applicant or any of its agents, owners, managers, partners or lenders (other than licensed financial institutions) have a direct or indirect interest in any other Colorado liquor license, including loans to or from any licensee or interest in a loan to any licensee?.....

☐ Yes ☒ No

If yes, attach a detailed explanation.

### Affirmation & Consent

I declare under penalty of perjury in the second degree that this application and all attachments are true, correct and complete to the best of my knowledge.

Type or Print Name of Applicant/Authorized Agent of Business

Abelardo Quintana

Title

Owner

Signature

Abelardo Quintana

Date (MM/DD/YY)

04-06-2025

### Report & Approval of City or County Licensing Authority

The foregoing application has been examined and the premises, business conducted and character of the applicant are satisfactory, and we do hereby report that such license, if granted, will comply with the provisions of Title 44, Articles 4 and 3, C.R.S., and Liquor Rules.

Therefore this application is approved.

Local Licensing Authority For

Title

Attest

Signature

Date (MM/DD/YY)

*(This page intentionally left blank)*

Name (Individual/Business)

Imperio Mexican Restaurant

Social Security Number/Tax Identification Number

Home Phone Number

Business/Work Phone Number

Street Address

1733 Railroad Ave Unit C

City

Rifle CO

State

CO

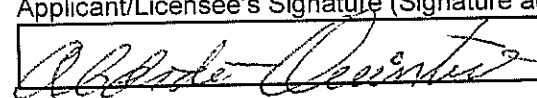
ZIP Code

81650

Printed name of person signing on behalf of the Applicant/Licensee

Abelardo Quintero

Applicant/Licensee's Signature (Signature authorizing the disclosure of confidential tax information)



Date Signed

**Privacy Act Statement**

Providing your Social Security Number is voluntary and no right, benefit or privilege provided by law will be denied as a result of refusal to disclose it. § 7 of Privacy Act, 5 USCS § 552a (note).





**Agenda Item #7.a.**

**Agenda Item Name:**

Consider Contract with J&M Display for July 3rd & Hometown Holiday Firework Shows

**Presenter:**

Iris Trevisano, Procurement and Grant Reporting Manager  
Austin Rickstrew, Parks & Recreation Director

**Item Description:**

Contract for fireworks display services for July 3rd and Hometown Holiday fireworks shows for 3 years

**Recommended Action:**

Move to approve a 3-year contract with J & M Display for the July 3rd and Hometown Holiday fireworks displays.

**Fiscal Impact:**

\$30,000 is budgeted annually for firework displays. \$15,000 for the July 3rd celebration and \$15,000 for Hometown Holidays.

**Operational Impact:**

The July 3rd celebration and Hometown Holidays are annual events hosted by the City of Rifle that feature firework displays.

**Prior Board Motions:**

N/A

**Background Information:**

Every year, the Parks and Recreation Department contracts and oversees the planning and logistics of the two fireworks displays. We coordinate with GRIT, Colorado River Fire Rescue, Garco Fairgrounds staff, Re-2 staff and Rifle Police Department.

**Executive Summary:**

Over the past eight years, the City of Rifle has partnered with J & M Display to provide fireworks displays for the July 3rd celebration and Hometown Holidays. To secure services for the next three years, the City issued a Request for Bid (RFB) and hosted a mandatory pre-bid meeting, which was attended solely by J & M Display. J & M Display has proven to be a reliable and professional partner. They are familiar with the City's staff and launch location, and they work closely with the Colorado River Fire Protection District. Additionally, the City benefits from their loyalty program, which provides a 15% bonus in fireworks at each show. The proposed show has a total value of \$19,487, while the City's cost will be \$15,000 for a 20-minute display. Based on their past performance, added value, and continued partnership, staff recommends awarding the multi-year contract to J & M Display.

**Notification Requirements:**

N/A

**Prepared By:**

Iris Trevisano, Procurement and Grant Reporting Manager

**Attachments:**

1. 20250407-Firworks JM - BID
2. RFB\_03072025 Fireworks Multi Year
3. Award Memo Procurement-Fireworks
4. 2025.04.10 J&M Displays
5. J&M Display PURCHASE REQUEST



March 18th, 2025

City of Rifle

RE: Fireworks

Dear City of Rifle:

Thank you for giving J&M Displays, Inc. the opportunity to submit a proposal for the 2025 City of Rifle's July 3rd and December 6<sup>th</sup> fireworks display in Rifle, CO!

We put together an outstanding proposal for your event using the popular J&M brand shells and multi-shell barrage units known for their bright hues and dense star bursts. This dazzling production is designed to specifically enhance the beauty and setting of Rifle Middle School while highlighting the vivid colors of this patriotic holiday. Photos from our Tree Lighting Ceremony in Pueblo, Jefferson City's Salute to America and Crested Butte's NYE shows are enclosed highlighting the superior quality of the J&M brand.

J&M also stores the largest inventory of 1.3G display grade fireworks in the Midwest. This allows for a display with a vast array of unique special effect shells and little to no repetition.

In addition, as a thank you for choosing J&M Displays your shows includes over \$4,888 in bonus product. This bonus product brings the value of your displays from \$30,000 to \$34,888.

Your local representative, Claire Skalinski, manages the CO division and lives in Westminster. She will be the overall supervisor during the display process. Claire's close proximity to Windsor is an additional asset and will provide for a smooth operation and close communication from start to finish.

Below is a list of additional contract extensions offered by J&M Displays, Inc.:

- Professional pyrotechnicians will set up, fire, and clean up after the display. David Klein will be the contact person the day of the display. If awarded this contract, a list of additional technicians and their qualifications can be furnished to you upon request.
- Fireworks will be delivered by a Department of Transportation HazMat certified driver and vehicle covered under our \$10,000,000 insurance policy. Our general liability insurance is through Everest, which carries a rating of A+XV. A written description is enclosed.

**Sales Office:**

**Main Office: 1-800-648-3890 • Fax: 1-267-392-3890 • [main@jandmdisplays.com](mailto:main@jandmdisplays.com) • [www.jandmdisplays.com](http://www.jandmdisplays.com)**



City of Rifle  
March 18th, 2025  
Page 2

- J&M guarantees product quality and performance. The dollar value of any unfired product may be refunded or credited to the following year's display.
- J&M pyrotechnicians are covered under \$10,000,000 of workers compensation insurance.
- If your event cannot be held because of inclement weather, another day can be designated on the insurance certificate, which is usually the next day.
- The cost of these electronically fired displays will not exceed \$30,000.00 and is all-inclusive.
- J&M Displays will evaluate the shoot site prior to the display and provide site security from set-up to clean up.
- J&M will obtain all necessary permits.
- Payment may be made up to 15 days after your display.

We appreciate the opportunity to present this bid. Should you have any questions regarding this information, please do not hesitate to contact us.

Regards,

James J. Oetken  
Chief Executive Officer

Claire Skalinski  
Colorado Division Manager

**Sales Office:**

**Main Office: 1-800-648-3890 • Fax: 1-267-392-3890 • [main@jandmdisplays.com](mailto:main@jandmdisplays.com) • [www.jandmdisplays.com](http://www.jandmdisplays.com)**



Dear City of Rifle,

We also want to acknowledge the possibility of the tariffs we may see on our imported product. We are being faced with the unknown of a possible price increase if these tariffs go into effect. As of right now J&M Displays has not been affected by this but it is a possibility. We have planned for and increased our inventory as much as we can which will help our prices stay steady for as long as possible. But we are encouraging those who have not finalized their order yet to do so at their earliest convenience.

We will do everything in our power to keep our costs down for our customers. But no matter what happens this year or the next we will always work within your budget and provide the absolute best show we can to fit within those means so you and your community can continue to experience the magic of what is fireworks.

Sincerely,

James Oetken  
Chief Executive Officer

**Sales Office:**

**Main Office: 1-800-648-3890 • Fax: 1-267-392-3890 • [main@jandmdisplays.com](mailto:main@jandmdisplays.com) • [www.jandmdisplays.com](http://www.jandmdisplays.com)**



## NAME OF ORGANIZATION

### Sponsoring Display

City of Rifle  
202 Railroad Avenue  
Rifle, CO 81650

## DATE & TIME

### Of Display

The fireworks display is to be held on July 3rd,  
2025 And December 6<sup>th</sup>, 2025  
At Approximately 9:30 pm and 5:30 pm

In case of inclement weather,  
the display may be re-scheduled

## DURATION OF DISPLAY

The display is planned to last 20 minutes

## FIREWORKS DISPLAY PRODUCTS

See detailed list on the following pages.  
Shell sizes range from 0.75" to 2.5".

## INSURANCE

Insurance certificate dated 7/3/25 and 12/6/25 in the amount of \$10,000,000 will be generated once signed contract is processed.

## MATERIAL SAFETY DATA SHEETS

A current MSDS sheet is attached for a 1.3G firework display.

LICENSES HELD BY  
J&M Displays, Inc.

BATF license  
Colorado Display Retailer of Fireworks License

## DISPLAY PLAN FOR CITY OF RIFLE

A total of 120 shells will be pre-loaded in mortars built into 12 above ground racks. A total of 43 cakes with a final shot count of 3122 will also be prepared for the display. This brings the total shot count of the show to 3242. Please see attached proposal showing the shell sizes and descriptions.

Mortars are made of fiberglass and meet specifications found in NFPA 1123 Code for Fireworks Display 2014 Edition (A.4.3.7). The racks are constructed according to specifications in NFPA 1123 (A.4.6.1.) All shells and cakes will be fired electrically using one igniter per shell/cake. Each shell has its own cue position on the firing board.

The use of spotters is standard protocol during the firing of all displays. We will have one person assigned to watch the racks for any misalignment or instability that may occur during the firing of the show. One crew member will be assigned to watch the shells to be sure that every shell explodes in the air. This will help us know if we have any unfired duds to look for after the show. Both spotters will have direct communication with the display operator.

The display shells will be transported in DOT-approved fiberboard boxes, with all appropriate labels for 1.3G fireworks. Shells will remain in shipping containers until loaded into mortars for wiring to the firing module.

Lighting at the firing site will be by flashlight, generator or other battery-operated source. Two ABC fire extinguishers and two water extinguishers will be available at the site.

The display will begin at 9:30 pm, depending on wind conditions and entertainment plans of the sponsor.

Following the display, a reasonable length of time will elapse before inspections of the tubes begins. Meanwhile, the firing panel will be turned off so that the source of power is removed. The operator will inspect the tubes to be sure all

have fired. When sufficient time has elapsed, igniter wiring will be disconnected and any remaining shells carefully removed from the boards and placed in a shipping container to be returned to the supplier.

# INSURANCE PROVIDED

A certificate of insurance will be issued evidencing our Commercial General Liability including Long Shore men Coverage and Product Liability package – worldwide.

- Ten Million-Dollar limit per occurrence.
- Ten Million-Dollar aggregate limits including bodily injury, property damages and full product liability. Spectators included.
- Our aggregate limits apply separately for every project. **City of Rifle** is assured of having our full policy limits available for your show.
- Coverage is written by the Everest Indemnity Insurance Company. Everest maintains the following ratings:

| Organization     | Rating      |
|------------------|-------------|
| <b>A.M. Best</b> | <b>A+XV</b> |

- Worker’s Compensation Insurance is provided for each of our pyrotechnicians, technical directors, designers and all other employees.
- A Five Million-Dollar Commercial Auto Liability is maintained on all company vehicles domestically.
- J & M’s maintains all U.S. Department of Transportation 2016 regulations for the transport of pyrotechnics and related materials. This includes the Motor Carrier endorsement for public liability.

The insurance coverage is one of the best in our industry.





# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/1/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| <b>PRODUCER</b><br>Acrisure, LLC dba Britton Gallagher & Associates<br>One Cleveland Center, Floor 30<br>1375 East 9th Street<br>Cleveland OH 44114 | <b>CONTACT NAME:</b><br><b>PHONE (A/C, No, Ext):</b> 216-658-7100<br><b>E-MAIL ADDRESS:</b><br><b>FAX (A/C, No):</b> 216-658-7101                                                                                                                                                                                                                                                                                                                                                         |                               |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|--|--------|-------------|----------------------------------|-------|-------------|--------------------------|-------|-------------|---------------------------------|-------|-------------|--|--|-------------|--|--|-------------|--|--|
| <b>INSURED</b><br>J & M Displays, Inc.<br>18064 170th Avenue<br>Yarmouth IA 52660                                                                   | <table><tr><th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr><tr><td>INSURER A :</td><td>Everest Denali Insurance Company</td><td>16044</td></tr><tr><td>INSURER B :</td><td>Axis Surplus Ins Company</td><td>26620</td></tr><tr><td>INSURER C :</td><td>Everest Indemnity Insurance Co.</td><td>10851</td></tr><tr><td>INSURER D :</td><td></td><td></td></tr><tr><td>INSURER E :</td><td></td><td></td></tr><tr><td>INSURER F :</td><td></td><td></td></tr></table> | INSURER(S) AFFORDING COVERAGE |  | NAIC # | INSURER A : | Everest Denali Insurance Company | 16044 | INSURER B : | Axis Surplus Ins Company | 26620 | INSURER C : | Everest Indemnity Insurance Co. | 10851 | INSURER D : |  |  | INSURER E : |  |  | INSURER F : |  |  |
| INSURER(S) AFFORDING COVERAGE                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | NAIC #                        |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |
| INSURER A :                                                                                                                                         | Everest Denali Insurance Company                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 16044                         |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |
| INSURER B :                                                                                                                                         | Axis Surplus Ins Company                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 26620                         |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |
| INSURER C :                                                                                                                                         | Everest Indemnity Insurance Co.                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 10851                         |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |
| INSURER D :                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |
| INSURER E :                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |
| INSURER F :                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                               |  |        |             |                                  |       |             |                          |       |             |                                 |       |             |  |  |             |  |  |             |  |  |

**COVERAGES****CERTIFICATE NUMBER:** 2140420728**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                                                | ADD'L INSR | SUBR WVD | POLICY NUMBER      | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                                                      |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|--------------------|-------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C        | <b>GENERAL LIABILITY</b><br><input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY<br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC |            |          | SI8ML00060-241     | 1/15/2024               | 1/15/2025               | EACH OCCURRENCE<br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000<br>MED EXP (Any one person) \$<br>PERSONAL & ADV INJURY \$ 1,000,000<br>GENERAL AGGREGATE \$ 2,000,000<br>PRODUCTS - COMP/OP AGG \$ 2,000,000<br>\$ |
| A        | <b>AUTOMOBILE LIABILITY</b><br><input checked="" type="checkbox"/> ANY AUTO<br><input type="checkbox"/> ALL OWNED AUTOS<br><input checked="" type="checkbox"/> HIRED AUTOS<br><input type="checkbox"/> SCHEDULED AUTOS<br><input checked="" type="checkbox"/> NON-OWNED AUTOS                                                    |            |          | SI8A0003-41        | 1/15/2024               | 1/15/2025               | COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$<br>\$                                                             |
| B        | <b>UMBRELLA LIAB</b> <input checked="" type="checkbox"/> OCCUR<br><input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE<br>DED \$ RETENTION \$                                                                                                                                                    |            |          | P-001-000063943-06 | 1/15/2024               | 1/15/2025               | EACH OCCURRENCE \$ 5,000,000<br>AGGREGATE \$ 5,000,000<br>\$                                                                                                                                                                |
|          | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y / N<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                     |            | N / A    |                    |                         |                         | WC STATUTORY LIMITS <input type="checkbox"/> OTHER <input type="checkbox"/><br>E.L. EACH ACCIDENT \$<br>E.L. DISEASE - EA EMPLOYEE \$<br>E.L. DISEASE - POLICY LIMIT \$                                                     |
| C        | Excess Liability #2                                                                                                                                                                                                                                                                                                              |            |          | SI8EX01313-241     | 1/15/2024               | 1/15/2025               | Each Occ/ Aggregate Total Limits \$4,000,000 \$10,000,000                                                                                                                                                                   |

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES** (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Additional Insured extension of coverage is provided by above referenced General Liability policy where required by written agreement or permit.

FIREWORKS DISPLAY DATE: July 3, 2024

LOCATION OF EVENT: Rifle Middle School, 753 Railroad Avenue, Rifle, Colorado

ADD'L INSURED: The City of Rifle, Colorado, its employees, volunteers, officers, elected officials, partners, subsidiaries, divisions &amp; affiliates, event sponsors &amp; landowners as their interest may appear in relation to this event; Garfield RE-2 School District (venue); Colorado River Fire Rescue (AHJ)

**CERTIFICATE HOLDER****CANCELLATION**City of Rifle  
202 Railroad Avenue  
Rifle CO 81650  
USA

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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# THE TEAM

J & M Displays, Inc. (J & M) was formed in 1980 and has been entertaining audiences with state of the art product and equipment ever since. Safety, Quality and Service has allowed J & M to prove itself as a well-known, well-respected institution, always adapting itself to the changes in the industry and their client's needs, even in its short existence. J & M has expanded its talents to include servicing the specialized needs of the entertainment and corporate markets while manufacturing specific products for our client needs. Setting its goals on the cutting edge; from music score development to computerized execution – J & M offers the state of the art in Special Effects, Indoor Choreography, and American/European Outdoor Choreography. Precision, multimedia integration and the expertise to take it “on the road” have become hallmark of J & M worldwide.

All members of our team are experts in pyrotechnics, special effects, and display firework productions. Our pyro team holds international licenses and continually moves freely throughout the world. What makes the J & M team unique in the pyrotechnic industry is that the team is also experienced in design, stage technology, audio, lighting, and video. Thus, the team is able to fully integrate the pyrotechnic elements into a production so that it works in conjunction with the lighting design, stage design, and audio/video elements which make for a more creative and unified show overall. The team is able to understand the goals of the other technical designers and can discuss solutions and options in their terminology.

Supporting our team would be an unparalleled list of additional world renowned manufacturers such as, but not limited to, Yung-Feng Fireworks, Lidu Fireworks Corporation, Ltd., Icon Pyrotechnics by Foti, Panzera, and several American manufactures. This product variety allows flexibility and venue specific adaptability- both with special effects and aerial product lines.

STATE OF COLORADO  
Division of Fire Prevention and Control



203900016

Be It Known That  
*David K Klein*

Has Successfully Completed All Requirements  
to Become Certified  
Fireworks Display Operator

Issued On  
January 8, 2024  
Expiring On  
January 8, 2027

In Accordance With  
NFPA Standard 1123, 2010 Edition

A stylized, handwritten signature in black ink, appearing to read 'Mike Morgan', is written over a horizontal line.

Mike Morgan, Director  
In Cooperation With  
Colorado Fire Service  
Training and Certification  
Advisory Board



# J&M Displays Proposal for: City of Rifle

## Main Event

### Multi-shell Barrage Units

| Quantity | Name                                                                        | Rising Effect | Price    | Total    |
|----------|-----------------------------------------------------------------------------|---------------|----------|----------|
| 2        | Quick crackling crossette                                                   |               | \$140.00 | \$280.00 |
| 2        | Brocade coconut with red green blue time rain crown 49 shot                 |               | \$151.00 | \$302.00 |
| 1        | Quick whistles 100 shot                                                     |               | \$151.00 | \$151.00 |
| 2        | Blue tail to Blue & white glitter with red falling leaves 100 shot Z Shape  |               | \$280.00 | \$560.00 |
| 2        | Color tails Red green purple lemon to titanium salute 100 shot              |               | \$280.00 | \$560.00 |
| 2        | Colorful comets whistles to Reports with Reports finale 100 shot Z fan cake |               | \$280.00 | \$560.00 |
| 2        | Ghost sweep Blue to Red to white strobe mines 100 shot fan                  |               | \$280.00 | \$560.00 |
| 2        | Green wave to green strobe with red coconut pistil fan 100 shot             |               | \$280.00 | \$560.00 |
| 2        | Reports, ends w/ 3 report volleys, the last w/ whistles 100 shot cake       |               | \$280.00 | \$560.00 |
| 1        | 2" 49S CAKE - Multicolor peony with glitter                                 |               | \$420.00 | \$420.00 |
| 1        | 2" 49S CAKE - Assorted chrysanthemums with silver crown pistil              |               | \$420.00 | \$420.00 |
| 1        | Color & gold willows with salute mines 36 shot cake                         |               | \$420.00 | \$420.00 |
| 1        | Crackling willow with blue star 100 shot                                    |               | \$420.00 | \$420.00 |
| 1        | Red and blue to silver crossette 210 shot S shape                           |               | \$420.00 | \$420.00 |
| 1        | Red wave tail blue crossette silver wave tail 180 shot fan                  |               | \$420.00 | \$420.00 |
| 1        | Assorted Chrysanthemum with silver tails 36 shots #2                        |               | \$490.00 | \$490.00 |
| 1        | Assorted Cycas palms with silver tails 36 shots                             |               | \$490.00 | \$490.00 |
| 1        | Assorted shells w/silver tails at show pace 36 shots                        |               | \$490.00 | \$490.00 |
| 1        | Blue peony Red ring, Blue peony Green ring, Blue peony Yellow ring 36 shot  |               | \$490.00 | \$490.00 |
| 1        | Celebration of Divine Land 112 shot                                         |               | \$490.00 | \$490.00 |
| 1        | Gold Titanium Willow with pistils 36 shot cake                              |               | \$490.00 | \$490.00 |
| 1        | Red peony and blue dahlia with silver palms 100 shot (50 peanut shells)     |               | \$490.00 | \$490.00 |
| 1        | Two color with white strobe pistil 100 shot (50 peanut shells)              |               | \$490.00 | \$490.00 |

Category Shell Count: 2612

\$10,533.00

**Section Shell Count: 2612**

## Finales

### Multi-shell Barrage Units

| Quantity | Name                                                        | Rising Effect | Price    | Total    |
|----------|-------------------------------------------------------------|---------------|----------|----------|
| 2        | Color, whistles & reports with report finale 49 Shot Cake   |               | \$126.00 | \$252.00 |
| 1        | 2.5" Display Shell Cake- Mixed finale 2.5" 36 shot          |               | \$490.00 | \$490.00 |
| 1        | 2.5" Display Shell Cake- Red White Blue finale 2.5" 36 shot |               | \$490.00 | \$490.00 |

Category Shell Count: 170

\$1,232.00

### 2.5 Inch Finales

| Quantity | Name                                    | Rising Effect | Price    | Total      |
|----------|-----------------------------------------|---------------|----------|------------|
| 12       | Red white and blue 10 Shot finale chain |               | \$133.00 | \$1,596.00 |

Category Shell Count: 120

\$1,596.00

**Section Shell Count: 290**

## Miscellaneous

### Ignition Items

| Quantity | Name                                                                      | Rising Effect | Price  | Total    |
|----------|---------------------------------------------------------------------------|---------------|--------|----------|
| 60       | MJG 10' (non-regulated ATF) Igniters with 10' leads (FWI 10 - 30 per box) |               | \$2.20 | \$132.00 |

Category Shell Count: 0

\$132.00

**Section Shell Count: 0**



## J&M Displays Proposal for: City of Rifle

### 8% Free for Early Payment

#### Multi-shell Barrage Units

| Quantity                  | Name                                               | Rising Effect | Price    | Total    |
|---------------------------|----------------------------------------------------|---------------|----------|----------|
| 2                         | Golden tail to golden wave time rain 49 shot fan   |               | \$151.00 | \$302.00 |
| 1                         | 2.5" Display Shell cake - Crackling Willow 36 shot |               | \$490.00 | \$490.00 |
| Category Shell Count: 134 |                                                    |               |          | \$792.00 |

**Section Shell Count: 134**

### 15% Free for Loyalty Program

#### Multi-shell Barrage Units

| Quantity                  | Name                                                         | Rising Effect | Price    | Total      |
|---------------------------|--------------------------------------------------------------|---------------|----------|------------|
| 2                         | Reports & whistles 49 shot cake                              |               | \$126.00 | \$252.00   |
| 1                         | Silver to Red, silver to blue with salute mines 36 shot cake |               | \$420.00 | \$420.00   |
| 1                         | 2.5" Display Shell Cake-Dahlia and Willows 36 shot           |               | \$490.00 | \$490.00   |
| 1                         | 2.5" Display Shell cake - Rainbow peony 36 shot              |               | \$490.00 | \$490.00   |
| Category Shell Count: 206 |                                                              |               |          | \$1,652.00 |

**Section Shell Count: 206**





## J&M Displays Proposal for: City of Rifle

This proposal includes an extension of our \$10,000,000.00 spectator liability insurance, and workers compensation on our shoot team.

Fireworks Price: \$13,493.00  
Discount: \$2,818.00  
Subtotal Fireworks: **\$10,675.00**  
Sales Tax:  
Local Sales Tax:  
Insurance Processing: \$1,500.00  
License and Permit:  
Shoot Fee: \$1,500.00  
Delivery: \$825.00  
Musical Firing:  
Shoot Cost: \$500.00  
Equipment Rental:  
Barge/Pontoon Fee:  
Total Price of Show: **\$15,000.00**

Total Shot Count: 3242  
Packing Check: 115  
Date of Display: 07/03/25  
Customer Number: 11717

### Summary of Free Items Added to Your Show

See Previous Pages for a Listing of Free Items

Free Items are Based on the \$10,675.00 Fireworks Subtotal

|            |                              |
|------------|------------------------------|
| \$792.00   | 8% Free for Early Payment    |
| \$1,652.00 | 15% Free for Loyalty Program |
| \$2,444.00 | Total Free                   |

Total Value of Show is \$20,262.00. Your Price is \$15,000.00

### Please Note the Following Comments:

The data in this proposal is confidential, and is to be accorded confidential treatment and shall not be disclosed other than to the official representative of the organization listed on the cover, and only then when in the evaluation of this proposal. Any reproduction of the contents of this proposal, whether in whole or in part, is expressly forbidden. J&M Displays, Inc. requests that all information be safeguarded from release pursuant to any request under the Freedom of Information Law of this state or any other state or jurisdiction; as it may cause competitive disadvantage to our company. The enclosed concepts and materials are the sole and exclusive property of J&M Displays, Inc. We reserve the right to make substitutions of equal or greater value. Prices and specifications are subject to change without notice. For choreographed displays the quantity and sizes of product may change based on the music selected; however, the dollar value of the product will remain the same.



# J&M Displays Proposal for: City of Rifle

## Main Event

### Multi-shell Barrage Units

| Quantity | Name                                                                        | Rising Effect | Price    | Total    |
|----------|-----------------------------------------------------------------------------|---------------|----------|----------|
| 2        | Reports & whistles 49 shot cake                                             |               | \$126.00 | \$252.00 |
| 2        | Brocade coconut with red green blue time rain crown 49 shot                 |               | \$151.00 | \$302.00 |
| 2        | Color tails Red green purple lemon to titanium salute 100 shot              |               | \$280.00 | \$560.00 |
| 1        | Colorful comets whistles to Reports with Reports finale 100 shot Z fan cake |               | \$280.00 | \$280.00 |
| 2        | Green wave to green strobe with red coconut pistil fan 100 shot             |               | \$280.00 | \$560.00 |
| 1        | 2" 49S CAKE - Assorted chrysanthemums with silver crown pistil              |               | \$420.00 | \$420.00 |
| 1        | Assorted shells with tails slow pace 49 shots                               |               | \$420.00 | \$420.00 |
| 1        | Color & gold willows with salute mines 36 shot cake                         |               | \$420.00 | \$420.00 |
| 1        | Crackling willow with blue star 100 shot                                    |               | \$420.00 | \$420.00 |
| 1        | Assorted Chrysanthemum with silver tails 36 shots #2                        |               | \$490.00 | \$490.00 |
| 1        | Assorted shells w/silver tails at show pace 36 shots                        |               | \$490.00 | \$490.00 |
| 1        | Gold Titanium Willow with pistils 36 shot cake                              |               | \$490.00 | \$490.00 |
| 1        | Two color with white strobe pistil 100 shot (50 peanut shells)              |               | \$490.00 | \$490.00 |
| 1        | Red and Green Scenery 300 shot X shape                                      |               | \$570.00 | \$570.00 |

Category Shell Count: 1438

\$6,164.00

### 1.4G Multi-shell Barrage Units

| Quantity | Name                                                                        | Rising Effect | Price    | Total    |
|----------|-----------------------------------------------------------------------------|---------------|----------|----------|
| 1        | Green Strobe Peony                                                          |               | \$73.00  | \$73.00  |
| 1        | Red Strobe Peony                                                            |               | \$73.00  | \$73.00  |
| 1        | Green Comet 36 shot Z cake                                                  |               | \$75.00  | \$75.00  |
| 1        | Green Dahlia 36 shot Z cake                                                 |               | \$75.00  | \$75.00  |
| 1        | Red Comet 36 shot Z cake                                                    |               | \$75.00  | \$75.00  |
| 1        | Red Dahlia 36 shot Z cake                                                   |               | \$75.00  | \$75.00  |
| 2        | (UN0431) Brocade Palm and gold glitter 36 shot                              |               | \$120.00 | \$240.00 |
| 2        | (UN0431) Brocade crown horse tail 65 shot                                   |               | \$154.00 | \$308.00 |
| 2        | (UN0431) Red and blue mine with white glitter 65 shot fan (sell multiples o |               | \$154.00 | \$308.00 |
| 2        | (UN0431) Whistles to RWB fan 150 shot                                       |               | \$154.00 | \$308.00 |
| 2        | (UN0431) White strobe tail to White Strobe AND R/G/B/P pistil 49 shot fan   |               | \$154.00 | \$308.00 |
| 1        | (UN0431) Assortment C of 4 Different 25 shot cakes                          |               | \$284.00 | \$284.00 |
| 1        | (UN0431) Assortment D of 4 Different 25 shot cakes                          |               | \$284.00 | \$284.00 |
| 1        | (UN0431) Assortment D of 4 Different 25 shot cakes                          |               | \$284.00 | \$284.00 |
| 1        | (UN0431) Assortment E of 4 Different RWB 25 shot cakes                      |               | \$284.00 | \$284.00 |
| 1        | Special Effect: Assortment of 4 different cakes 12 shot                     |               | \$360.00 | \$360.00 |
| 1        | (UN0431) Colored tails to crackling 100 shot Z shape                        |               | \$380.00 | \$380.00 |
| 1        | (UN0431) Gold silk crackle tail to gold silk crackle coco 100 shot fan shap |               | \$380.00 | \$380.00 |
| 1        | (UN0431) Time rain mine to Time rain 100 shot I shape                       |               | \$380.00 | \$380.00 |

Category Shell Count: 1506

\$4,554.00

Section Shell Count: 2944

## Finales

### 2.5 Inch Finales

| Quantity | Name                                                  | Rising Effect | Price    | Total      |
|----------|-------------------------------------------------------|---------------|----------|------------|
| 12       | Gold Titanium Willow w/Gold tail 10 Shot finale chain | Gold tails    | \$133.00 | \$1,596.00 |

Category Shell Count: 120

\$1,596.00

Section Shell Count: 120

## Miscellaneous



# J&M Displays Proposal for: City of Rifle

## Miscellaneous

### Ignition Items

| Quantity                | Name                                                                      | Rising Effect | Price  | Total    |
|-------------------------|---------------------------------------------------------------------------|---------------|--------|----------|
| 120                     | MJG 10' (non-regulated ATF) Igniters with 10' leads (FWI 10 - 30 per box) |               | \$2.20 | \$264.00 |
| Category Shell Count: 0 |                                                                           |               |        | \$264.00 |
| Section Shell Count: 0  |                                                                           |               |        |          |

## 8% Free for Early Payment

### Multi-shell Barrage Units

| Quantity                  | Name                                                                  | Rising Effect | Price    | Total    |
|---------------------------|-----------------------------------------------------------------------|---------------|----------|----------|
| 2                         | Golden tail to golden wave time rain 49 shot fan                      |               | \$151.00 | \$302.00 |
| 2                         | Reports, ends w/ 3 report volleys, the last w/ whistles 100 shot cake |               | \$280.00 | \$560.00 |
| Category Shell Count: 298 |                                                                       |               |          | \$862.00 |
| Section Shell Count: 298  |                                                                       |               |          |          |

## 15% Free for Loyalty Program

### Multi-shell Barrage Units

| Quantity                  | Name                                                      | Rising Effect | Price    | Total      |
|---------------------------|-----------------------------------------------------------|---------------|----------|------------|
| 2                         | Color, whistles & reports with report finale 49 Shot Cake |               | \$126.00 | \$252.00   |
| 1                         | 2.5" Display Shell Cake- Mixed finale 2.5" 36 shot        |               | \$490.00 | \$490.00   |
| 1                         | 2.5" Display Shell Cake-Dahlia and Willows 36 shot        |               | \$490.00 | \$490.00   |
| 1                         | 2.5" Display Shell cake - Rainbow peony 36 shot           |               | \$490.00 | \$490.00   |
| Category Shell Count: 206 |                                                           |               |          | \$1,722.00 |
| Section Shell Count: 206  |                                                           |               |          |            |



## J&M Displays Proposal for: City of Rifle

This proposal includes an extension of our \$10,000,000.00 spectator liability insurance, and workers compensation on our shoot team.

|                       |                    |
|-----------------------|--------------------|
| Fireworks Price:      | \$12,578.00        |
| Discount:             | \$1,903.00         |
| Subtotal Fireworks:   | <b>\$10,675.00</b> |
| Sales Tax:            |                    |
| Local Sales Tax:      |                    |
| Insurance Processing: | \$1,500.00         |
| License and Permit:   |                    |
| Shoot Fee:            | \$1,500.00         |
| Delivery:             | \$825.00           |
| Musical Firing:       |                    |
| Shoot Cost:           | \$500.00           |
| Equipment Rental:     |                    |
| Barge/Pontoon Fee:    |                    |
| Total Price of Show:  | <b>\$15,000.00</b> |

|                   |          |
|-------------------|----------|
| Total Shot Count: | 3568     |
| Packing Check:    | 183      |
| Date of Display:  | 12/06/25 |
| Customer Number:  | 11717    |

### Summary of Free Items Added to Your Show

See Previous Pages for a Listing of Free Items

Free Items are Based on the \$10,675.00 Fireworks Subtotal

|                   |                                     |
|-------------------|-------------------------------------|
| <b>\$862.00</b>   | <b>8% Free for Early Payment</b>    |
| <b>\$1,722.00</b> | <b>15% Free for Loyalty Program</b> |
| <b>\$2,584.00</b> | <b>Total Free</b>                   |

**Total Value of Show is \$19,487.00. Your Price is \$15,000.00**

### Please Note the Following Comments:

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THIS AGREEMENT is made and entered into this 16 day of April, 2025, by and between J&M Displays, Inc., an Iowa corporation, having its principal place of business at Yarmouth, Iowa, including its employees, owners, and agents, hereinafter referred to as “Seller”, and City of Rifle, hereinafter referred to as “Buyer.”

Whereas the Parties agree as follows:

1. Buyer has previously purchased firework displays and services on a single-event basis from Seller, and wishes to continue to purchase their fireworks displays and services exclusively from Seller by way of a longer-term agreement.

2. Buyer hereby agrees to purchase all of their firework displays and services exclusively from Seller for the next three years, through calendar year 2028. In consideration thereof, Seller hereby agrees to provide bonus fireworks to the Buyer at the highest level of Seller’s loyalty program.

3. This Agreement does not obligate Buyer to purchase fireworks displays and services in any of the years covered by this Agreement, nor does it obligate Buyer to purchase fireworks for any specific event. Rather, Buyer is only obligated to purchase fireworks displays and services exclusively from Seller should Buyer opt, at Buyer’s sole discretion, to have a fireworks display or event during the term of this Agreement.

4. This Agreement does not obligate Seller to provide fireworks displays and services in the years covered by this Agreement for any specific event or for any specific dollar amount. For each firework event which Buyer wishes to have Seller perform, Buyer shall prepare a Proposal and Fireworks Display Agreement, with the then-current costs and terms, for Buyer to review and accept or reject. The terms of the signed Fireworks Display Agreement for each display shall be controlling and are reaffirmed herein.

5. Buyer acknowledges that certain economic and societal factors outside of Seller’s control, including but not necessarily limited to tariffs, changes in State or local regulation, restrictions on the transportation and use of explosives, restrictions on gatherings and public events, and death, serious illness, or incapacity of one or more members of the display Shoot Team may prevent Seller from obtaining the necessary materials to perform the Display, or render the display performance unsafe or not reasonably practical. At its sole discretion, Seller may terminate this agreement due to economic or societal factors outside of Seller’s control, provided that Seller provide at least one-hundred and twenty (120) days’ notice to Buyer that Seller will no longer be able to provide fireworks displays and services in Buyer’s area.

6. Buyer acknowledges that certain factors outside of Seller’s control, including but not limited to changes in state or local regulations, public safety concerns, or unforeseen circumstances, may impact the performance, quality, or feasibility of the Display. If, in Buyer’s reasonable judgment, the performance of the Display, the quality of the fireworks, or the event conditions become unsatisfactory, unsafe, or no longer feasible, Buyer shall have the right to terminate this agreement at their sole discretion, without penalty or obligation. In the event that Buyer wishes to cancel due to any performance, quality, or event-related concerns, Buyer must provide Seller with at least one-hundred and twenty (120) days’ written notice of their intent to terminate. Upon such cancellation, Buyer will not be held liable for any performance failures, and the Seller will not be entitled to any further compensation for services not rendered.



7. This Agreement will expire December 31, 2028, but may include services which extend past midnight on New Year's Eve.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement the day and year first written above.

SELLER

BY: \_\_\_\_\_

ROLE: \_\_\_\_\_

J&M Displays, Inc.

BUYER

BY: \_\_\_\_\_

ROLE: \_\_\_\_\_

ENTITY: \_\_\_\_\_

In accordance with the provisions of Title XI, Organized Crime Control Act of 1970, and the regulations issued thereunder (27 CFR Part 555), you may engage in the activity specified in this license or permit within the limitations of Chapter 40, Title 18, United States Code and the regulations issued thereunder, until the expiration date shown. **THIS LICENSE IS NOT TRANSFERABLE UNDER 27 CFR 555.53.** See "WARNINGS" and "NOTICES" on reverse.

Direct ATF      ATF - Chief, FELC  
Correspondence To      244 Needy Road  
                                 Martinsburg, WV 25405-9431

License/Permit  
Number

**5-IA-057-50-7K-00054**

Chief, Federal Explosives Licensing Center (FELC)

Expiration  
Date

**October 1, 2027**

Name

J & M DISPLAYS INC

Premises Address (Changes? Notify the FELC at least 10 days before the move.)

**18064 170TH AVE  
YARMOUTH, IA 52660-9772**

Type of License or Permit

**50-MANUFACTURER OF EXPLOSIVES**

Purchasing Certification Statement

The licensee or permittee named above shall use a copy of this license or permit to assist a transferor of explosives to verify the identity and the licensed status of the licensee or permittee as provided by 27 CFR Part 555. The signature on each copy must be an original signature. A faxed, scanned or e-mailed copy of the license or permit with a signature intended to be an original signature is acceptable. The signature must be that of the Federal Explosives Licensee (FEL) or a responsible person of the FEL. I certify that this is a true copy of a license or permit issued to the licensee or permittee named above to engage in the business or operations specified above under "Type of License or Permit."

Mailing Address (Changes? Notify the FELC of any changes.)

J & M DISPLAYS INC  
18064 170TH AVE  
YARMOUTH, IA 52660-9772

Licensee/Permittee Responsible Person Signature

Position/Title

Printed Name

Date

Previous Edition is Obsolete

J & M DISPLAYS INC: 18064 170TH AVE: 52660-9772: 5-IA-057-50-7K-00054: October 1, 2027: 50-MANUFACTURER OF EXPLOSIVES

ATF Form 5400.14/5400.15 Part I  
Revised September 2011

Federal Explosives License (FEL) Customer Service Information

Federal Explosives Licensing Center (FELC)  
244 Needy Road  
Martinsburg, WV 25405-9431

Toll-free Telephone Number: (877) 283-3352  
Fax Number: (304) 616-4401  
E-mail: FELC@atf.gov

ATF Homepage: [www.atf.gov](http://www.atf.gov)

**Change of Address (27 CFR 555.54(a)(1)).** Licensees or permittees may during the term of their current license or permit remove their business or operations to a new location at which they intend regularly to carry on such business or operations. The licensee or permittee is required to give notification of the new location of the business or operations not less than 10 days prior to such removal with the Chief, Federal Explosives Licensing Center. The license or permit will be valid for the remainder of the term of the original license or permit. **(The Chief, FELC, shall, if the licensee or permittee is not qualified, refer the request for amended license or permit to the Director of Industry Operations for denial in accordance with § 555.54.)**

**Right of Succession (27 CFR 555.59).** (a) Certain persons other than the licensee or permittee may secure the right to carry on the same explosive materials business or operations at the same address shown on, and for the remainder of the term of, a current license or permit. Such persons are: (1) The surviving spouse or child, or executor, administrator, or other legal representative of a deceased licensee or permittee; and (2) A receiver or trustee in bankruptcy, or an assignee for benefit of creditors. (b) In order to secure the right provided by this section, the person or persons continuing the business or operations shall furnish the license or permit for for that business or operations for endorsement of such succession to the Chief, FELC, within 30 days from the date on which the successor begins to carry on the business or operations.

(Continued on reverse side)

Cut Here ✂

Federal Explosives License/Permit (FEL) Information Card

License/Permit Name: **J & M DISPLAYS INC**

Business Name:

License/Permit Number: **5-IA-057-50-7K-00054**

License/Permit Type: **50-MANUFACTURER OF EXPLOSIVES**

Expiration: **October 1, 2027**

Please Note: Not Valid for the Sale or Other Disposition of Explosives.

## WARNINGS

1. As provided in Title XI of the Organized Crime Control Act of 1970 (U.S.C. § 842(i)), it is unlawful for any person who (1) is under indictment for, or has been convicted in any court of, a crime punishable by imprisonment for a term exceeding 1 year, (2) is a fugitive from justice, (3) is an unlawful user of, or addicted to any controlled substance (*as defined in section 102 of the Controlled Substances Act (21 U.S.C. 802)*), (4) has been adjudicated as a mental defective or has been committed to a mental institution, to ship, transport, or receive any explosive materials in interstate or foreign commerce, (5) is an alien, other than an alien who is lawfully admitted for permanent residence (*as that term is defined in section 101(a)(20) of the Immigration and Naturalization Act*), or meets any other exception under section 842(i)(5), (6) has been discharged from the armed forces under dishonorable conditions, or (7) having been a citizen of the United States, has renounced the citizenship of that person.
2. **Federal Regulation 27 CFR 555.53 - Licensees and permits issued under this part are not transferable to another person. In the event of the lease, sale, or other transfer of the business or operations covered by the license or permit, the successor must obtain the license or permit required by this part before commencing business or operations.**
3. **Alteration or Changes to the License or Permit. Alterations or changes in the original license or permit or in duplications thereof violates 18 U.S.C. 1001, an offense punishable by imprisonment for not more than 5 years and/or a fine of not more than \$250,000.**

## NOTICES

1. Any change in trade name or control of this business or operations **MUST** be reported within 30 days of the change to the Chief, Federal Explosives Licensing Center (FELC), 244 Needy Road, Martinsburg, WV 25405-9431. (27 CFR 555.56-555.57). A licensee or permittee who reports a Change of Control must, upon expiration of the license or permit, file an ATF Form 5400.13/5400.16.
2. Under § 555.46, Renewal of License/Permit, if a licensee or permittee intends to continue the business or operations described on a license or permit issued under this part during any portion of the ensuing year, the licensee or permittee shall, unless otherwise notified in writing by the Chief, FELC, execute and file with ATF prior to the expiration of the license or permit an application for a license or permit renewal, ATF Form 5400.14/5400.15 Part III, in accordance with the instructions on the form, and the required fee. In the event the licensee or permittee does not timely file an ATF Form 5400.14/5400.15 Part III, the licensee or permittee must file an ATF Form 5400.13/5400.16 as required by § 555.45, and obtain the required license or permit before continuing business or operations. A renewal application will automatically be mailed by ATF to the "mailing address" on the license or permit approximately 60 days prior to the expiration date of the license or permit. If the application is not received 30 days prior to the expiration date, the licensee or permittee should contact the FELC.  
**Note:** The user-limited permits are not renewable.
3. This license or permit is conditional upon compliance by you with the Clean Water Act (33 U.S.C. § 1341(a)).
4. **THIS LICENSE OR PERMIT MUST BE POSTED AND KEPT AVAILABLE FOR INSPECTION (27 CFR 555.101).**

ATF Form 5400.14/5400.15 Part I  
Revised October 2011

### Federal Explosives License (FEL) Customer Service Information

(Continued from front)

**Discontinuance of Business (27 CFR 555.61)(27 CFR 555.128).** Where an explosives materials business or operations is succeeded by a new licensee or permittee, the records prescribed by this subpart shall appropriately reflect such facts and shall be delivered to the successor, or may be, within 30 days following business discontinuance, delivered to the ATF Out-of-Business Records Center, 244 Needy Road, Martinsburg, WV 25405, or to any ATF office in the division in which the business was located. Where discontinuance of the business is absolute, the records shall be delivered within 30 days following the business discontinuance to the ATF Out-of-Business Records Center, 244 Needy Road, Martinsburg, WV 25405, or to any ATF office in the division in which the business was located.

Explosive materials must be stored in conformance with requirements set forth in 27 CFR, Part 55. It is unlawful for any person to store any explosive materials in a manner not in conformity with these regulations.

**TO REPORT LOST OR STOLEN EXPLOSIVES, YOU MUST IMMEDIATELY NOTIFY ATF:  
CALL TOLL FREE - (888) ATF-BOMB**

✂ Cut Here

|                                                                                            |                                                                                        |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Federal Explosives Licensing Center (FELC)<br>244 Needy Road<br>Martinsburg, WV 25405-9431 | Toll-free number: (877) 283-3352<br>Fax number: (304) 616-4401<br>E-mail: FELC@atf.gov |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|

#### ATF Hotline Numbers

|                                                                   |
|-------------------------------------------------------------------|
| Arson Hotline: 1-888-ATF-FIRE (1-888-283-3473)                    |
| Bomb Hotline: 1-888-ATF-BOMB (1-888-283-2662)                     |
| Report Illegal Firearms Activity: 1-800-ATF-GUNS (1-800-283-4867) |
| Firearms Theft Hotline: 1-888-930-9275                            |
| Report Stolen, Hijacked or Seized Cigarettes: 1-800-659-6242      |
| Other Criminal Activity: 1-888-ATF-TIPS (1-888-283-8477)          |

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION



**HAZARDOUS MATERIALS  
CERTIFICATE OF REGISTRATION  
FOR REGISTRATION YEAR(S) 2024-2027**

**Registrant:** J & M DISPLAYS INC JAMES J OETKEN

ATTN: Candi Kendall  
18064 170TH AVE  
Yarmouth, IA 52660

This certifies that the registrant is registered with the U.S. Department of Transportation as required by 49 CFR Part 107, Subpart G.

This certificate is issued under the authority of 49 U.S.C. 5108. It is unlawful to alter or falsify this document.

**Reg. No: 050424600010GI    Effective: July 1, 2024    Expires: June 30, 2027**

**HM Company ID: 11991**

**Record Keeping Requirements for the Registration Program**

The following must be maintained at the principal place of business for a period of three years from the date of issuance of this Certificate of Registration:

- (1) A copy of the registration statement filed with PHMSA; and
- (2) This Certificate of Registration

Each person subject to the registration requirement must furnish that person's Certificate of Registration (or a copy) and all other records and information pertaining to the information contained in the registration statement to an authorized representative or special agent of the U. S. Department of Transportation upon request.

Each motor carrier (private or for-hire) and each vessel operator subject to the registration requirement must keep a copy of the current Certificate of Registration or another document bearing the registration number identified as the "U.S. DOT Hazmat Reg. No." in each truck and truck tractor or vessel (trailers and semi-trailers not included) used to transport hazardous materials subject to the registration requirement. The Certificate of Registration or document bearing the registration number must be made available, upon request, to enforcement personnel.

For information, contact the Hazardous Materials Registration Manager, PHH-52, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC 20590, telephone (202) 366-4109.





**Annual HazMat Permit # 24HM0170931**

Valid From: **04/11/2024** To: **04/10/2025**

Issued to:

**J & M DISPLAYS INC**  
**18064 170TH AVENUE**  
**YARMOUTH, IA 52660**

Permit Fee: **\$129.00** ( Credit Card )  
Sent By: Email - **Mikel@JANDMDISPLAYS.COM**  
Ordered By: **Mike Lenahan**

USDOT #: **377461**

Weight: **Vehicle Combination 10,001 lbs. or more**

Fed. HM Registration #: **052621550115DF**

Carrier Type: **Private, Interstate**

Number of Vehicles Transporting Hazardous Materials in CO: **11-50**

Commodity Being Transported: **Class 1.1, Class 1.3, Class 1.4, Class 4.1**

Proof of Financial Responsibility: **Form MCS-90**

**Financial Responsibility Verification:**

Pursuant to 42-20-202, C.R.S., as amended, applicant swears under penalty of perjury that applicant has the minimum liability insurance required by the U.S. Department of Transportation pursuant to 49 C.F.R., Part 387

In compliance with the provisions section 42-20-202(b), C.R.S., the department does grant authority to transport hazardous materials subject to the limitations and provisions mentioned below.

1. This permit must be carried in the transporting motor vehicle.
2. The above named carrier has paid the required amount and is authorized to make copies for the number of vehicles listed herein on the permit.

Full compliance with the laws of the State of Colorado and with the Rules and Regulations of the Department of Public Safety is required under this permit.

THE UNDERSIGNED HAS READ THIS DOCUMENT AND HAS PERSONAL KNOWLEDGE THAT THE FACTS IN IT ARE TRUE, AND AGREES TO COMPLY WITH THE RULES AND REGULATIONS PROMULGATED PURSUANT TO SECTION 42-20-108, C.R.S., AS AMENDED.

Driver Signature: \_\_\_\_\_

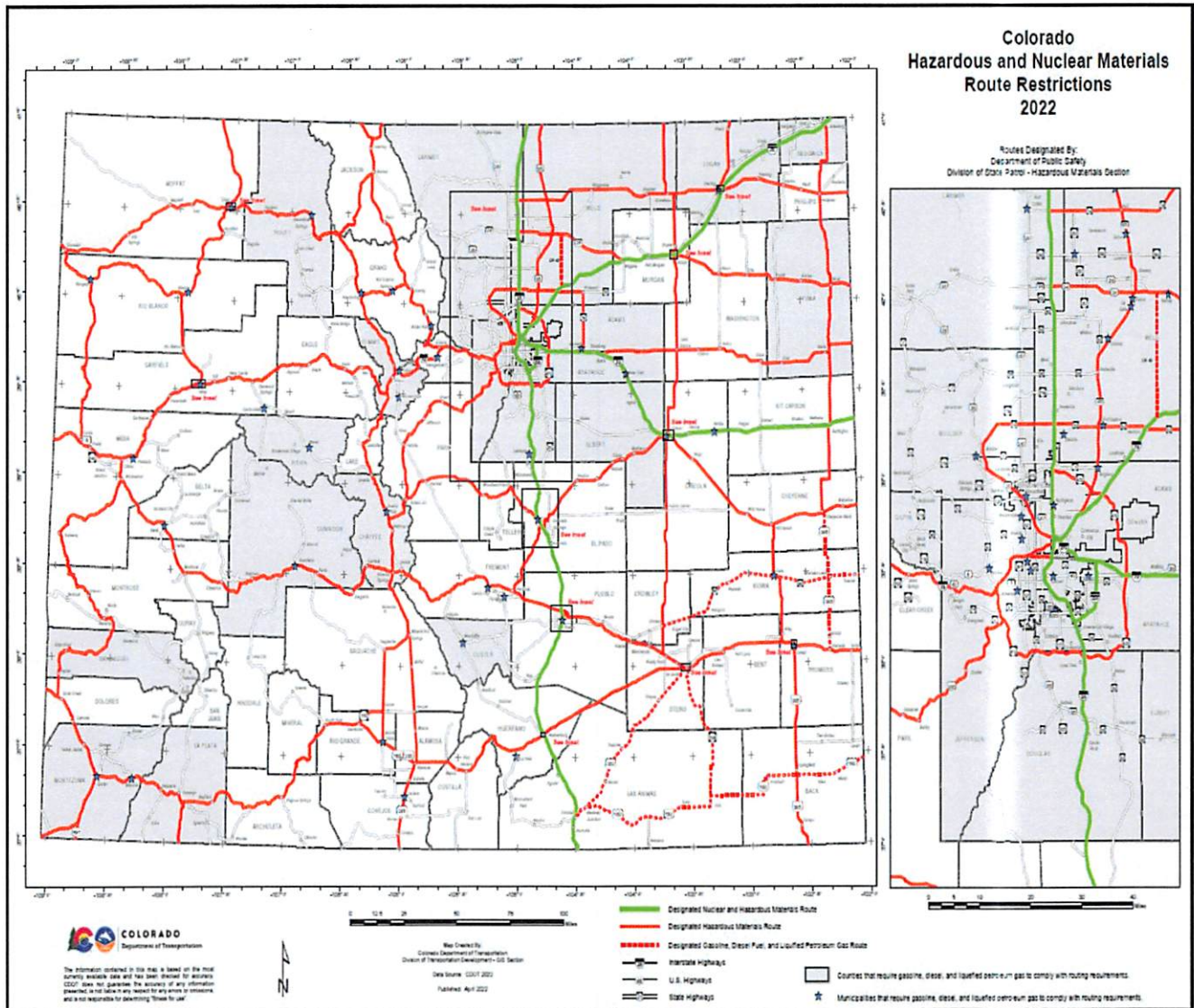
Date: \_\_\_\_\_

4-10-24

For current commercial vehicle restrictions and maps please visit our Freight and Trucking webpage at <https://sites.google.com/state.co.us/cotriporgfreight>.

# Colorado Hazardous and Nuclear Materials Route Restrictions 2022

Routes Designated By:  
Department of Public Safety  
Division of State Patrol - Hazardous Materials Section





**Colorado Springs / El Paso County**

**Pueblo / Pueblo County**

**Craig / Moffat County**

**Rifle / Garfield County**

**Sterling / Logan County**

**La Junta / Otero County**

**Brush / Morgan County**

**Limon / Lincoln County**

**Lamar / Prowers County**

**Walsenburg / Huerfano County**

**Routing Decision Chart**

```

graph TD
    Q1[Are you transporting hazardous materials that require your vehicle to be placarded?] -- No --> A1[You are not required to follow a designated hazardous materials route.]
    Q1 -- Yes --> Q2[Are you transporting more than 100 gallons of liquid or 1000 lbs of solid hazardous materials in a motor vehicle?]
    Q2 -- No --> A2[You are not required to follow a designated hazardous materials route.]
    Q2 -- Yes --> Q3[Is the State 2 placard applicable to this material?]
    Q3 -- No --> A2
    Q3 -- Yes --> Q4[Is the State 2 placard applicable to this material in this state?]
    Q4 -- No --> A2
    Q4 -- Yes --> Q5[Is there a condition that would prevent you from following the designated route?]
    Q5 -- No --> A3[If none of the conditions apply, you must follow the designated hazardous materials route.]
    Q5 -- Yes --> A4[You are permitted a deviation from the designated route. Deviation from the designated route must be based on an authorized route.]
    
```

**Colorado State Patrol Communications Centers**

24 Hour Emergency Phone Numbers

Alamosa (719) 839-8507  
 Craig (970) 824-8501  
 Denver (303) 239-4501  
 Montrose (970) 244-4382  
 Pueblo (719) 844-2424

**Colorado State Patrol Hazardous Materials Unit**

(303) 273-1920

<http://www.colorado.gov/hazardous-materials>

**Nuclear Materials Routing Exceptions**

Nuclear materials are defined as a highway route controlled quantity of radioactive materials, in 42-20-402, C.R.S. When transporting a Nuclear Material, carriers are required to remain on designated nuclear material routes.

Carriers are not to deviate from designated nuclear material routes except under certain circumstances:

- Carriers may deviate from designated routes in order to make local pick-ups or deliveries.
- Carriers may deviate from designated routes when continued use of the route is unsafe.
- Carriers may deviate from designated routes in order to refuel.
- Carriers may deviate from designated routes when the route is closed due to road conditions, road construction or maintenance operations.

When an emergency condition exists or when the designated nuclear materials route is closed due to adverse weather conditions, or other circumstances, the Colorado State Patrol (CSP) may designate an alternative route. The CSP requires nuclear materials to be escorted while off the designated route. Carriers must contact the nearest CSP Communications Center for instructions prior to deviating from a designated route.

There are exceptions to the definition of nuclear materials. These exceptions remove the materials described from the routing requirements discussed earlier. Nuclear Materials, as defined in 42-20-402, C.R.S. do not include:

- Nuclear materials used for research or medical purposes within Colorado.
- Highway Route Control Quantity (HRCQ) of radioactive material used to produce medical supplies and equipment is not considered as being "used for medical purposes" and is therefore required to abide by the nuclear materials routing rules.
- Radioactive materials transported as ores or products from mining, milling, smelting, or similar processing of ores, and mineral-bearing materials.
- Radioactive materials utilized in national security activities under the direct control of the Department of Defense, radioactive materials under the direct control of the Department of Energy used in carrying out atomic energy defense activities as defined in the Federal Nuclear Waste Policy Act of 1982, 42 U.S.C. 10101 et seq.

Finally, carriers transporting nuclear materials shall be familiar with the rules and regulations adopted by the Colorado State Patrol and published under 8 CCR 1507-05. Additionally, the carrier is required to comply with the provisions of 49 CFR 397.101(c).

**Hazardous Materials Routing**

As a general rule, vehicles carrying an amount of hazardous materials that require placards, must remain on designated hazardous materials routes. There are some exceptions to the rule:

- You may leave an authorized route in order to service a vehicle.
- You may leave an authorized route for local pickup or delivery of hazardous materials.
- You may leave an authorized route due to emergencies that would make continued use of the route unsafe.
- You may leave an authorized route when it is closed pursuant to 42-20-304, C.R.S.

A person transporting hazardous materials may make successive local pickups and deliveries without returning to the route between deliveries, when returning to the route is unreasonable.

Agriculture products other than Class 2 materials as defined in 49 CFR, over local roads between fields of the same farm, are excepted from the statutory requirements when transported by a farmer who is an interstate private motor carrier and the movement of the agricultural product is in compliance with 49 CFR 173.5 and 42-20-105.5, C.R.S.

Some motor vehicles that are carrying hazardous materials, even amounts that may require placards, are not subject to the routing requirements. Vehicles carrying materials described in Table 2 of 49 CFR 172.504 in the following configurations:

- Quantities of less than 550 gallons of Table 2 hazardous materials.
- Table 2 hazardous materials in containers of five gallons or less.
- Table 2 hazardous materials when they are packaged as consumer commodities as defined in 49 CFR.

Additionally, motor vehicles that are transporting ores, the products from mining, milling, smelting, other similar processing of ores, and the wastes and tailings from these processes or special firewaters as defined in 49 CFR 172.50 when the aggregate amount of flash powder does not exceed fifty pounds, are excepted from the requirements of routing.

Material Safety Data Sheet  
May be used to comply with  
OSHA's Hazard Communication Standard,  
29 CFR 1910.1200. Standard must be  
consulted for specific requirements.

U.S. Department of Labor  
Occupational Safety and Health Administration  
(Non-Mandatory Form)  
Form Approved  
OMB No. 1218-0072

|                                                                                                                             |                      |                                                                                                                                                 |                                       |
|-----------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| IDENTITY (As Used on Label and List) Fireworks, 1.3G, UN0335, PGII<br>Display Fireworks (1.3G)                              |                      | Note: Blank spaces are not permitted. If any item is not applicable, or no information is available, the space must be marked to indicate that. |                                       |
| <b>Section I</b>                                                                                                            |                      |                                                                                                                                                 |                                       |
| Carrier's Name<br>J&M Displays, Inc.                                                                                        |                      | Emergency Telephone Number (fill in)<br>319-394-3890 or 800-255-3924                                                                            |                                       |
| Address (Number Street, City, State, ZIP) (Fill in)                                                                         |                      | Telephone Number for Information (fill in)<br>319-394-3890 or 800-394-3890                                                                      |                                       |
| 18064 170th Avenue                                                                                                          |                      | Date Prepared 11/4/2004                                                                                                                         |                                       |
| Yarmouth, Iowa 52660                                                                                                        |                      | Signature of Preparer (optional)                                                                                                                |                                       |
| <b>Section II – Hazardous Ingredients/Identity Information</b>                                                              |                      |                                                                                                                                                 |                                       |
| Hazardous Components (Specific Chemical Identity: Common Name(s))                                                           | OSHA PEL             | ACGIH TLV                                                                                                                                       | Other Limits Recommended % (optional) |
|                                                                                                                             |                      |                                                                                                                                                 |                                       |
| Contains explosive and pyrotechnic compositions. - These items are classified as Fireworks, 1.3G, UN0335, PGII by DOT.      |                      |                                                                                                                                                 |                                       |
| No chemical components are released during normal handling and storage of shells.                                           |                      |                                                                                                                                                 |                                       |
|                                                                                                                             |                      |                                                                                                                                                 |                                       |
|                                                                                                                             |                      |                                                                                                                                                 |                                       |
|                                                                                                                             |                      |                                                                                                                                                 |                                       |
|                                                                                                                             |                      |                                                                                                                                                 |                                       |
| <b>Section III – Physical/Chemical Characteristics</b>                                                                      |                      |                                                                                                                                                 |                                       |
| Boiling Point                                                                                                               | n/a                  | Specific Gravity (H <sub>2</sub> O = 1)                                                                                                         | n/a                                   |
| Vapor Pressure (mm Hg)                                                                                                      | n/a                  | Melting Point                                                                                                                                   | n/a                                   |
| Vapor Density (AIR = 1)                                                                                                     | n/a                  | Evaporation Rate (Butyl Acetate = 1)                                                                                                            | n/a                                   |
| Solubility in Water Slight                                                                                                  |                      |                                                                                                                                                 |                                       |
| Appearance and Odor All chemical composition is contained in hard cardboard or plastic casing.                              |                      |                                                                                                                                                 |                                       |
| <b>Section IV – Fire and Explosion Hazard Data</b>                                                                          |                      |                                                                                                                                                 |                                       |
| Flash Point (Method Used) n/a                                                                                               | Flammable Limits n/a | LEL n/a                                                                                                                                         | UEL n/a                               |
| Extinguishing Media Do not attempt to fight fire in vicinity of display fireworks - evacuate area.                          |                      |                                                                                                                                                 |                                       |
| Special Fire Fighting Procedures Evacuate fire area immediately and seek shelter. Follow established emergency action plan. |                      |                                                                                                                                                 |                                       |
|                                                                                                                             |                      |                                                                                                                                                 |                                       |
| Unusual Fire and Explosion Hazards Display fireworks may mass explode in a fire situation.                                  |                      |                                                                                                                                                 |                                       |
|                                                                                                                             |                      |                                                                                                                                                 |                                       |

(Reproduce Locally)

OSHA 174 Sept. 1985

## Section V – Reactivity Data

|                                                                                                                                                                                              |                |                                     |                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------------------------------|-------------------------------------------------------------------------------------------|
| Stability                                                                                                                                                                                    | Unstable       | <input type="checkbox"/>            | Conditions to Avoid No open flames, smoking, or moisture in vicinity of stored fireworks. |
|                                                                                                                                                                                              | Stable         | <input checked="" type="checkbox"/> | Avoid friction or impact.                                                                 |
| Incompatibility (Materials to Avoid) Do not allow fireworks to get wet.                                                                                                                      |                |                                     |                                                                                           |
| Hazardous Decomposition or Byproducts Smoke generated during use of devices may contain small amounts of carbon monoxide, hydrogen sulfide, and nitrogen oxides. Avoid prolonged inhalation. |                |                                     |                                                                                           |
| Hazardous Polymerization                                                                                                                                                                     | May Occur      | <input type="checkbox"/>            | Conditions to Avoid                                                                       |
|                                                                                                                                                                                              | Will Not Occur | <input checked="" type="checkbox"/> |                                                                                           |

## Section VI – Health Hazard Data

|                                                                                                                                                                                                                                                                                                              |                                                                                                                   |                                |                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------|
| Route(s) of Entry:                                                                                                                                                                                                                                                                                           | Inhalation? <input checked="" type="checkbox"/>                                                                   | Skin? <input type="checkbox"/> | Ingestion? <input type="checkbox"/> |
| Health Hazards (Acute and Chronic) No chemical components are released during normal handling of shells. However, ground level smoke generated during shooting of public displays may contain gasses which may cause irritation of eyes or mucous membrane. Prolonged inhalation of smoke should be avoided. |                                                                                                                   |                                |                                     |
| Carcinogenicity: No                                                                                                                                                                                                                                                                                          | NTP? No                                                                                                           | IARC Monographs? No            | OSHA Regulated? No                  |
| Signs and Symptoms of Exposure Prolonged exposure to smoke generated during shooting of shells may cause shortness of breath and irritation of eyes and mucous membranes.                                                                                                                                    |                                                                                                                   |                                |                                     |
| Medical Conditions Generally Aggravated by Exposure                                                                                                                                                                                                                                                          | Persons with pre-existing respiratory conditions (i.e. asthma, emphysema, etc.) should avoid inhalation of smoke. |                                |                                     |
| Emergency and First Aid Procedures Move to fresh air and avoid further exposure to smoke.                                                                                                                                                                                                                    |                                                                                                                   |                                |                                     |

## Section VII – Precautions for Safe Handling and Use

|                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Steps to Be Taken in Case Material is Released or Spilled Absolutely no smoking or open flames in vicinity of spilled material. Carefully pick up and place spilled items in cardboard cartons. Sweep up any exposed chemical composition with a natural fiber brush. |
| Waste Disposal Method Soak any exposed chemical composition with water, sweep up with natural fiber brush and dispose of by burning in compliance with local, state, and federal regulations.                                                                         |
| Precautions to Be Taken in Handling and Storing Keep fireworks cool and dry. Avoid impact with shipping cartons. Absolutely no smoking in vicinity of fireworks.                                                                                                      |
| Other Precautions None.                                                                                                                                                                                                                                               |

## Section VIII – Control Measures

|                                                                                  |                          |             |
|----------------------------------------------------------------------------------|--------------------------|-------------|
| Respiratory Protection (Safety Type) None required when handling finished items. |                          |             |
| Ventilation                                                                      | Local Exhaust n/a        | Special n/a |
|                                                                                  | Mechanical (General) n/a | Other n/a   |
| Protective Gloves None required                                                  | Eye Protection n/a       |             |
| Other Protective Clothing or Equipment n/a                                       |                          |             |
| Work/Hygienic Practices No smoking in vicinity of fireworks.                     |                          |             |



Table A.4.3.7(a) Steel Mortars: Adequate Mortar Wall Thickness in Inches

| Mortar ID | Spherical | Cylindrical Single-Break | Cylindrical Multi-Break |
|-----------|-----------|--------------------------|-------------------------|
| 2         | 0.03      | 0.10                     | 0.15                    |
| 2.5       | 0.03      | 0.11                     | 0.19                    |
| 3         | 0.04      | 0.11                     | 0.21                    |
| 4         | 0.05      | 0.12                     | 0.23                    |
| 5         | 0.06      | 0.13                     | 0.25                    |
| 6         | 0.07      | 0.14                     | 0.27                    |
| 8         | 0.09      | 0.16                     | 0.31                    |
| 10        | 0.11      | 0.18                     | 0.36                    |
| 12        | 0.13      | 0.20                     | 0.40                    |
| 16        | 0.17      | 0.24                     | 0.55                    |
| >16       | NA        | NA                       | NA                      |

For SI units, 1 in. = 25.4 mm.

NA: Data not currently available.

Note: The tensile strength of steel pipe should be at least 40,000 psi (275,800 kPa).

Table A.4.3.7(b) Paper Mortars (Convolute or Spiral): Adequate Mortar Wall Thickness in Inches

| Mortar ID | Spherical | Cylindrical Single-Break | Cylindrical Two-Break |
|-----------|-----------|--------------------------|-----------------------|
| 2         | 0.18      | 0.25                     | 0.37                  |
| 2.5       | 0.18      | 0.25                     | 0.37                  |
| 3         | 0.25      | 0.25                     | 0.37                  |
| 4         | 0.25      | 0.33                     | 0.50                  |
| 5         | 0.31      | 0.42                     | 0.62                  |
| 6         | 0.37      | 0.50                     | 0.75                  |
| 8         | 0.50      | NA                       | NA                    |
| 10        | 0.62      | NA                       | NA                    |
| 12        | 0.75      | NA                       | NA                    |
| 16        | NA        | NA                       | NA                    |

For SI units, 1 in. = 25.4 mm.

NA: Data not currently available.

Note: The cross-grain tensile strength of the paper should be at least 2300 psi (16,000 kPa).

A.4.3.7.1 HDPE mortars (and possibly other types) can lose significant strength if fired repeatedly over a relatively short period of time. Accordingly, when mortars will be reloaded during a display, it is appropriate to consider this potential problem.

A.4.3.9 Where there is concern that a mortar is too short to cause an aerial shell to be propelled to a safe altitude, a test firing should be conducted. However, it generally is believed that mortars of the lengths specified in Table A.4.3.9 are sufficient.

The lengths specified in Table A.4.3.9 are not intended to be construed as absolute minimums; however, experience has demonstrated that these recommendations function reliably in use.

A.4.4.1 The use of securely positioned racks located on barges and trailers can be permitted, provided that all other code requirements are met.

A.4.4.3 Examples of materials for use in providing added support include wood and flat stones.

Table A.4.3.7(c) High-Density Polyethylene (HDPE) Mortars: Adequate Mortar Wall Thickness in Inches

| Mortar ID | Spherical | Cylindrical Single-Break | Cylindrical Two-Break |
|-----------|-----------|--------------------------|-----------------------|
| 2         | 0.12      | 0.17                     | 0.17                  |
| 2.5       | 0.12      | 0.17                     | 0.17                  |
| 3         | 0.15      | 0.17                     | 0.17                  |
| 4         | 0.20      | 0.25                     | 0.25                  |
| 5         | 0.25      | 0.25                     | 0.25                  |
| 6         | 0.30      | 0.32                     | 0.32                  |
| 8         | 0.32      | NA                       | NA                    |
| 10        | 0.32      | NA                       | NA                    |
| 12        | 0.37      | NA                       | NA                    |
| >12       | NA        | NA                       | NA                    |

For SI units, 1 in. = 25.4 mm.

NA: Data not currently available.

Note: The tensile strength of plastic should be at least 3300 psi (22,750 kPa).

Table A.4.3.7(d) Fiberglass Reinforced Epoxy Mortars: Adequate Mortar Wall Thickness in Inches

| Mortar ID | Spherical | Cylindrical Single-Break | Cylindrical Two-Break |
|-----------|-----------|--------------------------|-----------------------|
| 2         | 0.07      | 0.11                     | 0.11                  |
| 2.5       | 0.07      | 0.11                     | 0.11                  |
| 3         | 0.07      | 0.11                     | 0.11                  |
| 4         | 0.11      | 0.11                     | 0.11                  |
| 5         | 0.11      | 0.11                     | 0.11                  |
| 6         | 0.11      | 0.11                     | 0.11                  |
| 8         | 0.25      | NA                       | NA                    |
| 10        | 0.25      | NA                       | NA                    |
| 12        | 0.25      | NA                       | NA                    |
| >12       | NA        | NA                       | NA                    |

For SI units, 1 in. = 25.4 mm.

NA: Data not currently available.

Note: The tensile strength of fiberglass should be at least 11,000 psi (76,000 kPa).

Table A.4.3.9 Minimum Inside Mortar Length in Inches

| Mortar ID | Single-Break | Two-Break | Up to Four-Break |
|-----------|--------------|-----------|------------------|
| 3         | 15           | 18        | 21               |
| 4         | 20           | 23        | 27               |
| 5         | 24           | 28        | 32               |
| 6         | 28           | 32        | 37               |
| 8         | 34           | 40        | 46               |
| 10        | 40           | 46        | 54               |
| 12        | 46           | 52        | 62               |

For SI units, 1 in. = 25.4 mm.

A.4.4.4 Where practical, additional separation distances between buried mortars should be used. Additional separation distances for buried mortars provide more room for loaders and shooters to work and reduce the chances of crew injury.



# City of Rifle

## Site Diagram

Rifle Middle School  
753 Railroad Ave.  
Rifle, CO 81650

## Legend

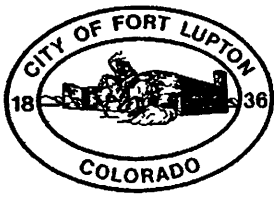
-  Audience
-  Rifle Middle School
-  Shoot Site
-  Site Parameters 200'

Google Earth

© 2017 Google







## City of Fort Lupton Recreation Center

203 South Harrison Avenue

Fort Lupton, Colorado 80621

Phone (303) 857-4200 Fax (303) 857-6421

[www.fortlupton.org](http://www.fortlupton.org)

FUN, FIT, FORT LUPTON

September 26, 2019

Claire Skalinski  
J & M Displays, Inc.  
P O Box 350457  
Westminster CO 80038

Dear Claire,

On behalf of the Fort Lupton Recreation Department and the City of Fort Lupton, I would like to thank you for the spectacular firework shows to complete our Independence Day Celebration and to kick off our Trapper Days festival. The displays were spectacular and very enjoyable.

I am grateful for your continued support of the Fort Lupton community.

With gratitude,

Monty Schuman

Ted Kalloff  
Regional Vice President  
J & M Displays  
18064 170<sup>th</sup> Avenue  
Yarmouth, IA 52660-9772

Dear Ted:

I am pleased to write this letter of recommendation for J & M Displays. In 2012, The Omaha World-Herald celebrated our 28<sup>th</sup> year of bringing Independence Day celebration fireworks to Omaha. The bar has been set high as we take great pride in presenting one of the top shows in the Midwest. We made a switch three years ago from a nationally known east coast company to J & M and have been more than pleased with that decision.

I have been very impressed with the professionalism of Regional Vice President, Ted Kalloff and his crew. They run a turn-key operation taking care of every firework show detail you could imagine to produce a flawless show. This attention to detail and handling all aspects of the fireworks display allows us to concentrate on other functions of the event.

The final result is a 22 minute show simulcast to a local radio station's broadcast where the air is constantly filled with exploding shells. I don't think you can find a better value in shells per minute done with an artistic flair to the delight of spectators than J & M Displays.

Sincerely,

  
Joel W. Long



1401 4th Avenue West  
P.O. Box 527  
Spencer, IA 51301

P: 712.262.4740  
F: 712.262.4741  
ClayCountyFair.com

To Whom It May Concern:

There is not a more spectacular way to end a day at a fair than with a huge fireworks display – and J&M Displays never disappoints.

One of the first things I wanted to do when I became manager of the Clay County Fair was to change our fireworks displays after Grandstand concerts. Spending 12 years as a summer employee of the Iowa State Fair gave me good insight into what I wanted as I had the opportunity to see J&M Displays nightly. I wanted my fairgoers in Clay County to have the same experience.

I have been extremely pleased with my relationship with J&M – from the spectacular displays to the great people to the ease of handling permits, etc.

If any further questions, please do not hesitate to contact me.

  
Jeremy Parsons  
Manager

★ THE WORLD'S GREATEST ★

Facebook.com/WorldsGreatestCountyFair













Jefferson City  
Salute to America









# City of Rifle Fireworks Shows



## Request for Bid

March 7, 2025

City of Rifle

202 Railroad Avenue

Rifle, Colorado 86150

**2025**

***Proposal Due Date: March 21, 2025***

***Mandatory Pre-bid: Due Date: March 12, 2025***

***Question Deadline: March 17, 2025 12 pm***

## 1. Scope of Work

The City of Rifle is requesting bids for a fireworks display for our two annual events, July 3<sup>rd</sup> Celebration and Hometown Holiday held in Deerfield Park Rifle, Colorado.

The selected service provider shall provide all expertise, labor and resources to provide complete services necessary during the Contract Term. The following generally summarizes the types and scopes of services that the service provider will be required to perform.

### Main Event

#### **Multi-shell Barrage Units**

#### **1.4G Multi-shell Barrage Units**

### Finales

#### **2.5 Inch Finales**

This is a multi-year bid for 2025,2026,2027 with the possibility of extended in 2028,2029.

## 2. Proposal Requirements

### a. Event Dates

#### i. July 3<sup>rd</sup> Celebration

##### 1. July 3<sup>rd</sup>, 2025, 2026, 2027

#### ii. Hometown Holiday

##### 1. First Saturday of December

###### a. Dec. 6<sup>th</sup> 2025

###### b. Dec. 5<sup>th</sup> 2026

###### c. Dec. 4<sup>th</sup> 2027

### b. All necessary insurances to include General Liability: General Aggregate, Products and Each Occurrence

### c. Trained/licensed technicians to produce the display.

### d. All transportation and delivery costs to be provided by commercially licensed drivers.

### e. All materials and equipment to fire the display.

### f. All necessary safety precautions to provide a safe and spectacular display.



### 3. Questions

Potential bidders may direct questions to Iris Trevisano at [itrevisano@rifleco.org](mailto:itrevisano@rifleco.org) Question deadline to Monday, March 17, 2025 at 12 p.m.

### 4. Mandatory Pre-bid

City of Rifle Fireworks Shows- Mandatory Pre-Bid Via Zoom

Time: Mar 12, 2025 11:00 AM Mountain Time (US and Canada)

<https://us02web.zoom.us/j/88634188860?pwd=TF4oTj9bnrFCiYsuYGrbE5gXdLrnwq.1>

Meeting ID: 886 3418 8860

Passcode: 792595

Find your local number: <https://us02web.zoom.us/j/88634188860?pwd=TF4oTj9bnrFCiYsuYGrbE5gXdLrnwq.1>

Meeting ID: 886 3418 8860

We will discuss location and guidelines for the event.

### 5. Delivery of Bid

Bids must be submitted electronically by uploading documents to BidNet which will be sealed until the due date and time indicated in the solicitation. It is the sole responsibility of the respondent that the response is submitted and received before the due date and time as specified in this document. The City of Rifle is not responsible for delays in transmittal or delays caused by any other occurrence. Please allow sufficient time to complete the response and upload documents.

### 6. Evaluation

Bid acceptance and bid evaluation. Bids shall be unconditionally accepted without alteration or correction, except as authorized in

this Code. Bids shall be evaluated based on the requirements set forth in the invitation for bids, which may include criteria to determine acceptability such as inspection, testing, quality, workmanship, delivery and suitability for a particular purpose. Those criteria that will affect the bid price and be considered in evaluation for award shall be objectively measurable, such as discounts, transportation costs and total or life cycle costs. The invitation for bids shall set forth the evaluation criteria to be used.

- Ability of the company to meet specifications: 25 points
- Cost of the display: 50 points
- Experience of the company and staff: 25 points

Total 100 Points

In addition to the evaluation criteria set forth in the invitation to bid, the following criteria may be considered, in addition to price:

- (1) The ability, capacity and skill of the bidder to perform the contract or provide the service or construction required;
- (2) Whether the bidder can perform the contract or provide the service or construction promptly or within the time specified, without delay or interference;
- (3) The character, integrity, reputation, judgment, experience and efficiency of the bidder;
- (4) The quality of performance of previous contracts or services;
- (5) The previous and existing compliance by the bidder with laws and ordinances relating to the contract or service;
- (6) The sufficiency of the financial resources and ability of the bidder to perform the contract or provide the service or construction;

- (7) The quality, availability and adaptability of the supplies, services or construction to the particular use required; and
- (8) The ability of the bidder to provide future maintenance and service for the use of the subject of the contract;
- (9) The local preferences set forth herein.

## 7. Local Preference Code

The following local preferences shall be considered in source selection for all City contracts:

Notwithstanding other provisions of this Article, in the awarding of contracts for goods or services, the City Council and Procurement Officer shall provide the following primary and secondary percentage preferences for local goods and services provided by local vendors when quality, delivery time and services are judged by the Procurement Officer to be essentially equal:

| Contract>Amount        | Primary Preference<br>City of Rifle<br>Goods/Vendors | Secondary<br>Preference<br>Garfield County<br>Goods/Vendors |
|------------------------|------------------------------------------------------|-------------------------------------------------------------|
| Less than \$1,000      | 10% discount                                         | 5% discount                                                 |
| \$1,001 to \$5,000     | 8% discount                                          | 4% discount                                                 |
| \$5,001 to \$25,000    | 6% discount                                          | 3% discount                                                 |
| \$25,001 to \$100,000  | 5% discount                                          | 2.5% discount                                               |
| \$100,000 to \$200,000 | 4% discount                                          | 2% discount                                                 |
| \$200,001 to \$500,000 | 3% discount                                          | 1.5% discount                                               |
| \$500,000 or greater   | 2% discount                                          | 1% discount                                                 |

(c) For all competitive bonded bid purchases in excess of one hundred thousand dollars (\$100,000.00), the City shall provide these local preference provisions within the "Instructions to Bidders" documents.

(d)Exception: Local preference shall not apply to contracts required by applicable state or federal laws or regulations to be awarded to the "lowest responsible bidder" or to any contracts that are statutorily or otherwise precluded from the use of local vendor preference. No local preference shall apply where grant funds are used which expressly prohibit the use of such local preference.

(e) The Procurement Officer may establish an administrative process to pre-qualify local vendors.

( Ord. 7 , § 2, 2022)

## 8. Award and Purchases

The City reserves the right to reject any or all bids, to waive any informalities or technical defects in bids, and unless otherwise specified by the City or by the bidder, to accept any items or group of items in the bid, as may be in the best interest of the City. No verbal explanations, clarifications, additions or instructions will be binding to either the City or the bidders, except those confirmed in writing. A signed purchase order/bid furnished to the successful bidder results in a binding bid without further action by either party



03072025 City of Rifle Fireworks Show Flooring  
Pre Bid Meeting 03/12/2025

Last day to submit questions Monday , March. 17, 2025 at 2 pm

RFP DUE FRIDAY , March 21 ,2025 at 2 pm via Bidnet

Questions to be submitted via Bidnet

| Attended Name | Firm Name            | Contact #    | Contact E-mail                                                 |
|---------------|----------------------|--------------|----------------------------------------------------------------|
| Claire        | J & M Displays, Inc. | 303-458-7600 | <a href="mailto:claire@jandmdisplays">claire@jandmdisplays</a> |
|               |                      |              |                                                                |
|               |                      |              |                                                                |
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|               |                      |              |                                                                |
|               |                      |              |                                                                |
|               |                      |              |                                                                |
|               |                      |              |                                                                |
|               |                      |              |                                                                |
|               |                      |              |                                                                |



# Memo

**To:** Rifle City Council  
**CC:** Patrick Waller, City Manager, Austin Rickstrew, Parks and Recreations Director and Kim Burner, GRIT Manager  
**From:** Iris Trevisano, Procurement and Grant Reporting Manager  
**Date:** March 19, 2025  
**Subject:** Recommending the award of a Multi-Year agreement for firework displays.

---

## Background

Parks and Recreation is responsible for coordinating the City's annual fireworks displays during two major community events: the July 3rd Celebration and Hometown Holidays. These long-standing, highly attended events are budgeted annually and feature 20-minute fireworks displays launched from Rifle Middle School, visible over Centennial Park.

## Procurement

The City issued a Request for Bid (RFB) for professional fireworks services through Bidnet. The RFB required a mandatory pre-bid meeting for all interested vendors to ensure clarity on project scope and safety requirements. Only one vendor, J & M Displays, attended the meeting and subsequently submitted a qualified multi-year bid. Their bid proposed \$15,000 per show, totaling \$30,000 annually for both events.

## Staff Recommendation

City staff has worked with J & M Displays for the past eight years and has consistently been satisfied with their quality, safety, and visual impact. Due to this longstanding relationship, J & M Displays' loyalty program offers an additional 15% in fireworks at no extra cost, increasing the display's total value to \$19,487 while maintaining the cost at \$15,000 per event. Based on their strong performance and added value, staff recommends awarding the multi-year contract to J & M Displays.

Iris Trevisano

Procurement and Grant Reporting Manager





# Memo

**To:** Iris Trevisano, Grant and Procurement Manager

---

**From:** Austin Rickstrew, Parks and Recreation Director

---

**Date:** April 10, 2025

---

**Re:** Fireworks Display Contract Recommendation

---

Iris,

I am requesting approval to enter into a three-year agreement with J&M Displays to provide fireworks displays for the City's annual Independence Day celebrations in 2025, 2026, and 2027.

J&M Displays has a proven track record of delivering high-quality, safe, and professional fireworks shows for our community. They have been a reliable partner in past years, and this multi-year contract will allow us to lock in services, streamline planning efforts, and ensure the success of continuity events.

Please let me know if you have any further questions.

Respectfully,

Austin





**CITY OF RIFLE  
PURCHASE REQUEST**

|           |                    |                                            |
|-----------|--------------------|--------------------------------------------|
| <b>1.</b> | <b>Vendor Name</b> | NEW: W-9 attached <input type="checkbox"/> |
|           | J & M Display, Inc |                                            |

|           |                                   |
|-----------|-----------------------------------|
| <b>2.</b> | <b>Vendor Address</b>             |
|           | 18064 170th ave Yarmouth IA 52660 |

|           |                                                                      |
|-----------|----------------------------------------------------------------------|
| <b>3.</b> | <b>For the Purchase of (description)</b>                             |
|           | Firework Displays for the July 3rd Celebration and Hometown Holidays |

|           |                         |                        |                                               |
|-----------|-------------------------|------------------------|-----------------------------------------------|
| <b>4.</b> | <b>Amount Requested</b> | <b>Amount Budgeted</b> | <b>Finance Director Verified Funds Avail.</b> |
|           | \$30,000                | \$30,000               |                                               |

|           |                   |                              |
|-----------|-------------------|------------------------------|
| <b>5.</b> | <b>Dept. Name</b> | <b>General Ledger Acct #</b> |
|           | PARKS             | 210-4521-400-320             |

|           |                                                                                                                     |
|-----------|---------------------------------------------------------------------------------------------------------------------|
| <b>6.</b> | <b>Type of Purchase</b>                                                                                             |
|           | <input type="checkbox"/> Capital Construction                                                                       |
|           | <input type="checkbox"/> Capital Construction – Change Order                                                        |
|           | <input type="checkbox"/> Capital Equipment                                                                          |
|           | <input type="checkbox"/> Plant Equipment                                                                            |
|           | <input type="checkbox"/> Materials, supplies, non-profession/technical services (includes computer/software maint.) |
|           | <input checked="" type="checkbox"/> Professional Services                                                           |
|           | <input type="checkbox"/> Utilities (includes equipment installation and ongoing contracts)                          |
|           | <input type="checkbox"/> Land, easements, ROW                                                                       |

|           |                                                                                 |                 |                                  |
|-----------|---------------------------------------------------------------------------------|-----------------|----------------------------------|
| <b>7.</b> | <b>Purchasing Process Required (Rifle Municipal Code sections for guidance)</b> |                 |                                  |
|           | <input type="checkbox"/> Cooperative Purchasing:                                | Sec 4-3-50      |                                  |
|           | <input type="checkbox"/> Emergency Procurement                                  | Sec. 4-3-235    |                                  |
|           | <input type="checkbox"/> Small Purchases                                        | Sec. 4-3-225    |                                  |
|           | <input type="checkbox"/> Request for Proposal:                                  | Sec. 4-3-220(b) | (attach bid tab)                 |
|           | <input checked="" type="checkbox"/> Competitive Sealed Bid:                     | Sec.4-3-215     | (attach bid tab & advertisement) |
|           | <input type="checkbox"/> Miscellaneous Exemptions                               | Sec. 4-2-230    | (attach memo)                    |

|           |                                     |              |
|-----------|-------------------------------------|--------------|
| <b>8.</b> | <b>Authorization Required</b>       |              |
|           | <input checked="" type="checkbox"/> | City Manager |
|           | <input checked="" type="checkbox"/> | City Council |

|            |                                             |                                                                    |             |
|------------|---------------------------------------------|--------------------------------------------------------------------|-------------|
| <b>9.</b>  | <b>Signatures</b>                           |                                                                    |             |
|            | <b>Position</b>                             | <b>Signature</b>                                                   | <b>Date</b> |
|            | Department Director                         | <i>Austin Rickstrew</i><br><small>Signer ID: CL5TPBWW42...</small> | 04/10/2025  |
|            | City Manager                                |                                                                    |             |
|            | City Council Approval (meeting date)        |                                                                    |             |
| <b>10.</b> | <b>Purchase Order # assigned by Finance</b> |                                                                    |             |





TABLE 1 - IS A PURCHASE ORDER NECESSARY

| <u>Amount of Purchase</u> | <u>Is Purchase Order Needed</u> | <u>Method of Source Selection</u> |
|---------------------------|---------------------------------|-----------------------------------|
| \$0.01 - \$10,000         | No – Dept Head Approval         | No special sourcing               |
| \$10,000.01 - \$25,000    | Yes – City Manager Approval     | Yes – see table 2 below           |
| \$25,000.01 or Greater    | Yes – Council Approval          | Yes – see table 2 below           |

TABLE 2 - METHODS OF SOURCE SELECTION

| <u>Methods of source selection</u>                                                                               | <u>Contract limits</u>                                |
|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| Competitive sealed bidding                                                                                       | Greater than \$50,000.00                              |
| **Competitive sealed proposals                                                                                   | Greater than \$10,000.00 and less than \$50,000.00**. |
| **Greater than \$50,000 allowed for Construction Manager/General Contractor proposals, or similar type proposal. |                                                       |
| Small purchases                                                                                                  | Less than \$10,000.00 - DEPARTMENT HEAD DISCRETION    |

TABLE 3 - LOCAL VENDOR PREFERENCE

| Contract Amount        | Primary Preference In City Limits | Secondary Preference In County Out of City |
|------------------------|-----------------------------------|--------------------------------------------|
| Less than \$1,000      | 10% discount                      | 5% discount                                |
| \$1,001 to \$5,000     | 8% discount                       | 4% discount                                |
| \$5,001 to \$25,000    | 6% discount                       | 3% discount                                |
| \$25,001 to \$100,000  | 5% discount                       | 2% discount                                |
| \$100,000 to \$200,000 | 4% discount                       | 2.5% discount                              |
| \$200,001 to \$500,000 | 3% discount                       | 1.5% discount                              |
| \$500,000 or greater   | 2% discount                       | 1% discount                                |



**Agenda Item #7.b.**

**Agenda Item Name:**

Safe Streets for All Safety Action Plan - Resolution No. 10, Series of 2025

**Presenter:**

Craig Spaulding, Civil Engineer

**Item Description:**

Consider adopting/approving a resolution of support for Rifle's Safe Streets for All Safety Action Plan

**Recommended Action:**

Move to approve Resolution No. 10, Series of 2025 in support of Rifle's Safe Streets for All Safety Action Plan, pledging to eliminate fatal and serious injury crashes on city streets by 2045.

**Fiscal Impact:**

Completion of a Safe Streets for All Safety Action Plan makes the city eligible for federal implementation project funding.

**Operational Impact:**

N/A

**Prior Board Motions:**

No prior board motions

**Background Information:**

The city was awarded \$120,000 in Safe Streets for All Round 1 funding from the US Department of Transportation in Fiscal Year 2023.

**Executive Summary:**

The City of Rifle conducted a comprehensive safety action plan meant to make the city's transportation system safer by targeting fatal and serious injury crashes. A project steering committee was formed, made up of agency partners, city staff, and community members. A safety analysis was conducted looking at the past five years of existing crash data provided by CDOT. The city held an in-person open house, two online surveys, an online mapping exercise, an online video, and social media advertisements informing community members about the project. The plan collected remaining infrastructure projects from city policy documents and evaluated them based on their ability to eliminate fatal and serious crashes as well as their ability to support non-vehicular trips. Projects were grouped by corridor and scored resulting in 56 total projects. Each project is assigned a general timeframe to complete based on factors such as cost, agency coordination, needed funding streams, and community interest. After adoption, the city is required to update their progress on the safety plan annually.

**Notification Requirements:**

N/A

**Prepared By:**

Craig Spaulding, Civil Engineer

**Attachments:**

1. 25\_0409\_DRAFT\_Rifle\_Safety\_Action\_Plan\_small
2. Resolution No. 10-Safety Action Plan

# 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 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] Department’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

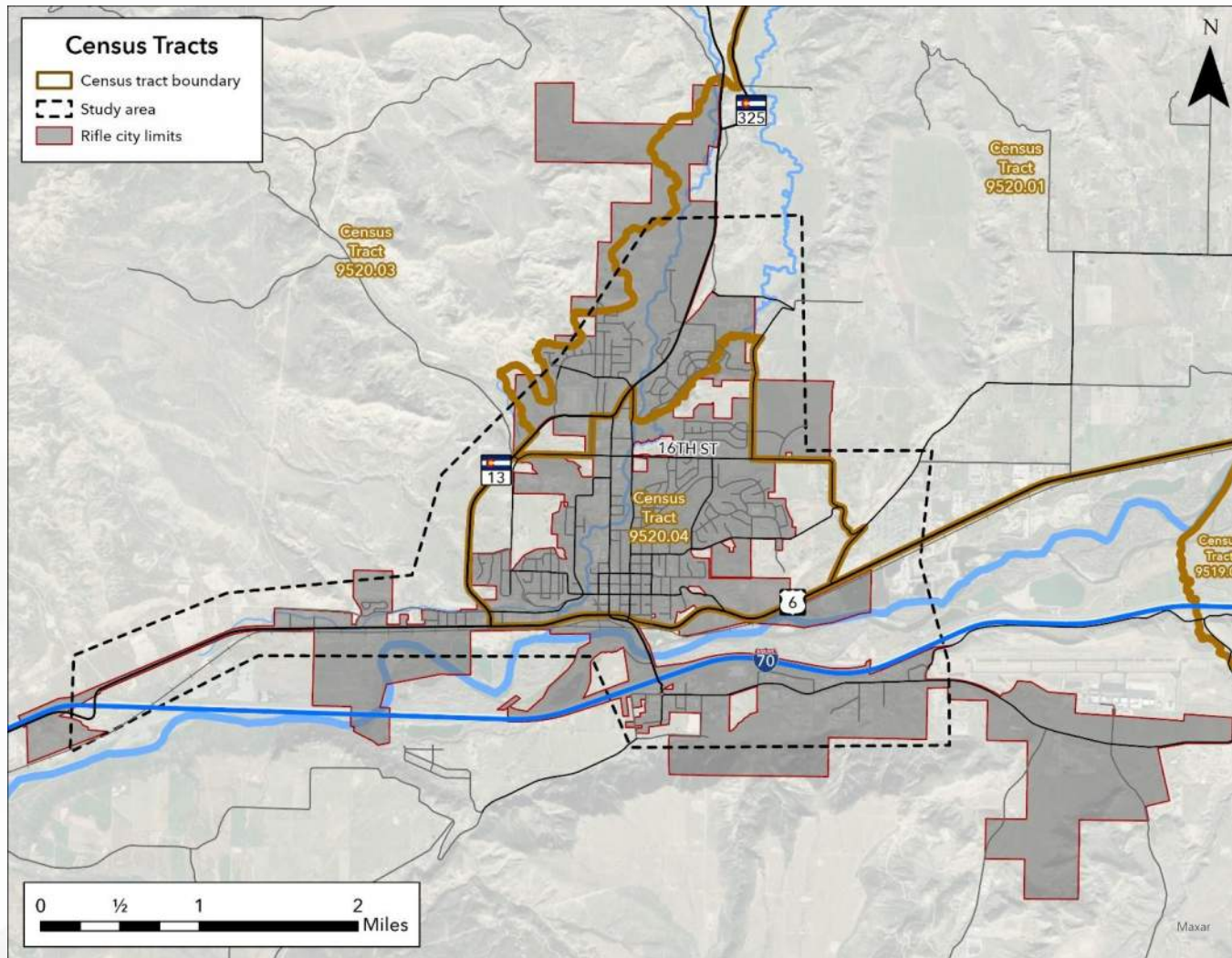
### Study Area

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 and items in later reports like 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

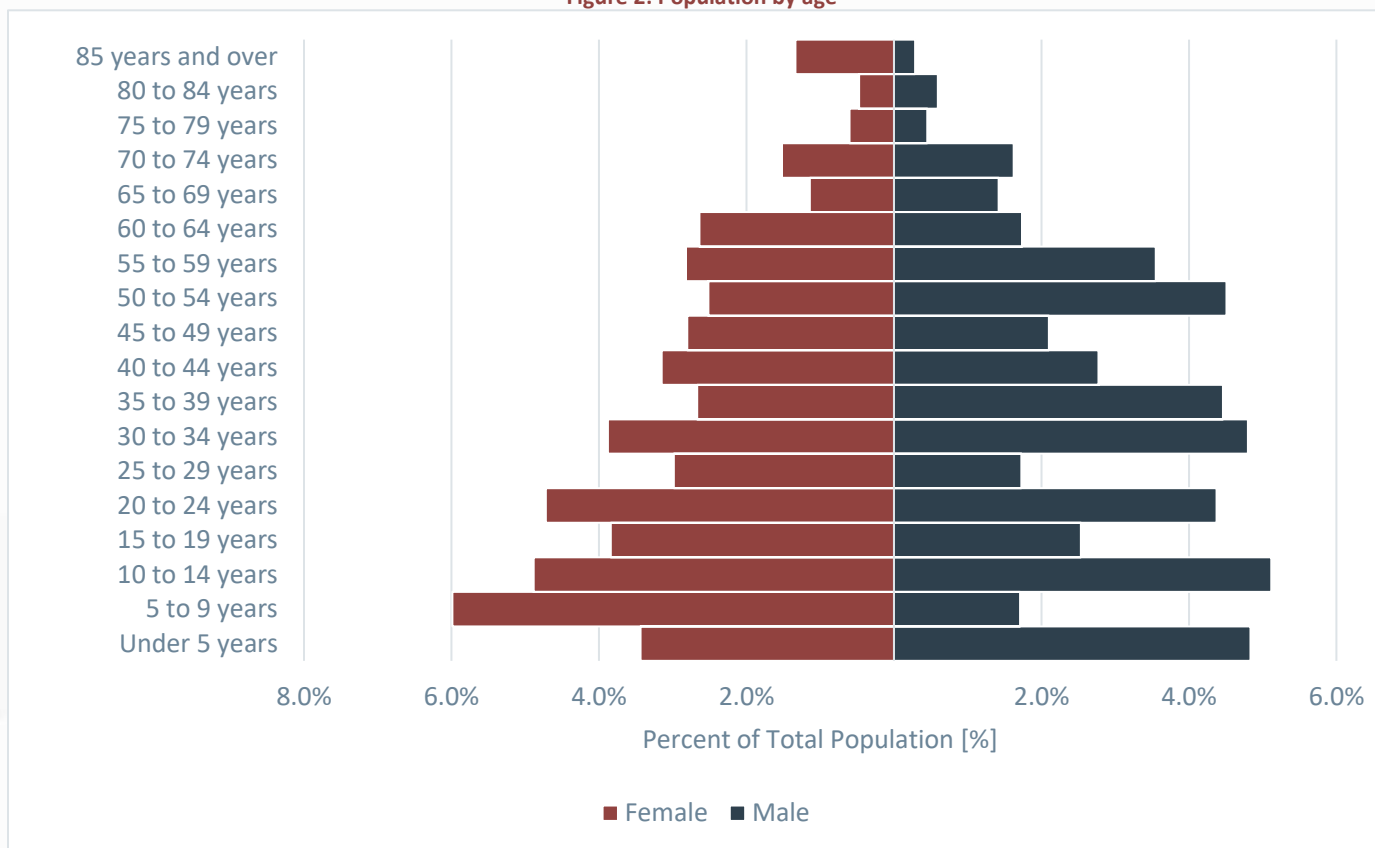
A Complete Street is safe, and feels safe, for everyone using the street. The Infrastructure Investment and Jobs Act (IIJA) defines Complete Streets standards or policies as those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists,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

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.

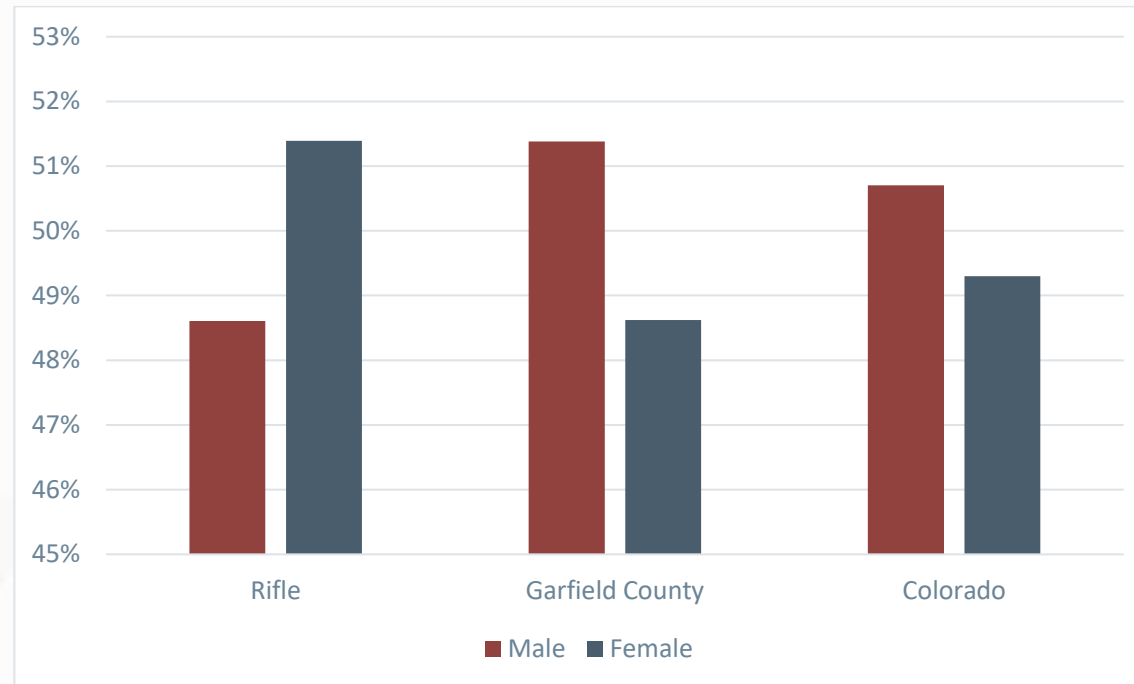
Figure 2: Population by age



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.



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.

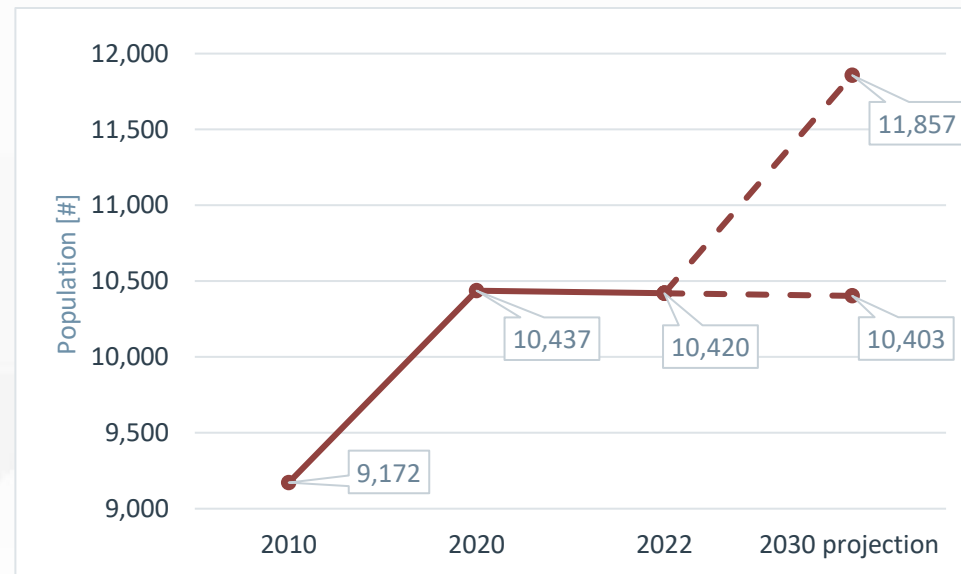
The median household income in Rifle is \$72,955, 13% below the Garfield County median of \$82,772 and about 20% below Colorado’s statewide median of \$87,598.

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 (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. 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*

## 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. The goal of Justice40 is to ensure that communities that have traditionally been marginalized, underserved, and overburdened by pollution 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.



# WALK. BIKE. DRIVE. *SAFER*

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 ETC Explorer, Rifle is in the 91st percentile nationally for experiencing transportation insecurity due to lack of transportation access.

According to the USDOT Equitable Transportation Community (ETC) Explorer, Rifle has one census tract in which persons are designated as underserved. The ETC indicates that the city is in 91st percentile for transportation insecurity based on 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. It is 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.



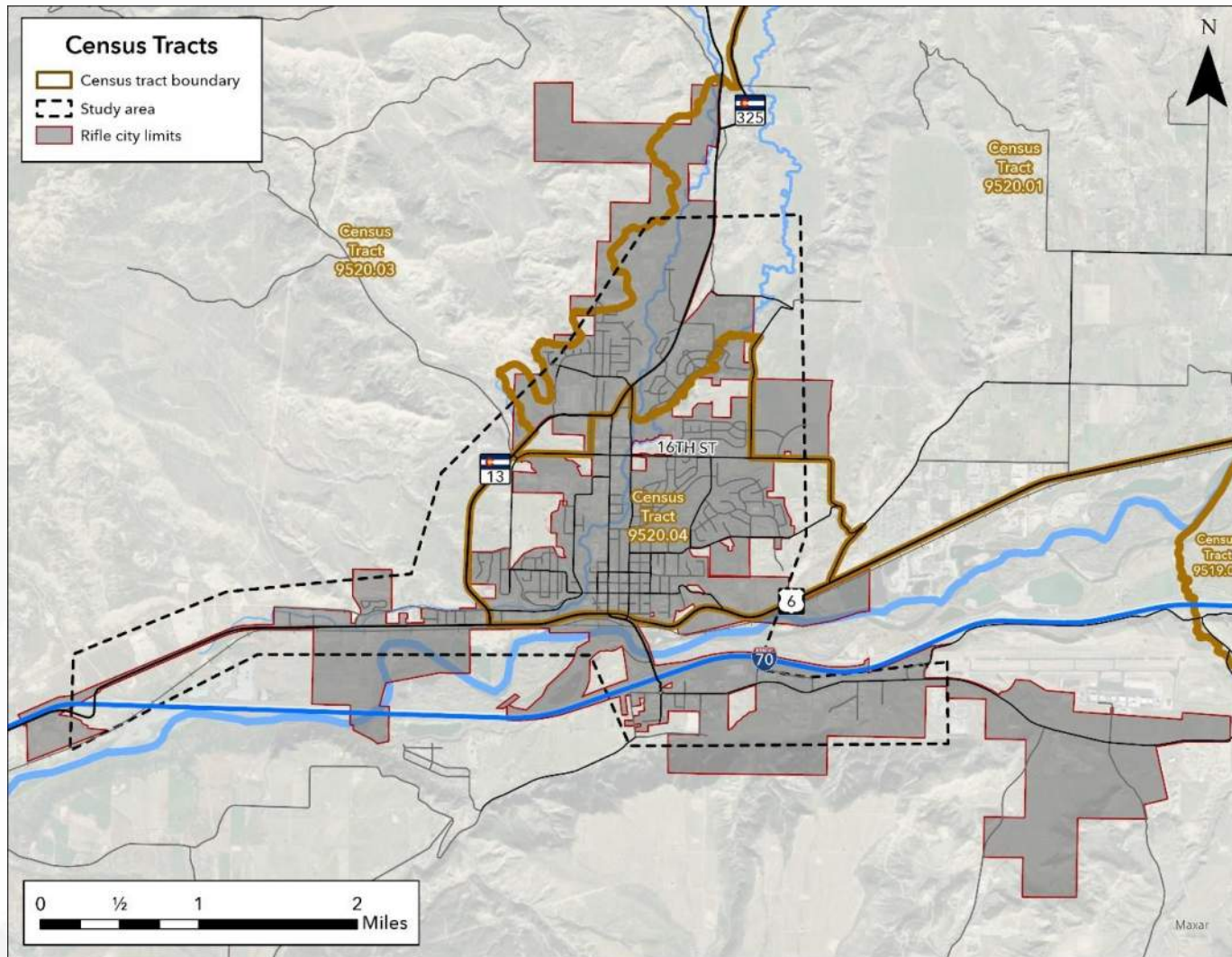


The State of Colorado has additional programs that categorize disadvantaged and underserved populations for state programs and funds. For the context of the Safety Action Plan, these include:

- **Colorado EnviroScreen:** Administered by the Colorado Department of Public Health & Environment (CDPHE), the interactive environmental justice mapping tool identifies geographic areas that meet the definition of disproportionately impacted communities under Colorado law (House Bill 23-1233, C.R.S. § 24-4-109(2)(b)(II)) using information including population characteristics and environmental burdens.
- **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.

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.

## 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 uses are further broken up into rural, suburban, moderate density, and high density. Rural 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 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 uses. 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 Ave 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. Light Industrial is centered in the Airport Road corridor. Industrial future land use 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, 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 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 6 for more information on roadway classification within the study area.



Figure 6: Roadway Jurisdiction in Rifle

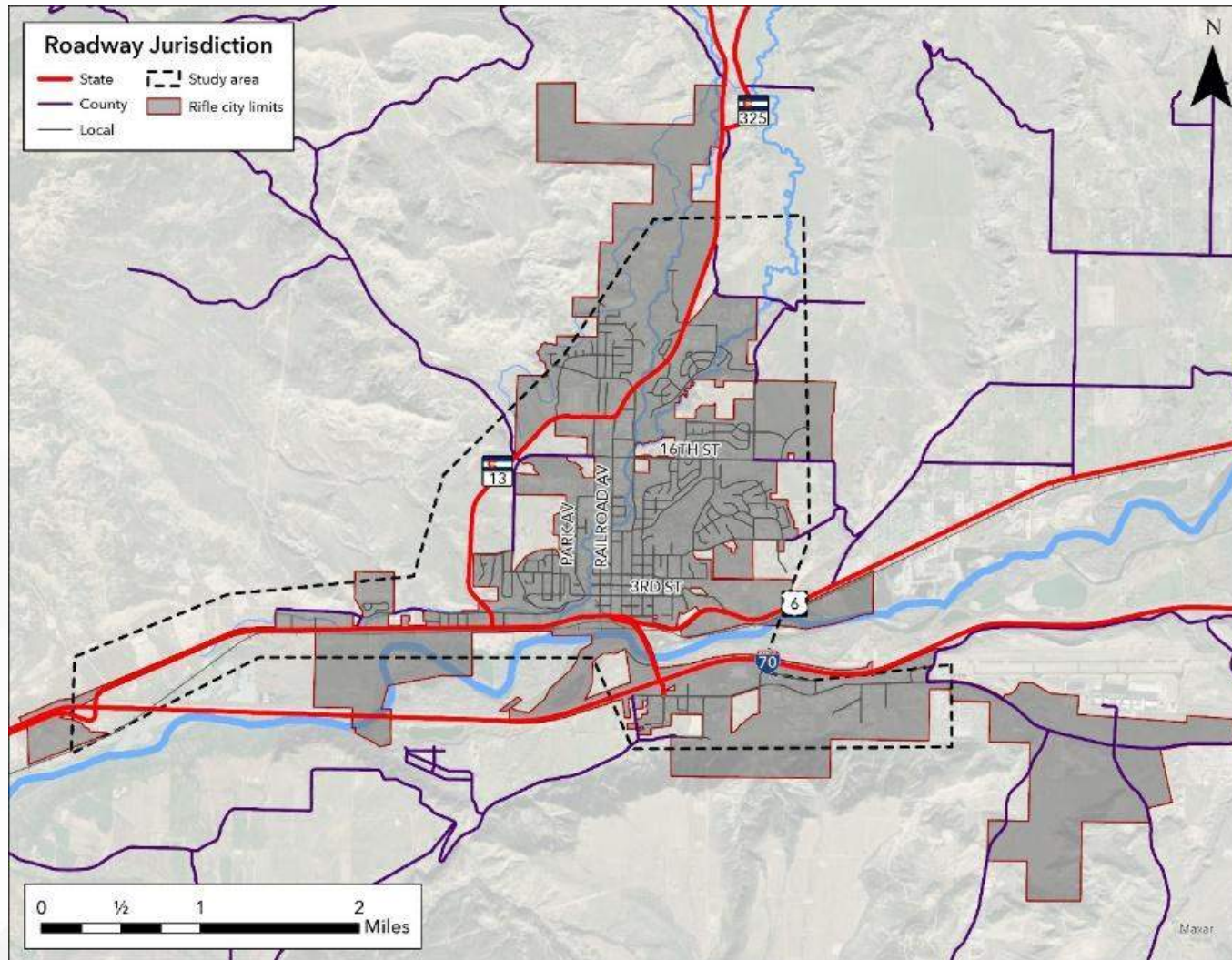
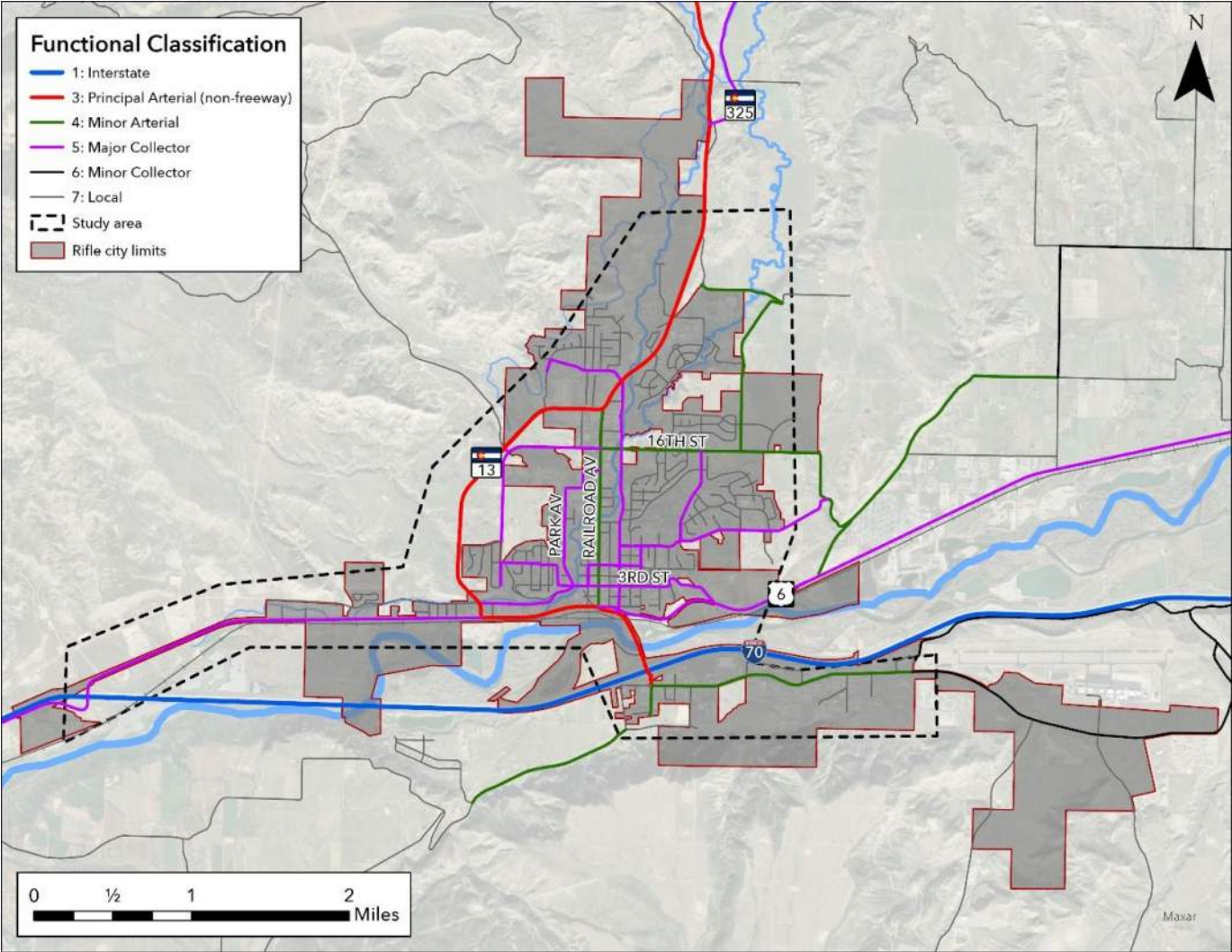


Figure 7: Roadway Functional Classification in Rifle



## 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.

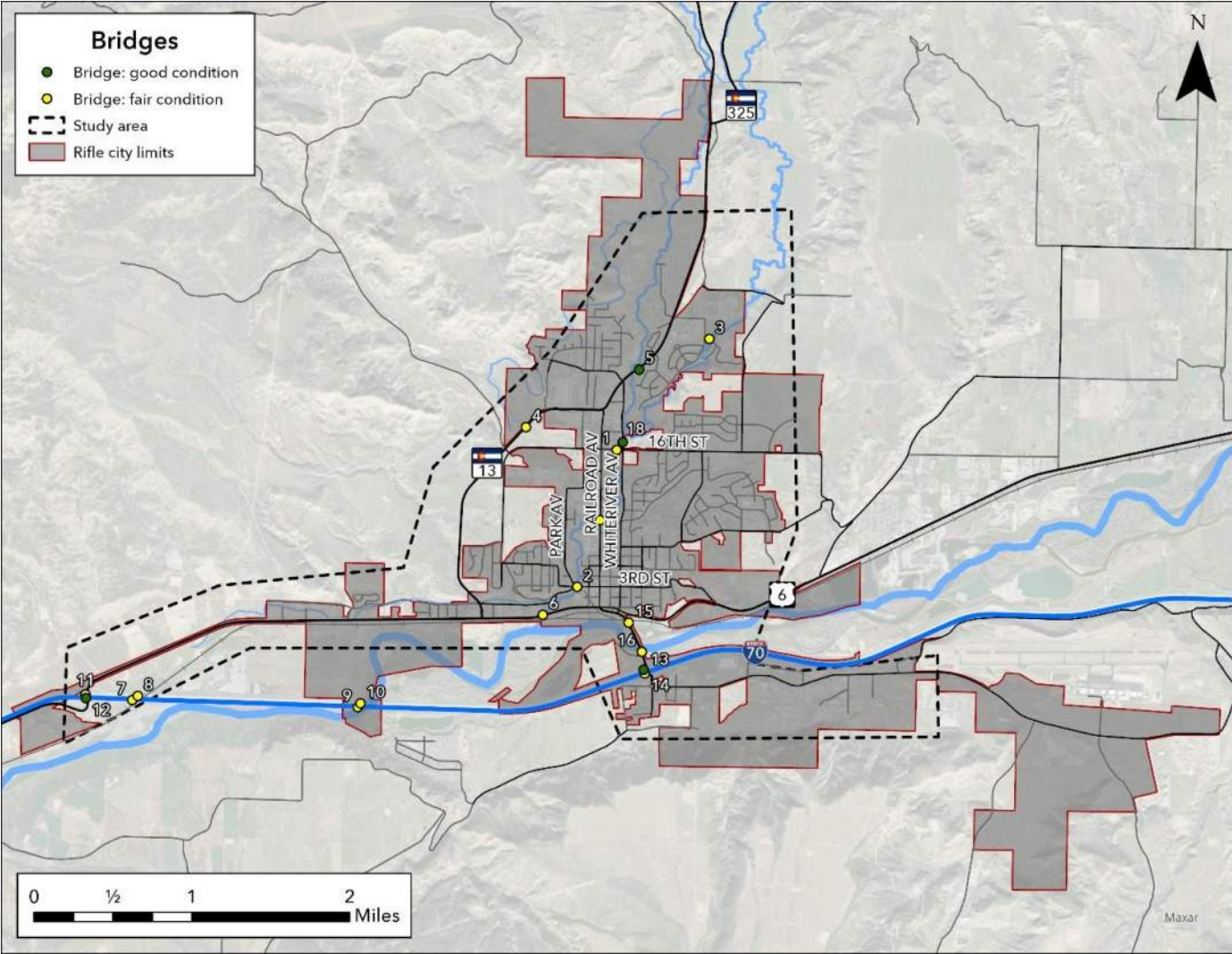
The data comes from the FHWA's National Bridge Inventory (NBI). Overall bridge condition is determined by the lowest rating of the NBI conditions ratings for deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good. If it is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



Table 2: Bridge Conditions in Rifle

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

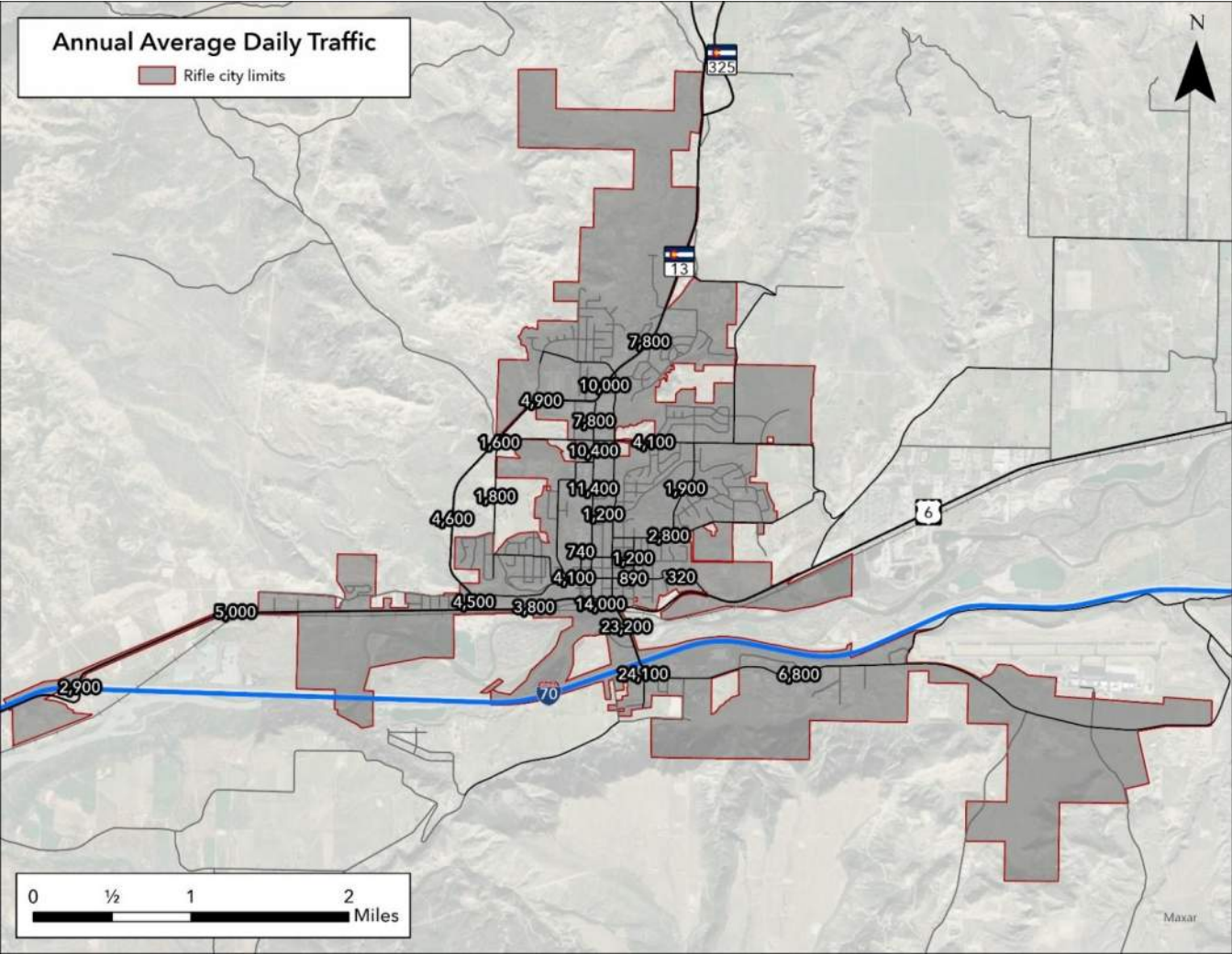
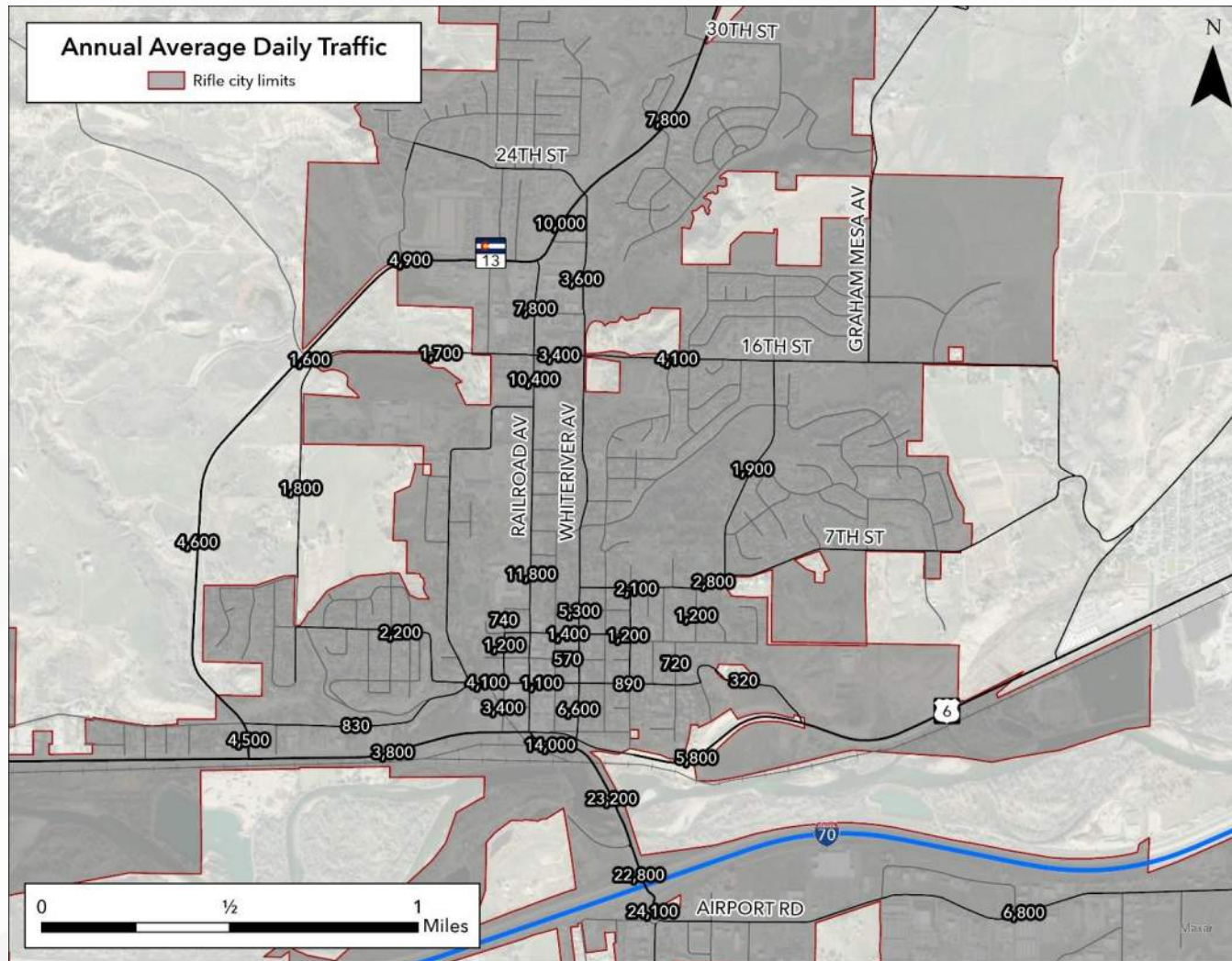


Figure 10: Annual Average Daily Traffic (AADT) in Downtown Rifle





## 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. 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 area. Control delay thresholds for each LOS can be seen in **Error! Not a valid bookmark self-reference..**

Table 3: Intersection Delay and LOS Thresholds

| LOS | Control Delay Per Vehicle [sec] |                         |
|-----|---------------------------------|-------------------------|
|     | Unsignalized Intersection       | Signalized Intersection |
| A   | $\leq 10$                       | $\leq 10$               |
| B   | $> 10$ and $\leq 15$            | $> 10$ and $\leq 20$    |
| C   | $> 15$ and $\leq 25$            | $> 20$ and $\leq 35$    |
| D   | $> 25$ and $\leq 35$            | $> 35$ and $\leq 55$    |
| E   | $> 35$ and $\leq 50$            | $> 55$ and $\leq 80$    |
| F   | $> 50$                          | $> 80$                  |

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.



**Error! Not a valid bookmark self-reference.** and Figure 11 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

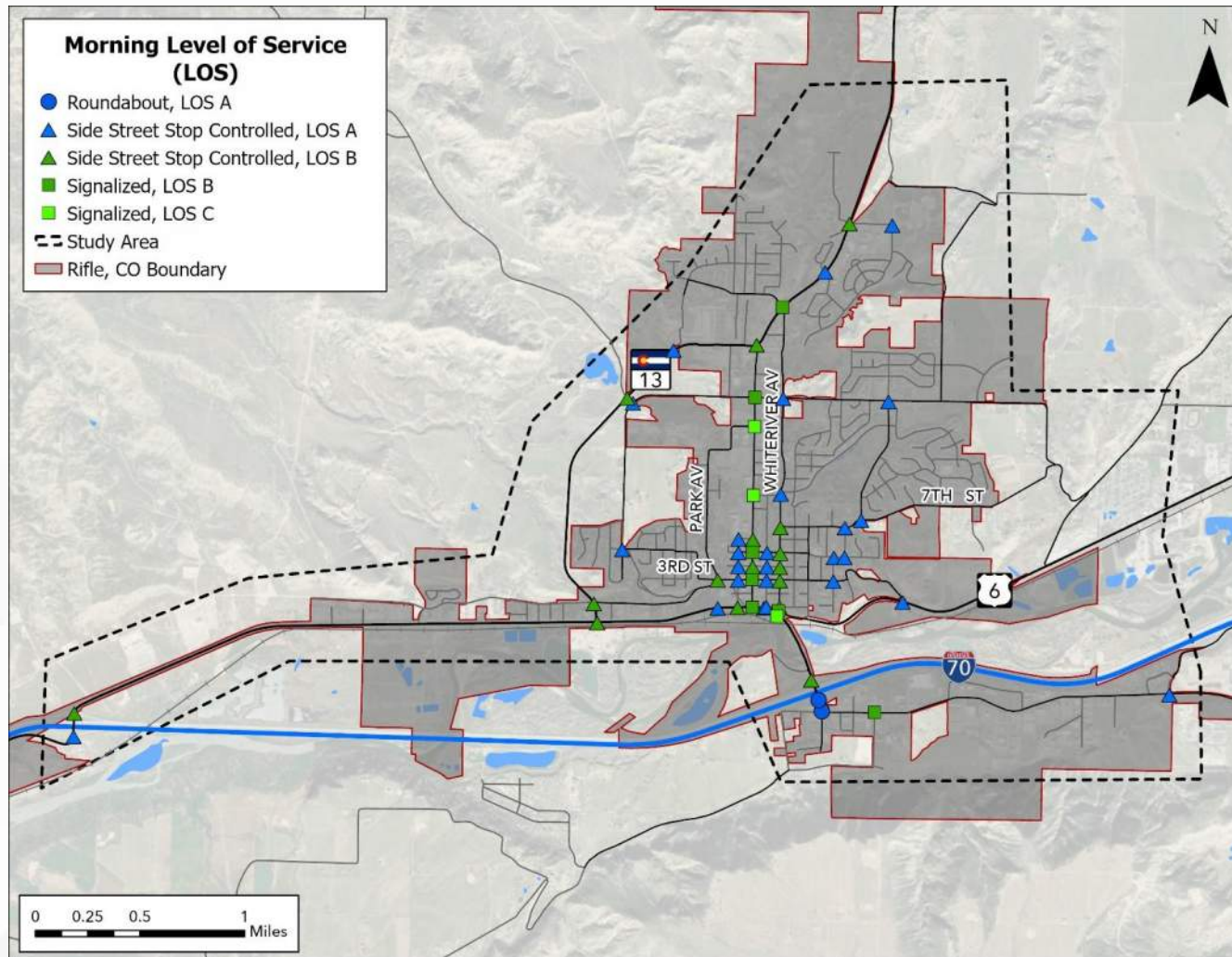
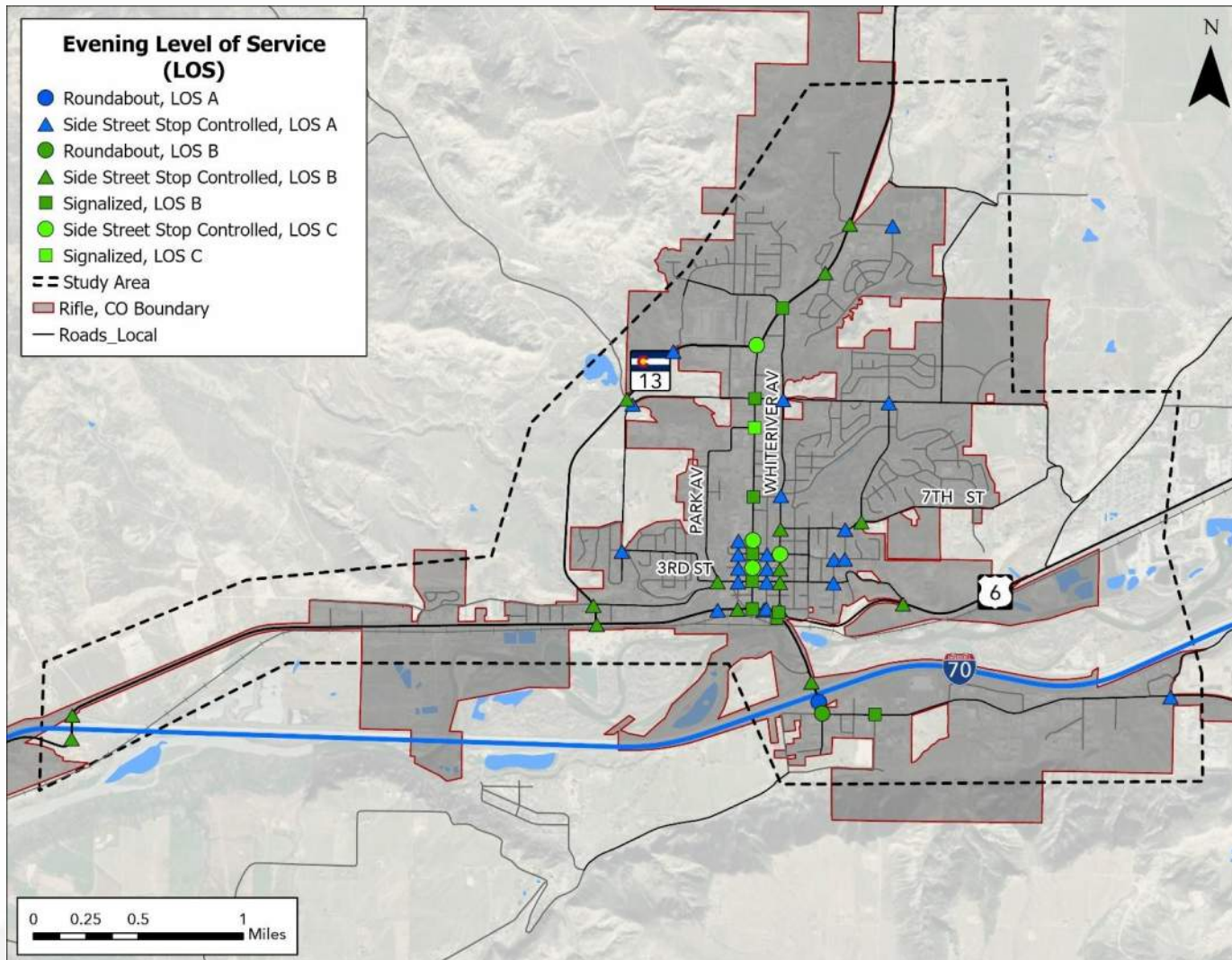


Figure 12: Existing Condition PM Intersection Level of Service



## 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 condition 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

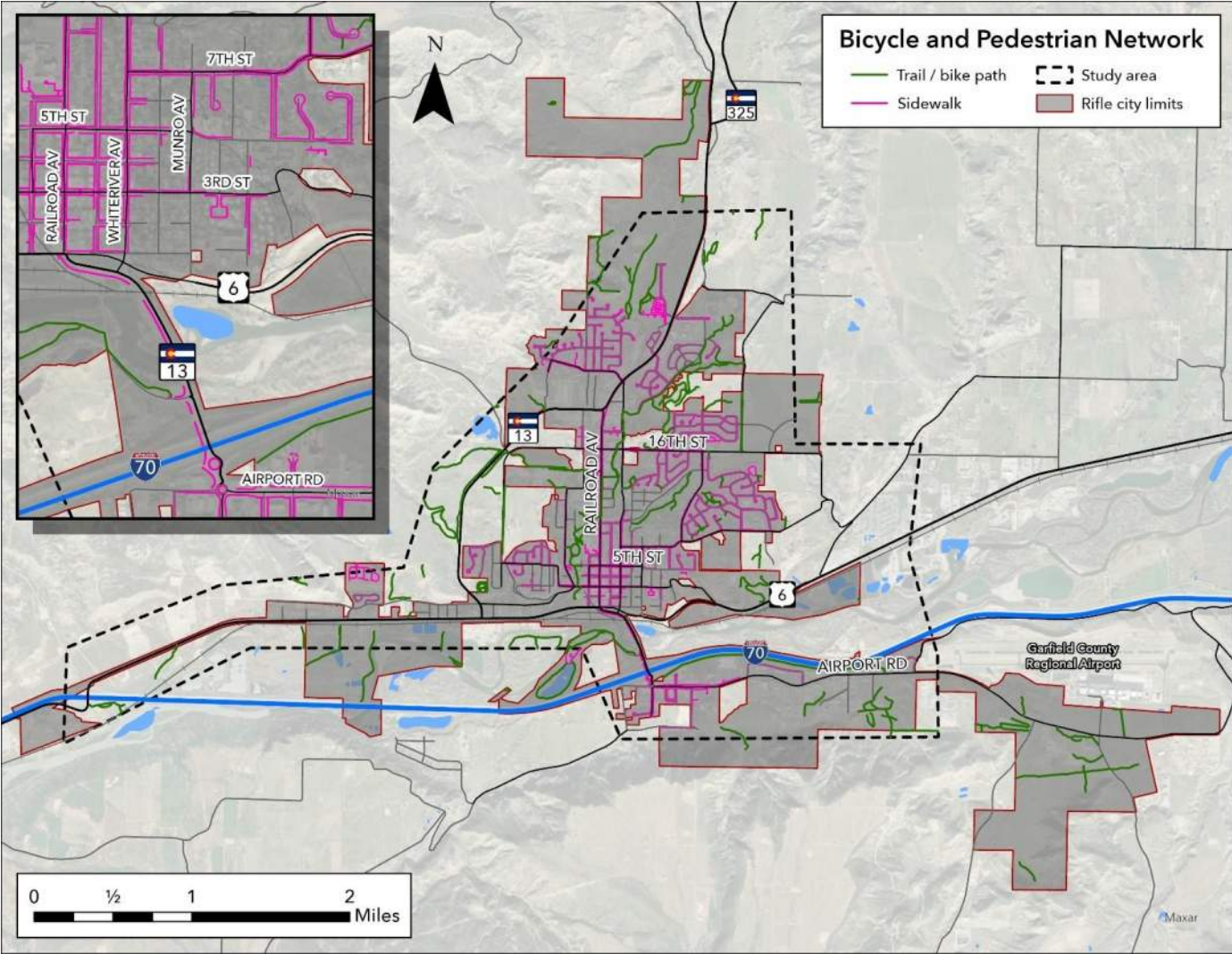
The City of Rifle features many miles of sidewalks and multiuse paved trails for pedestrian use. These include trails along the Colorado River, Lions Pond, Interstate 70 in South Rifle, Rifle Creek, Raynard Ditch, Prefontaine Avenue, and Graham Mesa Avenue.

Within Rifle city limits, bicyclists can use multiuse trails explained 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.

Refer to Figure 13 for 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 just west of Enterprise Ct 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***

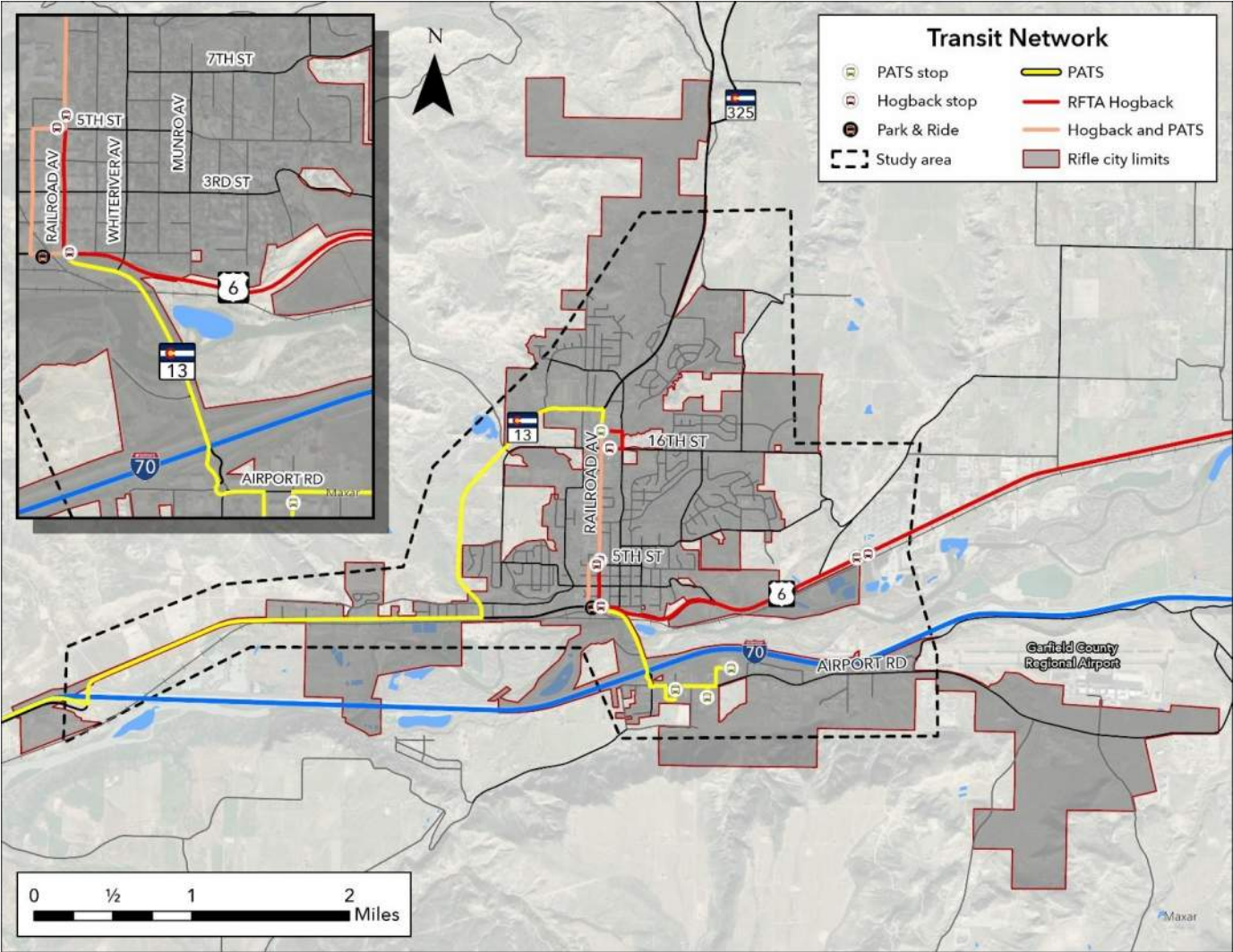
Bustang is a regional transit service provided by the Colorado Department of Transportation. Rifle is located on the Bustang West line which provides service to Denver and Grand Junction along I-70. On weekdays and weekends, eight buses arrive at the Park-n-Ride (four westbound and four eastbound).

### ***Amtrak***

Amtrak operates the California Zephyr through Colorado along the I-70 corridor with service westward towards 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. This section has a summary of crashes in the study area during the analysis period.

Figure 15: Map of All Crashes 2018 – 2023

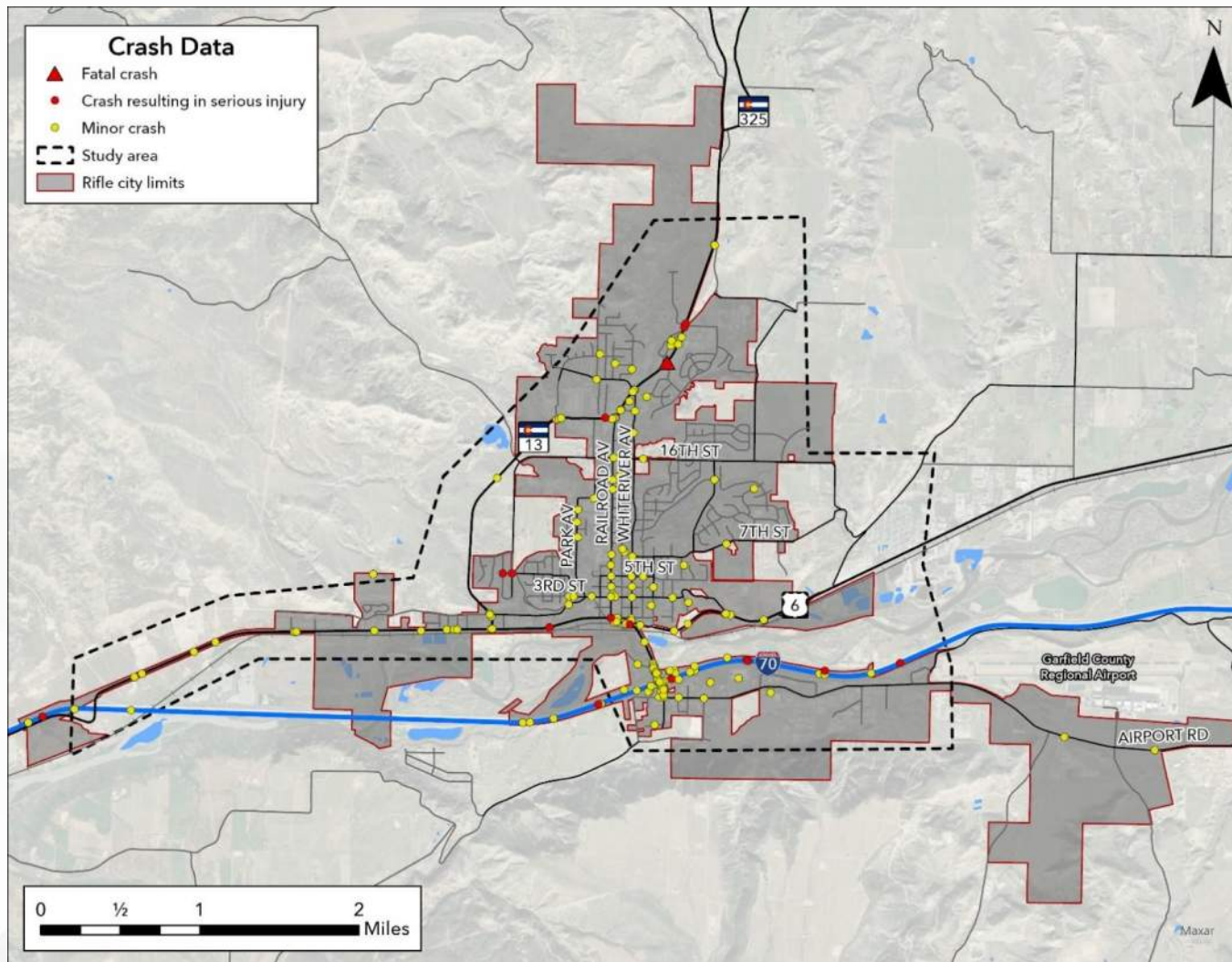




Figure 16: Heat Map of Crashes 2018 – 2022

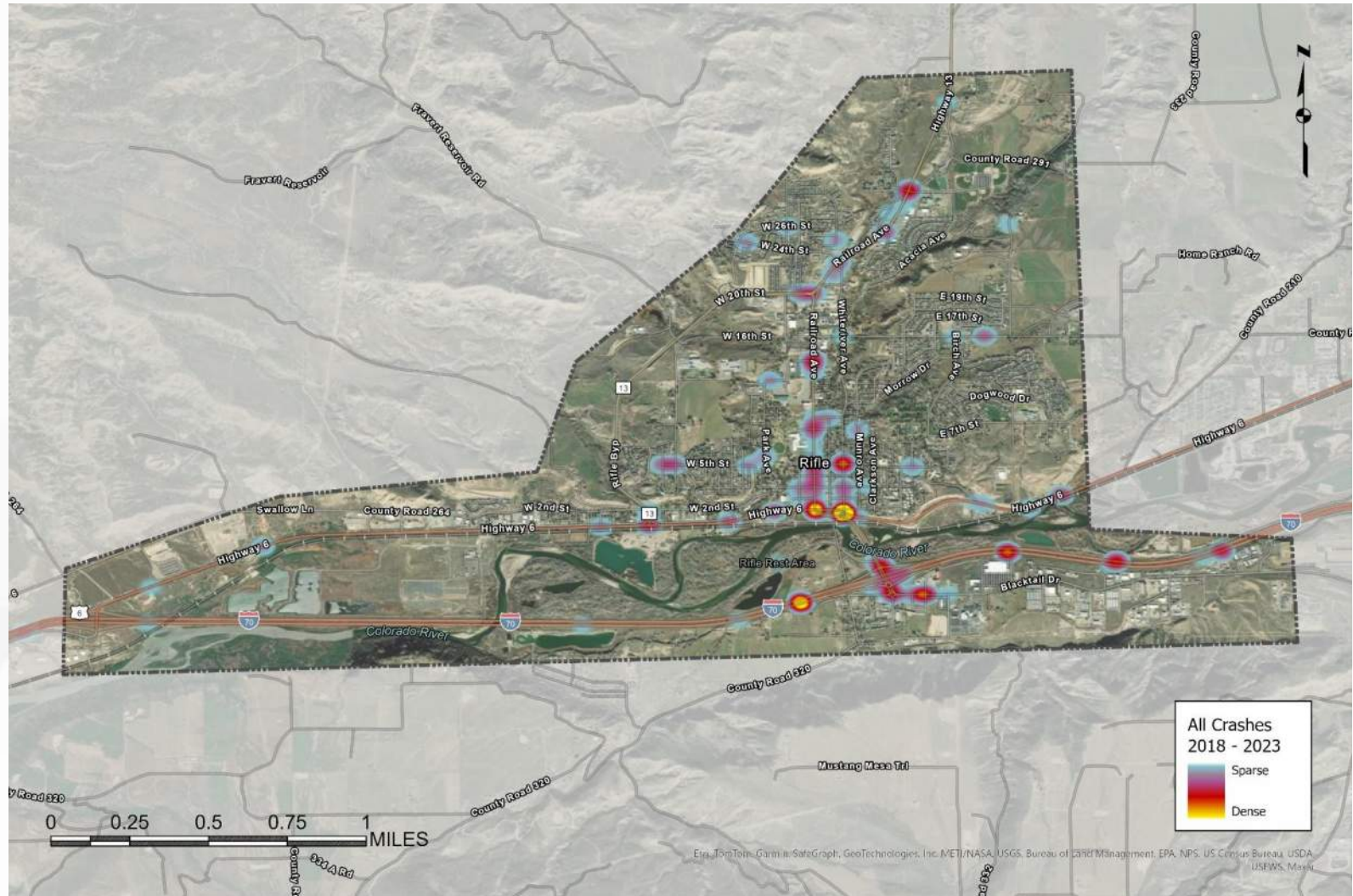
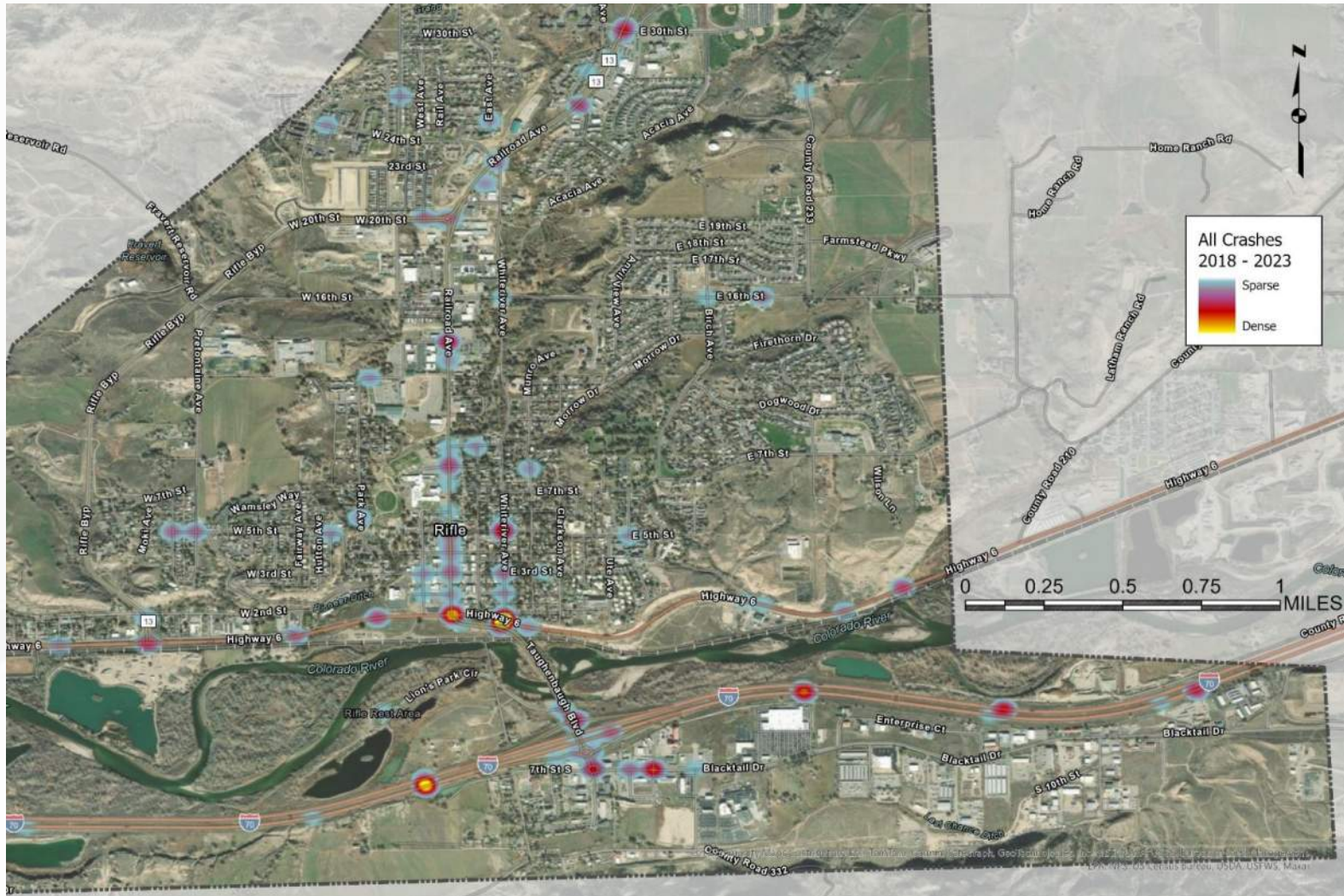




Figure 15: Heat Map of Crashes, Core Area, 2018 – 2022





**CRASH SEVERITY**

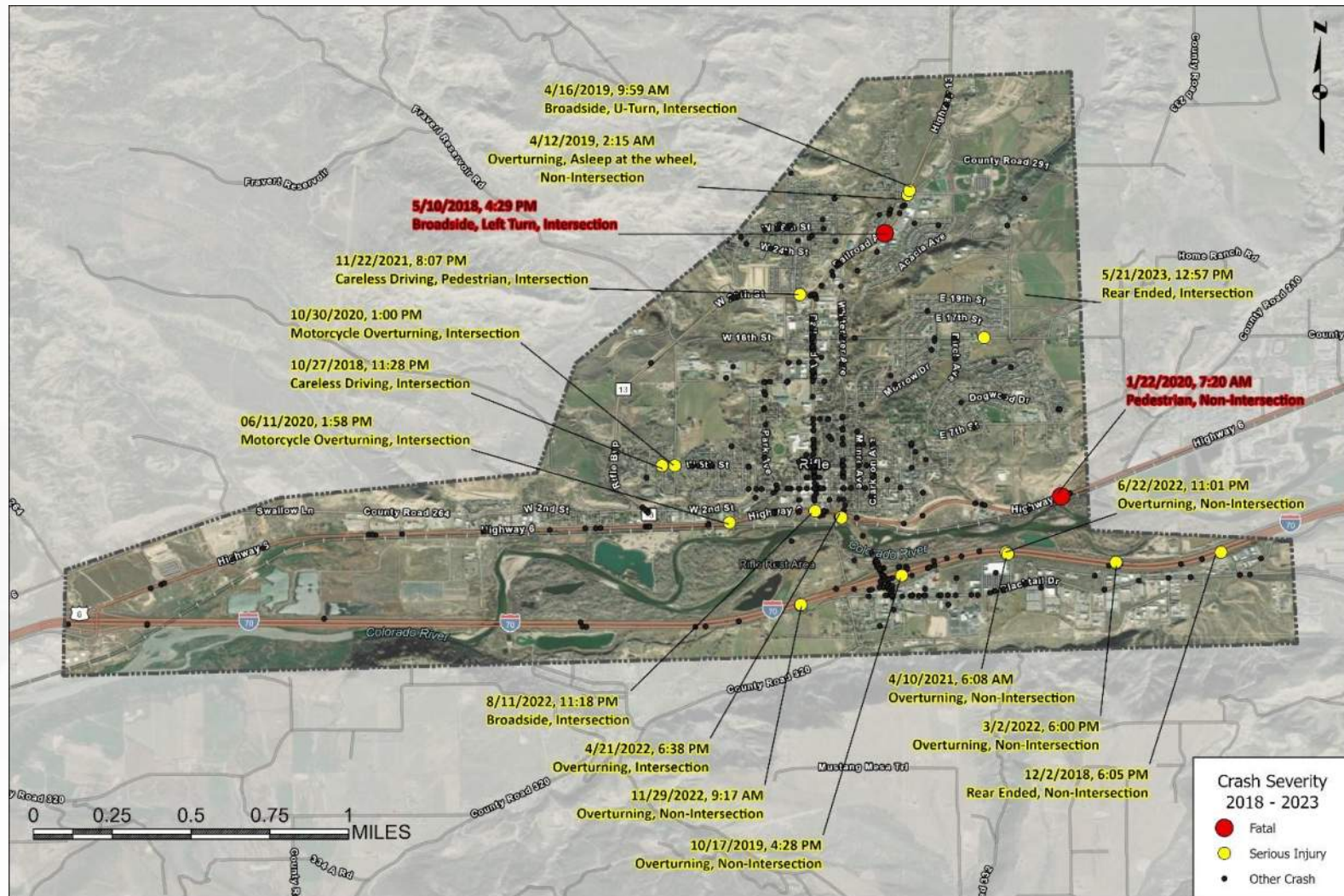
Crash severity is broken into five different categories: fatal, serious injury, minor injury, possible injury, and property damage only. Definitions of these categories is found in Appendix A. Severe crashes, also known as KSA crashes, include fatal and serious injury crashes.

2019 and 2022 had the most severe crashes each with 5 crashes respectively. 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 **Error! Reference source not found.** 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 |
|-----------------------------------|------|------|------|------|------|-------|------|----------------|
| <i>Fatal (K)</i>                  | 1    | 0    | 1    | 0    | 0    | 2     | 0    | 2              |
| <i>Serious Injury (A)</i>         | 3    | 5    | 2    | 3    | 5    | 18    | 6    | 12             |
| <b>Total KSA Crashes</b>          | 4    | 5    | 3    | 3    | 5    | 20    | 6    | 14             |
| <i>Minor Injury (B)</i>           | 5    | 5    | 3    | 7    | 12   | 32    | 2    | 30             |
| <i>Possible Injury (C)</i>        | 16   | 23   | 9    | 5    | 13   | 66    | 4    | 62             |
| <i>Property Damage Only (PDO)</i> | 122  | 109  | 121  | 71   | 159  | 582   | 50   | 532            |
| <b>Total Crashes</b>              | 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

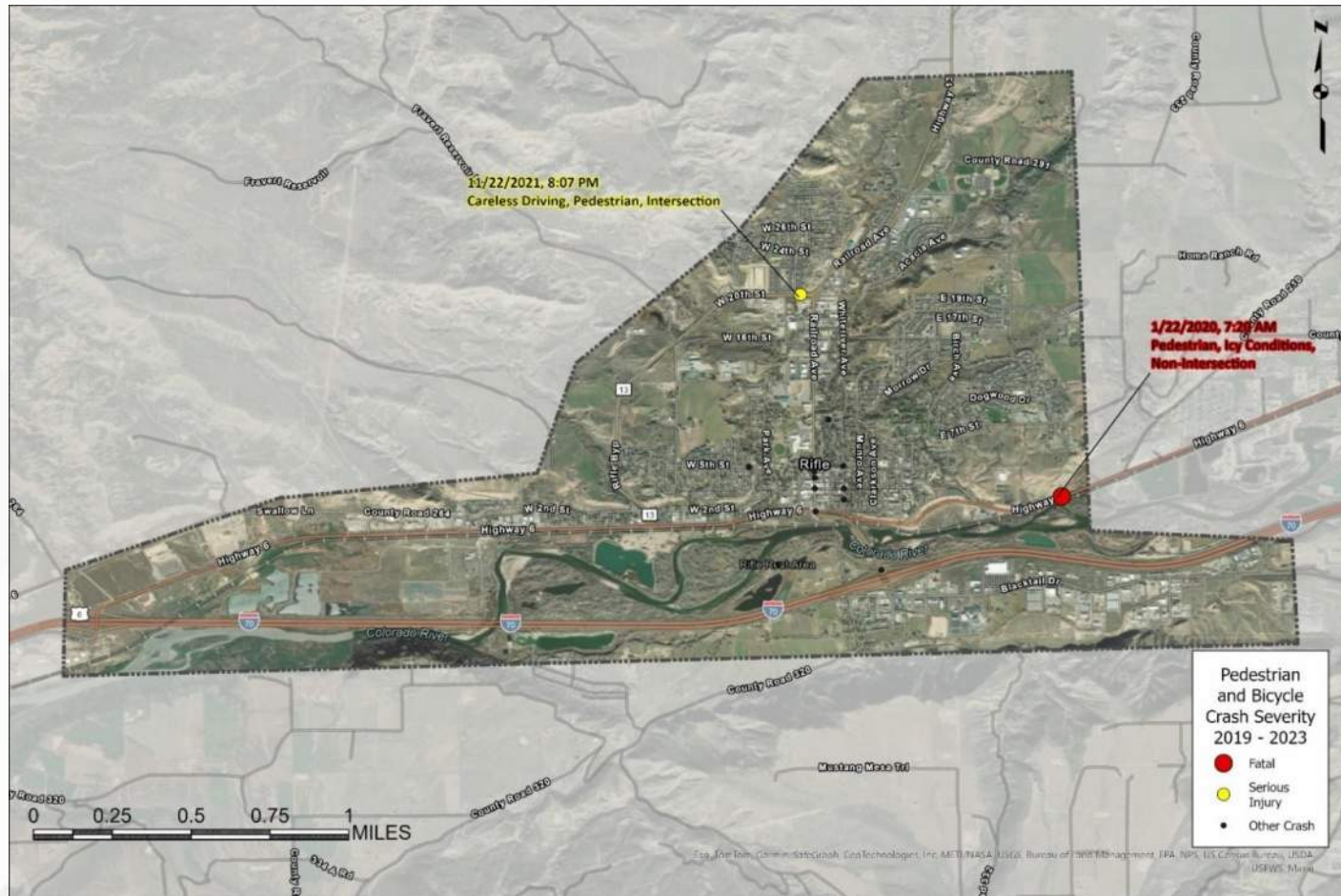
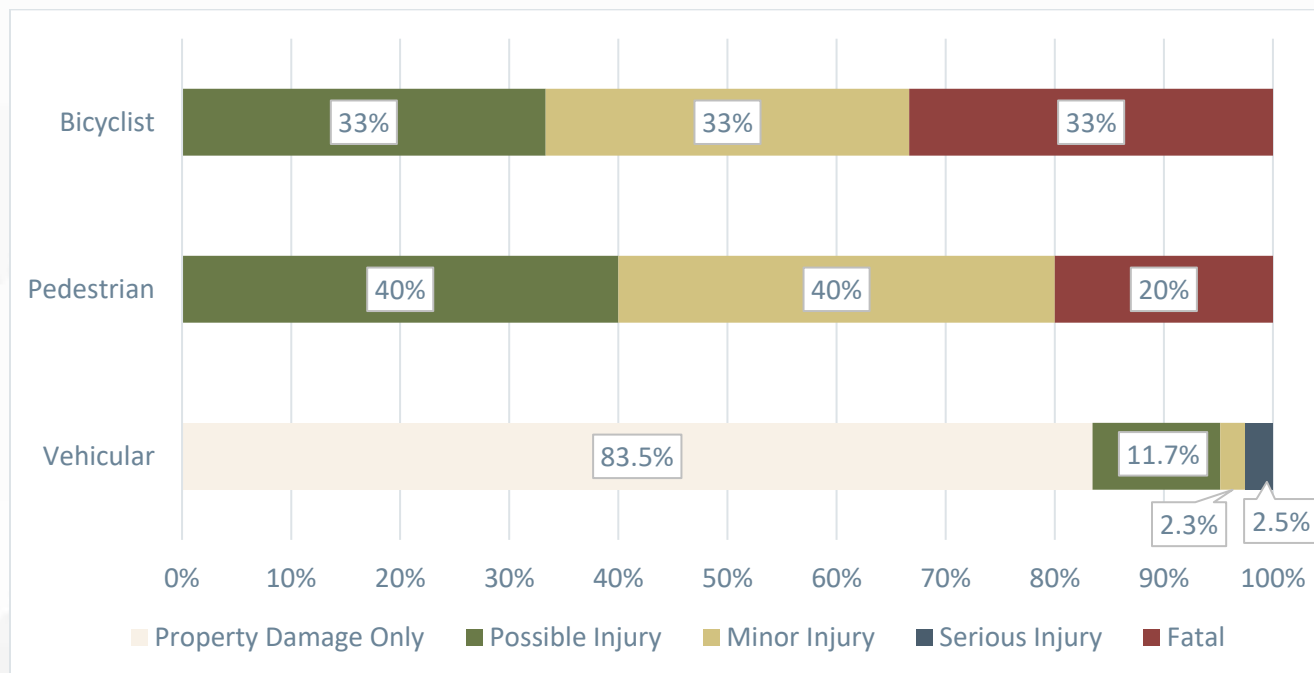


Figure 19: Pedestrian and Bicyclist Crashes by Year

|                        | 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 **Error! Reference source not found.**). 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





1



## 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 Appendix X.

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 were killed in motor vehicle crashes involving distracted drivers and 13,524 people were killed involving alcohol-impaired drivers.

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/<br>Rollover | Broadside | Front to<br>Side | Pedestrian | Electrical/<br>Utility Box | Rear-end | Wall/<br>Building | Guard Rail | Total |
|---------------------|--------------------------|-----------|------------------|------------|----------------------------|----------|-------------------|------------|-------|
| # of KSA<br>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*

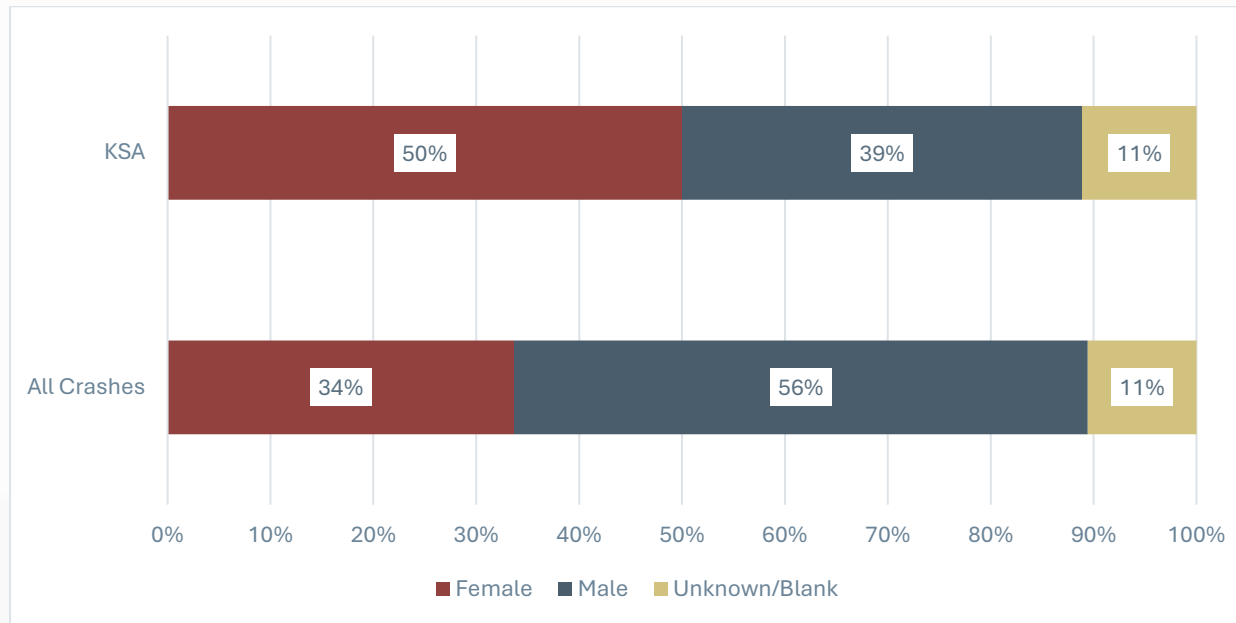
CDOT logs the sex of the driver in its crash database. In Rifle, women are more likely to be involved in serious crashes compared to men.

See

Figure 22 for a comparison of gender and crash severity.



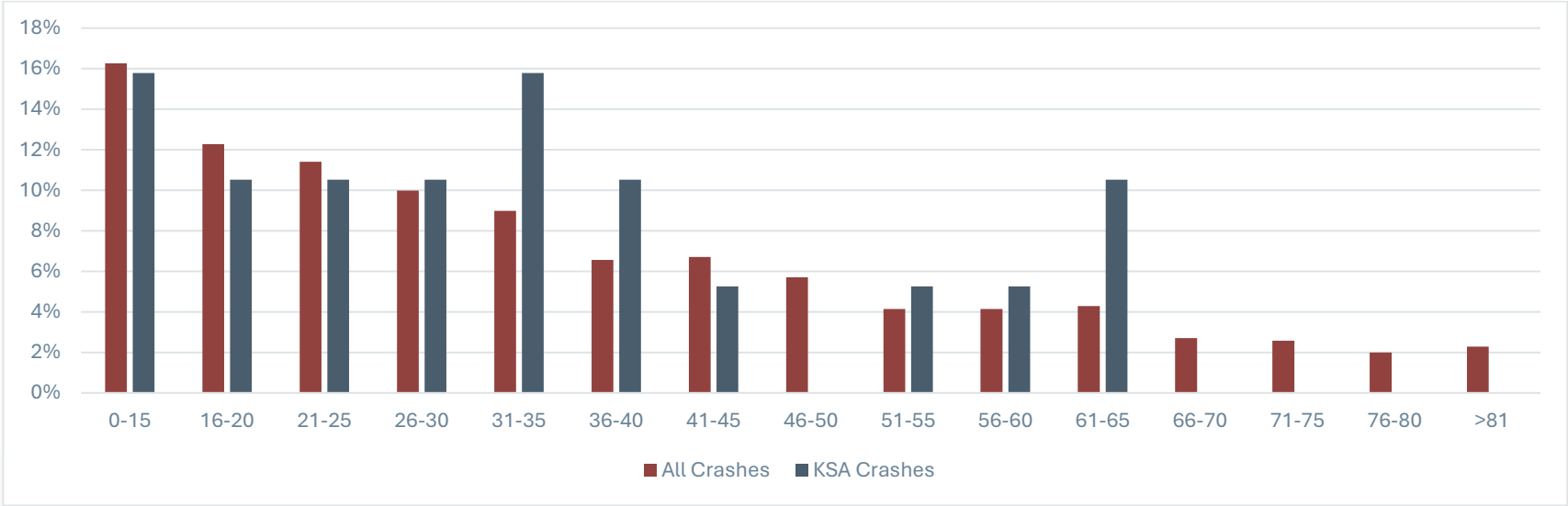
Figure 22: Gender of People Involved in Fatal and Severe Crashes



## Age

People between the ages of 31 and 35 as well as under 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 of Appendix A.

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 County
- Garfield School District
- Colorado Department of Transportation (CDOT) Region 3
- Colorado State Patrol
- Downtown Development Authority
- Colorado River Valley Chamber of Commerce
- Rifle Area Mountain Biking Organization (RAMBO)
- Community Advocates Including Bike Commuters
- Steering Committee

During the first stakeholder meeting, the City of Rifle heard from representatives from nine organizations including Garfield School District, Colorado River Fire Rescue, Colorado River Valley Chamber of Commerce, CDOT Region 3, Downtown Development Authority, RAMBO, Rifle Police Department, and Rifle Parks and Recreation.

## STEERING COMMITTEE

During the first stakeholder meeting, the City of Rifle heard from representatives from nine different organizations including Garfield School District, Colorado River Fire Rescue, Colorado River Valley Chamber of Commerce, CDOT Region 3, Downtown Development Authority, RAMBO, Rifle Police Department, and Rifle Parks and Recreation.

### *Steering Committee Meeting #1*

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 review of 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 Walmsley Elementary, noting that this was the most dangerous intersection in town. There was an interest in crash data of before and after intersection changes at Whiteriver and 6th Street.
- **Driving Concerns:** Traffic around Davidson Park during soccer nights was discussed. Once parking is full at Davidson Park and Highland Elementary, drivers park along 7th Street, which makes the roadway narrow for drivers, which poses safety concerns for





families and children as they make their way from the road to the park. It was also concerning that vehicles are often parked 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 Ave 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, there is missing or inadequate bicycle infrastructure, there is a need for regional bicycle connections, the topography makes it difficult to travel without a vehicle, and areas it would be beneficial for additional pedestrian connections and pathways between neighborhoods.
- **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. 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.



## 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, social media, and the City of Rifle newsletter; all promotional efforts were facilitated by the City of Rifle's communication team. Flyers were distributed 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.

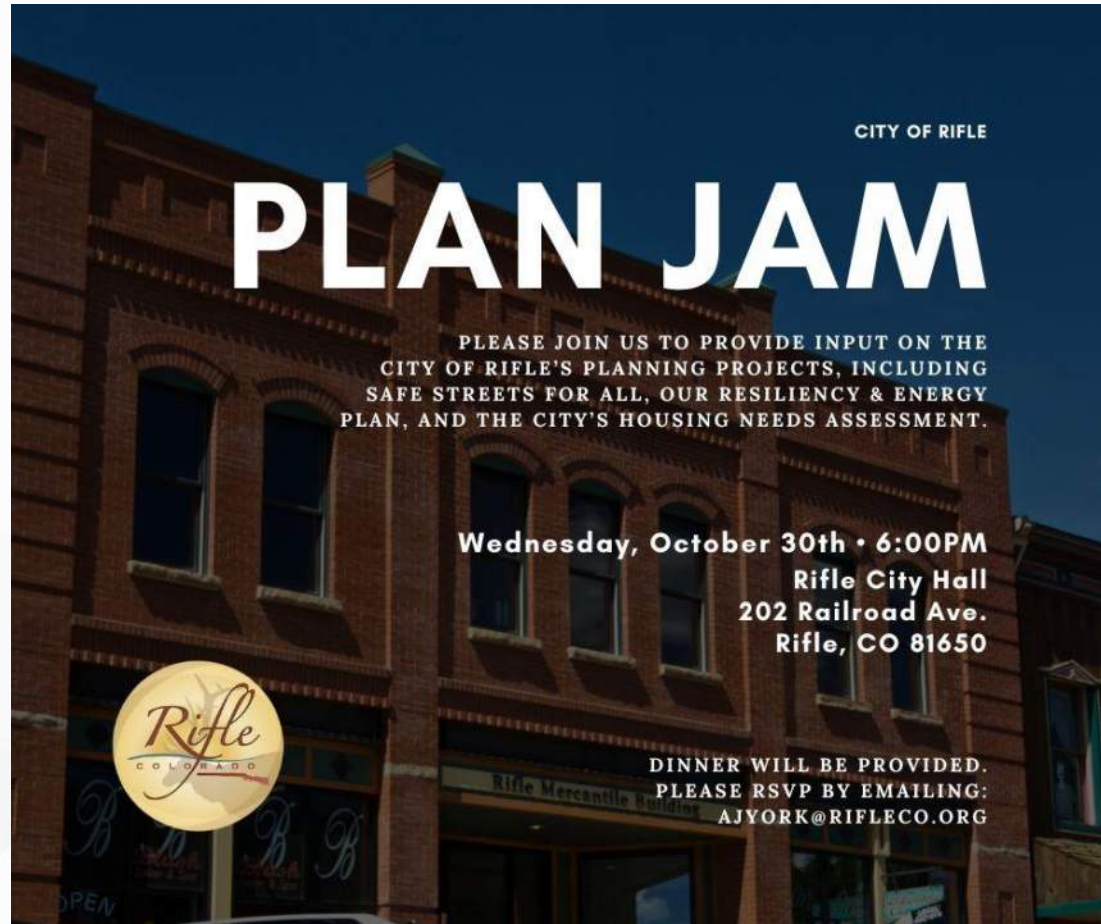
Table 7: Public Engagement Feedback Summary

| 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 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 transportation system. Speeding drivers was the most common topic 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 crossing was 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 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 focus 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<br>Sidewalk or<br>Trail | Yellow Crash/<br>Near Crash | Blue<br>Bikes/Peds/<br>Motorcycles | Red<br>Intersections/<br>Street<br>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               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|--------------------------|
| <ul style="list-style-type: none"> <li>Connect trail and sidewalk gaps – 17</li> <li>Reduce driver speeds on roads – 15</li> <li>Comfortable road crossings and sidewalks/trails – 15</li> <li>Access to Recreation - 11</li> </ul> | 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 concern. The transit category did not receive any pins.

Figure 24: Online Interactive Map Pins by Topic

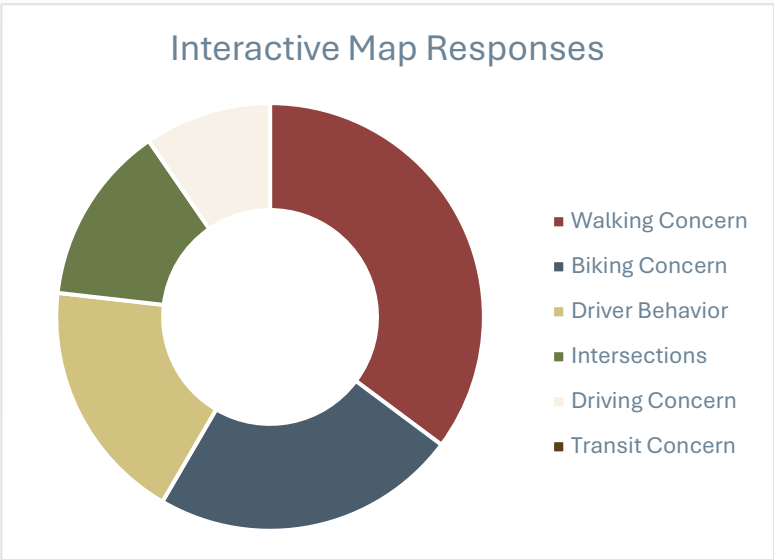


Table 10: Online Interactive Map Pins by Topic

|                 |    |                 |    |
|-----------------|----|-----------------|----|
| 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 - 6. The safety of the existing trails and multi-use paths could improve, 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, Highway 13, and Railroad Ave. 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 for 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 were 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

Promote  
Safety  
on Public  
Roadways



Low-Cost,  
High-Impact  
Strategies



Ensure  
Equitable  
Investments in  
All Communities



Incorporate  
Innovative Projects,  
Strategies, and  
Technologies



Engage with  
a Variety of  
Public and Private  
Stakeholders



Align with  
USDOT  
Mission  
and Goals



## GOALS

Create  
a Living  
Document



Identify  
Projects and  
Strategies to  
reduce Crashes



Facilitate  
Infrastructure  
and Community  
Connections



Educate  
Travelers on  
Availabilities



Use Steps  
for Operations,  
Maintenance, and  
Replacement  
Facilities



Obtain Federal  
State, and  
County Funding





## Second Engagement Phase

[Included in final submission to city]

## 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 Street and 5th Street

- Two-block, raised pedestrian boardwalk adjacent to the 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 W 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, Stillwell Avenue, and XXXX.

## 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

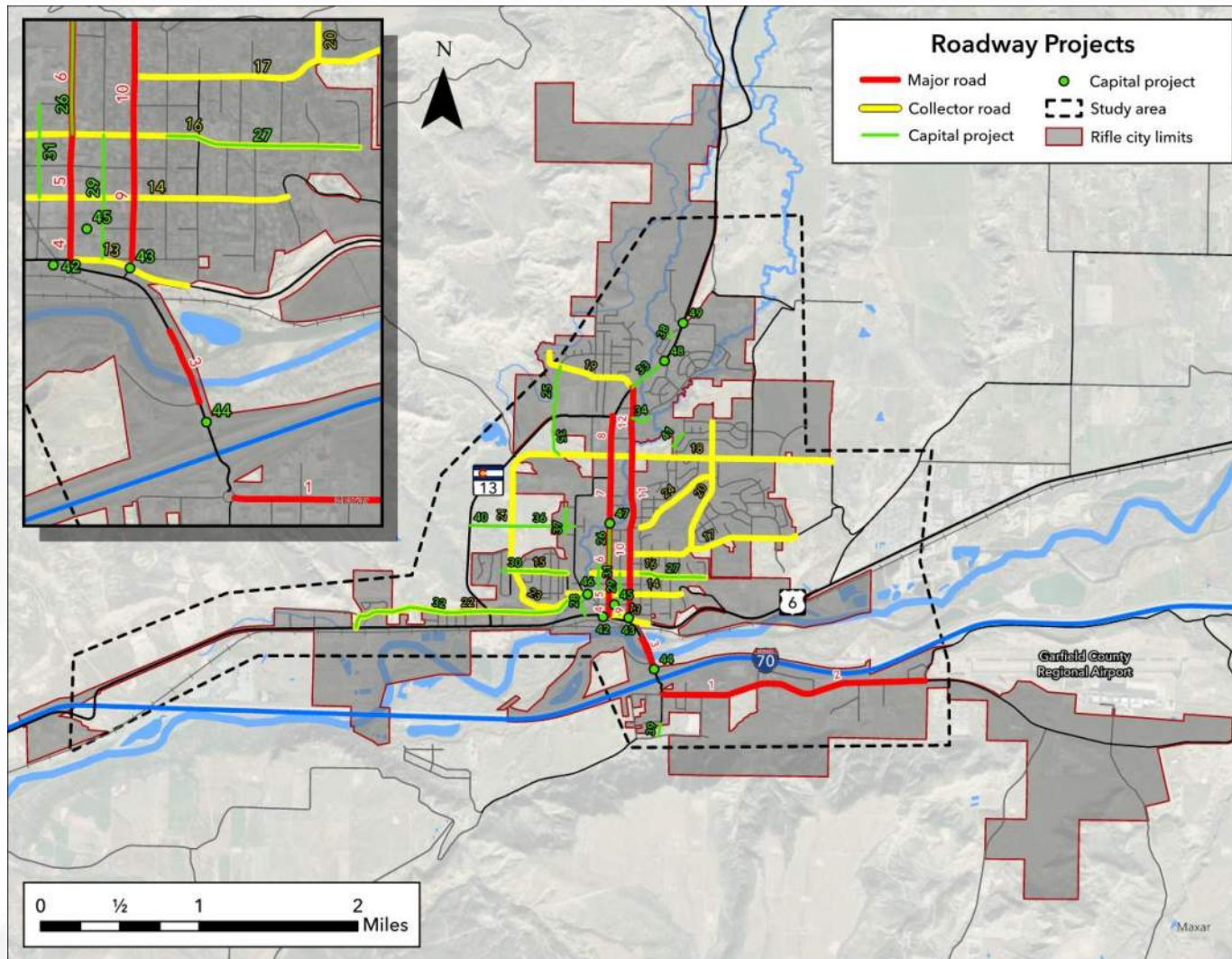




Figure 26: Identified Projects - Bike and Pedestrian

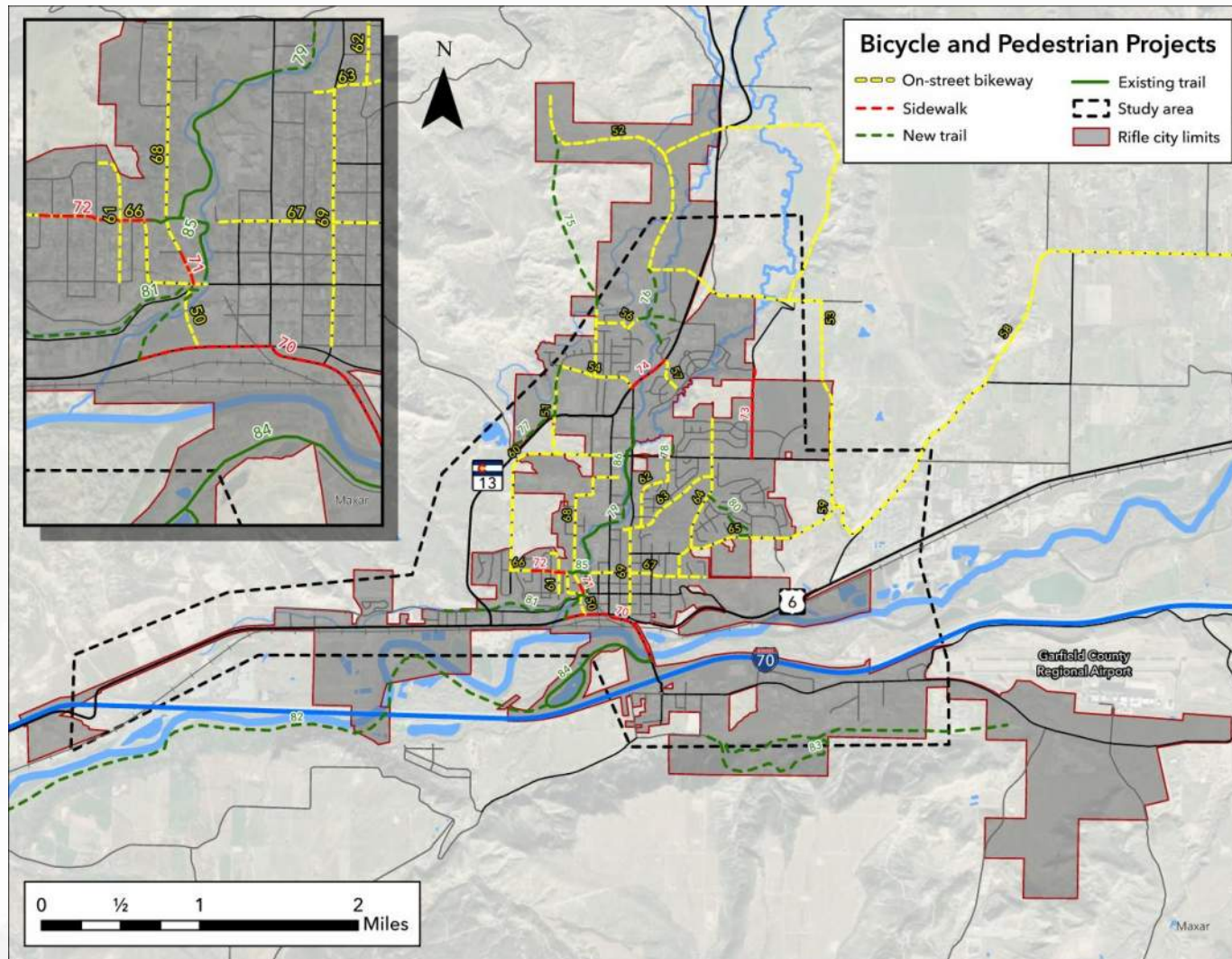
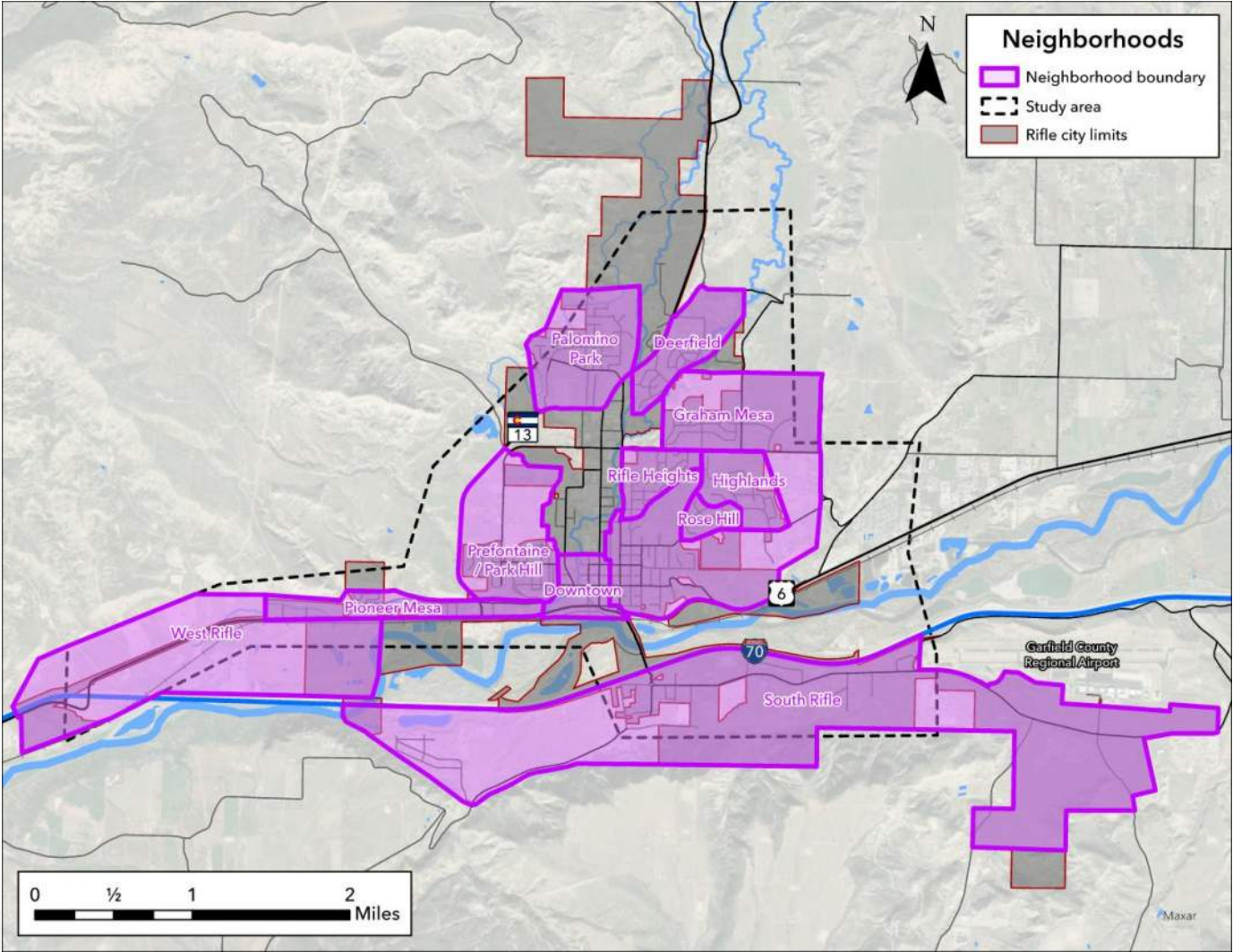


Figure 27: Identified Projects – Neighborhoods



## 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

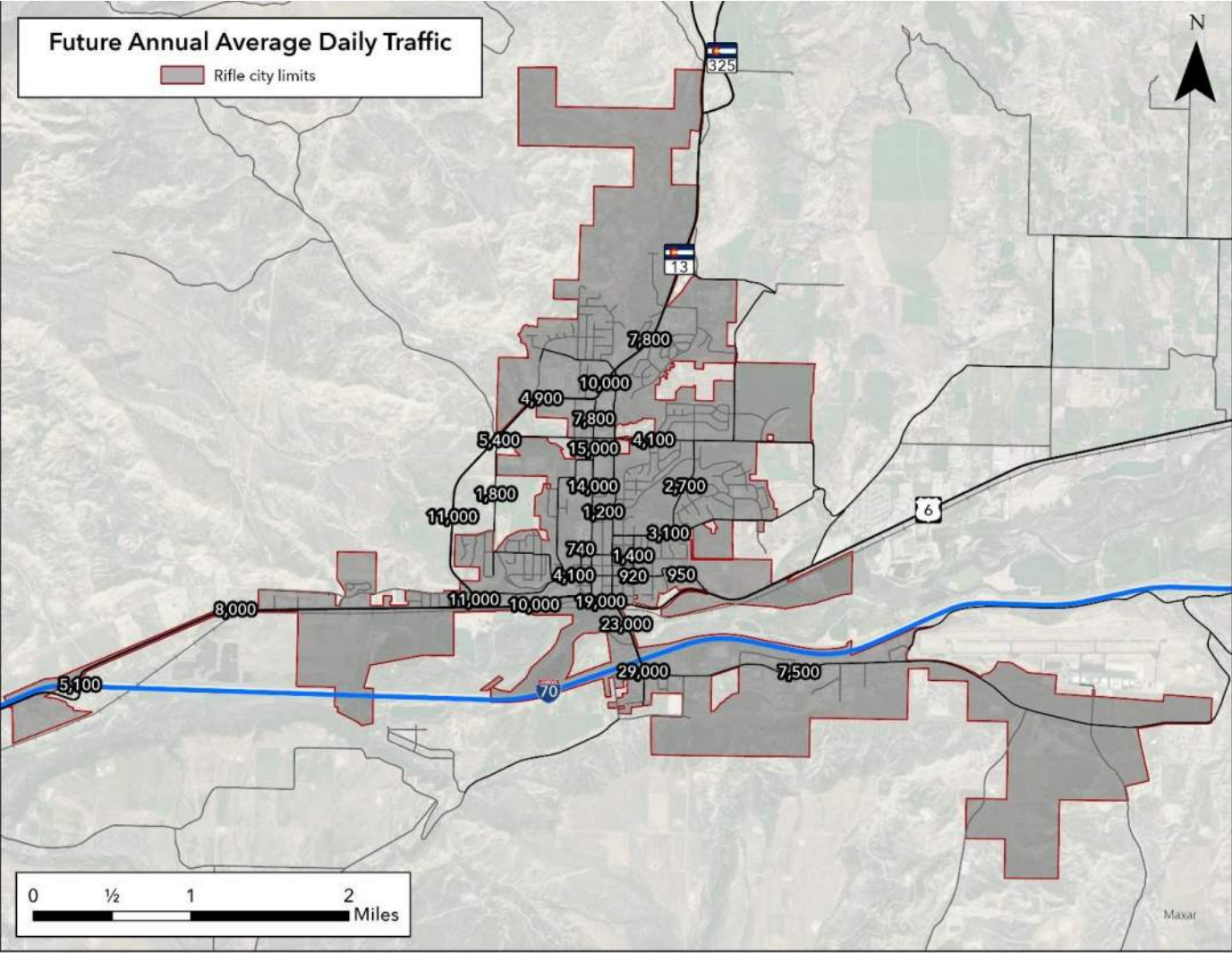


Figure 29: Future Forecasted Traffic Volumes 2045 – Downtown

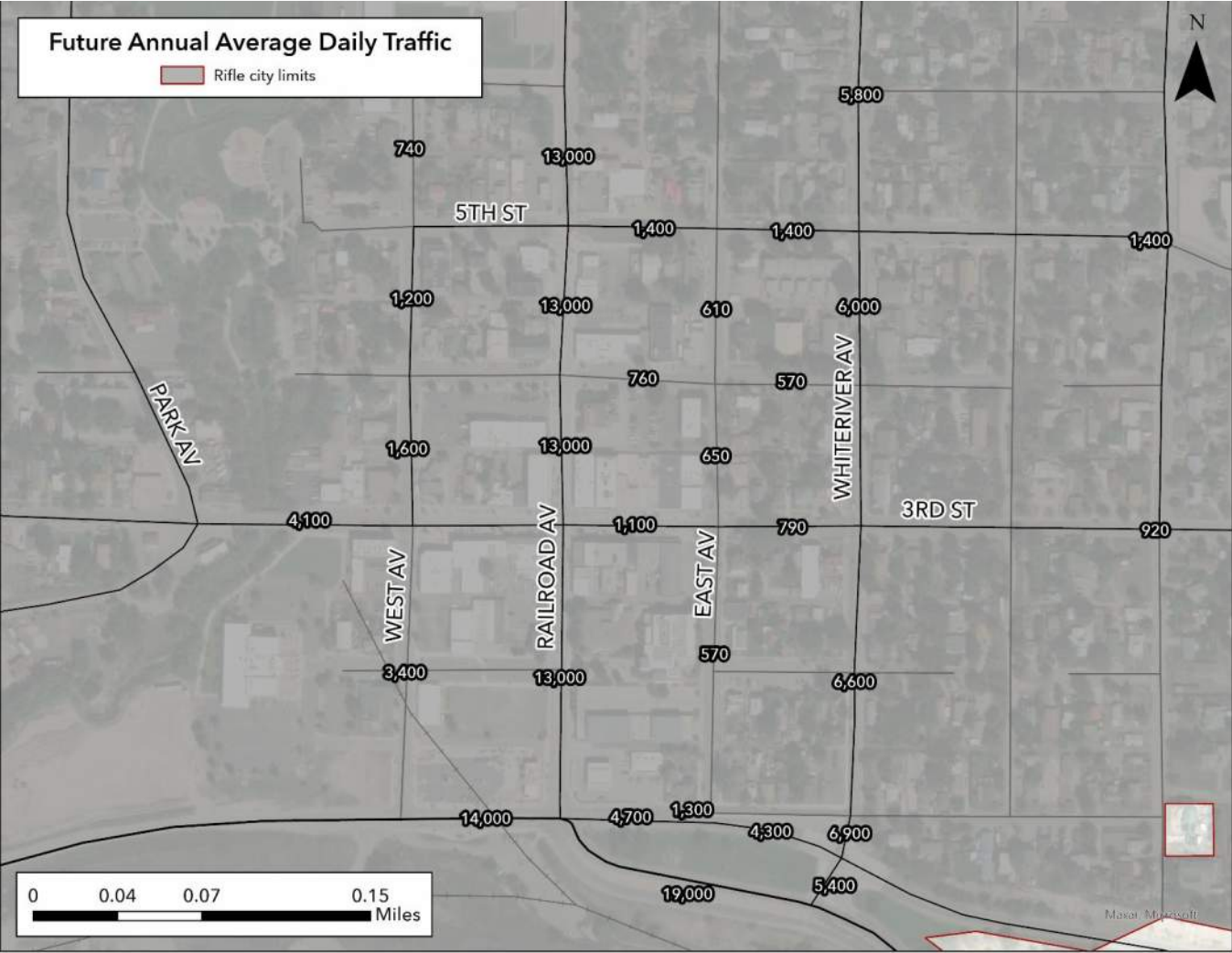


Table 12: Selected Traffic Growth Comparison

| 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 Ave (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

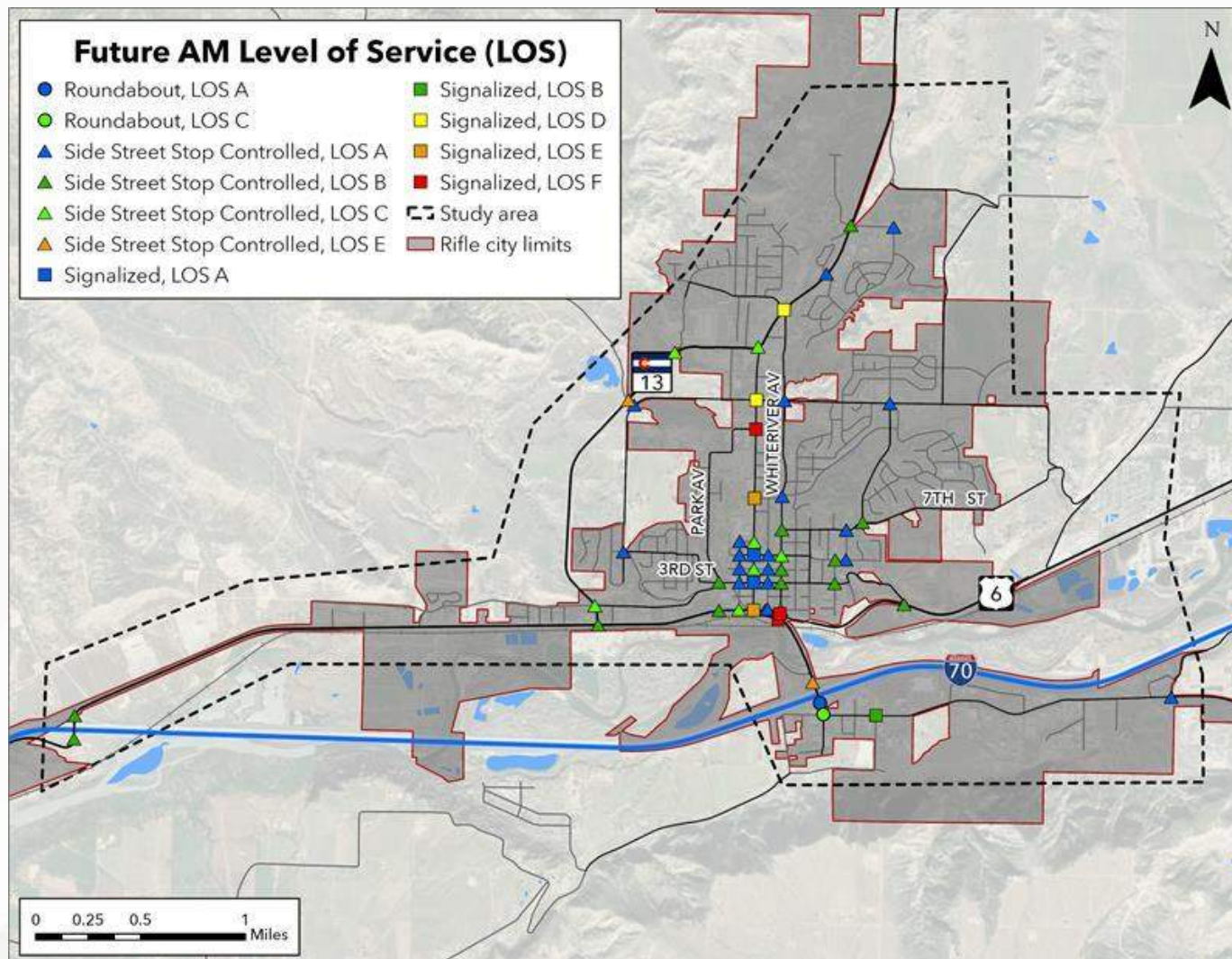


Figure 31: Future 2045 Forecasted Level of Service – PM

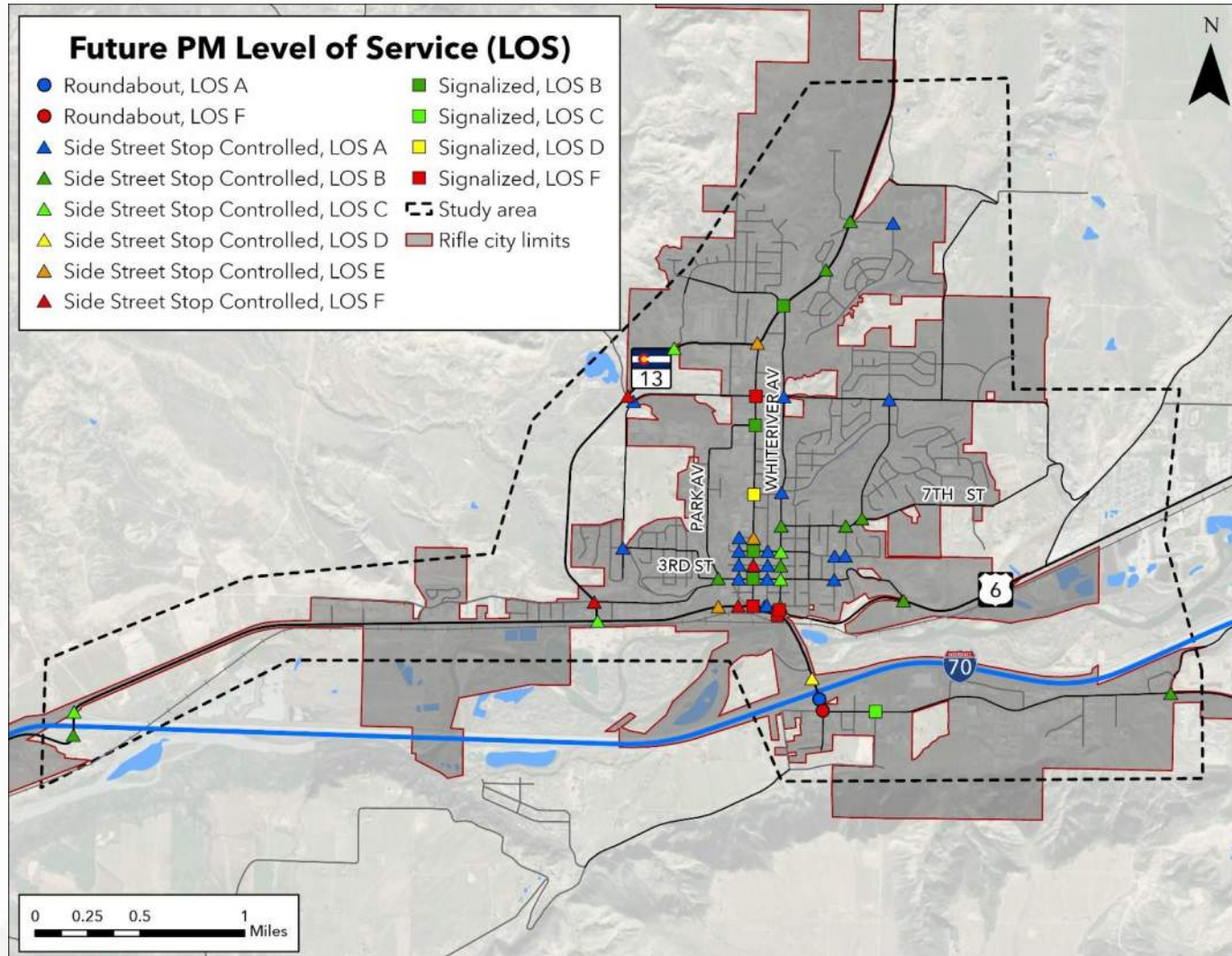


Table 13: Future 2045 Forecasted Level of Service (AM and PM) by Intersection

| Intersection                  | Int # | 2045<br>AM LOS | AM LOS<br>Change | 2045<br>PM LOS | PM LOS<br>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<br>AM LOS | AM LOS<br>Change | 2045<br>PM LOS | PM LOS<br>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<br>AM LOS | AM LOS<br>Change | 2045<br>PM LOS | PM LOS<br>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<br>AM LOS | AM LOS<br>Change | 2045<br>PM LOS | PM LOS<br>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 “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. **Error! Reference source not found.** 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                            |
|-----------------------------------------|-----------------|--------------------------------------------------|
| <b>Fatal or serious injury (K or A)</b> | 25              | +5 if crashes involved pedestrians or bicyclists |
| <b>Minor Injury (B or C)</b>            | 15              | +5 if crashes involved pedestrians or bicyclists |
| <b>Property Damage Only (PDO)</b>       | 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 |
|--------------------------------|-----------------|
| <b>Street with PCI 0 – 10</b>  | 10 points       |
| <b>Street with PCI 11 – 20</b> | 9 points        |
| <b>Street with PCI 21 – 30</b> | 8 points        |
| <b>Street with PCI 31 – 40</b> | 7 points        |
| <b>Street with PCI 41 – 50</b> | 6 points        |
| <b>Street with PCI 51 – 60</b> | 5 points        |
| <b>Street with PCI 61 – 70</b> | 4 points        |
| <b>Street with PCI 71 – 80</b> | 3 points        |
| <b>Street with PCI 81 – 90</b> | 2 points        |
| <b>Street with PCI 91 – 99</b> | 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. 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.

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 wasn't 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. 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 opportunistic way 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 |
|-----------------|-------------------------------------------------------------------------------|-------------------|----------------------|
| <b>MM-16</b>    | 16th St / Prefontaine Ave Multimodal                                          | On-street bikeway | <b>51</b>            |
| <b>MM-5FR</b>   | 5th St / Fravert Blvd Multimodal                                              | On-street bikeway | <b>51</b>            |
| <b>MR-RR2</b>   | Railroad Ave: Centennial to 2nd St                                            | Major Road        | <b>50</b>            |
| <b>SW-6-13</b>  | US 6 / Hwy 13 Sidewalk                                                        | Sidewalk          | <b>47</b>            |
| <b>MR-WR4</b>   | Whiteriver Ave: 16th St to Hwy 13                                             | Major Road        | <b>46</b>            |
| <b>MR-RR4</b>   | Railroad Ave: 5th St to 9th St                                                | Major Road        | <b>46</b>            |
| <b>CA-RR</b>    | Railroad 5th to 9th                                                           | Capital           | <b>46</b>            |
| <b>MM-RR</b>    | RimRock Development Multimodal                                                | On-street bikeway | <b>46</b>            |
| <b>MM-26</b>    | 26th St Multimodal                                                            | On-street bikeway | <b>45</b>            |
| <b>MR-RR3</b>   | Railroad Ave: 2nd St to 5th St                                                | Major Road        | <b>44</b>            |
| <b>CO-5S</b>    | 5th St                                                                        | Collector         | <b>44</b>            |
| <b>MM-5</b>     | 5th St Multimodal                                                             | On-street bikeway | <b>44</b>            |
| <b>CA-70-RB</b> | North I-70 Roundabout                                                         | Capital           | <b>43</b>            |
| <b>CO-5S</b>    | 5th St                                                                        | Collector         | <b>43</b>            |
| <b>CO-PFA</b>   | Prefontaine Ave                                                               | Collector         | <b>43</b>            |
| <b>CA-5-P3</b>  | West 5th Phase III                                                            | Capital           | <b>43</b>            |
| <b>MR-AP1</b>   | Airport Road: Roundabout to Enterprise                                        | Major Road        | <b>42</b>            |
| <b>CA-SW-13</b> | Hwy 13 Sidewalk - west side from 26th St to 24th St<br>(100k Traffic Control) | Capital           | <b>42</b>            |
| <b>SW-13</b>    | Hwy 13 sidewalk                                                               | Sidewalk          | <b>42</b>            |

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

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



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

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 brought out 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)

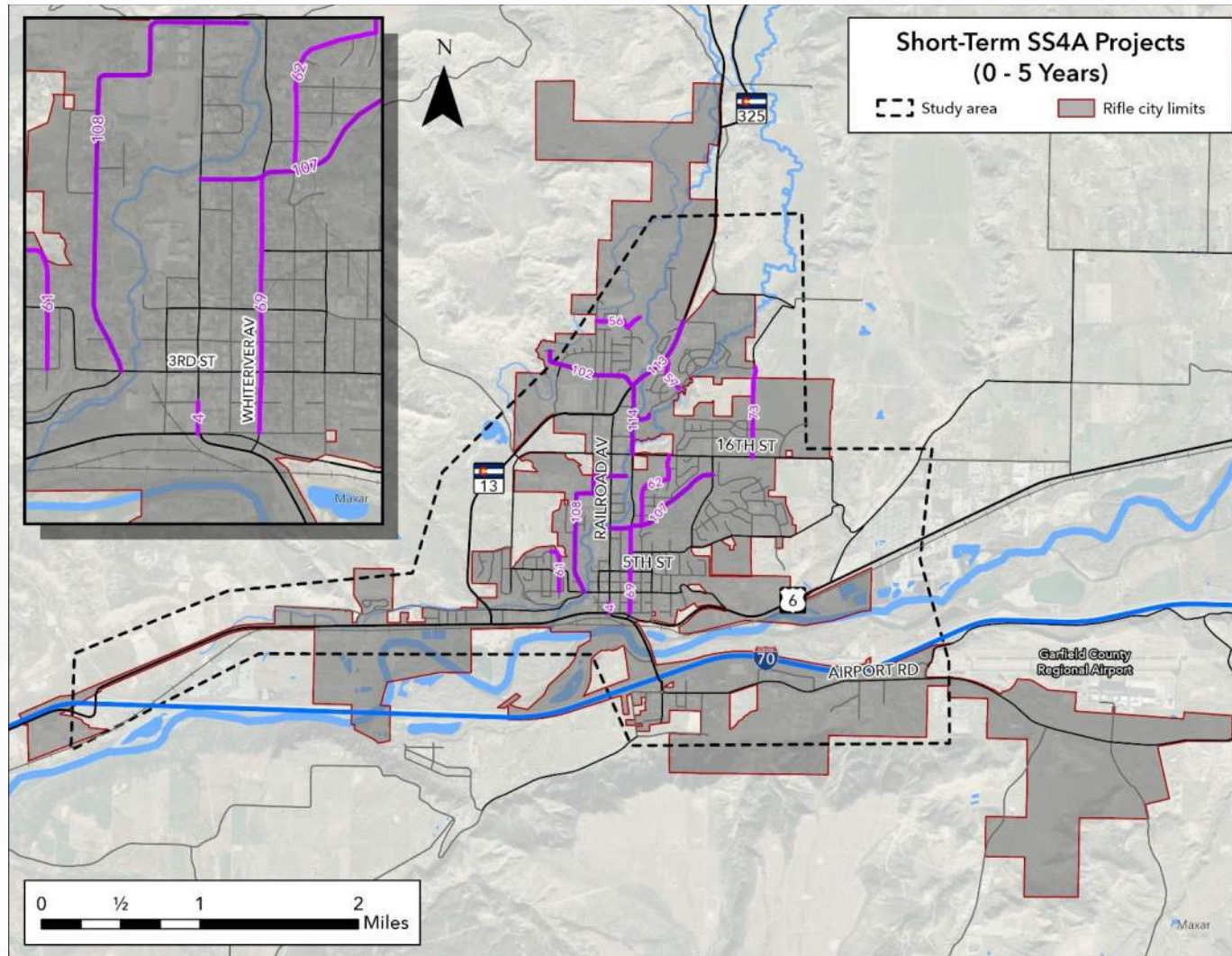
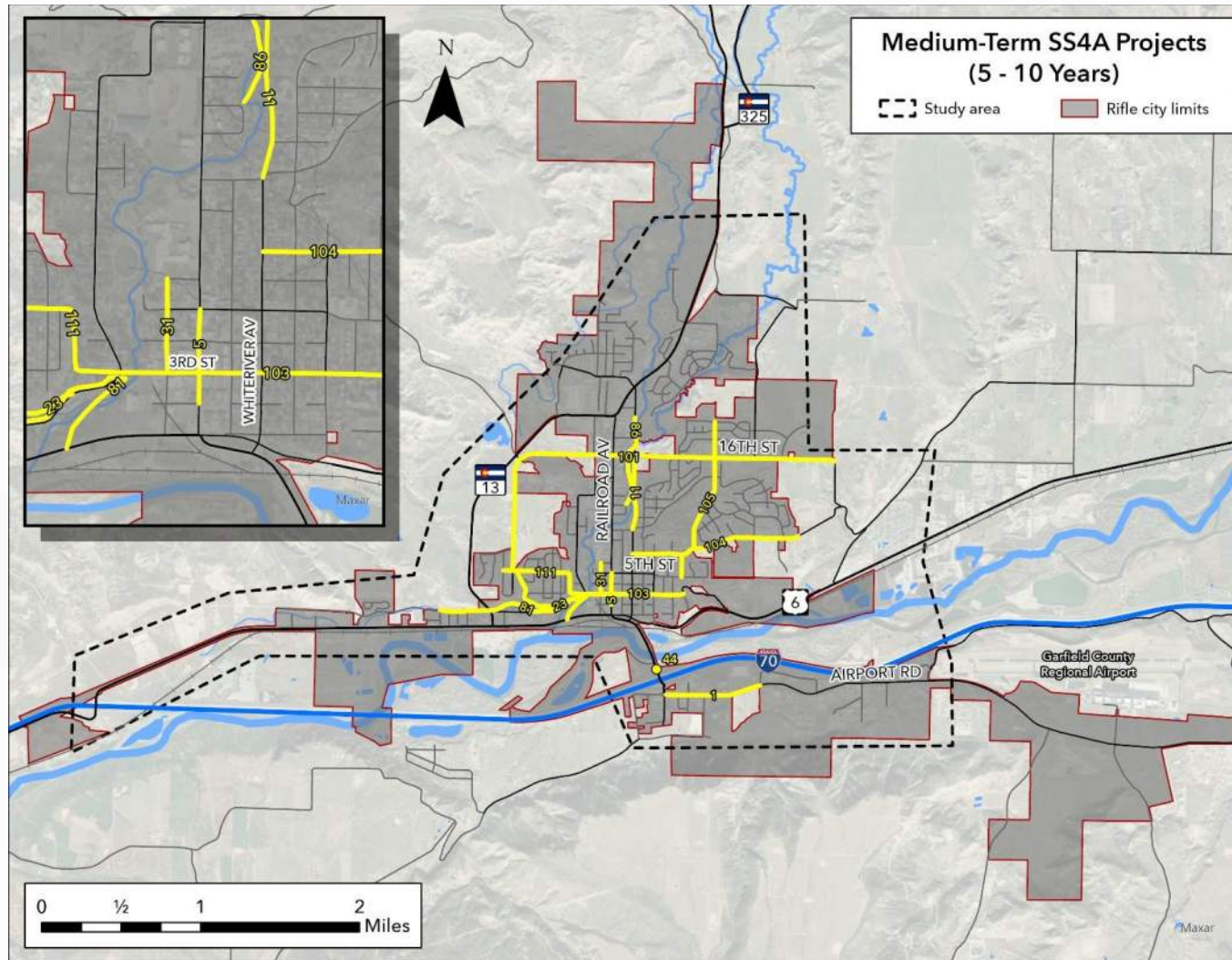


Figure 33: Recommended Medium-Term Projects (5 - 10 Years)





1



## 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 |
|-----------------------------------|----------|--------------|------------|-----------|---------------------|---------------|----------------|-----------------|--------------|
| <b>Principle Arterial Parkway</b> | > 30,000 | 130 ft       | 13.5 ft    | 7.5 ft    | 5 ft                | X             | 8 ft           | 12 ft           | 16 ft        |
| <b>Arterial Parkway</b>           | < 30,000 | 110 ft       | 11.25 ft   | 7.5 ft    | 5 ft                | X             | 6.5 ft         | 10 ft           | 14 ft        |
| <b>Minor Arterial</b>             | < 15,000 | 76 ft        | 11 ft      | 5.5 ft    | 3 ft                | X             | 6.5 ft         | 8 ft            | X            |
| <b>Major Collector</b>            | < 8,000  | 64 ft        | 11.5       | 6.5 ft    | 4 ft                | X             | 5 ft           | 8 ft            | X            |
| <b>Minor Collector</b>            | < 3,000  | 60 ft        | 8 ft       | X         | X                   | 8 ft (2 side) | 5 ft           | 7.5 ft          | X            |
| <b>Local Street (1)</b>           | < 1,000  | 40 ft        | 7 ft       | X         | X                   | 7 ft (2 side) | 5 ft           | 8 ft            | X            |
| <b>Local Street (2)</b>           | < 500    | 40 ft        | 8 ft       | X         | X                   | 8 ft (1 side) | 5 ft           | 8 ft            | X            |
| <b>Rural Street</b>               | < 1,000  | 40 ft        | 7 ft       | X         | X                   | 7 ft (1 side) | X              | X               | X            |



Table 27: Roadway Typical by Land Use

| Type                       | ADT | Right of way | Drive lane | Bike lane | Effective bike lane | Parking Width | Sidewalk width | Boulevard width | Median Width |
|----------------------------|-----|--------------|------------|-----------|---------------------|---------------|----------------|-----------------|--------------|
| <b>Residential Streets</b> |     |              |            |           |                     |               |                |                 |              |
| <b>Type 1</b>              | X   | 50 ft        | 10 ft      | X         | X                   | 6 ft (2 side) | 4 ft           | 2 ft            | X            |
| <b>Type 2</b>              | X   | 50 ft        | 10 ft      | X         | X                   | 6 ft (2 side) | 4 ft           | 4 ft            | X            |
| <b>Commercial</b>          | X   | 50 ft        | 10 ft      | X         | X                   | 6 ft (2 side) | 6 ft           | X               | X            |
| <b>Collector Streets</b>   |     |              |            |           |                     |               |                |                 |              |
| <b>Type 1</b>              | X   | 60 ft        | 10 ft      | X         | X                   | 6 ft (2 side) | 4 ft           | 3 ft            | X            |
| <b>Type 2</b>              | X   | 60 ft        | 10 ft      | X         | X                   | 6 ft (2 side) | 5 ft           | X               | X            |
| <b>Commercial</b>          | X   | 60 ft        | 12 ft      | X         | X                   | 6 ft (2 side) | 9 ft           | X               | X            |
| <b>Arterial Streets</b>    |     |              |            |           |                     |               |                |                 |              |
| <b>Type 1</b>              | X   | 100 ft       | 12 ft      | 10 ft     | 10 ft (trail)       | X             | 6 ft           | 8 + 5 ft        | X            |
| <b>Type 2</b>              | X   | 100 ft       | 12 ft      | 10 ft     | 10 ft (trail)       | X             | 6 ft           | 8 + 5 ft        | X            |
| <b>Type 3</b>              | X   | 100 ft       | 12 ft      | 10 ft     | 10 ft (trail)       | X             | 6 ft           | 8 + 5 ft        | X            |
| <b>Type 4</b>              | 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. Meaning, on the 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. Dedicated 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. In the FHWA's [\*Road Diet Informational Guide\*](#), they state that widths of 10 to 12 feet are typically used. 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. In CDOT's [\*Roadway Design Guide\*](#), they give the following considerations for lane widths:

*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. 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.*

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
- Change in crashes involving pedestrians and bicyclists
- Collection and eventual change in pedestrian and bicyclist use of facilities
- Annual mileage of new pedestrian and bicyclist infrastructure
- 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]?

## Plan Implementation

The steering committee should continue to meet on an as-needed basis 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 dashboard that displays:

- 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 led with public outreach. Future iterations of this safety action plan should be posted publicly along with the updated metrics dashboard.

## 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. 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).*

*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” (page 46).*

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” (page 47).*

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” (page 49).*

**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” (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” (page 54).*

## **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.

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)
- 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\*](#) (2021) denotes best practices for deciding whether to install a marked pedestrian crossing based on peak-hour traffic counts for both pedestrians and motor vehicles. 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.

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) and the [\*City of Boulder Pedestrian Crossing Treatment Installation Guidelines\*](#) (2011), 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. 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.

## **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. However, though adherence to the framework is ideal, not all Complete Streets 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).

## **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. It outlines the following nine best practices:

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. 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.
- 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. 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.

## Roadway Enhancements

### BIKE LANES

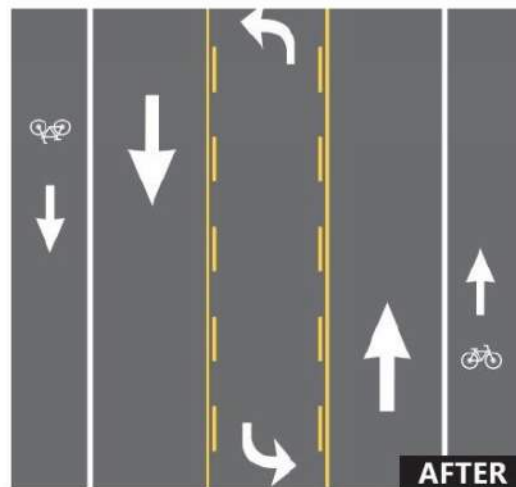
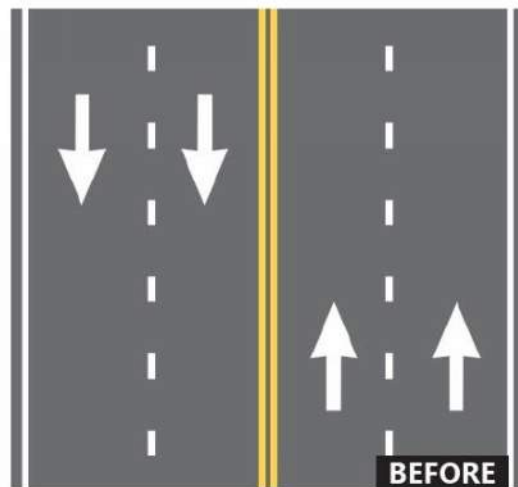
A bike lane, as defined by the National Association of City Transportation Officials (NACTO), is a portion of the roadway that's been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed 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.



### 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).

### 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.



## 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 and 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 RAMP

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.



## 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  $\leq$  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%    |
| Overtaking                     | 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%          |
| <b>Grand Total</b>         | <b>699</b> | <b>100.0%</b> |

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

### 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 9 <sup>th</sup> .                                                                                                            |
| More roundabouts.                                                                                                                                                            |
| Connect Rifle Creek Trail to LoVa bike trail and south side of town.                                                                                                         |
| Reintroduce the trolley system. High speed rail system to Aspen, and the trolley 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         |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| <b>Walking concern</b> | Trail abruptly ends with no clear continuation                                                                                                                                                                                                                                                                                                                                                                                                                                               | 250 West 2nd Street |
| <b>Walking concern</b> | Traffic is too fast on 7th street to safely cross anywhere near here                                                                                                                                                                                                                                                                                                                                                                                                                         | 621 Jarrad Avenue   |
| <b>Walking concern</b> | 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 sidewalk 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            |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>Bike concern</b>            | 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       |
| <b>Bike concern</b>            | This spot needs a sign indicating where to head to regain the path.                                                                                                                                                 | 111 East 10th Street   |
| <b>Bike concern</b>            | This spot needs a sign indicating where to head to regain the path.                                                                                                                                                 | 948 Railroad Avenue    |
| <b>Bike concern</b>            | 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       |
| <b>Bike concern</b>            | This road connecting west rifle to main Rifle has no good bike path or walking path and multiple blind corners                                                                                                      | 1015 West 2nd Street   |
| <b>Bike concern</b>            | [no text present]                                                                                                                                                                                                   | 1427 Whiteriver Avenue |
| <b>Bike concern</b>            | 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    |
| <b>Bike concern</b>            | Stairs are only access to trail, need an ADA ramp.                                                                                                                                                                  | 805 Randolph Avenue    |
| <b>Driver behavior concern</b> | Speeders almost hitting kids and elderly                                                                                                                                                                            | 649 East Avenue        |
| <b>Driver behavior concern</b> | Speeding in school zones and residential neighborhoods                                                                                                                                                              | Silt Mesa Road         |
| <b>Driver behavior concern</b> | Lost 2 pets due to speeding traffic and people not paying attention while driving. Need 2 speed depressions on this road.                                                                                           | 625 East Avenue        |
| <b>Driver behavior concern</b> | 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        |
| <b>Driver behavior concern</b> | Speeding all hours, killed 2 pets already. 18 kids on this street with one being special needs.                                                                                                                     | 600 East Avenue        |
| <b>Driver behavior concern</b> | 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. A lot 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. Their 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  |



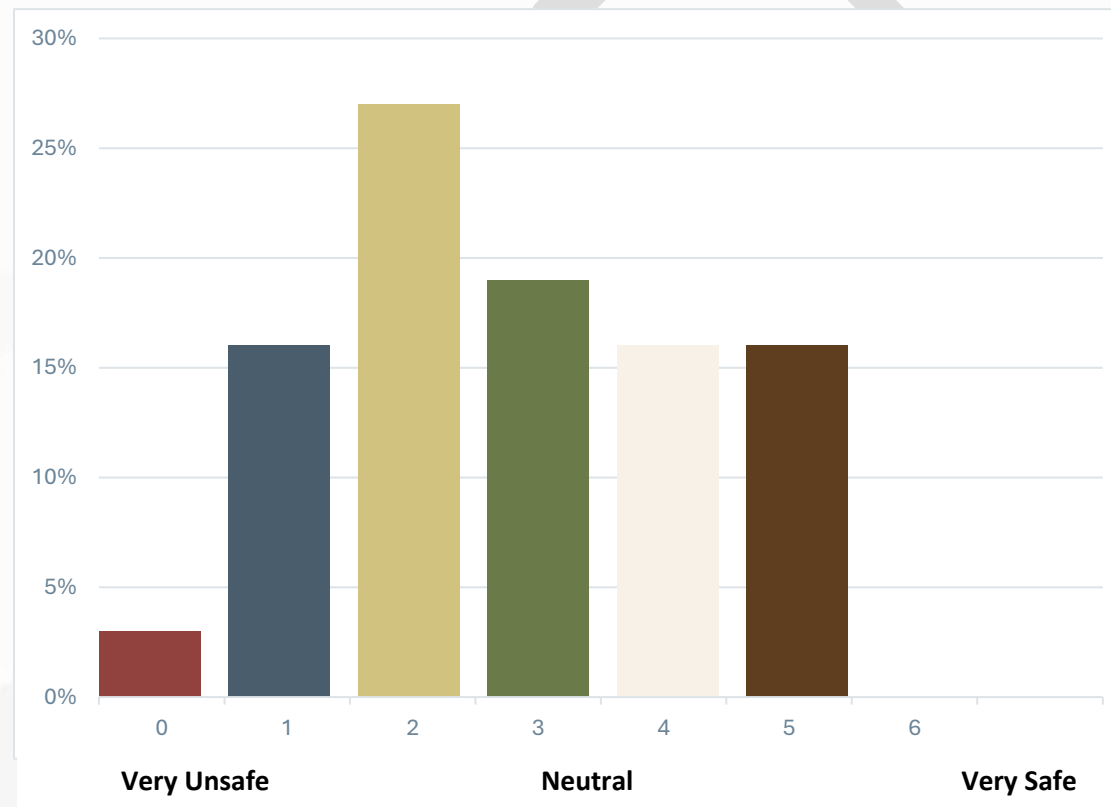
| Map Pin Category     | Comment                                                                                                                                                                                                                                                                                                                                                                                           | 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

### 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**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>All intersections along White River</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 30th & Hwy 13 - dangerous to cross from neighborhood to school.<br>White River & Hwy 13 - cars going north on White River and turning onto Hwy 13 don't look for pedestrians.<br>The light at City Market where high school kids cross is dangerous.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Along the bridge, around the roundabouts, and the crossing at third Street off the path</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>9th and Railroad</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 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. |
| <b>5th and Whiteriver!!!</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>24th and hwy13 / Colorado River bridge sidewalk</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| W 26th highway 13, Wamsley highway 13 intersection<br>Need sidewalk w 26th St to W 24th                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>East Ave and Whiteriver Ave</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 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 select “not enough crosswalks” had the option to write in areas where they felt additional crosswalks were needed.

Figure 36: Online Survey Question #3 Results

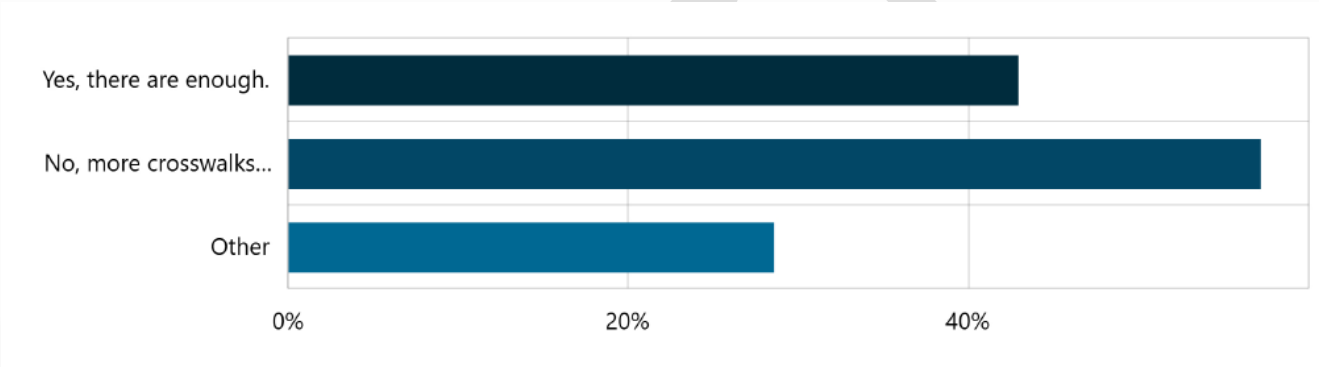


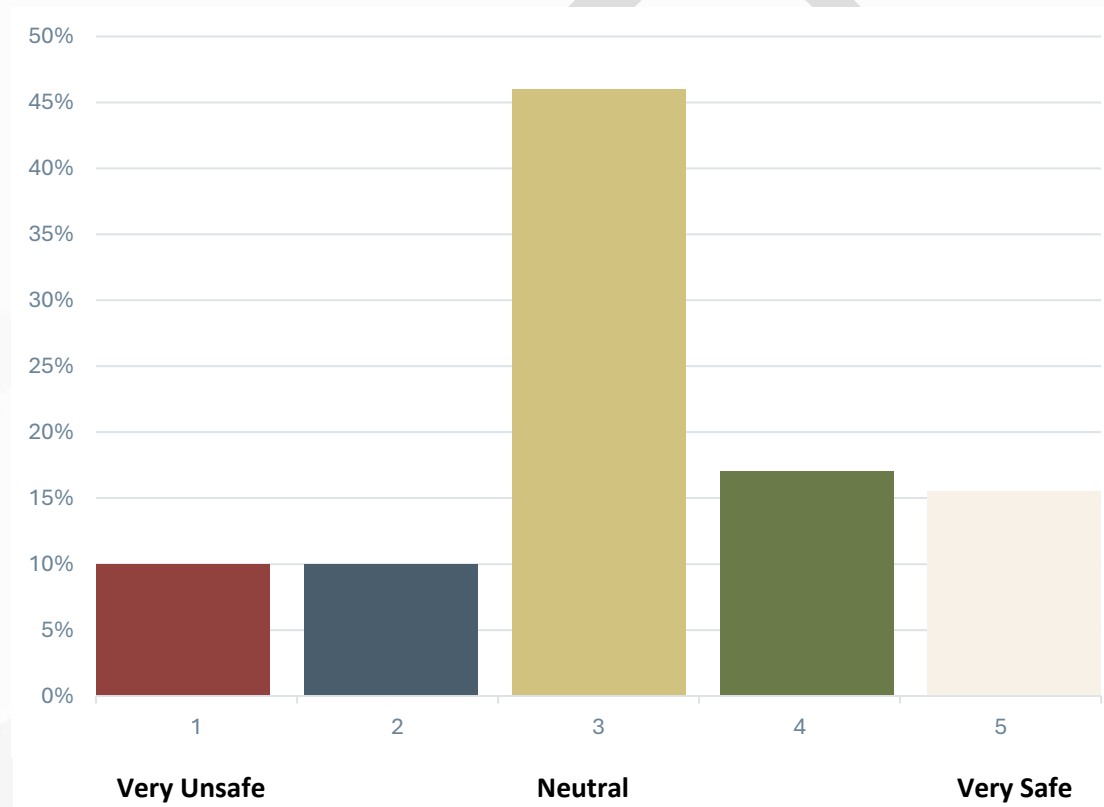
Table 36: Online Survey Question #3 Comments in "Other" Category

|                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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.

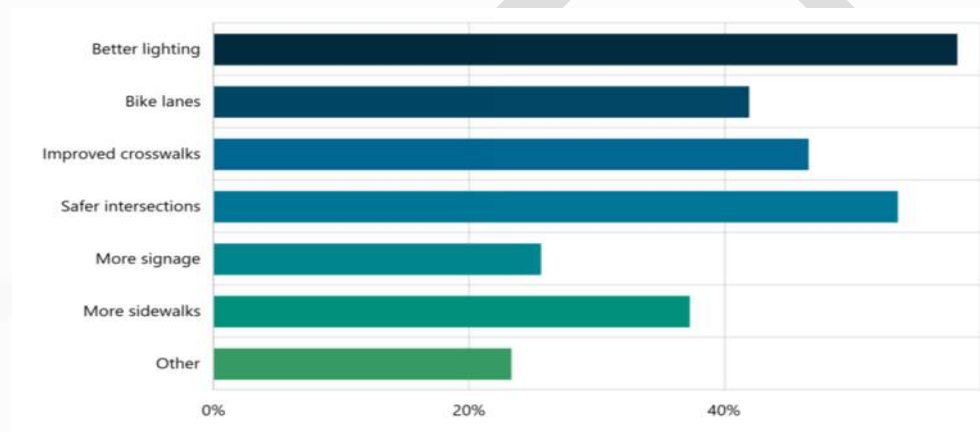
Figure 37: Online Survey Question #4 Results



## 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 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    |

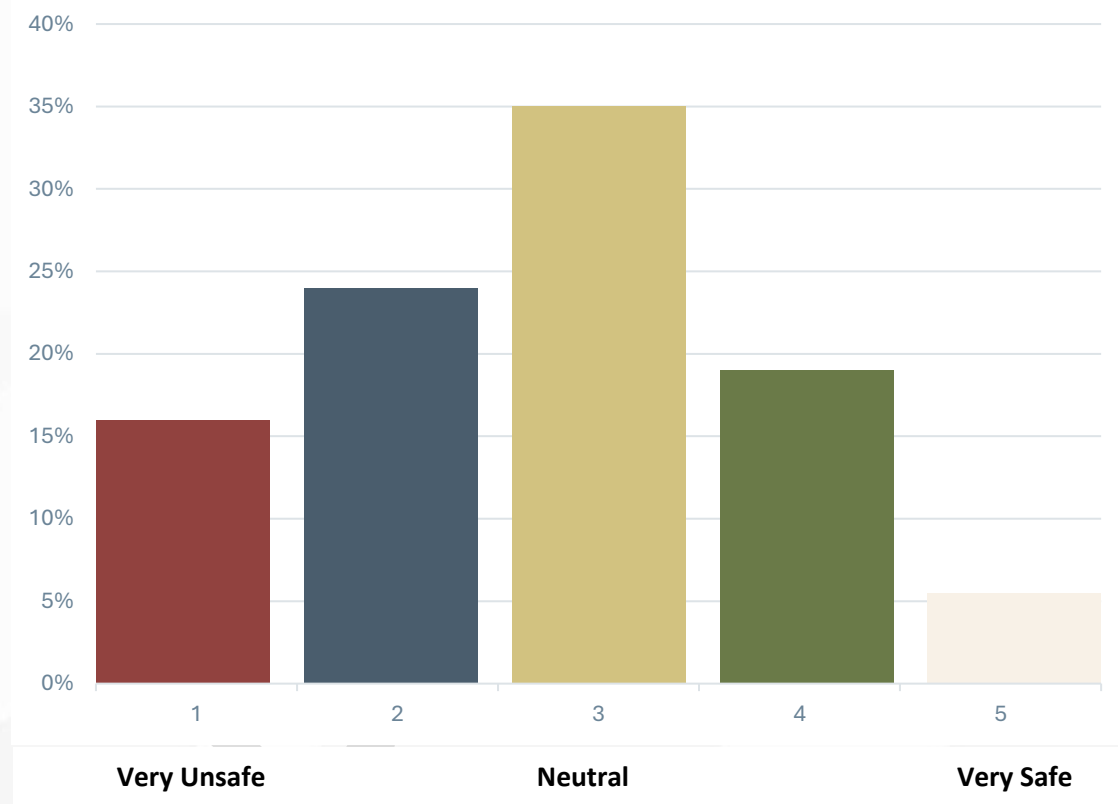
Table 37: Online Survey Question #5 Responses from "Other" Category

|                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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





## Appendix C: FEMA Floodplain Maps

[Included in final submittal to city]

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## Appendix D: Full project scoring

| Project ID      | Project Name                                                              | Prioritization Score | Safety | LOS | PCI | Ped Needs | Bike Needs | Transit Needs | Schools | Parks | Econ Oppr. |
|-----------------|---------------------------------------------------------------------------|----------------------|--------|-----|-----|-----------|------------|---------------|---------|-------|------------|
| <b>C-P16</b>    | Prefontaine Ave / 16th St from W 5th St to CR 293                         | <b>69</b>            | 30     | 10  | 5   | 4         | 4          | 4             | 4       | 4     | 4          |
| <b>C-P6</b>     | Park Ave / US 6 / Gateway Trail                                           | <b>63</b>            | 25     | 10  | 0   | 4         | 8          | 4             | 4       | 4     | 4          |
| <b>C-5W</b>     | W 5th St / Fravert Blvd from Will Ave to W 3rd St                         | <b>55</b>            | 30     | 0   | 5   | 4         | 4          | 0             | 4       | 4     | 4          |
| <b>C-H13</b>    | Hwy 13 from 24th St to 30th St                                            | <b>50</b>            | 25     | 10  | 3   | 4         | 0          | 4             | 0       | 0     | 4          |
| <b>MR-RR2</b>   | Railroad Ave: Centennial to 2nd St                                        | <b>50</b>            | 30     | 0   | 0   | 4         | 4          | 0             | 4       | 4     | 4          |
| <b>C-WR</b>     | Whiteriver Ave from 16th St to Hwy 13 / Acacia Ave ext. to Whiteriver Ave | <b>46</b>            | 30     | 0   | 0   | 4         | 8          | 0             | 0       | 0     | 4          |
| <b>MM-RR</b>    | RimRock Development Multimodal Improvements                               | <b>46</b>            | 15     | 10  | 5   | 4         | 0          | 4             | 0       | 4     | 4          |
| <b>MM-26</b>    | 26th St Multimodal Improvements                                           | <b>45</b>            | 30     | 0   | 7   | 0         | 4          | 0             | 0       | 0     | 4          |
| <b>C-5E</b>     | 5th St from Centennial Park to Birch Ct                                   | <b>44</b>            | 15     | 10  | 3   | 0         | 0          | 4             | 4       | 4     | 4          |
| <b>MR-RR3</b>   | Railroad Ave: 2nd St to 5th St                                            | <b>44</b>            | 15     | 0   | 5   | 4         | 4          | 4             | 4       | 4     | 4          |
| <b>CA-70-RB</b> | North I-70 Roundabout                                                     | <b>43</b>            | 20     | 10  | 5   | 4         | 0          | 4             | 0       | 0     | 0          |
| <b>MR-AP1</b>   | Airport Road: Roundabout to Enterprise                                    | <b>42</b>            | 15     | 10  | 5   | 4         | 0          | 4             | 0       | 0     | 4          |
| <b>C-R916</b>   | Railroad Ave from 9th St to 16th St                                       | <b>40</b>            | 5      | 10  | 5   | 4         | 4          | 0             | 4       | 4     | 4          |
| <b>MM-WR</b>    | Whiteriver Ave Multimodal Improvements                                    | <b>40</b>            | 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. |
|-----------------|--------------------------------------------------|----------------------|--------|-----|-----|-----------|------------|---------------|---------|-------|------------|
| <b>C-AB</b>     | Aspen Ave / Birch Ave from 5th St to 19th St     | <b>19</b>            | 0      | 0   | 7   | 4         | 0          | 0             | 4       | 4     | 0          |
| <b>CA-SA</b>    | Stillwell Ave                                    | <b>19</b>            | 5      | 0   | 6   | 0         | 4          | 0             | 0       | 4     | 0          |
| <b>CA-E</b>     | East Avenue - 1st St to 5th St rebuild           | <b>18</b>            | 0      | 0   | 6   | 0         | 0          | 0             | 4       | 4     | 4          |
| <b>C-CRT</b>    | Colorado River Trail from Beaver Creek to Hwy 13 | <b>17</b>            | 0      | 0   | 5   | 4         | 0          | 0             | 4       | 4     | 0          |
| <b>MR-WR3</b>   | Whiteriver Ave: 9th St to 16th St                | <b>17</b>            | 5      | 0   | 0   | 4         | 8          | 0             | 0       | 0     | 0          |
| <b>CA-RIB</b>   | River Island Bridges                             | <b>16</b>            | 0      | 0   | 0   | 0         | 8          | 0             | 4       | 4     | 0          |
| <b>MM-BV</b>    | Bryce's Valley Multimodal Improvements           | <b>16</b>            | 0      | 0   | 0   | 4         | 8          | 0             | 0       | 0     | 4          |
| <b>MM-H</b>     | Hutton Ave Multimodal Improvements               | <b>13</b>            | 5      | 0   | 0   | 0         | 0          | 0             | 4       | 0     | 4          |
| <b>CA-CM-WL</b> | Coal Mine / Willow Connection                    | <b>13</b>            | 0      | 0   | 5   | 0         | 4          | 0             | 0       | 4     | 0          |
| <b>TR-RG</b>    | Ramsey Gulch Trail                               | <b>12</b>            | 0      | 0   | 0   | 0         | 4          | 0             | 0       | 4     | 4          |
| <b>TR-RDC</b>   | Raynard Ditch Trail connection                   | <b>12</b>            | 0      | 0   | 0   | 4         | 8          | 0             | 0       | 0     | 0          |
| <b>TR-MK</b>    | Middle Kingdom Trail                             | <b>12</b>            | 0      | 0   | 0   | 4         | 8          | 0             | 0       | 0     | 0          |
| <b>CA-PA</b>    | Park Avenue Extension to Centennial Pkwy         | <b>12</b>            | 0      | 0   | 0   | 4         | 8          | 0             | 0       | 0     | 0          |
| <b>MM-30</b>    | 30th St Multimodal Improvements                  | <b>11</b>            | 0      | 0   | 7   | 0         | 4          | 0             | 0       | 0     | 0          |
| <b>MM-MO</b>    | Munro Ave Multimodal Improvements                | <b>9</b>             | 0      | 0   | 5   | 0         | 4          | 0             | 0       | 0     | 0          |
| <b>SW-GM</b>    | Graham Mesa Ave sidewalk                         | <b>8</b>             | 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. |
|-------------------|--------------------------------------------------|----------------------|--------|-----|-----|-----------|------------|---------------|---------|-------|------------|
| <b>MM-E</b>       | Eastside Multimodal Improvements                 | <b>8</b>             | 0      | 0   | 0   | 0         | 0          | 4             | 0       | 0     | 4          |
| <b>CA-DT-PG</b>   | Downtown Parking Garage                          | <b>8</b>             | 0      | 0   | 0   | 0         | 0          | 4             | 0       | 0     | 4          |
| <b>CA-P&amp;R</b> | Park and Ride                                    | <b>8</b>             | 0      | 0   | 0   | 0         | 4          | 0             | 4       | 0     | 0          |
| <b>CA-9-EX</b>    | Future West 9th St - connection to Hwy 13 Bypass | <b>8</b>             | 0      | 0   | 0   | 4         | 0          | 0             | 0       | 4     | 0          |
| <b>MM-SM</b>      | Silt Mesa Road Multimodal Improvements           | <b>4</b>             | 0      | 0   | 4   | 0         | 0          | 0             | 0       | 0     | 0          |
| <b>CA-9-BP</b>    | 9th St Connection at Bypass                      | <b>4</b>             | 0      | 0   | 0   | 0         | 0          | 0             | 0       | 4     | 0          |
| <b>MR-AP2</b>     | Airport Road: Enterprise to County Road          | <b>4</b>             | 0      | 0   | 0   | 0         | 4          | 0             | 0       | 0     | 0          |
| <b>CA-RY</b>      | Raynard Road                                     | <b>0</b>             | 0      | 0   | 0   | 0         | 0          | 0             | 0       | 0     | 0          |
| <b>CA-TB</b>      | Taughenbaugh Extension                           | <b>0</b>             | 0      | 0   | 0   | 0         | 0          | 0             | 0       | 0     | 0          |



## Appendix E: Recommended Typical Roadway Sections

[included in final submittal to city]

DRAFT

**CITY OF RIFLE, COLORADO  
RESOLUTION NO. 10  
SERIES OF 2025**

**A RESOLUTION OF THE CITY OF RIFLE, COLORADO APPROVING A  
SAFETY ACTION PLAN**

WHEREAS, the City of Rifle (“City” or “Rifle”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Rifle Home Rule Charter; and

WHEREAS, the City is located in a region where transportation safety is a very real concern and priority; and

WHEREAS, the City pursued and was awarded grant funding to complete a Comprehensive Safety Action Plan under the Federal Highway Administration’s (FHWA’s) Safe Streets for All Program (“Safety Action Plan”); and

WHEREAS, the Safety Action Plan includes data-informed recommendations to improve the safety of the City’s transportation network for all users, ages, and abilities; and

WHEREAS, the City is committed to the goal of zero roadway fatalities and zero serious injuries on its transportation network by 2045; and

WHEREAS, the City is committed to reporting its progress to the community in relation to these goals on an annual basis; and

WHEREAS, the City Council wishes to approve the Safety Action Plan, a copy of which is attached to this Resolution to provide for the safety, health, and prosperity of Rifle residents.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIFLE, COLORADO, THAT:

1. The above recitals are hereby incorporated as findings by the City of Rifle.
2. The City Council hereby approves the City of Rifle Comprehensive Safety Action Plan attached hereto.

THIS RESOLUTION, was read, passed and adopted by the Rifle City Council at a regular meeting held this 16<sup>th</sup> day of April, 2025.

CITY OF RIFLE, COLORADO

By: \_\_\_\_\_  
Mayor

City of Rifle, Colorado  
Resolution No. 10, Series of 2025  
Page 2 of 2

ATTEST:

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City Clerk



**Agenda Item #8.a.**

**Agenda Item Name:**

Report to City Manager

**Presenter:**

Patrick Waller, City Manager

**Item Description:**

Staff report on notable tasks completed within the individual departments.

**Recommended Action:**

No action necessary

**Fiscal Impact:**

None

**Operational Impact:**

None

**Prior Board Motions:**

None

**Background Information:**

None

**Executive Summary:**

Work Report to City Manager  
4/11/2025

**Notification Requirements:**

None

**Prepared By:**

Alexis Ramirez, City Clerk

**Attachments:**

1. Report to City Manager April 16
2. 04.11.2025 Report to City Manager

## WORK REPORT TO CITY MANAGER (04-16-2025)

### POLICE

- RPD officers issued a total of 175 citations in March. Of those citations, officers initiated 213 traffic contacts yielding 117 traffic citations.
- Officers responded to 1280 calls for service in March, yielding 81 cases requiring follow-up and additional investigation.
- Officers made 59 arrests in March.

### Comparison

| Activity           | Mar - '25 | Feb - '25 | Diff. | Mar - '24 | Diff. |
|--------------------|-----------|-----------|-------|-----------|-------|
| Cases              | 81        | 56        | 25    | 75        | 6     |
| Incidents          | 1280      | 1104      | 176   | 1324      | -44   |
| Tickets            | 175       | 168       | 7     | 180       | -5    |
| Traffic Stops      | 213       | 227       | -14   | 202       | 11    |
| Traffic Violations | 117       | 109       | 8     | 128       | -11   |
| Arrests            | 59        | 34        | 25    | 52        | 7     |

**This is an overview of the types of arrests in March.**

| Arrests, Offense Description             | Count     |
|------------------------------------------|-----------|
| Animals Running at Large                 | 1         |
| Destruction/Damage/Vandalism of Property | 1         |
| Disorderly Conduct/Disturbing The Peace  | 2         |
| Driving Under the Influence              | 6         |
| Drug Equipment Violations                | 1         |
| Drug/Narcotic Violations                 | 3         |
| Failed to Provide Proof of Insurance     | 1         |
| Family Offenses/Nonviolent               | 1         |
| Fireworks - Unlawful Use                 | 1         |
| Harassment                               | 3         |
| Identity Theft                           | 1         |
| Liquor Law Violations                    | 1         |
| Motor Vehicle Theft                      | 1         |
| Obstructing Government Operations        | 1         |
| Shoplifting                              | 1         |
| Simple Assault                           | 12        |
| Trespass of Real Property                | 1         |
| Violation of a Court Order               | 9         |
| Warrant                                  | 12        |
| <b>Grand Total</b>                       | <b>59</b> |



## Records

Who is requesting records ?

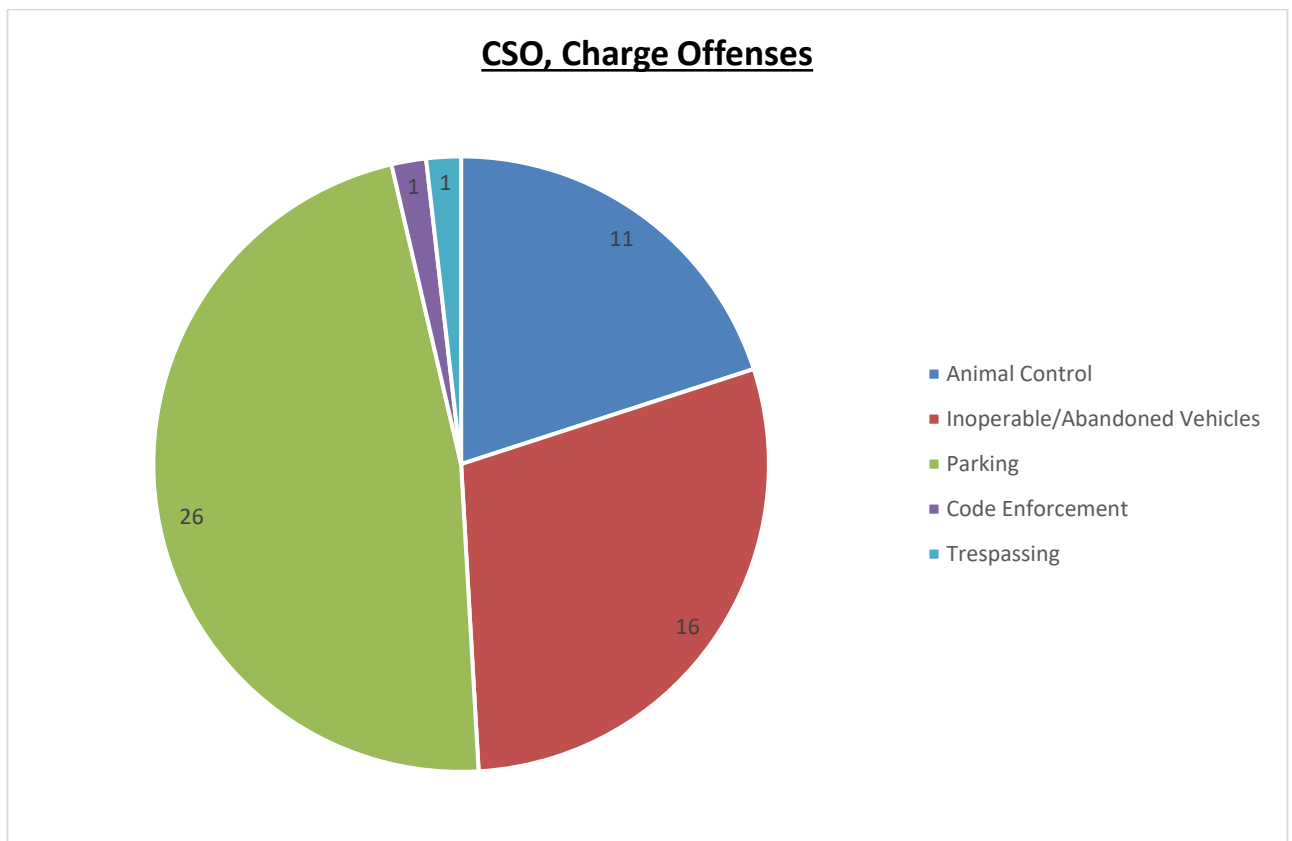


| RECORDS         |       |
|-----------------|-------|
| Requestor       | Count |
| DA's Office     | 37    |
| City Prosecutor | 0     |
| Citizen         | 15    |
| Other LE Agency | 6     |
| DHS             | 4     |
| CBI             | 0     |
| Insurance       | 9     |
| Total           | 71    |

## Code Compliance

Code Compliance continues to work hard to provide great services to the City of Rifle. These are code compliance statistics for March.

- CSOs responded to 107 calls for service and wrote 43 citations in March.
- These are the types of calls our CSOs issued citations for:



### **SPEAR (Special Problem Enforcement And Response) Task Force Update for March**

The SPEAR team continues to work hard in Rifle and Garfield County.

Incidents responded to: 87

New cases pulled: 11

Arrests: 7

Meth seized: 35.12 grams TGW

Cocaine seized: 52.82 grams

Marijuana seized: 29,694 grams TGW

Psilocybin Mushrooms seized: 525.2 grams TGW



The Rifle Police Foundation Purchased this electric bike for the Rifle Police Department to bolster the bike patrol team!

We are excited to begin new patrol efforts in Rifle.

The Rifle Police Foundation made this project happen through their fundraising efforts.



Rifle Police Department K9 Apollo finished his training in March and demonstrated his first successful drug bust in March.

The Rifle Police Foundation paid for the training of K9 Apollo and his handler, Cpl. Kyle Green.

We are grateful for the partnership we have established with the foundation and wish to thank everyone who donated funding towards this project.

# WORK REPORT TO CITY MANAGER

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**04.11.2025**

## **PIO**

- Continuing updates on website and social media on local issues and citizen concerns.
- Pushing out the latest Safe Streets 4 All information on all of our social media platforms.

## **COURT**

- Handled 63 adult cases and 14 juvenile cases on April 2 court day.
- Held 02 telephone hearings with inmates in custody.
- Attended CML Legislative Update webinar. The bill we are concerned about (HB25-1147) is now heading to the governor's desk. CML is getting a petition together which we will definitely sign.

## **HUMAN RESOURCES**

- The City is proud to report that we have been awarded a renewal of our Premium Cost Containment Certification from the State of Colorado, Department of Labor and Employment - Division of Workers' Compensation! This award of certification provides the City with a 5% premium reduction from our Workers' Compensation Insurance provider on our annual WC premium for each of the next 3 years. Obtaining recertification involves an in-depth review of the prior 3 years' claims and reporting on what actions were taken to prevent or mitigate similar injuries in the future. As well, we provide updates on any additional safety improvements to equipment, facilities, procedures, policies or PPE that we have implemented in our departments over the prior 3 years, showing our commitment and support of a safe work environment for our staff. Kudos to Rifle staff for their commitment to safety and willingness to review and adjust to prevent future injuries.

## **PARKS AND RECREATION:**

- Spring registration for activities and swimming lessons opened on April 7. Between April 7 and April 10, the department processed 610 transactions, generating \$61,610.00 in revenue. Swimming lessons accounted for a significant portion of this total, bringing in \$56,472.00 during the same period. Of that amount, \$47,352.00 was processed on opening day alone (April 7). This represents approximately 950 individual registrations for swimming lessons. This strong response is a testament to the high level of service we provide to our community and the outstanding efforts of our staff. Their dedication and commitment continue to make our programs a valued resource for community members.
- Staff have been working closely with consultants on the design and construction documents for Birch Park. On April 16th, we will receive the 100% design documents and then begin developing the construction documents. This project phase remains on schedule, with plans to issue the construction services bid in late June.
- In collaboration with the Human Resources Department, we are continuing the hiring process for our seasonal summer workforce. During the summer season, our team will grow from 15 full-time employees to approximately 120 to 130 staff members.

- The feasibility study RFP has been released and is tentatively scheduled for presentation to the City Council on June 4th for award consideration. Additionally, we are finalizing the RFP for the South Rifle property, which is anticipated to be issued on Monday, the 14th.
- We are collaborating with other department heads to gather relevant data and information to develop and draft the Facilities Capital Improvement Plan.
- The flooring replacement project for the Parks Building is scheduled to begin on April 14 and is expected to take approximately two weeks to complete.
- We have issued a Request for Proposals (RFP) for the HVAC project at the Parks Building. This project is critical, as the Parks Building lacks heating and cooling systems.