



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
MAY 1, 2025
101 W. 8TH STREET
6:15 p.m.

The agenda is subject to *change, including the addition of items 24 hours in advance or the deletion of items at any time.*
The order and times of agenda items listed are approximate and intended as a guideline for the City Council.

ATTENTION: To ensure your written comments are included in the City Council packet, public comments must be received by 4 p.m. on the day before City Council meetings. Comments may be submitted to ryan.muse@coqs.us.
Written comments may be submitted after this deadline and will be shared via email to City Council but are not guaranteed to make it into the meeting packet. Submit comments at any time directly to City Council via email at citycouncil@coqs.us.

WORK SESSION

3:00	Historic Preservation Commission Joint Work Session	Information/Discussion
3:45	South Bridge	Information/Discussion
4:15	Department of Local Affairs (DOLA) Update	Information/Discussion
5:15	Break to get dinner	
5:30	Workforce Housing Fund Advisory Board Update	Information/Discussion

ZOOM INSTRUCTIONS

Join from PC, Mac, iPad, or Android:
<https://us02web.zoom.us/j/82286211071>

Join via audio:
+1 719 359 4580 US +1 669 900 6833 US (San Jose) +1 253 205 0468 US +1 253 215 8782 US (Tacoma)
When Joining by audio only via phone, dial *9

Webinar ID: 822 8621 1071
International numbers available: <https://us02web.zoom.us/j/82286211071>

REGULAR SESSION

1. Roll Call
2. Agenda Changes & Conflicts
3. Disclosure of any Councilor conflicts of interest
4. Council Announcements
5. Citizens Appearing before Council (for items not on the Agenda-comments limited to 3 minutes) and Council Response
6. Consent Agenda
 - A. April 17, 2025 Council Minutes Discussion and/or Action
 - B. 2025 Intergovernmental Agreement for Mosquito Control Discussion and/or Action
 - C. Award Request for Proposal (RFP) 2025-17P Wulfsohn Road and Intersection Improvements Discussion and/or Action
 - D. Award Request for Qualification (RFQ) 2025-19Q Streetlights for the 6th Street Project Discussion and/or Action
 - E. Award Request for Proposal (RFP) 2025-15P Wave Park Contract Discussion and/or Action
 - F. Distinguished Barber Studio Mobile Service/Retail Business Permit Discussion and/or Action

ACTIONS AND/OR PRESENTATIONS

- | | |
|---|--------------------------|
| 7. Historic Preservation Commission Awards | Information/Discussion |
| 8. Presentation by the Colorado Division of Reclamation, Mining and Safety regarding South Canyon and Coal Seam Fires | Information/Discussion |
| 9. Comprehensive Safety Action Plan (CSAP) update | Information/Discussion |
| 10. Ordinance 2025-14; Municipal Court Collection of Unpaid Fines | Discussion and/or Action |
| 11. Council Comments | |
| 12. Report from City Administration | |
| A. City Manager | |
| B. City Attorney | |
| C. Correspondence Incoming/Outgoing | |
| 13. Council Social Event Announcement | |
| 14. Adjournment | |

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City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item: Historic Preservation Commission Joint Work Session

Action Requested: N/A

Department: City Clerk

Presented By: Emery Ellingson

Strategic Goals: Protect and Preserve our Quality of Life

Background Info:

Issues: Staff to make brief presentation on Historic Preservation's accomplishments over the past year and goals for 2025-2026. Attached is the Commission's approved 2025 workplan.

Fiscal Impact: Possibility of requesting matching funds for grant opportunities.

Legal Review: Not applicable

Staff Recommendation: Discussion only.

Historic Preservation Commission Powers and Duties	2025 Action Items		DATE	Responsible Persons
<i>To recommend to City Council methods for protection and preservation of the City's historic and cultural heritage, including, but not limited to, the designation of historic landmarks and districts by appropriate regulations</i>	Establish a Local Historic District	Develop a vision statement for historic district	Ongoing	Staff/Commission
		Identify potential district locations	Ongoing	
		Conduct public outreach for proposed district	Ongoing	
		Finalize location of proposed district	TBD	
		Distribute petition for application	TBD	
	Develop additional incentives for local landmarking	Research examples of existing incentives for local landmarking	Ongoing	Staff/Commission
		Identify potential incentives for local landmarking	Ongoing	
		Draft list of incentives to share with City Council	Ongoing	
<i>To recommend to City Council methods for enhancing property values and the stabilization of historic neighborhoods</i>	Develop a proposed preservation focused demolition ordinance	Research examples of existing preservation focused demolition ordinances	Ongoing	Carolyn Cipperly
		Identify changes to demolition permit process	Ongoing	
		Draft memo to City Council with proposed demolition ordinance language	Ongoing	
	Evaluate existing Downtown Design Standards	Identify potential changes to Downtown Design Standards	Ongoing	Carolyn Cipperly
		Draft memo to City Council detailing proposed Code amendments	Ongoing	
	Develop Revolving Loan Fund for Rehabilitation Projects	Identify grant deadline	Ongoing	Staff/Commission
		Submit grant application to History Colorado	Ongoing	Staff/Commission
<i>To recommend to City Council methods for increasing economic and financial benefits, including, but not limited to, City attractions</i>				
<i>To provide educational opportunities to increase public appreciation of the City's unique heritage</i>	Plan and develop a public outreach events for each season (spring, summer, fall, winter)		On-going	Staff/Commission
	Landmark Booklet	Complete booklet design and publish to City website	On-going	Marianne Ackerman
		Translation of landmark booklet	On-going	Staff/Commission
	Structures of Merit	Develop and maintain list of Structures of Merit	On-going	Staff/Commission
	Preservation Awards	Designation of Preservation Award Types	January	Staff/Commission
		Nomination of Preservation Awards	March	Staff/Commission
		Notification of Property Owners	April	Staff/Commission
		Presentation of awards	May	Staff/Commission
<i>To do any other tasks related to the historic preservation of resources in the community of Glenwood Springs</i>	Commissioner Training	Attend at least one CLG sponsored training	Ongoing	Staff/Commission
	Maintain Certified Local Government status	Submit recertification application to History Colorado	November	Staff
	Identify potential eligible grants for Preservation through History Colorado		Ongoing	Staff/Commission
	Actively recruit to fill open Commissioner seats		Ongoing	Staff/Commission
	Coordinate with Downtown Development Authority	Invite Downtown Development Authority Director to HPC meeting	March	Staff
		Attend Downtown Development Authority meeting	TBD	Staff/Commission
	Coordinate with Parks Department on management of city owned landmarks	Review of local landmark alteration certificate as applicable	Ongoing	Staff/Commission
	Develop regional partnerships	Attend another community's Preservation Commission	Ongoing	Staff/Commission

Historic Preservation Commission

Joint Session 2025

City Council

May 1, 2025



WHAT IS PRESERVATION?



CITY OF
GLENWOOD
SPRINGS
COLORADO

**“Preservation is a conversation with our past about
our future”**

(National Park Service)

WHAT IS PRESERVATION?



WHAT IS PRESERVATION?



Photo courtesy of Frontier Museum

WHAT IS PRESERVATION?



Photo courtesy of Denver Public Library

Packet Page 10

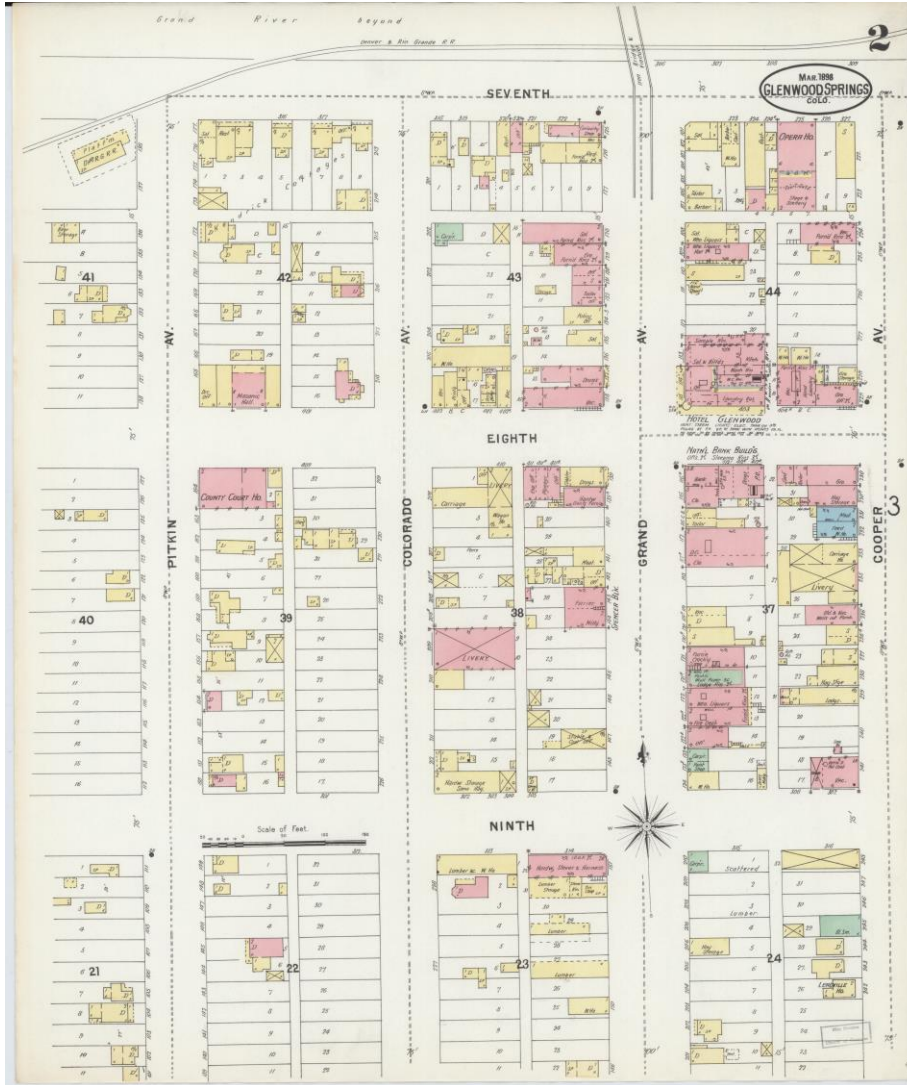


CITY OF
GLENWOOD
SPRINGS
COLORADO

WHAT IS PRESERVATION?



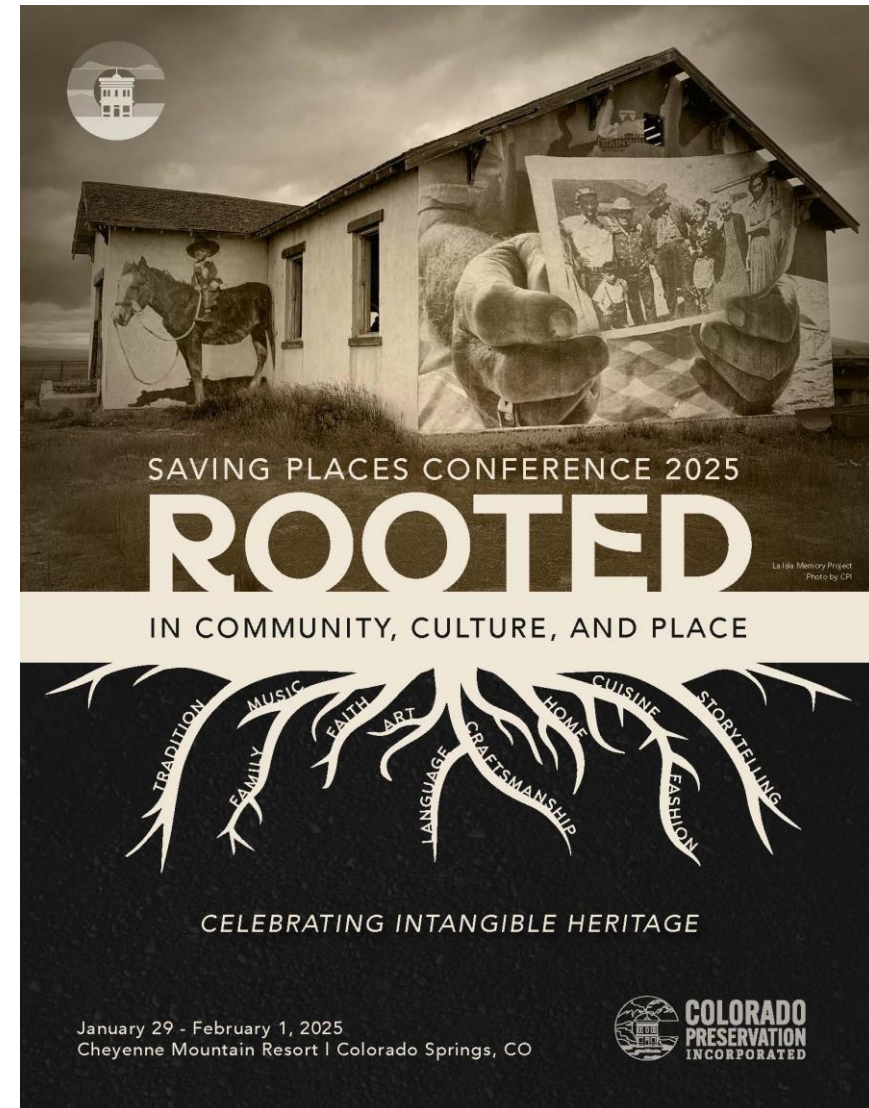
COMMISSION DUTIES



- To recommend to City Council methods for protection and preservation of the City's historic and cultural heritage, including the designation of historic landmarks and historic districts.
- To recommend to City Council methods for enhancing property values and stabilization of historic neighborhoods
- To recommend to City Council methods for increasing economic and financial benefits
- To provide educational opportunities to increase public appreciation of the City's unique heritage through preservation of the built environment.
- Any other tasks related to historic preservation of resources in Glenwood Springs.

HISTORIC PRESERVATION ACCOMPLISHMENTS 2024-2025

- Maintained Certified Local Government (CLG) status with State Historic Preservation Office. This includes attending trainings throughout the year including the Saving Places Conference and History Colorado webinars.



HISTORIC PRESERVATION ACCOMPLISHMENTS 2024-2025

- Conducted three public outreach events at the Downtown Market during the summer interacting with over 100 individual to talk about preservation and a potential local historic district.



HISTORIC PRESERVATION ACCOMPLISHMENTS 2024-2025

- Reviewed a Local Landmark Application for 1109 Pitkin Avenue which was approved by City Council as a local landmark in October 2024.



HISTORIC PRESERVATION ACCOMPLISHMENTS 2024-2025

- Coordinated with Parks and Recreation Department on management of city owned local landmarks which includes the Linwood Cemetery and the Cardiff Schoolhouse



HISTORIC PRESERVATION GOALS 2024-2025

#1 Develop more incentives for local landmarking

- Waiving building permit fees for roof permits and window permits for landmarked properties
- Sales tax waivers for rehabilitation projects for landmarked properties
- Develop a matching rehabilitation loan program for landmarked properties for approved exterior work. These loans could be 0% interest and would require a cash match by the owner.



HISTORIC PRESERVATION GOALS 2024-2025

#2 Implement a deconstruction and demolition ordinance

- Deconstruction and demolition ordinances can encourage historic building rehabilitation and decrease amount of material going to a landfill.



HISTORIC PRESERVATION GOALS 2024-2025

#3 Increase the number of local landmarks

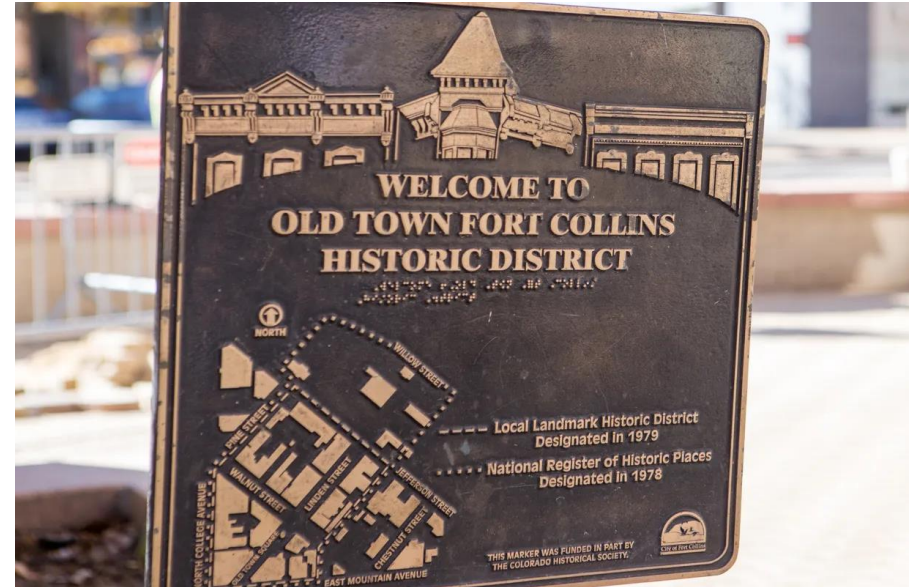
DESIGNATION TYPE	NUMBER OF PROPERTIES AND DISTRICTS	APPROVAL BODY	LOCAL OVERSIGHT
NATIONAL REGISTER	8	National Park Service	NO
STATE REGISTER	8*	History Colorado	NO
LOCAL HISTORIC DESIGNATION	13	City Council, with HPC recommending	YES

*Properties on National Register are automatically listed on State Register

HISTORIC PRESERVATION GOALS 2024-2025

#4 Establish a Local Historic District

- Local historic district provides the benefit of landmarking across multiple properties







City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item: South Bridge

Action Requested: Staff will provide an update to council on the progress of the South Bridge project

Department: Engineering

Presented By: Ryan Gordon

Strategic Goals: Preserve and Improve Infrastructure

Background Info: Update on South Bridge Design

Issues: None

Fiscal Impact: None

Legal Review: None

Staff Recommendation: None



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item:	Department of Local Affairs (DOLA) Update
Action Requested:	Dana Hlavac from the Department of Local Affairs will lead a conversation to include the relationship between the Department of Local Affairs and municipalities.
Department:	City Administration
Presented By:	Steve Boyd
Strategic Goals:	Provide Efficient and Responsive City Government Preserve and Improve Infrastructure Protect and Preserve our Quality of Life Generate Sustainable Economic Development Ensure Public Safety
Background Info:	Dana Hlavac is the DOLA Northwest Regional Manager and will typically come to present the status of grants and funding once a year.
Issues:	NA
Fiscal Impact:	NA
Legal Review:	NA
Staff Recommendation:	NA



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item: Workforce Housing Fund Advisory Board Update

Action Requested: Information only

Department: Economic and Community Development

Presented By: Kevin Rayes, Hannah Klausman

Strategic Goals: Protect and Preserve our Quality of Life
Provide Efficient and Responsive City Government

Background Info: In November 2022, Glenwood Springs residents approved a ballot measure establishing an affordable/workforce housing tax fund. The 2C Workforce Housing Fund Advisory Board (WFHAB) - a recommending body to City Council for the implementation of approved projects for funding - was created in May 2023 and fully appointed with 7 members in August 2023. A Strategic Implementation Plan was adopted for the WFHAB board by Council in February 2024 that outlines goals and strategies for the first 3 years of the workforce housing fund implementation.

The Implementation plan is attached to this report. Staff would like to update Council on program implementation and future efforts to help familiarize new council members with program details.

Issues: **Completed Strategies:**

Hire a Housing Development Manager (August 2024)

Kevin Rayes started with the City in August 2024 as the Housing Development Manager. 50% of the position is funded by a capacity grant from DOLA for the first two years in the amount of \$150,000. The capacity grant was made possible through Proposition 123 funds and the City of Glenwood Springs commitment to increasing affordable housing by 3% by 2026.

Build an affordable housing information and resource website by December 2024

The Housing Stability page was launched in February 2025 and can be found on the City's website. The page showcases resources for renters, those looking to purchase, as well as businesses interested in housing for their employees. The housing stability page can be accessed at the link below:

[Click here to access the Housing Stability Page.](#)

Design and Implement a Rental Assistance Pilot Program

The Rental Assistance pilot program was launched in February 2025. Eleven local businesses signed up for the initial program to assist employees paying more than 30% of their income on housing costs. The business agrees to pay 50% of the financial support with the City's affordable housing fund matching 50%.

[Click here to learn more about the Rental Assistance Program.](#)

Ongoing Strategies:

Establish a property acquisition pilot program to facilitate the purchase of existing properties (i.e. mobile home parks) for affordable housing preservation and/or land banking by December 2024.

Mobile home parks are a form of naturally occurring affordable housing, as they are available at a lower cost than traditional homes and typically serve as housing for lower-income residents. Residents typically own their individual mobile homes while the land underneath is owned and controlled by a

landlord who maintains the park and collects lot rent from residents. As land values increase, mobile home parks are often enticing to speculative developers looking to raise lot rents or redevelop a park into another use, ultimately displacing residents. There are currently seven mobile home parks and 264 units in Glenwood Springs.

Thistle Community Housing – a Colorado-based nonprofit – works with park residents to purchase the land to form a Resident Owned Community (ROC). Thistle's network partner, ROC USA Capital, provides low-interest financing and Thistle's Colorado-based team provides technical assistance to residents to preserve parks. Thistle also works with local jurisdictions and various nonprofits to secure additional funding to minimize rent increases. ROC USA has provided \$400 million in financing and has converted 312 mobile home communities in 20 states to resident ownership, thus preserving affordability and promoting self-determination for more than 20,000 thousand homes.

WHFAB finds mobile home park preservation to be a high priority for the City of Glenwood, not only because it avoids displacing long-term residents from the community, but also because it is a 'development-neutral' policy that preserves affordable housing without the impacts typically associated with new development. A recommendation for funding the preservation of a mobile home park will be presented to Council at its next regularly scheduled meeting on May 15th. Members from Thistle will attend the meeting as well.

Upcoming Strategy work:

Design and Implement homeownership assistance pilot program (December 2025)

The Department of Local Affairs (DOLA) recently awarded the City of Glenwood Springs \$360,000 of Proposition 123 dollars for down payment assistance. The Workforce Housing Fund allocates an additional \$75,000 in 2025 and another \$75,000 in 2026. The program provides up to 10 percent of the purchase price of a home to qualified purchasers. The loan is not due until the home is sold, refinanced, or when it is no longer the primary residence. The loan is intended to assist first-time home buyers with securing a home while also reducing monthly mortgage payments.

[Click here to learn more about the down payment assistance program.](#)

Future Strategy work:

Implement funding opportunities with loans, incentives, cash subsidies and other gap financing that leverage private funding (December 2026)

Staff looks forward to pursuing this strategy in the coming months and will return to Council with an update before the end of the year.

Projects Already Supported with 2c Dollars

Glenwood Gardens LIHTC Award

The Colorado Housing and Finance Authority (CHFA) recently awarded low-income housing tax credits (LIHTC) to the Glenwood Gardens Development (51993 Highway 6). This project was also recently awarded just over \$1.5 million of 2C workforce housing funds as recommended by WFHAB and approved by Council.

Council reviewed the land use application at its regular meeting on April 3rd and approved the development. The project is now entitled and will move forward with a building permit in the coming months. According to the developer, they plan to break ground in September.

The Carter (AKA L3), Habitat for Humanity Affordable Condominium Conversion

Habitat for Humanity recently purchased the L3 apartments and is in the process of converting them into condos to sell to community members at subsidized prices. City Council loaned Habitat \$1.5 million from the general fund to help purchase the property. Council awarded an additional \$1.5 million from the 2c Workforce Housing Fund in the form of a grant to optimize the affordability of the condos. Habitat is in the process of condominiumizing the units and plans to sell them to qualified purchasers in the coming weeks.

Fiscal Impact:

The 2.5% lodging tax collected for the Workforce Housing Fund brings in approximately \$1.7 million annually. The WFHAB budget and program implementation is built around this annual expectation.

2c Workforce Housing Fund Actual Funds Accrued by Year	
2023	\$1,608,450
2024	\$1,760,000
2025	First quarter information not yet available.

The full 2c Workforce Housing Fund budget is updated quarterly and is available on the City's website at the link below:

[Click here to see the 2c Workforce Housing Fund Budget.](#)

Legal Review:

Not Applicable

Staff Recommendation:

No recommendation at this time



**Workforce Housing Fund Advisory Board
2024 – 2027 IMPLEMENTATION PLAN**

PURPOSE:

We believe providing trusted expertise and confidence to expand and maintain housing for individuals living and working in Glenwood Springs is critical to bridging the housing gap of our community.

VALUES:

- **EQUITY** – we advance housing solutions that leverage investment dollars ensuring all members of our workforce have a range of choices for where to live now and in the future.
- **TRANSPARENCY** – we develop and deliver housing solutions in an open and honest way.
- **INTEGRITY** – we do what we say we are going to do.
- **FAIRNESS** – we execute our work without favoritism or discrimination.

GOALS & STRATEGIES:

1. Provide a place to go and a person to talk to for people seeking housing solutions in Glenwood Springs.
 - A. Build an affordable housing information and resource website by December 2024.
 - B. Hire a City of Glenwood Springs Housing Manager by August 2024.
2. Increase affordable housing by 3%, based on the City of Glenwood Springs 2023 Strategic Housing Plan's projected long-range need for dwelling units*, through **property preservation & affordable housing creation strategies**, by December 2027.
 - A. Establish property acquisition pilot program(s) to facilitate purchase of existing properties (i.e. mobile home parks) for affordable housing preservation and/or land banking by December 2024.
 - B. Design and implement rental assistance pilot program(s) inclusive of immediate and long-term rental subsidy options, for households at 30 – 150% of AMI** and any additional criteria established by the working groups, by December 2024.
 - C. Design and implement homeownership assistance pilot program(s) (i.e. buy down), in partnership with West Mountain Regional Housing Coalition, for households at 30 – 150%** of AMI and any additional criteria established by the working groups, by December 2025.
 - D. Establish property preservation pilot program(s) to facilitate rehabilitation and conversion of existing properties by December 2025.
 - E. Implement funding opportunities with loans, incentives, cash subsidy and other gap financing that leverages private funding by December 2026.
3. Increased confidence and trust in Glenwood Springs commitment to addressing workforce housing.
 - A. Provide CoGS Council a multi-year plan, priorities and resource allocation recommendations for the use of 2C funds, by February 2024.
 - B. Establish program/initiative working groups for design and implementation of pilot programs by April 2024.

VISION:

Glenwood Springs will be a community where the local workforce can live and thrive.



Workforce Housing Fund Advisory Board

RECOMMENDED APPROACH:

The Workforce Housing Fund Advisory Board recommends the following approach in executing their duties and responsibilities on behalf of the City of Glenwood Springs Council and community members:

- Pursue multiple pilot projects within each affordable housing strategy in effort to be adaptive and responsive to community needs, market realities and opportunities.
- Develop and implement programs targeted at individuals working and living or aspiring to live in Glenwood Springs for households at 30 – 150% of AMI* and any additional criteria established by the working groups.
- Dedicate \$75,000 of annual 2C funding to support 50% of an Affordable Housing Program Manager for advancing of the WHFAB recommended and Council approved strategies with the balance of the position being funded by alternative sources.
- Budget 50% of the balance of annual 2C funding to support property preservation and housing creation strategies.
- Budget 50% of the balance of annual 2C funding to support the development of existing property purchasing program(s) for implementing affordable housing strategies to include but not limited to; land banking, rehabilitation and/or preservation.

* <https://www.cogs.us/DocumentCenter/View/9241/Strategic-Housing-Plan-Update>

** <https://dlg.colorado.gov/area-median-income-and-housing-calculator>



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item: April 17, 2025 Council Minutes

Action Requested: April 17, 2025 City Council Minutes

Department: City Clerk

Presented By: Ryan Muse

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: NA

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: NA



MINUTES
CITY OF GLENWOOD SPRINGS
CITY COUNCIL MEETING
APRIL 17, 2025
6:15 PM

Note: Official meeting minutes are located on the City website via YouTube video at the following link: <https://www.youtube.com/user/GlenwoodSprings1885/videos>. The times in agenda items indicate approximately where the item can be found on the YouTube video timeline.

REGULAR SESSION

1. Roll Call 9:26

Present: Councilor Schachter, Councilor Weimer, Mayor Wussow, Mayor Pro Tem Dehm, Councilor Zalinski, Councilor Godes. Councilors Elect Schmahl, Townsley, and Smith.

Absent: Councilor Simms

Staff Present: Also present were City Manager Steve Boyd; City Clerk Ryan Muse; City Attorney Karl Hanlon; Director of Public Works Matthew Langhorst; City Engineer Ryan Gordon; City Planner Watkins Fulk Grey; Deputy Police Chief John Hassell; Economic Development Specialist Jacob Zook; and Public Information Officer Bryana Starbuck.

2. Agenda Changes 9:38

There were none.

3. Disclosure of any Councilor conflicts of interest 9:42

None were noted.

4. Council Announcements 5:53

Councilor Dehm announced the hazardous waste collection and compost giveaway event at the community center this weekend.

Councilor Schachter announced Housing Solutions Symposium that the Community Development Department is housing on April 24th.

Councilor Weimer announced the April 26th River Commission Spring River Clean Up at Two Rivers Park.

Councilor Zalinski announced the upcoming Fire Department open house on May 10th.

Mayor Wussow reminded folks to sign up for the alerts and newsletters at cogs.us/info.

5. Citizens Appearing Before Council (for items not on the agenda - comments limited to 3 minutes) 12:27

An unnamed woman made comments showing appreciation for the new and outgoing councilors. She was also present to represent the Take a Minute: Slow Down in Town campaign.

6. Council Response to Citizen Comment 14:58

Mayor Wussow encouraged the campaign to reach out to Council as a whole and provide them with any materials they would like to share before returning to Council for support. Councilor Schachter also wanted to thank the Slow Down in Town campaign for attending the meeting and showing their support.

7. Consent Agenda 16:36

Councilor Zalinski moved to approve the consent agenda as presented. Mayor Pro Tem Dehm seconded the motion, and it passed unanimously.

8. Proclamation for Tyler Hesse and Amanda Madden regarding Civic Engagement and Academic 16:56

Mayor Wussow presented Tyler Hesse and Amanda Madden with a proclamation honoring them.

Ms. Madden and Mr. Hesse thanked their parents and the respective Board they served on.

9. Proclamation for Parkinson's Awareness Month 20:58

Paul Owens, Suzanne Stewart, and Dave Langhorst - citizens living with Parkinson's Disease, and their family members were present for the proclamation. Suzanne Stewart thanked Council for their support and announced the Parkinson's Walk in September of this year. Dave Langhorst and his wife Karen announced their 54th Wedding anniversary on this day and Karen made comments about being a caregiver for family members.

10. Comments from outgoing Council members 29:13

Mayor Wussow and Councilor Godes made remarks thanking their fellow Council members and giving some advice to those stepping into their council seats.

City Staff, including City Manager Steve Boyd, PIO Bryana Starbuck, Community Development Director Hannah Klausman, Public Works Director Matt Langhorst, Chief John Hassell, City Attorney Karl Hanlon and citizen Suzanne Stewart made comments and thanked Mayor Wussow and Councilor Godes for their service.

11. Recess 52:34

12. Swearing in of new Council members 1:16:14

Mayor Pro Tem Dehm introduced incoming Council members, Dave Townsley for the City At Large, Ray Schmahl for Ward 2, and Steve Smith for Ward 5. City Clerk Ryan Muse swore in each new member.

13. Selection of new Mayor and Mayor Pro Tem 1:12:20

Councilor Schachter moved to nominate Mayor Pro Tem as Mayor and Councilor Zalinski as Mayor Pro Tem. Councilor Weimer seconded the motion, and it passed unanimously.

Mayor Dehm thanked Council. Councilor Smith, Councilor Schmahl and Councilor Townsley made comments and thanked those who helped them get into their seats on Council.

14. Disclosure of Conflict of Interests 1:21:30

There were none.

15. Project updates 1:21:44

City Engineer Ryan Gordon presented current projects under way within the city, including South Bridge and Micro Transit.

Mayor Dehm opened the floor to public comment.

Meryl Glickman and Jonathan Godes made comments regarding South Bridge.

Mayor Dehm closed the floor to public comment.

16. Tax Incentive Request for Lodging at the Meadows 2:24:54

Community Development Director Hannah Klausman presented a tax incentive request of \$565,000 over 7 years with a 50% rebate happening over that time for a hotel/lodging at the Meadows. The applicant is Copford Capital Management, and the project is Glenwood Springs Home2 Suites. Brandon Routh presented on their behalf.

Mayor Dehm opened the floor to public comment.

There was no public comment.

Mayor Dehm closed the floor to public comment.

Mayor Pro Tem Zelinski moved to approve the request as presented. Councilor Weimer seconded the motion.

The motion passed 5-2 with Councilor Schmahl and Councilor Sumner voting against.

17. Council Comments 3:12:41

Mayor Pro Tem Zalinski thanked the Parks and Recreation Commission and the Housing Committee members who were appointed in the consent agenda for their service to the City.

Councilor Smith thanked Council for their guidance.

Councilor Schachter gave Kudos to Chief Hassell for their Coffee with a Cop event.

18. Report from City Administration 3:16:24

City Manager Steve Boyd addressed the new councilors and welcomed any questions that they may have and hoped to have some orientation with each of the councilors.

City Attorney Karl Hanlon also wanted to schedule some time with each of the new council members to go over some items that are more suitable for one-on-one discussions.

15. Social Event Announcement 3:18:02

Mayor Pro Tem Zalinski announced the social event will take place at Doc Holliday's following the Council meeting.

16. Adjournment 3:18:05

Councilor Weimer moved to adjourn. Councilor Zalinski seconded, and the motion passed unanimously.



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item:	2025 Intergovernmental Agreement for Mosquito Control
Action Requested:	Request for approval of the 2025 Intergovernmental Agreement for Mosquito Control.
Department:	Parks & Recreation
Presented By:	Rod Tarullo
Strategic Goals:	Ensure Public Safety
Background Info:	Each year there is an Intergovernmental Agreement created between Garfield County and its municipalities for mosquito control and education programs to aid control of the mosquito species responsible for the spread of West Nile Virus.
Issues:	None.
Fiscal Impact:	The City of Glenwood Springs is responsible for a payment of \$6,800 to Garfield County for its portion of the program. The funds are budgeted in the Parks department of the General Fund in professional services (01154-51710).
Legal Review:	Legal has reviewed the agreement.
Staff Recommendation:	Staff recommends approval of the 2025 Intergovernmental Agreement for Mosquito Control.



COUNTY ATTORNEY'S OFFICE

108 8th Street, Suite 219
Glenwood Springs, CO 81601
(970) 945-9150

April 15, 2025

Lauren Gister, Town Manager
Town of Carbondale
lgister@carbondaleco.net
Patrick Thibault, Town Clerk
pthibault@carbondaleco.net

Travis Elliott, Town Manager
Town of Parachute
telliott@parachutecolorado.com
Lucy Spalenka, Town Clerk
lspalenka@parachutecolorado.com

Jim Mann, Town Administrator
Town of Silt
jmann@townofsilt.org
Sheila McIntyre
sheila@townofsilt.org

David Reynolds, Town Administrator
Town of New Castle
dreynolds@newcastlecolorado.org
Mindy Andis, Town Clerk
mandis@newcastlecolorado.org

Steve Boyd, City Manager
City of Glenwood Springs
steve.boyd@cogs.us
Ryan Muse, City Clerk
ryan.muse@cogs.us

Patrick Waller, City Manager
City of Rifle
pwaller@rifleco.org
Alexis Ramirez, City Clerk
alexisramirez@rifleco.org

Re: 2025 IGA – Mosquito Control

Dear Parties:

Enclosed, please find one (1) full copy of the 2025 Intergovernmental Agreement for Mosquito Control for your review, consideration and submittal to your City or Town Council for authorization for signature and attestation by the City or Town Clerk..

After execution by the appropriate officials, please return one (1) fully executed IGA to, “Garfield County Attorney’s Office, Attention: Mary Lynn Stevens” at the above address.

Letter to Parties
Mosquito IGA
March __, 2025

Once this office receives the signature pages from all entities and after signature by the Chairman of the Board, you will be sent a fully executed copy for your files

If you have any questions, please do not hesitate to contact this office.

Sincerely,

Mary Lynn Stevens

MARY LYNN STEVENS
Paralegal / Office Manager

MLS
Attachments (IGA)

cc: Jannette Whitcomb, Public Health & Environment.

INTERGOVERNMENTAL AGREEMENT FOR MOSQUITO CONTROL – 2025

THE PARTIES to this Intergovernmental Agreement for Mosquito Control (“IGA”) are the **BOARD OF COUNTY COMMISSIONERS OF GARFIELD COUNTY, STATE OF COLORADO**, (hereinafter referred to as “**County**”); the **CITY OF GLENWOOD SPRINGS, STATE OF COLORADO**, (hereinafter referred to as “**Glenwood**”); the **TOWN OF CARBONDALE, STATE OF COLORADO**, (hereinafter referred to as “**Carbondale**”); the **CITY OF RIFLE, STATE OF COLORADO**, (hereinafter referred to as “**Rifle**”); the **TOWN OF SILT, STATE OF COLORADO**, (hereinafter referred to as “**Silt**”); the **TOWN OF NEW CASTLE, STATE OF COLORADO**, (hereinafter referred to as “**New Castle**”); and the **TOWN OF PARACHUTE, STATE OF COLORADO**, (hereinafter referred to as “**Parachute**”).

WHEREAS, the parties to this IGA are authorized by Section 29-1-201, *et seq.*, C.R.S., as amended, to provide for joint funding and cooperation to provide services and functions which each is otherwise lawfully authorized to provide; and

WHEREAS, the parties to this IGA desire to cooperate in funding and making available a County-wide mosquito control and education program; and

WHEREAS, a coordinated effort by the County and the municipalities within the County will permit a more effective mosquito control and education program and specifically will aid control of the mosquito species responsible for the spread of West Nile Virus.

NOW, THEREFORE, in mutual consideration of the premises and the covenants and promises set forth below, the parties to this IGA agree as follows:

1. **PROJECT.** The Project that is the subject of this IGA is a comprehensive integrated larval and adult mosquito control program, on public and private property throughout Garfield County that will be designed specifically for Garfield County and the municipalities by an independent contractor. The Project will provide surveillance, identifying mosquito breeding habitats and areas with high numbers of mosquito larvae and adults, with an emphasis on Culex mosquitoes. Surveillance will include the use of GIS mapping technology. The Project will include the use of chemical pesticides for adult and larval mosquito control in a manner safe to citizens, the environment and pets. Chemical applications will only be done when the elected officials of each pertinent jurisdiction, or their designated staff member, determine that mosquito levels have reached a threshold that poses a public health risk. Each jurisdiction is responsible for working with the Contractor to ensure that their jurisdiction is in compliance with the Federal Clean Water Act and the Colorado Discharge Permit System as administered by the Colorado Department of Public Health and Environment. The independent contractor will also provide community outreach and public education.

2. **PROJECT COSTS.** The cost for the entire Project that is the subject of this IGA shall not exceed Two Hundred Fifteen Thousand Dollars and No Cents (\$215,000.00), with each town and city contributing the amounts set forth below for a total contribution of Sixty-Five Thousand Seven Hundred Fifty Dollars and No Cents (\$65,750.00) of the Project Cost. The

remainder will be contributed by the County for the twenty-nine (29) square miles of service area outside of the municipalities.

3. COUNTY RESPONSIBILITIES. The County shall be the coordinating entity and the contracting and fiscal authority for the Project. The County's responsibilities shall include the creation of the Request For Proposals ("RFP"), management of the RFP process, selection of the contractor and management of the contract. The County shall pay an amount not to exceed One Hundred Forty-Nine Thousand Two Hundred Fifty Dollars and No Cents (\$149,250.00) of the total Project Cost of Two Hundred Fifteen Thousand Dollars and No Cents (\$215,000.00), unless emergency services are required.

4. GLENWOOD SPRINGS RESPONSIBILITIES: Glenwood Springs shall be responsible for payment to the County of \$6,800.00.

5. CARBONDALE RESPONSIBILITIES: Carbondale shall be responsible for payment to the County of \$9,000.00.

6. RIFLE RESPONSIBILITIES: Rifle shall be responsible for payment to the County of \$24,600.00.

7. SILT RESPONSIBILITIES: Silt shall be responsible for payment to the County of \$6,600.00.

8. NEW CASTLE RESPONSIBILITIES: New Castle shall be responsible for payment to the County of \$7,450.00.

9. PARACHUTE RESPONSIBILITIES: Parachute shall be responsible for payment to the County of \$11,300.00.

10. PARTY RESPONSIBILITIES: All parties to this IGA shall cooperate with and assist the independent contractor chosen by the County to perform the work of the Project.

11. REMEDIES. If any of the cities or towns, identified in Paragraphs 4 through 9 above, fails to perform their payment obligation(s), the County may assume responsibility for the defaulting payment(s), and all other obligations of this IGA shall remain in full force and effect.

12. CONTRACT AWARD. The contract anticipated to define the Scope of Work needed for the Project shall be awarded by Garfield County pursuant to the terms of its Procurement Manual. The Notice to Proceed may be awarded prior to the payment obligations of the municipalities and towns being met.

13. INDEMNIFICATION. The parties acknowledge each is subject to the constitutional prohibitions against indemnification in Colo. Const. art XI, § 1. Neither can indemnify the other.

Nothing herein shall be interpreted as a waiver of governmental immunity to which each party would otherwise be entitled under Section 24-10-101, *et seq.*, C.R.S., as amended.

14. APPROPRIATION. This IGA is contingent upon appropriation and budgeting for the costs required for the Project. Should any party fail to appropriate or have available sufficient funds to pay for the costs of its obligations set forth herein, this IGA shall be considered of no force or effect, except to the extent that the County has assumed the obligations of another party, as set forth herein. This IGA is not intended to, nor does it create a multi-year fiscal obligation as defined by Section 20, Article X of the Constitution of the State of Colorado.

15. EFFECTIVE DATE. This IGA shall be effective January 1, 2025 through December 31, 2025, no matter the date of execution.

16. AMENDMENT. This IGA may be amended by the parties solely through a written agreement signed by each.

17. FACSIMILES AND COUNTERPARTS. This IGA may be signed in counterparts, and facsimile signatures may be substituted for original signatures.

18. GOVERNING LAW. The laws of the State of Colorado shall govern the validity, performance and enforcement of this IGA. Venue for any action instituted pursuant to this IGA shall lie in Garfield County, Colorado.

19. AUTHORITY. Each person signing this IGA represents and warrants that said person is fully authorized to enter into and execute this IGA and to bind the party represented to the terms and conditions hereof.

20. NOTICE. All notices required under this IGA shall be in writing and shall be hand delivered or sent by registered or certified mail, return receipt requested, postage prepaid to the addresses of the parties set forth below. Notice addresses may be changed without amendment to this IGA.

Notice to County:

Board of County Commissioners
Attn: County Manager
108 8th Street, Suite 101
Glenwood Springs, CO 81601
Phone: (970) 945-5004
Fax: (970) 945-7785

Notice to Glenwood:

City of Glenwood Springs
Attn: City Manager
101 W. 8th St.
Glenwood Springs, CO 81601
Phone: 384-6400

Notice to Carbondale:	Town of Carbondale Attn: Town Manager 511 Colorado Avenue Carbondale, CO 81623 Phone: (970) 963-2733 Fax: (970) 963-9140
Notice to Rifle:	City of Rifle Attn: City Manager 202 Railroad Avenue P.O. Box 1908 Rifle, CO 81650 Phone: (970) 625-2121
Notice to Silt:	Town of Silt Attn: Town Administrator 231 N. 7 th St., Box 70 Silt, CO 81652 Phone: (970) 876-2353
Notice to New Castle:	Town of New Castle Attn: Town Administrator 450 W. Main P.O. Box 90 New Castle, CO 81647 Phone: (970) 984-2311
Notice to Parachute:	Town of Parachute Attn: Town Administrator 222 Grand Valley Way Box 100 Parachute, CO 81635 Phone: (970) 285-7630

REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY

ATTEST:

**BOARD OF COUNTY COMMISSIONERS
OF GARFIELD COUNTY, COLORADO**

Clerk to the Board

By: _____
Chairman

Dated: _____

ATTEST:

**CITY OF GLENWOOD SPRINGS,
STATE OF COLORADO**

City Clerk

By: _____
Mayor

Dated: _____

ATTEST:

**TOWN OF CARBONDALE
STATE OF COLORADO**

Town Clerk

By: _____
Mayor

Dated: _____

ATTEST:

**CITY OF RIFLE
STATE OF COLORADO**

City Clerk

By: _____
Mayor

Dated: _____

ATTEST:

**TOWN OF SILT
STATE OF COLORADO**

Town Clerk

By: _____
Mayor

Dated: _____

ATTEST:

**TOWN OF NEW CASTLE
STATE OF COLORADO**

Town Clerk

By: _____
Mayor

Dated: _____

ATTEST:

**TOWN OF PARACHUTE
STATE OF COLORADO**

Town Clerk

By: _____
Mayor

Dated: _____

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City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item:	Award Request for Proposal (RFP) 2025-17P Wulfsohn Road and Intersection Improvements
Action Requested:	Award of the Wulfsohn Road and Midland Avenue Intersection Improvements
Department:	Engineering
Presented By:	Matthew Langhorst
Strategic Goals:	Preserve and Improve Infrastructure Ensure Public Safety
Background Info:	Cross traffic at the intersection of Wulfsohn/Midland has stops signs (i.e. on Wulfsohn and at the Midland Center) and it is becoming more challenging to enter onto Midland. With the BLD development and RFTA's new transit center and administration building coming on-line, congestion is projected to only get worse. A comprehensive traffic study that was completed in January 2023 recommends this intersection be improved and recommends that a roundabout is the best solution. In 2024, the City contracted with SGM from Glenwood Springs and MTJ Roundabout Engineering from Madison WI to develop a conceptual roundabout design which progressed the design to approximately the 20% level. The City issued an RFP to complete the roundabout and intersection improvement design and develop construction level documents. The design will include: 1. Design of a two-lane roundabout that will initially be configured as a one-lane roundabout. The roundabout will be able to expand to a two-lane roundabout if/when the demand is there. The design will include signage and striping. 2. Design of a stormwater system with water quality treatment elements to manage and treat water from the roadway and roundabout 3. Design of surface pedestrian crossings 4. Design of lighting and other utilities
Issues:	The design will upgrade the intersection and will improve traffic flow and reduce traffic congestion, provide traffic calming by slowing vehicles on Midland, provide safer pedestrian and bike crossings.
Fiscal Impact:	The City received 4 bids ranging from \$249,000 to \$490,000. Staff reviewed all 4 and found that all were valid. The project is under the approved 2025 budgets through the Street and Infrastructure Tax, the Water Department and Electric Department.
Legal Review:	Legal will review the contract language.
Staff Recommendation:	Staff is recommending Approval to Award Request for Proposal (RFP) 2025-17P Wulfsohn Road and Intersection Improvements to V3 Companies out of Littleton CO for the bid amount of \$249,256.



Response to RFP# 2025-17P

Submitted April 7, 2025

City of Glenwood Springs

Wulfsohn Road & Midland Avenue Intersection Improvements

2025

V3 COMPANIES

2650 W Belleview Ave, Ste D-100
Littleton, CO 80123



CONTACT PERSON

Noah J. Nemmers, P.E.
Regional Manager
303.482.7712
nnemmers@v3co.com

www.v3co.com

Letter of Transmittal

April 7, 2025

City of Glenwood Springs
Engineering Department
101 West 8th Street
Glenwood Springs, CO 81601

Dear Members of the Selection Committee,

As champions of engineering excellence and innovation, V3 has been a major presence in Glenwood Springs for over 20 years, starting with our local experience designing the Glenwood Meadows Retail Center. That work included portions of Wulfsohn Road and the roundabouts at West and East Meadows Drive, as well as the design for several major anchor stores.

We are honored to submit our proposal for the Wulfsohn Road and Midland Avenue Intersection Roundabout project, a project that aligns perfectly with our mission to empower communities and drive positive transformations.

WHY V3?

- **Champion:** Our Project Manager has excelled in roundabout design and infrastructure development for municipalities and master plan developments, completing over a dozen high-profile roundabouts across Colorado. Three similar roundabouts are included in our reference projects.
- **Visionary:** Our team of experts and innovators bring a wealth of roundabout design, subsurface utility engineering, and drainage expertise to every project.
- **Excellence:** We are committed to delivering top-notch quality and exceeding expectations.
- **Trailblazer:** We strive to make a significant impact in the communities we serve, building long-term relationships, and fostering growth and development.

We are confident that our proposal for the Wulfsohn Road and Midland Avenue Intersection Roundabout project will not only meet but exceed your expectations. Our unique approach will benefit the project by ensuring efficient, innovative, and sustainable solutions. We look forward to the opportunity to collaborate with the City of Glenwood Springs and make a lasting difference together.

Thank you for considering V3 for this important project. Please feel free to contact me at nnemmers@v3co.com or 303.482.7712 if you have any questions or require further information.

Sincerely,

Noah J. Nemmers, P.E.
Regional Manager/Project Manager

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1 | About Us



12
OFFICES

1983
FOUNDED

416
EMPLOYEES

SERVICES

- Construction Engineering
- Highways & Traffic
- Water Resources
- Wetlands & Ecology
- Landscape Architecture
- Railroads
- Structural
- Geosciences
- Environmental
- Site Civil
- Planning
- Surveying
- Construction Management

VISIO, VERTERE, VIRTUTE ...
the vision to transform with excellence

ACKNOWLEDGMENT OF ADDENDA
We acknowledge the receipt of questions and answers from rounds one and two.



V3: Your Partner in Overcoming Challenges

V3 is your partner in pushing past obstacles to reimagine our built and natural world. With nearly 20 different engineering and design specialties all under one roof, there's no challenge we can't conquer. Founded in 1983, V3 Companies embodies the vision to transform with excellence. Our name represents three Latin "V" words – "Visio," "Vertere," "Virtute." Driven by the mindset of 'how' instead of 'no,' we unite our talents to support projects at every stage. We address real-world infrastructure and environmental challenges to create meaningful change.

We empower our people with the skills and spirit to achieve their goals. Our focus on client service fosters communication, builds long-term relationships, and ensures seamless, coordinated execution. As an employee-owned firm, our commitment to excel on your project is deeply personal. This ownership structure empowers our team to serve you with dedication and care.

Roundabout Expertise Across Colorado

Our team's extensive experience in roundabout design spans numerous locations throughout Colorado, including Glenwood Springs. We utilize the latest roundabout design tools, including Rodel and TORUS, to create well-designed roundabouts backed by robust performance data. Our project manager has recent SUE experience from the Blake Avenue construction project, ensuring our team understands the City's goals to minimize utility disruptions. This proposal includes three high-profile roundabout projects examples that showcase our ability to overcome challenges and deliver successful outcomes, along with the references for each.

Commitment to Glenwood Springs

V3 Companies has a rich history of project work in Glenwood Springs. Our multidisciplinary engineering firm, with 12 office locations across the US and Canada, is equipped with over 400 highly skilled employees. Our capabilities span civil engineering, surveying, environmental services, construction management, and more. We are dedicated to delivering innovative and sustainable solutions that address the unique needs of each project, ensuring successful outcomes for our clients.

Comprehensive Turnkey Solution

For this intersection design, we offer a full suite of surveying, subsurface utility engineering, and civil design services. Our expertise in roundabouts and SUE is spearheaded by our Project Manager, Noah Nemmers. We have partnered with Ninyo & Moore to provide geotechnical services for this project. Their statewide expertise in geologic research, site reconnaissance, subsurface exploration, laboratory testing, and roundabout pavement design will be invaluable. We acknowledge MTJ's preliminary design effort and have collaborated with MTJ on roundabouts nationwide. Our team's extensive experience in roundabout design and management, combined with our local knowledge and turnkey solutions, positions V3 as your ideal partner.

We are dedicated to providing responsive and expert project management, effective communication, and ensuring maximum value for the City of Glenwood Springs. We look forward to driving the success of the Wulfsohn Road and Midland Avenue Intersection Improvements project, empowering the community with our unwavering commitment and innovative solutions. Thank you for considering our proposal.



2 | Bid Specifics

2.1 Project Approach

At V3 Companies, we have thoroughly reviewed the 25% design plans prepared by MTJ and the key points from the Glenwood Meadows Master Traffic Study. Our assessment confirms that the preliminary design is compliant with all relevant standards and regulations. We have a history of successful collaboration with MTJ on previous roundabout projects, and we trust their expertise and attention to detail. However, we understand that accurate survey data is crucial to identify potential conflicts with utilities and adjacent property owners. Our team will ensure that the design accounts for future re-striping for two-lanes, approach grades and other critical factors to deliver a seamless and efficient roundabout.

We approach this project with an owner’s mentality, acting as a trusted advisor and extension of the City of Glenwood Springs staff. Our goal is to provide the City with the highest level of service and expertise, ensuring that the project is executed to the highest standards. We are committed to transparent communication, responsive project management, and delivering maximum value for the City.

Overall Philosophy

Our approach to the Wulfsohn Road and Midland Avenue Intersection Roundabout project is grounded in our extensive experience and commitment to delivering exceptional results. We are dedicated to minimizing the impact on adjacent properties and existing utilities, and seeking unique solutions to drainage challenges to reduce construction costs and future maintenance. Our philosophy is to provide innovative and proven solutions that enhance traffic flow, safety, and overall community well-being.

Goals & Methodology

Our primary goal is to advance the current conceptual design to construction-ready bid

documents while ensuring compliance with all relevant standards and regulations. We utilize state-of-the-art roundabout design tools, including Rodel and TORUS, to create roundabouts that are well-designed and backed by robust performance data. Our methodology includes:

- **Stakeholder and City Communication:** Holding weekly meetings with the City project manager and other key City staff, and if needed in-person stakeholder meetings at project kick-off, 50% review, and 90% review, roughly every two months. This ensures transparent communication, responsive project management, and active stakeholder engagement throughout the project.
- **Accurate Survey Data Collection:** Utilizing public records and conventional survey instruments to locate benchmarks, section corners, ROW widths, and other survey control monuments. This ensures precise boundary and topographic surveys, which are critical for identifying potential conflicts with utilities and adjacent property owners.
- **Subsurface Utility Engineering (SUE):** Implementing a detailed SUE approach that complies with Colorado Senate Bill 18-167 and ASCE 38-22 standards. This involves geophysical investigations, precise utility data capture, and conflict analysis to minimize utility disruptions and streamline project execution.
- **Drainage Design:** Conducting hydrologic and hydraulic investigations to evaluate existing drainage conditions and develop design solutions for stormwater management. This includes designing new drainage structures, detention basins, and stormwater conveyance systems.
- **Roundabout Design:** Leveraging Rodel and TORUS software to optimize roundabout geometry, channelization, and traffic flow. This ensures that the roundabout accommodates various vehicle types, including buses and bicycles, while maintaining ADA compliance.



Utility Conflicts: The presence of numerous utilities, including force mains, waterlines, gas lines, electrical lines, and telecommunication lines, poses a significant challenge. This requires a careful phased SUE investigation approach in compliance with CDOT standards to minimize relocations and disruption.

Innovative Survey Techniques: Utilizing advanced survey technologies, and geophysics for locating utilities we will enhance the accuracy and efficiency in locating utility conflicts. Our SUE approach will identify and resolve conflicts through hydrovac excavation and precise utility mapping.

Storm Drainage Deficiency and Property Impact: The intersection lacks storm drainage structures, with the nearest system over 1,100 feet west and the project impacts a private property to the northeast.

Stormwater Detention Plan: Evaluate the City-owned property to the northeast for stormwater detention and a possible shared detention system benefiting both the current project and future development, while avoiding extensive off-site storm costs.

Approach Grades: The design must account for approach grades to ensure smooth and safe transitions for all users. Our team will conduct thorough geotechnical investigations and provide detailed recommendations for pavement sections and grading.

Sight Distance: This is a crucial aspect for the safety and efficiency of roundabouts. We propose implementing design adjustments to optimize sight distance, which may include adjusting vertical curves and incorporating advanced grading techniques.

Traffic Conflicts and Accident History: The intersection of Midland Avenue and Wulfsohn Road has been identified as a high-risk area with concerns about vehicle speeds and pedestrian safety. A pedestrian fatality occurred at this intersection, highlighting the need for improved safety measures.

Robust Roundabout Design Tools: Leveraging the capabilities of Rodel and TORUS software to create roundabouts that are optimized for traffic flow, safety, and performance. This includes detailed geometric design, channelization, and lane path optimization.

Existing Bus Stop: There is an existing Ride Glenwood public transit stop located at the NW corner of the intersection for Midland Center. Our team will coordinate with RGS as a stakeholder.

Proposed Bus Stop: V3 will ensure that the bus pad is out of the travel lane so that traffic is not disrupted, ensure that the bus pad pavement section is sufficient to accommodate the use and is easily accessible to pedestrians.



2.2 Scope of Work

The services below are being provided on a not-to-exceed basis, broken into each design subsection of work to be performed and further detailed on the accompanying budget worksheet.

Survey Initiation & Mapping

V3’s in-house survey team will commence work by utilizing public records to locate benchmarks, section corners, range points, ROW widths, and other survey control monuments within and adjacent to the project limits. The survey will be based on Colorado state plane coordinates unless otherwise directed. We anticipate using conventional survey instruments—including total stations, GNSS receivers, and automatic levels—to accurately locate boundary monuments, manholes, utility markings, and other planimetric features. All field and drafting work will adhere to best surveying practices and be conducted under the supervision of a Colorado Professional Land Surveyor.

Subsurface Utility Engineering (SUE) – Phase 1 – QLB Utility Designation

Our SUE team will ensure full compliance with Colorado Senate Bill 18-167 and ASCE 38-22 standards through a detailed SUE approach that minimizes utility conflicts and streamlines project execution. The initial phase will locate all utilities within the limits of the project to Quality Level B so that our designers can work to avoid impacts and conflicts where possible. Below are the key steps to our approach.

- **SUE Request:** Submit through 811 under a licensed professional engineer.
- **Geophysical Investigation:** Geophysical marks on detectable utilities.
- **Survey & Mapping:** V3 captures precise utility data for high-accuracy maps.

- **Initial SUE Plan Set:** Prepare a SUE sheet that is ASCE 38-22 compliant, signed by a Professional Engineer to be included in the 50% Design Plan Set.

Soils Reports & Pavement Design

Ninyo & Moore will perform geotechnical investigations to assess soil conditions. This includes advancing exploratory borings to depths of approximately 10 to 15 feet below the ground surface using truck-mounted drill rigs equipped with solid-stem augers. Conduct laboratory testing to evaluate relevant engineering characteristics of the soil, including in-place moisture and density, particle size analysis, Atterberg limits, swell-consolidation, California bearing ratio, water-soluble sulfates, and soil corrosivity. Prepare detailed soils reports that include the results of field and laboratory analyses, vicinity maps, plans showing boring locations, boring logs, geologic hazards, narrative descriptions of surface and subsurface conditions, laboratory test results, and geotechnical recommendations related to earthwork, excavation considerations, temporary excavations and shoring, alignment grading, fill placement and compaction, utility installation, soil corrosivity, water-soluble sulfates and concrete, roundabout pavement sections, exterior flatwork, and surface drainage. Calculate pavement loading and design appropriate pavement sections based on the geotechnical findings and anticipated traffic volumes.

Preliminary Construction Drawings, Specifications, & Estimate (50% Design)

Develop preliminary construction drawings that outline the design of the roundabout and associated infrastructure. This includes layout plans, grading plans, drainage plans, utility plans, and traffic control plans. Prepare preliminary specifications that detail the materials, construction methods, and quality standards to be used for the project. Provide a

preliminary construction cost estimate based on the design and specifications. This estimate will include itemized costs for each design subsection of work to be performed.

Drainage Reports & Design

Evaluate existing drainage conditions, including surface water flow patterns, drainage structures, and potential flood risks. Conduct hydrologic and hydraulic investigations and analysis to determine the capacity and performance of existing drainage systems. Develop drainage design solutions that address identified issues and improve stormwater management. This includes designing new drainage structures, detention basins, and stormwater conveyance systems. Prepare comprehensive drainage reports that include recommendations for managing stormwater, preventing flooding, and ensuring compliance with local regulations. The Drainage Design will be performed concurrently with the Preliminary Construction Drawings and delivered as a Preliminary Drainage Report. This report will be updated to a Final Drainage Report to be delivered with the Final Construction Drawings.

Subsurface Utility Engineering (SUE) – Phase 2 – QLA Utility Designation (at 50% Design)

The V3 team will identify conflict locations with proposed gravity system crossings that are included with the 50% design. We understand there are a substantial number of utilities including force mains, waterlines, gas lines, electrical lines and telecommunication lines. We will strive to avoid conflicts but have assumed 15 potholes to properly identify and resolve conflicts so that we may relocate a minimal number of utilities as we understand existing utilities are all main line runs. Below are the key steps to our approach.

- **Conflict Identification:** Analyze preliminary design for utility conflicts with gravity sewers to set pothole locations.
- **Traffic Control Compliance:** Establish Traffic Control and secure permits and approvals from Glenwood Springs.
- **Test Holes & Data Collection:** Hydrovac excavation to expose utilities to note depth and confirm size and material.
- **Pavement & Site Restoration:** Backfill and restore test hole locations to city specifications.
- **Deliverables:** Data-Driven Decision-Making using pothole data.
- **Conflict Analysis & Resolution:** Develop conflict matrix with strategic solutions.
- **Final SUE Plan Set:** ASCE 38-22 compliant, signed by a Professional Engineer, includes photo log and comprehensive documentation to be included in the Final Construction Drawings.

Final Construction Drawings, Specifications, & Estimate

Refine and finalize the construction drawings based on feedback from stakeholders and further analysis. Ensure that all design elements are accurately represented and meet project requirements. Prepare final specifications that incorporate any changes or updates from the preliminary phase. Ensure that the specifications are comprehensive and clearly define the scope of work, materials, and construction methods. Provide a final construction cost estimate that reflects the completed design and specifications. This estimate will be detailed and include all anticipated costs for the project. Design lighting and controls for the intersection, including overhead street lighting and pedestrian crossing elements.

3 | Budget Estimate

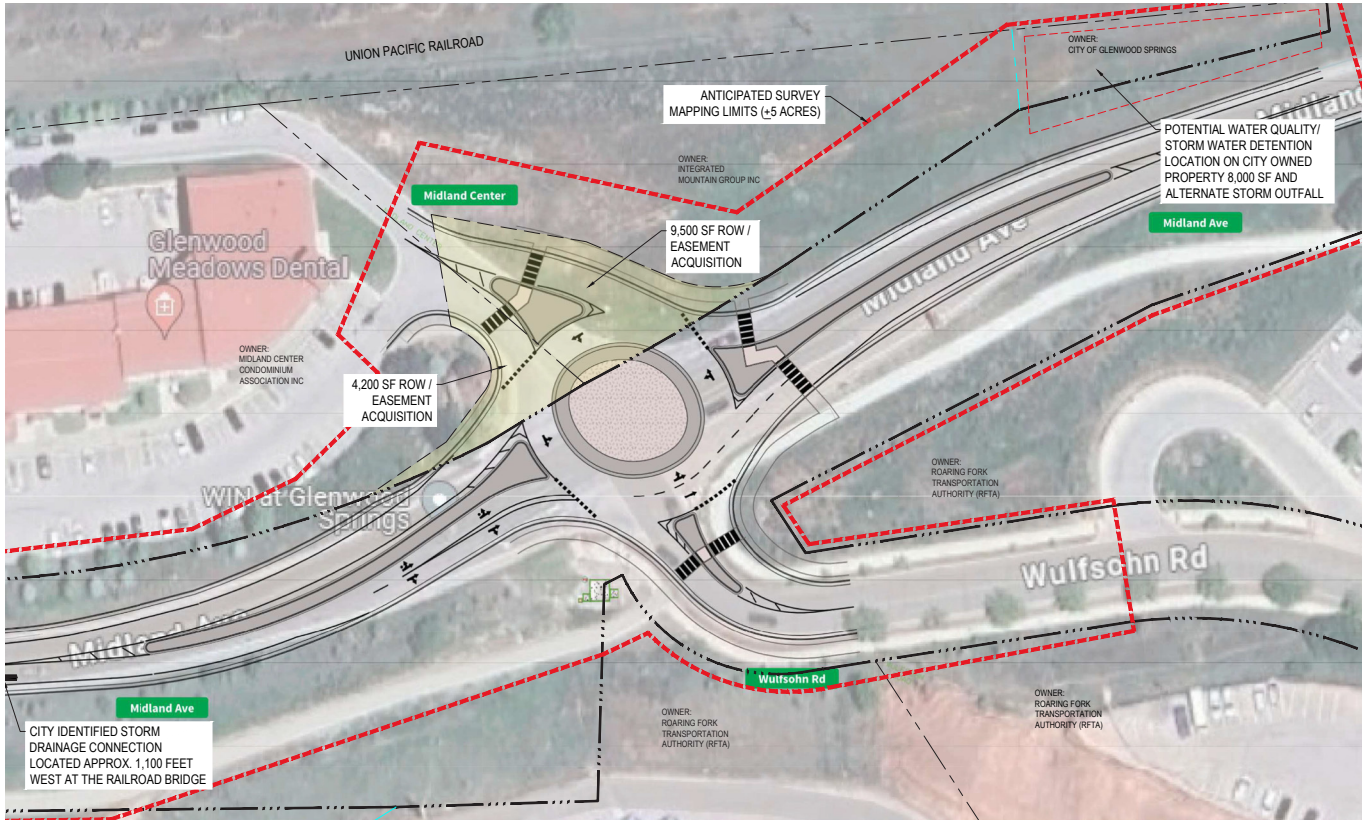
Deliverables

50% DELIVERABLE:

- SUE (Subsurface Utility Engineering Plan) meeting CDOT requirements
- Original stamped field survey/existing conditions mapping with topography, roadway, utility information, and all right of way, easements, encumbrances, exceptions, property line information, existing monumentation, and control
- Roundabout design and utility plan and profile sheets
- Erosion control plan
- Geotechnical investigation and report
- Preliminary drainage analysis and report
- Preliminary estimate of construction costs

90% DELIVERABLE:

- Final SUE plan
- Final field survey/existing conditions mapping
- Final roadway and utility plan and profile sheets
- Final erosion control plan
- Final Roadway Lighting Plan
- Final geotechnical investigation and report
- Final drainage analysis and report
- Property restoration plans
- Final estimated construction costs
- CONSTRUCTION PHASE (IF REQUESTED):
 - Address all questions during the bid process and help write addenda if necessary
 - Provide construction administration and project management, including field construction documentation and continuous full-time field inspection



Wulfsohn Rd & Midland Roundabout
BUDGET WORK SHEET

Prepared by: Noah Nemmers

V3 Companies, Ltd.

4-Apr-25		RATES AND HOURS								SUBCONTRACTORS		SUMMARY ITEMS			
TASKS AND COMPONENT		STAFF:	Noah Nemmers, PE	Matt Kwiatkowski, PLS	Andrew Regnery, PE	Survey Crew	CAD Tech	Elora Hsu	Total Hrs.	Total Fee	Ninjo	SUE	Total Fee	Reimb Exp.	Fee & Exp. Phase Total
		ROLE:	SPM	PM II	PE I	SC	Civil Design II	Traffic Engineer			Lump Sum	Lump Sum			
RATES (2025):			\$215.00	\$200.00	\$190.00	\$235.00	\$115.00	\$190.00							
1. Project Initiation and Mapping															
Kick-off meeting with stakeholders			2		2				4	\$810	\$19,995	\$4,340	\$810		\$56,780
Project Management Plan			2						2	\$430			\$430		
Designating Roundabout Site Utilities				1					1	\$200		\$2,450	\$2,650		
Roundabout Topographic survey			1	14		28	42		85	\$14,425			\$14,425		
Off-Site Storm Designating Utilities				1					1	\$200		\$1,890	\$2,090		
Of-Site Storm Topographic survey			1	10		20	28		59	\$10,135			\$10,135		
Geotechnical Soil Investigation and Report			1						1	\$215	\$19,995		\$20,210		
Meeting Agenda and Minutes			2						2	\$430			\$430		
Title Reports (7 Parcels)															
Est. Reimbursable Expenses:														\$5,600.00	
2. Preliminary Construction Drawings (50%)															
Cover Sheet			0.5		2		7	0.5	10	\$1,388			\$1,388		\$103,118
Legend & Abbreviations			0.5		2		7	0.5	10	\$1,388			\$1,388		
Notes and Materials			1		1		7	0.5	9.5	\$1,305			\$1,305		
Preliminary Roadway Sections			2		8		14	0.5	24.5	\$3,655			\$3,655		
Summary of Quantities			1		4		7	0.5	12.5	\$1,875			\$1,875		
Survey Control and Ownership Map			0.5	6	2	8	7	0.5	24	\$4,468			\$4,468		
Subsurface Utility Engineering - QLB Plan Signed and Sealed			3	5	0.5		18	0.5	27	\$3,905			\$3,905		
Overall Site and Hardscape Plan			2		6		14	1	23	\$3,370			\$3,370		
Geometry Plan			1		6		14	1	22	\$3,155			\$3,155		
Demolition Plan			0.5		4		8	1	13.5	\$1,978			\$1,978		
Wulfsohn Rd Plan and Profile			0.5		3		18	1	22.5	\$2,938			\$2,938		
Midland Ave Plan and Profile			2		3		18	1	24	\$3,260			\$3,260		
Grading Plan Sheets (4)			3		10		18	1	32	\$4,805			\$4,805		
Overall Utility Plan			2		6		9	1	18	\$3,140			\$3,140		
Roundabout Storm Line Plan and Profiles (2)			2		8		12	1	23	\$3,520			\$3,520		
Off-Site Storm Plan and Profile (6)			5		40		50	1	96	\$14,615			\$14,615		
Erosion and Sediment Control Plan - Initial/Interim			1		5		8	0.5	14.5	\$2,180			\$2,180		
Erosion and Sediment Control Plan - Final Restoration			1		5		8	0.5	14.5	\$2,180			\$2,180		
Signing and Striping Plan			1		5		8	1	15	\$2,275			\$2,275		
Lighting Plan			2		5		8	0.5	15.5	\$2,490			\$2,490		
Construction Phasing Plan			2		5		7	1	15	\$2,375			\$2,375		
Preliminary Drainage Report and Design			1		40		18		59	\$9,885			\$9,885		
Opinion of Cost			2		2			1	5	\$1,000			\$1,000		
SUE - 15 Potholes (2 Days) w/Traffic Control			3	2			16		5	\$2,885		\$17,150	\$20,035		
Weekly Meetings and Management			9						9	\$1,935			\$1,935		
Est. Reimbursable Expenses:														\$0.00	
3. 90% Construction Drawings, Specs, and Estimate															
Cover Sheet			0.5		1		2	0.25	3.75	\$575			\$575		\$78,775
Legend & Abbreviations			0.5		1		2	0.25	3.75	\$575			\$575		
Notes and Materials			0.5		2		2	0.25	4.75	\$765			\$765		
Final Roadway Sections			2		3		8	0.25	13.25	\$1,968			\$1,968		
Details			0.5		2		4	0.25	6.75	\$995			\$995		
Summary of Quantities			1		3		4	0.25	8.25	\$1,293			\$1,293		
Survey Control and Ownership Map			0.5	7	1		8	0.25	16.75	\$2,665			\$2,665		
Subsurface Utility Engineering - QLA Plan Signed and Sealed			2	3	0.5	9	8	0.5	23	\$4,255			\$4,255		
Overall Site and Hardscape Plan			0.5		3		18	0.5	22	\$2,843			\$2,843		
Geometry Plan			0.5		2		18	0.5	21	\$2,653			\$2,653		
Demolition Plan			0.5		2		8	0.5	11	\$1,503			\$1,503		
Wulfsohn Rd Plan and Profile			1		4		12	0.5	17.5	\$2,450			\$2,450		
Midland Ave Plan and Profile			1		4		12	0.5	17.5	\$2,450			\$2,450		
Cross Sections (8)			3		4		32	0.5	39.5	\$5,180			\$5,180		
Curb Profiles			1		12		24	0.5	37.5	\$5,350			\$5,350		
Curb Ramp and Bus Pull Out Details			2		6		12	0.5	20.5	\$3,045			\$3,045		
Overall Utility Plan			2		3		6	0.5	11.5	\$1,785			\$1,785		
Grading Plan Sheets (2)			3		6		12	0.5	21.5	\$3,260			\$3,260		
Roundabout Storm Line Plan and Profiles (2)			2		6		12	0.5	20.5	\$3,045			\$3,045		
Off-Site Storm Plan and Profile (6)			4		14		32	0.5	50.5	\$7,295			\$7,295		
Erosion and Sediment Control Plan - Initial/Interim			0.5		3		9	0.25	12.75	\$1,760			\$1,760		
Erosion and Sediment Control Plan - Final Restoration			0.5		3		9	0.25	12.75	\$1,760			\$1,760		
Signing and Striping Plans (3)			1		5		12	0.5	18.5	\$2,640			\$2,640		
Lighting Plans (4)			0.5		5		12	0.5	18	\$2,533			\$2,533		
Construction Phasing Plan			1.5		5		8	1.25	15.75	\$2,430			\$2,430		
Final Drainage Report and Design			1		24		8		33	\$5,695			\$5,695		
Project Specifications			1		12				13	\$2,495			\$2,495		
Stormwater Management Plan			1		4				5	\$975			\$975		
Opinion of Cost			1		1				2	\$405			\$405		
ROW Legal Descriptions (2)			1	8					9	\$1,815			\$1,815		
Weekly Meetings and Management			8						8	\$1,720			\$1,720		
Two Full Size Plan Sets															
Est. Reimbursable Expenses:														\$600.00	
4. Final Construction and Bid Docs															
Finalization of all design elements			4		16		16		36	\$5,740			\$5,740		\$11,228
Signed and Sealed Specifications			2		6				8	\$1,570			\$1,570		
Final Opinion of Cost			0.5		1				1.5	\$298			\$298		
Signed and Sealed Final Construction Documents			1		4				5	\$975			\$975		
Assist with responses to bid questions and addendum			1		6				7	\$1,355			\$1,355		
Weekly Meetings and Management			6						6	\$1,290			\$1,290		
Est. Reimbursable Expenses:														\$0.00	
Reimbursable Expenses															TOTAL FEE
TOTALS			117	57	349	65	681	28	1276	\$202,215	\$19,995	\$21,490	\$243,700	\$6,200	\$249,900
Percentage of Total:			9.2%	4.5%	27.4%	5.1%	53.4%	2.2%		80.9%	8.0%	8.6%			

4 | Project Timeline

2025-17P

Wulfsohn Rd & Midland Ave

V3 Companies

Project start: **Wed, 5/7/2025**[illegible]

5 | Staffing Resources

Our team comprises highly qualified professionals with extensive experience in roundabout design, utility coordination, traffic control, and drainage design. Each member brings unique expertise and a proven track record in their respective fields, ensuring the successful delivery of the project. Together, we are committed to providing innovative solutions and maintaining the highest standards of quality and efficiency.



Noah Nemmers, P.E.

PROJECT MANAGER

Noah will oversee the entire project, ensuring efficient and effective management of all aspects. He will coordinate with stakeholders, manage the project timeline, and ensure the project stays within budget. His extensive experience in roundabout design and infrastructure development will be invaluable in delivering a successful project.

Qualifications:

- Licensed Professional Engineer (PE): Colorado, No. PE.39820
- Licensed Professional Land Surveyor (PLS): Illinois No. 35003640 (Inactive)
- Certifications: ACEC Subsurface Utility Engineering for Governmental Agencies
- Education: Bachelor of Science in Civil Engineering, Southern Illinois University Carbondale, 1999

Experience:

- 11 years with V3; 20 years in Colorado



Andrew Regnery, P.E.

LEAD CIVIL DESIGNER & DRAINAGE ENGINEER

Andrew will be responsible for the design of the roundabout and associated infrastructure, including layout plans, grading plans, drainage plans, utility plans, and traffic control plans. His extensive experience in civil engineering and drainage system design will ensure that the project is designed efficiently and effectively.

Qualifications:

- Licensed Professional Engineer (PE): Illinois, No. 062-072270; Colorado, No. PE.0062652
- Education: Bachelor of Science in Environmental Engineering, Northwestern University

Experience:

- 6 years with V3; 10 years total
- Experience in the planning, design, and construction of water and wastewater infrastructure.
- His experience includes plan set and specification preparation for civil projects, drainage system design, utility impact reviews, and cost-benefit analyses for segmented, large-scale domestic and international infrastructure projects.
- Well-versed in the use of several engineering and design platforms including HEC-RAS, EPA-Net.
- Volunteer Work: Evans Scholars Foundation, Engineers Without Borders.



Matt Kwiatkowski, PLS

SURVEY MANAGER

Matt will oversee all surveying aspects of the project, including boundary surveys, topographic surveys, and drafting any legal descriptions for easements or right-of-way acquisition needs. His extensive experience in delivering high-precision survey solutions and managing field crews will ensure that the project is built on accurate and reliable survey data.

Qualifications:

- Licensed Professional Land Surveyor (PLS): Colorado, No. 38488; Wisconsin, No. 2523
- Education: Master of Science in Civil Engineering, Illinois Institute of Technology; Bachelor of Science in Civil Engineering, Northern Arizona University

Experience:

- 19 years with V3; 36 years total
- Experience in boundary, topographic, and construction surveying. Specializes in delivering high-precision survey solutions that support engineering design, construction, and transportation projects.
- Expertise includes utilizing the latest survey technologies, managing field crews, and overseeing quality control to ensure accurate and reliable survey data.
- Worked closely with public and private sector clients, ensuring projects meet regulatory requirements and industry best practices.



Elora Hsu, P.E.

QA/QC REVIEWER & LEAD TRAFFIC ENGINEER

Elora will be responsible for reviewing all project deliverables to ensure quality and compliance with project specifications. Elora will be also be responsible for analyzing traffic patterns, designing traffic control plans, and ensuring safe and efficient traffic flow during construction. Her extensive experience in transportation planning and traffic engineering will be invaluable in creating a balanced and safe environment for all users. Her

extensive experience in managing transportation projects and her technical expertise will be invaluable in maintaining high standards of quality throughout the project.

Qualifications:

- Licensed Professional Engineer (PE): Illinois, No. 062-063684
- Education: Bachelor of Science in Civil Engineering, University of Illinois at Chicago

Experience:

- 18 years with V3
- Extensive experience in managing a wide range of projects, including roadway, urban redevelopment, streetscape, roundabouts, traffic studies, and bicycle and pedestrian facilities.
- Preparation of Phase I studies, intersection design studies, geometric design, capacity and operational analyses, and preparation of contract documents, specifications, and cost estimates.
- Providing transportation-related services to municipalities throughout the Chicagoland area.



**Serkan Sengul, P.E., D.GE |
Geotechnical Manager**

Serkan will oversee all geotechnical aspects of the project, including soil investigations, laboratory testing, and preparation of geotechnical reports. His extensive experience in geotechnical evaluations and

his leadership in managing geotechnical services will ensure that the project is built on a solid foundation.

QUALIFICATIONS:

- **Licensed Professional Engineer (PE):** Colorado, No. PE.41782 (also registered in 10 other states)
- **Certifications:** Diplomate, Geotechnical Engineering (D.GE) by the Academy of Geo-Professionals (AGP)
- **Education:** Master of Science in Civil Engineering, University of Colorado Denver, 2010; Bachelor of Science in Civil Engineering, University of Colorado at Boulder, 2002

EXPERIENCE:

- 20 years experience in Colorado
- Responsible for the oversight and management of geotechnical engineering services provided by Ninyo & Moore's Colorado offices.
- Conducts forensic evaluations, investigations, and analyses for geotechnical projects.
- Directs and guides engineers and technicians in compiling and analyzing geotechnical data, provides supervision of construction materials testing projects, authors and reviews geotechnical reports, and provides technical guidance and support to the professional staff.
- Active member of the American Society of Civil Engineers (ASCE) and Colorado Association of Geotechnical Engineers (CAGE).



6 | Applicable Warranty Information

Our commitment to quality and excellence in design is reflected in our extensive portfolio of successful projects, including numerous roundabouts and infrastructure developments. Our team, led by Project Manager Noah Nemmers, P.E., has decades of experience in roundabout design and infrastructure development. We are dedicated to delivering precise and reliable plans and data through thorough field investigations and meticulous design processes. Our expertise in Subsurface Utility Engineering (SUE), geotechnical evaluations, civil engineering, surveying, and traffic engineering ensures that the project will be designed to the highest standards.

V3 Companies offers and agrees to provide the City of Glenwood Springs with the products and/or services described in our proposal, at the prices quoted therein, and to comply with all terms, conditions, and requirements set forth in the RFP documents.

V3 Companies represents and warrants that:

- We are a reputable company regularly engaged in providing the necessary products and/or services to meet the terms, conditions, and requirements of the RFP.
- We possess the necessary experience, knowledge, abilities, skills, and resources to satisfactorily perform the terms, conditions, and requirements of the RFP.
- We are fully informed about, and in full compliance with, all applicable federal, state, and local laws, rules, regulations, and ordinances.
- We understand the requirements and specifications set forth in this RFP and the terms and conditions outlined therein.
- All statements, information, and representations prepared and submitted in response to this RFP are current, complete, true, and accurate. We acknowledge that the City of Glenwood Springs will rely on such statements, information, and representations in selecting the successful bidder. If selected by the City, we will notify them immediately of any material changes in any matters regarding which we have made a statement or representation or provided information.

V3 Companies agrees to comply with all federal laws and regulations pertaining to Equal Employment Opportunities and Affirmative Action.

In accordance with Colorado HB21-1110, which strengthened the state's law for protection against discrimination against persons with disabilities, we ensure that all digital experiences provided by our company meet all applicable Level A and AA success criteria of the current non-draft version of the Web Content Accessibility Guidelines (WCAG).

7 | Reference Projects Overview

Below are three recent projects that highlight the Project Managers past roundabout work and our commitment to excellence:

NREL Roundabout & Research Road | Golden, CO

Reference: Bret Cummock, Program Director (NREL), 303.330.1426, Bret.Cummock@nrel.gov

Our Project Manager won an award for a Roundabout project that involved the final design and construction of the Moss Street Extension, now known as Research Road, serving NREL's Golden campus. The project included evaluating alternate alignments and coordinating with community stakeholders over several months. The design featured a new roundabout, ½ mile of new collector roadway, bus pads, new ADA-accessible sidewalks, and bike lanes.

KEY DESIGN ELEMENTS INCLUDE:

Roundabout Design and Construction: The new roundabout was a central feature of the project, designed to improve traffic flow and safety at the intersection. It required precise engineering to accommodate various vehicle types, including buses and bicycles, while ensuring ADA compliance.

Utility Relocation: Approval coordination was crucial for the relocation of water and sewer lines to facilitate the project. This involved close collaboration with local authorities and utility companies to ensure compliance with regulations and minimal disruption to services.

Bridge Construction: The project included the design and construction of a bridge over the Pleasantview Tributary. This bridge was designed to maintain a safe and efficient crossing for the traveling public, incorporating approach roadway reconstruction, guiderail and drainage improvements, pavement markings, and signage installations.

Traffic Control: Effective traffic control measures were implemented to maintain traffic flow and phase traffic for the duration of construction. This included clear signage, well-positioned barriers, and organized detour routes to minimize disruptions and ensure safety for both motorists and construction workers.

Floodplain Management: The road extension crossed through two floodplains, requiring Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) approvals through FEMA. These approvals ensured that the project met National Flood Insurance Program standards and effectively managed flood risks.

Traffic Maintenance: Ensuring continuous traffic flow and access to local businesses during construction through effective traffic control measures.

Erie Town Center Roundabouts | Erie, CO

Reference: Zachary Ahinga, Civil Engineer (Town of Erie), 303.926.2878, zahinga@erieco.gov.

This project involved the design and construction of two new roundabouts that are central to providing access to the new Town Center project. Our Project Manager led the design for both the North and South Roundabout Gateways, developing three design alternatives, finalizing one, and providing full construction design and cost estimates. The project scope included property acquisitions, pedestrian access, snow management, utility relocations, drainage analysis, and traffic control.

KEY DESIGN ELEMENTS INCLUDE:

Roundabout Design and Construction: The Erie North and South Roundabout Gateways were designed to enhance traffic flow and safety for the new Town Center. The design process involved developing three alternatives, selecting the optimal solution, and providing detailed construction designs and cost estimates.

Property Acquisitions: Acquiring the necessary properties for the roundabout construction was a critical component of the project. This required negotiations and coordination with property owners to ensure smooth acquisitions.

Pedestrian Access: Ensuring safe and accessible pedestrian pathways around the roundabouts was a

priority in an environment that expected to see high pedestrian volumes near local schools. The design included ADA-compliant sidewalks and crossings to facilitate pedestrian movement.

Snow Management: The roundabouts were designed with effective snow management strategies to ensure safe and clear roadways during winter conditions.

Utility Relocations: Coordinating the relocation of utilities was essential to the project. This involved close collaboration with utility companies and adherence to Subsurface Utility Engineering standards (ACSE 38). There were shallow 3-phase power lines, high pressure gas, and fiber duct banks that were able to be avoided.

Drainage Analysis: Comprehensive drainage analysis was conducted to ensure proper water management and prevent flooding around the roundabouts.

Traffic Control: Effective traffic control measures were implemented to maintain traffic flow during construction was key as we could not close traffic on County Line Road. This included clear signage, barriers, and detour pavement design to minimize disruptions and ensure safety.

Stakeholder Coordination: The project involved extensive coordination with stakeholders, including presentations to the Town of Erie Board of Trustees to secure approvals and support for the final design.

South Golden Road & West 12th Avenue Roundabout | Golden, CO

Reference: Don Guerra – Project Manager (Reva Development), 303.263.2105, don.guerra@revadevelopment.com.

Our Project Manager oversaw the roundabout design at South Golden Road and W 12th Ave. It improves traffic flow and safety at the intersection, while providing key access improvements to the new AVERE mixed-use development . South Golden Road experiences significant daily traffic, with approximately 16,000 vehicles per day. As

a designated multi-modal corridor, this area was required to meet Jefferson County’s future multi-modal transportation requirements, ensuring safe and efficient movement of pedestrians, bikes, busses, large trucks and cars.

KEY DESIGN ELEMENTS INCLUDE:
Subsurface Utility Engineering (SUE): Comprehensive SUE work was conducted to identify and manage existing utilities, including a major fiber duck bank ensuring minimal disruption during construction. This included mapping utilities to ASCE 38 standards and employing minimally intrusive excavation methods to determine precise utility locations.

Geometric Design: The roundabout features smooth curvature, channelization, and well-marked lane paths to facilitate easy navigation for all users. The design also includes splitter islands, a central island, and truck aprons to accommodate large vehicles.

Flooding Resolution: The roundabout design addressed flooding issues at the intersection by integrating stormwater detention basins and improved storm sewer systems. These enhancements tied into a major drainageway adjacent to the project, effectively managing runoff from a large off-site basin in an older section of town.

Storm Sewer Improvements: The storm sewer improvements involved replacing existing systems to enhance stormwater conveyance and reduce flooding risks. This included widening and deepening channels, installing new block retaining walls, and relocating utilities to accommodate the new infrastructure.

NOAH NEMMERS, P.E.
PROJECT MANAGER



Noah is the Denver Regional Office Manager overseeing multi-disciplinary transportation, infrastructure, energy, and large-scale land development projects. He has an advanced knowledge in sustainable design practices, regulatory compliance, and construction technology as well as an understanding of the land entitlement, planning, and regulatory process.

YEARS OF EXPERIENCE
V3: 11 | Total: 25

EDUCATION
Bachelor of Science, Civil Engineering,
Southern Illinois University
Carbondale

CONTINUING EDUCATION
ACEC Subsurface Utility Engineering
for Governmental Agencies

REGISTRATIONS
Professional Engineer: Colorado,
#PE.39820, 2005

Avere On South Golden, REVA Development Partners – Golden, Colorado | Project Manager for the due diligence and design for a mixed-use development spanning 14.4 acres. This project involves the assembly of five contiguous parcels east of the city limits along South Golden Road. The approved development includes 285 apartment units across two mixed-use buildings, 68 townhomes, and 20,000 sf of retail space, all complemented by a range of public and private amenities, such as a pool, fitness center, co-working space, green areas, and gathering spots. Key unique design features include a new roundabout as a main access to the community and frontage improvements along South Golden Road. This large infill site also required bypassing upstream stormwater, wetland mitigation, and condensing the stormwater detention footprint to allow for the urbanization of the property without impacting downstream drainage. *

Roundabout & Research Road, National Renewable Energy Lab – Golden, Colorado | Project Manager for the award-winning Moss Street Extension, now Research Road, serving NREL's campus. The project included evaluating alternate alignments and coordinating with community stakeholders and meetings spanning several months. The design not only included a new roundabout, but also ½ mile of new collector roadway, bus pads, new ADA accessible sidewalks, and bike lanes. The project also included a large

box culvert and a new bridge over the Pleasant View tributary and floodplain. Noah coordinated with multiple stakeholders, including the DOE, NREL, Pleasant View Water and San District and Jefferson County, to deliver a complex transportation solution. Key challenges included the maintenance of traffic along South Golden Road during construction, managing utility conflicts, designing floodplain crossings, and permitting through FEMA. The project also included construction management, surveying services, and right-of-way acquisition across five private properties.*

Collins 35 Roundabout Concept Plan, Town of Eaton – Eaton, Colorado | Project Manager for the design of a roundabout at the intersection of County Road 35 and County Road 74 (Collins Street) to enhance traffic safety and serve as a gateway into the Town of Eaton. Located within the Eaton School District, the project addresses the safety concerns of young drivers and students in the area. The roundabout also aims to function as a community focal point with the potential to showcase local student art. Noah coordination with multiple stakeholders, including the Town of Eaton, property owners, and Weld County, was central to the project's success. Also oversaw utility coordination and design in conformance with Subsurface Utility Engineering standards (ACSE 38) to ensure seamless coordination with the overall development.*

*Work performed at previous firm

ANDREW REGNERY, P.E.
LEAD CIVIL DESIGNER & DRAINAGE ENGINEER



Andrew is a Project Manager with experience in the planning, design, and construction of water and wastewater infrastructure. His experience includes plan set and specification preparation for civil projects, drainage system design, utility impact reviews, as well as cost benefit analyses for segmented, large-scale domestic, and international infrastructure projects. Andrew also has experience in environmental engineering including the requirements for conducting Phase I and II environmental site assessment projects. He is well versed in the use of several engineering and design platforms including HEC-RAS, EPA-Net, AutoCAD Civil 3D, Microstation, Hydraflow StormSewers, and Matlab.

YEARS OF EXPERIENCE

V3: 6 | Total: 10

EDUCATION

Bachelor of Science, Environmental Engineering, Northwestern University

CONTINUING EDUCATION

Red Vector HEC-RAS
PSMJ: Project Manager Bootcamp
Imagery Analysis in ArcGIS Pro

REGISTRATIONS

Professional Engineer:
▪ Illinois, #062-072270, 2020
▪ Colorado, #PE.0062652, 2023

LANGUAGES

English
French
Spanish

VOLUNTEER WORK

Evans Scholars Foundation
Engineers Without Borders

Maple Meadows Golf Preserve Improvements, Forest Preserve District of DuPage County – Wood Dale, Illinois | Project Manager for the 18-hole renovation to update aging infrastructure that serves the course, modify golf holes to enhance the playing experience, speed up pace of play, and improve the spacing and buffer between golf areas and the adjacent residential community. The project has several wetlands on site that must be protected during the renovation, and we are working to expand the presence of native grasses to reduce the area that must be irrigated.

Hebron Water System Model, Village of Hebron – Hebron, Ohio | Project Manager for the development of a water model to allow the Village to better manage their existing water assets and plan for future expansion needs. The model will allow for in-depth analyses for expansion alternatives, fire-flow capacity checks throughout the area, and better management of capital improvements. V3 also reviewed and updated the existing GIS data for the elements relevant to the water model.

Cantigny Golf Course Improvements, Quitno Golf Designs, Inc. – Wheaton, Illinois | Project Manager for the renovation of the 27-hole Cantigny Golf Course. Teamed with Quitno Golf Designs, the purpose of the almost 300-acre renovation is to revitalize the golf course and improve the playability from both the pace-of-play and drainage perspectives. Project includes stormwater and erosion control design and permitting services, wetland delineation and permitting services, as well as pre-design and as-built topographic survey. This is a complex project from both a phasing and permitting perspective because of the numerous wetlands, ponds, and tributaries on site.

MATT KWIATKOWSKI, PLS
SURVEY MANAGER



Matt is a Survey Group Leader with experience in boundary, topographic, and construction surveying. Matt specializes in delivering high-precision survey solutions that support engineering design, construction, and transportation projects. Throughout his career, Matt has worked closely with public and private sector clients, ensuring projects meet regulatory requirements and industry best practices. His expertise includes utilizing the latest survey technologies, managing field crews, and overseeing quality control to ensure accurate and reliable data collection.

YEARS OF EXPERIENCE

V3: 19 | Total: 36

EDUCATION

Master of Science, Civil Engineering, Illinois Institute of Technology
Bachelor of Science, Civil Engineering, Northern Arizona University

REGISTRATIONS

Professional Land Surveyor:
▪ Colorado, #38488, 2015
▪ Wisconsin, #2523, 2003

Classrooms Expansion, Deer Trail Elementary School – Deer Trail, Colorado | Survey Project Manager for all boundary and topographic surveying work performed for the expansion of classrooms for Deer Trail Elementary School. Work included ordering and reviewing title reports and exception documents for the property, boundary analysis, topographic surveying, and underground utility location coordination for the school.*

Classrooms Expansion, Lotus School for Excellence – Aurora, Colorado | Survey Project Manager for all boundary and topographic surveying work performed for the expansion of classrooms for an elementary school. Work included ordering and reviewing title reports and exception documents for the property, boundary analysis, topographic surveying, and underground utility location coordination for the school.*

CIP Improvements, Jeffco Public Schools – Jefferson County, Colorado | Survey Project Manager for all topographic surveying work performed for three Jefferson County Schools including Lawrence Elementary School, Everitt Middle School, and Columbine Hills Elementary School. The survey work was performed as part of the County’s 2020 Capital Improvement program for the schools.*

Kroger Fulfillment Center, Ryan Companies US, Inc. – Aurora, Colorado | Senior Survey Project Manager for construction surveying services for the general contractor (Ryan Companies US, Inc.) for a 260,000-square-foot distribution warehouse facility serving the Denver metropolitan area. Work included establishing and setting control, staking the building location, utilities, parking lot improvements, 3D scanning of the inside of the building, and marking out the automated storage rack system inside the building.*

Amazon Distribution Center, Catamount Constructors, Inc. – Broomfield, Colorado | Survey Project Manager for construction surveying services for the general contractor (Catamount Constructors, Inc.) of a 200,000 S.F. distribution warehouse facility serving the Northern Colorado area. Work included establishing and setting control, staking dry utilities, staking the building location, and setting additional control inside the building. The project was completed in 2021.*

*Work performed at previous firm

*Work performed at previous firm

ELORA HSU, P.E.
QA/QC REVIEWER & LEAD TRAFFIC ENGINEER



Elora is a Project Manager working on a wide range of projects including roadway, urban redevelopment, streetscape, educational facilities, traffic studies, and bicycle and pedestrian facilities. Her experience includes preparation of Phase I studies, intersection design studies, geometric design, capacity and operational analyses, and preparation of contract documents, specifications, and cost estimates serving numerous state agencies, county, and local municipal clients. Most recently, Elora has specialized in providing transportation related services to municipalities throughout the Chicagoland area.

YEARS OF EXPERIENCE

V3: 18 | Total: 18

EDUCATION

Bachelor of Science, Civil Engineering,
University of Illinois at Chicago

REGISTRATIONS

Professional Engineer: Illinois,
#062-063684, 2011

ASSOCIATIONS

American Society of Civil Engineers

Costco Wholesale Traffic & Roundabout Study at Orland Park Location, Costco Wholesale Corporation – Orland Park, Illinois | Project Manager for the study of a proposed roundabout to enhance traffic operations at the existing access points and to better accommodate the increased traffic along Ravinia Avenue due to the relocated gas station and the future extension of Ravinia Avenue and future development to the south and east. Key challenges include minimizing impacts on the existing parking lot, which is already near capacity, offsetting the roundabout to achieve this goal, while ensuring the critical design components meet industry standards.

153rd Street & Ravinia Avenue Intersection Improvements, Village of Orland Park – Orland Park, Illinois | Project Manager providing Phase I and II services for the replacement of an existing signalized intersection with a single-lane roundabout. Key considerations included the minimization of right of way and utility impacts as well as a detailed analysis of queuing along the 153rd Street corridor. Elora led the federal funding application process and successfully obtained STP-L funding. As a result, this project is being processed through IDOT-BLRS.

8th Street Pedestrian Bridge Replacement, City of Lockport – Lockport, Illinois | Project Engineer for the removing and replacing the existing 8th Street pedestrian bridge over the I&M Canal. As part of the bridge replacement. Services included surveying, design, permitting, grant funding assistance, and coordination with the Illinois State Historic Preservation Office. In addition to the bridge replacement, our team provided slope stabilization, prairie seeding, bollard removal and installation, and erosion control measures.

26th Street & Ridgeland Avenue Access to Transit, Village of Berwyn – Berwyn, Illinois | Project Manager engineering services aimed to transform the 26th Street and Ridgeland Avenue corridors to a pedestrian- and bicyclist-friendly environment. Design enhancements include bump-outs to shorten crossing distances, consideration of sightlines at intersections to incorporate streetscape elements, installation of pedestrian-activated flashing beacons, and upgrades to roadway

Serkan Sengul, PE, D.GE
Principal Engineer



EDUCATION

M.S., Civil Engineering, 2010, University of Colorado Denver

B.S., Civil Engineering, 2002, University of Colorado at Boulder

REGISTRATIONS/CERTIFICATIONS

Academy of Geo-Professionals (AGP) -
Diplomate, Geotechnical Engineering (D.GE)

PE 41782 (Colorado)

PE 21079 (Kansas)

PE 33923 (Mississippi)

PE 2023011930 (Missouri)

PE 32980 (Montana)

PE E-14101 (Nebraska)

PE 21389 (New Mexico)

PE 25567 (Oklahoma)

PE 137384 (Texas)

PE 9346017-2202 (Utah)

PE 13270 (Wyoming)

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

ASCE Region 7 Governor (2017-2020)

ASCE Colorado Section President (2015-2016)

ASCE Colorado Section Geo-Institute Co-Chair (2015-2020)

Colorado Association of Geotechnical Engineers (CAGE)

As a Principal Engineer with over 23 years of experience, Mr. Sengul is responsible for the oversight and management of the geotechnical engineering services provided by Ninyo & Moore's Colorado offices. As a registered professional engineer in 11 states, Mr. Sengul conducts forensic evaluations, investigations and analyses for geotechnical projects, directs and guides engineers and technicians in compiling and analyzing geotechnical data, provides supervision of construction materials testing projects, authors and reviews geotechnical reports, and provides technical guidance and support to the professional staff.

Mr. Sengul received his Master of Science degree in Civil Engineering from University of Colorado, specializing in Soil Suction Applications and Soil Heave Prediction in Colorado Front Range. Mr. Sengul served as the President of American Society of Civil Engineers (ASCE) Colorado Section in 2015-2016 and as a Governor of American ASCE Region 7 in 2016-2020, which oversees society activities in Kansas, Colorado, Wyoming, South Dakota, Nebraska, Iowa, and the St. Louis and Kansas City areas of Missouri. He has been granted the Diplomate, Geotechnical Engineering (D.GE) certification by the Academy of Geo-Professionals (AGP) in 2018, a certification that has been granted to less than 400 professionals at the time of the award. In addition, he continues to be an active member with ASCE Colorado Section and Colorado Association of Geotechnical Engineers (CAGE).

EXPERIENCE

This experience includes thousands of feasibility and planning phase studies, due-diligence investigations, design-phase (pre-construction) geotechnical studies, construction-phase support projects, and post-construction (forensic) studies. His project experience includes streets and highways, bridges, dams and flood control structures, pipelines, pump stations, water and wastewater treatment facilities, hotels, hospitals, schools, communication and airport facilities, and various industrial, commercial and residential developments.

North and South Gateway Roundabouts, Erie, Colorado: Principal Engineer for a geotechnical evaluation for the design and construction of two roundabouts at Maxwell Avenue and East County Line Road (north roundabout) and Austin avenue and East County Line Road (south roundabout). The north roundabout will consist of a 20 foot circulatory lane, connecting to existing Maxwell Avenue and East County Line Road, with a proposed peel connecting Maxwell Avenue to a future development. The south roundabout will consist of an atypical peanut shape. This roundabout will include two 17 foot circulatory lanes and a 15 foot truck apron; it will connect existing Austin Avenue and East County Line road, and include a proposed peel leading northwest to a future development. In addition, the project will included the design and construction of associated infrastructure and landscaping improvements. Ninyo & Moore advanced nine geotechnical borings, performed laboratory testing of selected samples, and prepared a geotechnical evaluation report that provided recommendations for project earthwork, pavement design, concrete flatwork, and corrosion considerations.

9 | Exceptions

There are no exceptions at this time. Our scope of work is inclusive of all items outlined in the RFP, ensuring comprehensive coverage of the project requirements. We confirm our interest in providing construction administration assistance (if requested) in the future, acting on the City's behalf to ensure the project is fully compliant with our design, durable, and meets all required contractor warranties. Any additional services requested by the City, such as additional potholing (though not anticipated), and extending our scope outside of the current anticipated project limits can be negotiated with clear expectations to meet the budgeting methodology we outlined in our estimate.



V3 COMPANIES

2650 W Belleview Ave, Ste D-100
Littleton, CO 80123



WWW.V3CO.COM



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item:	Award Request for Qualification (RFQ) 2025-19Q Streetlights for the 6th Street Project
Action Requested:	Approval to award Border States the contract to purchase Streetlights, in the amount of \$52,559.82 for the 6th Improvements project.
Department:	Engineering
Presented By:	Ryan Gordon
Strategic Goals:	Preserve and Improve Infrastructure
Background Info:	Staff sent out the streetlights to bid for the purchase of the lights for the 6th Street Improvements project. The city received a total of 9 bids, Border States having a total amount of \$52,559.82. This item in the 6th Street Improvements project is being funded by the DDA, with portions of it being funded by CDOT and RFTA first last mile grant.
Issues:	No issues were found.
Fiscal Impact:	By the city purchasing the streetlights directly from a source, the city was able to save approximately \$350,000.
Legal Review:	NA
Staff Recommendation:	Staff recommends selecting Border States in the amount of \$52,559.82, due to the fact that they meet all the approvals and specifications for the streetlights as the lowest qualified submittal.



Quote

Page: 1 of 1

Border States - DEN
10899 Havana Street Ste 1140
Commerce City CO 80022
Phone: 303-336-7360

Quote: 27949514
Sold-To Acct #: 113008
Valid From: 04/11/2025 To: 04/18/2025
PO No: Lighting Quote
Payment Terms: NET 25TH PROX (31)

Created By: Noah James Nickerson
Tel No: 801-639-5330
Fax No:

CITY OF GLENWOOD SPRINGS
1660 DEVEREUX RD
GLENWOOD SPRINGS CO 81601

Inco Terms:
PPA prepaid & allow freight

Ship-to:
CITY OF GLENWOOD SPRINGS
1660 DEVEREUX RD
GLENWOOD SPRINGS CO 81601

Cust Item	Item	Material MFG - Description	Quantity	Price	Per	UoM	Value
	000010	Hapco Pole - RTA10B4A4-BA-T304 18-20 Week Lead Time	24 EA	560.97	/ 1	EA	13,463.28
	000020	King Lighting LED Fixture - K595-P4NL-II-75-(SSL)120/277V-K24-PR7- 18-20 Week Lead Time	24 EA	1,103.28	/ 1	EA	26,478.72
	000030	Hapco Pole - RSA30D6-4-BA 18-20 Week Lead Time	3 EA	1,769.04	/ 1	EA	5,307.12
	000040	Hapco Pole - RSA30D6-4-A5 BLACK ANONDIZED 18-20 Week Lead Time	3 EA	2,436.90	/ 1	EA	7,310.70
Total \$							52,559.82
State Tax \$							0.00
County Tax \$							0.00
Local Tax \$							0.00
Other Tax1 \$							0.00
Other Tax2 \$							0.00
Other Tax3 \$							0.00
Tax Subtotal \$							0.00
Net Amount \$							52,559.82

To access Border States Terms and Conditions of Sale, please go to
<https://www.borderstates.com>

The quoted sales tax is an estimate only based upon the information provided in this quote and will be finalized at the time of Invoice based upon the material purchased, quantity purchased, and delivery location.

Shipping and handling fees in this quote are an estimate only and will be finalized at the time of Invoice.

All clerical errors contained herein are subject to correction. In the event of any cost or price increases from manufacturers or other suppliers, caused by, but not limited to, currency fluctuations, raw material or labor prices, fuel or transportation cost increases, and any import tariffs, taxes, fees, or surcharges, Border States reserves the exclusive right to change its pricing at the time of shipping and will provide notice of any such change to its customers prior to costs being incurred.



Mountain States Lighting

P.O. Box 449, Conifer, CO 80433
(303) 838-4430

To: Scott
Border States Electric Supply
PO Box 2767
Fargo, ND 58108-2767
701-293-5834 Fax (320)235-5654

Proj: GLENWOOD SPRINGS- DECO LTG.

Bid Date: 04/11/25

Remarks:

Qty	Type	Mfg	Description	Unit Price	Extd.Price
			QUOTE IS FOR AN ALTERNATE TO THE SPECIFIED		
24		MSL	RTA10B4A4-BA-T304		
	Hapco Pole		10' ROUND TAPERED ALUM POLE, 4-BOLT CAST BASE		
			WITH BOLT COVERS		
			4.0" BASE 3" TOP .125" WELDED 2-7/8"X4" TOP TENON,		
			BLACK POWDER COAT		
			WITH ANCHOR BOLTS		
			- FRT. ALLOWED		
			- LEAD TIME IS 18 WEEKS		
24		MSL	K595-P4NL-II-75-(SSL)120/277V-K24-PR7-30K-		
	Kim Lighting		#13-LGD-3DT-TX-BLACK		
	LED Fixture		7000 LUMENS, 3000K, BLACK FINISH		
			FITTER WILL FIT 3"X4" TOP TENON		
			STANDARD BLACK POWDER COAT		
			- FRT. ALLOWED		
			- LEAD TIME IS 17 WEEKS		
			****30' POLE IS PAINTED POWDER COAT		
3		MSL	RSA30D6-4-BA		
			30' ROUND STRAIGHT ALUM POLE .188"		
	Hapco Pole		STANDARD BLACK POWDER COAT		
			WITH 1"X36"X4" ANCHOR BOLTS		
			CONFIRM DRILLING, THIS POLE DOES NOT INCLUDE		
			A LUMINAIRE ARM		
			- FRT. ALLOWED		
			- LEAD TIME IS 18-20 WEEKS		
			***30' POLE IS BLACK ANODIZING FINISH		



K595 ARISTOCRAT - LED

The King Luminaire K595 Aristocrat is a versatile luminaire suitable for contemporary or traditional settings. Featuring our high performance P4 LED engine and zero upright, it is a perfect solution for city streets, parks, schools and commercial areas.

QUOTE # RAM2400R1 DATE: 04-11-25 PAGE 2

3		MSL	RSA30D6-4-A5 BLACK ANONDIZED	2317.00	\$6951.00
			30' ROUND STRAIGHT ALUM POLE .188"		
		Hapco Pole	BLACK ANODIZED FINISH		
			WITH 1"X36"X4" ANCHOR BOLTS		
			CONFIRM DRILLING, THIS POLE DOES NOT INCLUDE		
			A LUMINAIRE ARM		
			- FRT. ALLOWED		
			- LEAD TIME IS 18-20 WEEKS		
			Total ====		
F.O.B. Per Mfg			Terms: Standard	Lead time: Various	
Prices firm for entry by: 30 days			Shipment by:		

Glenwood Springs Electric System

Material Bid Worksheet

			LIGHTING N BEYOND MIKE OBERLANDER		MAYLOR & COMPANY GARLY BENOIT		IKIO INDERPREET SINGH		BORDER STATES NOAH NICKERSON		WESCO BRIDGET MORGAN	
Qty.	Description of Material	I. B. M. #	@ Price	Price	@ Price	Price	@ Price	Price	@ Price	Price	@ Price	Price
24	HAPCO 10' ROUND TAPERED ALUM POLE, 4 - BOLT CAST BASE RTA10B4A4-BA-T304		1,980.00	47,520.00	0.000	0.00	999.00	23,976.00	560.97	13,463.28	0.00	0.00
			10 - 12 WEEKS	12 FT POLE QUOTE	LEAD TIME NOT GIVEN		30 DAYS		18 - 20 WEEKS		NO QUOTE	
24	LUMEN FIXTURE K595-P4NL-II- 75- (SSL) 120/277V-K24-PR7- 30K		1,980.00	47,520.00	0.00	0.00	199.99	4,799.76	1,103.28	26,478.72	2,729.05	65,497.20
			10 - 12 WEEKS		LEAD TIME NOT GIVEN		30 DAYS		18 - 20 WEEKS		14 WEEKS	
3	HAPCO 30' ROUND STRAIGHT ALUM POLE, RSA30D6-4-BA		3,840.00	11,520.00	0.000	0.00	0.00	0.00	1,769.04	5,307.12	0.00	0.00
			10 - 12 WEEKS		LEAD TIME NOT GIVEN		NO QUOTE		18 - 20 WEEKS		NO QUOTE	
3	HAPCO 30' ROUND STRAIGHT ALUM POLE, BLACK ANONDIZED RSA30D6-4- A5		0.00	0.00	0.000	0.00	1,299.00	3,897.00	2,436.90	7,310.70	11,309.25	33,927.75
			NO QUOTE		LEAD TIME NOT GIVEN		30 DAYS		18 - 20 WEEKS		9 WEEKS	
			TOTAL	\$106,560.00	TOTAL	\$77,021.77	TOTAL	\$32,672.76	TOTAL	\$52,559.82	TOTAL	\$99,424.95
							OFFERING STRAIGHT POLES				ACUITY	

			WESCO BRIDGET MORGAN		GRAYBAR JERRIKA LOCKWOOD		MEL NORTHEY CHRIS NORTHEY		MEL NORTHEY CHRIS NORTHEY		MEL NORTHEY CHRIS NORTHEY	
Qty.	Description of Material	I. B. M. #	@ Price	Price	@ Price	Price	@ Price	Price	@ Price	Price	@ Price	Price
24	HAPCO 10' ROUND TAPERED ALUM POLE, 4 - BOLT CAST BASE RTA10B4A4-BA-T304		613.10	14,714.40	1,418.58	34,045.92	0.00	0.00	799.00	19,176.00	799.00	19,176.00
			18 WEEKS		LEAD TIME NOT GIVEN		NO QUOTE		8 - 12 WEEKS		8 - 12 WEEKS	
24	LUMEN FIXTURE K595-P4NL-II- 75- (SSL) 120/277V-K24-PR7- 30K		1,205.75	28,938.00	1,351.91	32,445.84	1,199.00	28,776.00	799.00	19,176.00	1,299.00	31,176.00
			18 WEEKS		LEAD TIME NOT GIVEN		8 - 12 WEEKS		8 - 12 WEEKS		8 - 12 WEEKS	
3	HAPCO 30' ROUND STRAIGHT ALUM POLE, RSA30D6-4-BA		2,002.40	6,007.20	0.00	0.00	2,499.00	7,497.00	2,499.00	7,497.00	2,499.00	7,497.00
			18 WEEKS		NO QUOTE		8 - 12 WEEKS		8 - 12 WEEKS		8 - 12 WEEKS	
3	HAPCO 30' ROUND STRAIGHT ALUM POLE, BLACK ANONDIZED RSA30D6-4- A5		2,664.20	7,992.60	3,826.23	11,478.69	0.00	0.00	0.00	0.00	0.00	0.00
			18 WEEKS		LEAD TIME NOT GIVEN		NO QUOTE		NO QUOTE		NO QUOTE	
			TOTAL	\$57,652.20	TOTAL	\$77,970.45	TOTAL	\$ 44,883.00	TOTAL	\$54,459.00	TOTAL	\$66,459.00
			MTN STATES LIGHTING		4/24/2025		BOLTS & PHOTOCELLS ADDED TO QUOTE		BOLTS & PHOTOCELLS ADDED TO QUOTE		BOLTS & PHOTOCELLS ADDED TO QUOTE	



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item:	Award Request for Proposal (RFP) 2025-15P Wave Park Contract
Action Requested:	Award Request For Proposal (RFP) 2025-15P Wave Park Pedestrian Improvement Project to Finishing Touch Dirtworx per bid Amount of \$383,865.11
Department:	Engineering
Presented By:	Ryan Gordon
Strategic Goals:	Preserve and Improve Infrastructure Ensure Public Safety
Background Info:	The City is proposing to construct improvements to the whitewater wave park located at the intersection of Devereux Road and West Midland Ave. The purpose of the project is to eliminate bank erosion along the Colorado River from river users exiting the river and to provide a safe pathway for river users to cross West Midland Ave. Improvements will consist of: 1. Construction of red stone steps from the rivers edge to the top of the bank on both the north and south side of the Colorado River 2. Construction of a gravel footpath from the river to West Midland Ave 3. Construction of a pedestrian crossing at Devereux/West Midland including the installation of a rapid flashing beacon, a protected pedestrian refuge/median (with curb and gutter) in the center of West Midland and pavement markings 4. Minor site improvements including installation of steel fencing along West Midland and repairs to the existing stormwater outlet piping
Issues:	Currently, river users have to scramble up the banks of the river which is causing significant bank erosion on both sides of the river. Pedestrians/river users on the south side have to cross West Midland - one of the busiest streets in Glenwood - at an unsigned, unmarked location creating a pedestrian safety hazard. Adding to the safety concerns, river users (and/or pedestrians) have limited sight distance to the east and up the hill as they cross West Midland. A rapid flash beacon would alert drivers that someone is crossing and the refuge/median would allow a safe spot midway for the crosser to pause and navigate the crossing.
Fiscal Impact:	City staff has applied for and secured a Garfield County Federal Minerals Lease District (GCFMLD) grant in the fall of 2024 to help fund the project. The grant was for \$293,380 with \$125,735 in matching City funds coming for a total estimated project cost of \$419,115. The City received a bid from Finishing Touch Dirtworx out of Carbondale CO for \$383,865.11 which is within the budgeted amount. Both the grant funds and appropriation will be included in the next budget amendment in the Capital Projects Fund.
Legal Review:	Legal will review the contract language.
Staff Recommendation:	Staff recommends Award Request For Proposal (RFP) 2025-15P Wave Park Pedestrian Improvement Project to Finishing Touch Dirtworx per bid Amount of \$383,865.11

P.O. Box 35
Carbondale CO, 81623
www.finishingtouchdirtworx.com
jake@finishingtouchdirtworx.com
Cell: 970-366-2997

Quote for:
Wave Park Pedestrian Improvement Project
RFP 2025-15P
City of Glenwood Procurement Department
101 West 8th St / Glenwood Springs, CO 81601

April 16th, 2025

Dear City of Glenwood Springs

Pursuant to the invitation by **City of Glenwood Springs**, Finishing Touch Dirtworx is pleased to present our proposal, accompanying bid, and time and material rates for the proposed **Wave Park Pedestrian Improvement Project**. Our proposal and bid has been prepared from the plans provided on Bidnet Direct.

Statement of Qualifications:

Finishing Touch DirtWorx is an up and coming company. We pride ourselves on safety, communication and workmanship. It is our intent to remain a smaller company, this allows us to have a more focused and directed approach to each project. You will find the Owners on each project everyday. This allows us to work more efficiently, have aggressive and fast paced timelines, and ensure a great finished product. We hope you will consider us for this project and projects to come.

- Finishing Touch DirtWorx has a combined experience of 30 plus years in civil construction.
- Nine years of combined experience in landfill operations including crushing, mulch grinding, daily operations, cell construction, road maintenance, road construction, mass excavation, fill placement, leachate management, HDPE pipe welding, etc.
- Finishing Touch DirtWorx has been in business since 2017 completing various civil projects. Work including but not limited to, deep utilities, shallow utilities, foundation excavation, retaining wall installation, asphalt installation, curb prep, sidewalk prep, underground storm retention systems, fire suppression tank installation, road grading, etc.

Scope/Approach:

- We are rough estimating a start date to be October 6th, 2025.
- After mobilization, we will begin with all demolition and removals. (2 weeks)
- Once all removals are completed, we will reset the existing concrete pipe and begin work on the stone steps. (2 weeks)
- We intend to start on the south side of the river, then move to the north side.
- We are anticipating having access through the Maverick gas station for the work on the north side of the river.

Finishing Touch **DirtWorX**

April 16th, 2025

- All stone will be sourced from Lyons Sandstone in Lyons, CO and shipped in on flat bed trucks. The stone will be palletized.
- Once the stone steps are completed, we will install the crusher fine paths and work our way out, cleaning up as we go. (1 week)
- After the stone steps and paths are completed, we will begin work on the new center median, crosswalk, 3 rail fence, guardrail, etc. (3 weeks)
- TCS will be used throughout the project to handle the traffic control. We will work directly with them to ensure the best continuous flow of traffic and safety for all. Any changes that need to occur during the project will be implemented to fit the needs of Finishing Touch DirtWorx and the City of Glenwood Springs.
- NOTE: On the bid tab we changed the stone steps from a “SF” quantity to a “EACH” quantity.
- NOTE: On the bid tab, bid item 100 is an allowance. At the time of installation, whatever the guardrail costs to install will be charged to the City of Glenwood Springs.
- All heavy equipment on site will be owned by Finishing Touch DirtWorx.
- We anticipate the project duration to be 40 working days.
- Finishing Touch DirtWorx will bill monthly with a net 30 to pay.
- Finishing Touch DirtWorx will use the following sub-contractors:
 - Ideal Fencing (Guard rail installer)
 - TY Striping (Crosswalk striping)
 - TCS (Traffic Control)
 - Concrete sub will vary depending on availability. Possibilities include Rodco Concrete, Ashley Concrete, and S2M.

Schedule:

1. Mobilization/Demo&Removals: 2 weeks
2. Stone steps: 2 weeks
3. Crusher fines paths: 1 week
4. Street work: 3 weeks
5. Traffic Control: Project Duration

References:

1. Tyler Carvell
 - a. Solid Waste Director at Pitkin County Landfill
 - b. 970-456-3864, tyler.carvell@pitkincounty.com
2. Mike Yeats
 - a. Project Manager at Form 44 Construction
 - b. 435-730-6108
3. Matthew Langhorst
 - a. Public Works Director for City of Glenwood Springs
 - b. 970-379-9847, matthew.langhorst@cogs.us

Thank you for considering Finishing Touch Dirt Worx for your project needs. We look forward to any questions that you may have and the possibility to serve the City of Glenwood Springs. Please do not hesitate to call me at any time with questions, comments or further needs. I am best contacted by email at jake@finishingtouchdirtworx.com or cell at (970) 366-2997.

Kind regards,

Jacob Shilling
Project Manager/Owner
Finishing Touch DirtWorx

T&M CUSTOMER PRICING

EQUIPMENT & LABOR 2025

EQUIPMENT:	HOURLY:	LABOR:	HOURLY:
160G Excavator	\$155	Superintendent	\$90
50G Excavator	\$140	Foreman	\$80
235EL Excavator	\$165	Operator	\$65
235EL W/ Hammer	\$330	Laborer	\$56
75P Excavator	\$140	Pipelayer	\$72
750L JD Dozer	\$170		
544 JD Loader	\$150		
333 JD Skid Loader	\$135		
Smooth Drum Roller	\$140		
Trench Compactor	\$95		

TRUCKS:	HOURLY:	TRAILERS:	HOURLY:
2022 F450	\$60	Equipment/Haul	\$30
2022 F150	\$45	Dump	\$25
Tandem Dump	\$115	Water	\$35

MATERIALS:	COST + 15%	DUMP FEE	COST + 15%
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NOTE:

1. Any additional equipment that must be brought on-site to perform T&M work has a minimum charge.
2. All equipment prices include operators.

FinishingTouchDirtWorX

April 16th, 2025

Bid Schedule:

Item No.	Description of Work	Unit	QTY	Unit Price	Total Price
5	CLEAR AND GRUB	LS	1	\$7,811.70	\$7,811.70
10	REMOVAL OF WILLOWS	LS	1	\$1,938.60	\$1,938.60
15	REMOVAL OF CURB AND GUTTER	LF	15	\$291.79	\$4,376.85
20	REMOVAL OF STAMPED INLAY	SF	500	\$21.80	\$10,898.40
25	REMOVAL OF ASPHALT MAT (6 INCH)	SY	101	\$92.70	\$9,362.40
30	REMOVAL AND RESET FLARED END SECTION OF 48" CONCRETE PIPE	EACH	1	\$13,067.10	\$13,067.10
35	SAWCUT CURB AND GUTTER	LF	15	\$132.39	\$1,985.85
40	SAWING ASPHALT MATERIAL (6 INCH)	LF	180	\$12.14	\$2,184.44
45	UNCLASSIFIED EXCAVATION (GENERAL EARTHWORK)(WITH DISPOSAL)	CY	33	\$377.58	\$12,460.05
50	CLASS 6 ABC (6 INCH)	CY	33	\$209.22	\$6,904.20
55	EROSION CONTROL (ALL 208 RELATED ITEMS)	LS	1	\$6,971.70	\$6,971.70
60	HOT MIX ASPHALT (GRADING SX)(75)(PG 64-28)**(5 INCH)	TON	10	\$605.67	\$6,056.70
65	CONCRETE PAVEMENT (4 INCH)	SY	5	\$997.17	\$4,985.85
70	CONCRETE MEDIAN INFILL	SY	89	\$342.06	\$30,443.40
75	CURB AND GUTTER TYPE 2 (SECTION II-B OR II-M)	LF	165	\$110.39	\$18,215.10
80	LANDSCAPE FABRIC	SY	102	\$48.88	\$4,985.85
85	CRUSHER FINES	SF	600	\$18.56	\$11,138.40
90	RED STONE STEPS	EACH	160	\$553.29	\$88,527.00
95	3 RAIL STEEL FENCE	LF	82	\$80.98	\$6,640.76
100	TYPE 9 GUARDRAIL (ALLOWANCE)	LF	82	\$155.49	\$12,750.00
105	RECTANGULAR RAPID FLASHING BEACON	EACH	2	\$4,140.88	\$8,281.76
110	CONSTRUCTION SURVEYING	LS	1	\$7,281.51	\$7,281.51
115	MOBILIZATION, DEMOBILIZATION & BONDS	LS	1	\$30,636.36	\$30,636.36
120	PAVEMENT MARKING PAINT (THERMOPLAST, 24"X8' STRIPS)	LF	48	\$162.92	\$7,820.38
125	CONSTRUCTION TRAFFIC CONTROL	LS	1	\$55,500.00	\$55,500.00
				TOTAL	\$371,224.36
70B	MEDIAN INLAY WITH STAMPED CONCRETE TO MATCH EXISTING	SY	34	\$371.79	\$12,640.76
				TOTAL	\$383,865.11



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item:	Distinguished Barber Studio Mobile Service/Retail Business Permit
Action Requested:	Consideration of a mobile service/retail business permit for Distinguished Barber Studio.
Department:	Economic and Community Development
Presented By:	Watkins Fulk-Gray
Strategic Goals:	Provide Efficient and Responsive City Government
Background Info:	Resolution 2025-08 re-established a pilot program for mobile service and retail businesses. If not for this program, businesses such as Distinguished Barber Studio would be limited to three 14-day temporary sales/use permits per calendar year. City Council is the approving authority for permits in this pilot program.
Issues:	The proposed operation is a mobile haircut studio in the parking lot of Vicco's Charcoalburger. Sufficient parking will be maintained with the parked haircut bus. This business was approved by City Council in 2024 for a mobile service/retail business permit.
Fiscal Impact:	The applicant has an active business and sales tax license to pay sales tax when applicable.
Legal Review:	N/A
Staff Recommendation:	Approval of Distinguished Barber Studio's mobile service/retail business permit from from May 1, 2025 to November 1, 2025.

Parking Lot Use Agreement

This is an agreement between Vicco's Charcoalburger (owner) and Distinguished Mobile Barber Studio. Distinguished is allowed to park their mobile bus on the lot owned by Vicco's Charcoalburger in the area designated by the owner for an undetermined amount of time. (The designated area will be the two oversized spaces on the southwest side of the property, for the bus and up to three customers, still allowing 17 parking spaces for the Charcoalburger Drive Thru Restaurant.) If at any time, for any reason, the owner requests the bus to be moved, it will be moved immediately. The owner is not responsible for any loss of personal property or damage to the bus.

Chris Mattox 4-30-24

Chris Mattox Date

Distinguished Barber Studio

Bart Victor 4-9-25

Bart Victor Date

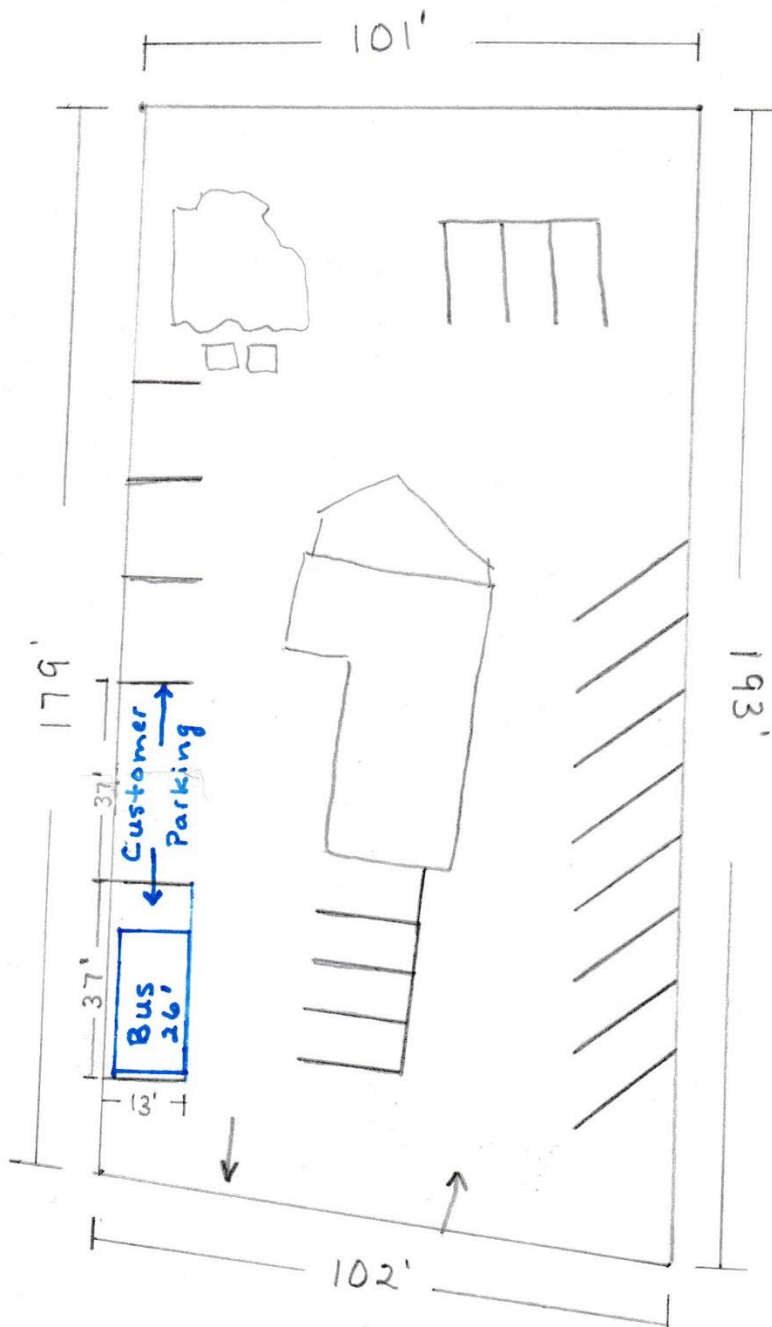
Vicco's Charcoalburger

Distinguished Barber Studio - Mobile

Hours of operation for Glenwood Springs

Monday - Saturday 8:00am-8:00pm

(Hours will not always be these times, but possibly could be)





City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item: Historic Preservation Commission Awards

Action Requested: N/A

Department: Economic and Community Development

Presented By: Emery Ellingson

Strategic Goals: Protect and Preserve our Quality of Life

Background Info: In honor of May being National Preservation Month, Historic Preservation Commission has decided to revive its annual Preservation Awards. The Commission used to nominate projects which represented the best practices of preservation in the community. Since these awards have not happened for several years, the Commission considered all projects which had been completed since 2021 and nominated the Western Hotel project and relighting of the Doc Holliday's Saloon sign as this year's awardees. The Commission will be formally presenting the awards to the awardees at the Council meeting.

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: NA

Glenwood Springs Historic Preservation Commission

Preservation Awards

Purpose: The purpose of the Historic Preservation Commission (HPC) Annual Preservation Awards is a way to increase awareness of Glenwood Springs history and to promote preservation of historic properties by recognizing the preservation efforts of individual property owners in Glenwood Springs.

Selection Criteria: Buildings selected for HPC Preservation Awards must be in the historic areas within the city limits of Glenwood Springs. Exceptional treatment of historic properties occurring within the Glenwood Springs region, but outside the area defined by the city limits, may also be recognized. Candidate buildings and sites are those that have had projects completed in the previous two years that fall into one of the categories defined below (Preservation, Reconstruction, Rehabilitation, or Restoration). Selected buildings can be commercial or residential. Ideally, at least one building will be selected annually. However, if no preservation efforts merit an award then no award for that category will be awarded.

Categories:

“Preservation, Rehabilitation, Restoration

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.”

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.”

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

“Reconstruction/Remodel is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape,

building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.”

Infill Award (NEW) – Presented to newly built projects situated within historic areas, whether commercial or residential. These developments stand out for their sensitivity to scale and street-wall aesthetics while also showcasing ingenuity in their composition. They skillfully blend modern design elements within a historic context.

Taken from The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995: Preservation Terminology from https://www.nps.gov/history/local-law/arch_stnds_10.htm accessed 11-4-16

Selection Process: Nomination of sites of interest will be accepted from City staff, Frontier Historical Society, Downtown Development Authority, and HPC. These nominations will be accepted prior to the regularly scheduled March HPC meeting. Discussion of nominated sites will occur at the regular March HPC meeting. Verbal discussion and a brief written narrative describing the reason for nomination will accompany each building proposed. The HPC will have further discussion and officially vote at the regular April meeting. The City staff will make and print the award certificates prior to the May meeting.

Awards Ceremony: The annual award ceremony will occur on a selected date in May each year. Ideally, this award ceremony will be at the first regularly scheduled City Council meeting in May as a way to kick off Preservation Month. Awards will be presented to the property owner or their representative at the site of the selected property at a prearranged time. The HPC, interested City staff, and interested citizens will be encouraged to attend. Media, such as the Glenwood Post Independent will be invited to report on the event. Photographic documentation by City staff will also be encouraged and displayed at City Hall, the Glenwood Springs Library, or Chamber Resort Association when possible.



Historic Preservation Award

This 1st day of May 2025

The Glenwood Springs Historic Preservation Commission

Recognizes

Western Hotel LLC

for

Outstanding Preservation, Rehabilitation & Restoration

of

716 Cooper



Historic Preservation Award

This 1st day of May 2025

The Glenwood Springs Historic Preservation Commission

Recognizes

RCR Enterprises LLC

for

Outstanding Preservation, Rehabilitation & Restoration
of

Doc Holliday Saloon Sign



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item:	Presentation by the Colorado Division of Reclamation, Mining and Safety regarding South Canyon and Coal Seam Fires
Action Requested:	Tara Tafi, Senior Project Manager/Reclamation Specialist from the Department of Natural Resources, will provide Council with an update of the status of the ongoing efforts to minimize fire risk from the active coal seam fires in South Canyon.
Department:	Parks & Recreation
Presented By:	Rod Tarullo
Strategic Goals:	Preserve and Improve Infrastructure Protect and Preserve our Quality of Life Generate Sustainable Economic Development Ensure Public Safety
Background Info:	South Canyon and the surrounding landscape have been subject to several large wildfires in recent history. The most notable incidents involve the 1994 South Canyon Fire, which occurred across the Colorado River on the adjacent Storm King Mountain and resulted in the death of 14 wildland firefighters. More recently, a 2002 fire started within South Canyon as a result of the underground coal seams, which can reach nearly 1,000 degrees at the surface. The fires spread quickly through dense Gambel Oak and Spruce, exiting the canyon and proceeding toward Glenwood Springs. The fire ultimately burned 12,000 acres and destroyed 29 homes. Subsequent mudslides devastated nearby Mitchell Creek and flowed across the I-70 highway. Two major coal seam fires in South Canyon continue to burn to this day.
Issues:	NA
Fiscal Impact:	NA
Legal Review:	NA
Staff Recommendation:	NA



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item: Comprehensive Safety Action Plan (CSAP) update

Action Requested: Discussion

Department: Public Works

Presented By: Lee Barger

Strategic Goals: Provide Efficient and Responsive City Government
Ensure Public Safety
Protect and Preserve our Quality of Life

Background Info: The City of Glenwood Springs received funding from a 2023 Safe Streets and Roads for All (SS4A) grant to develop a Comprehensive Safety Action Plan (CSAP). The CSAP is a strategic approach to improving transportation safety within a specific area by analyzing traffic crash data on accidents and community safety concerns, identifying problem areas, and developing recommendations for projects, operational changes, and public awareness campaigns. The CSAP focuses on creating actionable steps to reduce accidents and enhance the safety of the entire transportation system, including positioning the city to apply for future funding opportunities. Through analyzing data and identifying trends, the project team is invested in reducing crashes and creating safer roadways for all users – drivers, pedestrians, bicyclists, and transit riders.

In addition to prioritizing safety improvements and ensuring that roadway users can travel safely throughout the city, the CSAP identified key high-risk locations based on crash data analysis and reviewed community feedback to prioritize safety improvements in critical locations. The CSAP provides conceptual plans at these high-risk locations that are necessary to apply for design and construction grants.

The CSAP has been developed as a living document and city staff will document progress toward the Strategies, Actions, and Focus Area Projects. The tiers outlined in Chapter 5 range up to a 5-10-year implementation window, with a focus on actions to advance the city's safety outcomes between 2025 and 2030. City staff plan to provide an update to the plan in five years (2031), including a review of the High Injury Network and High Risk Network based on the latest available crash data. In addition, as part of city staff's commitment to transparency with the Glenwood Springs community, the city will publish an annual progress report to document safety successes and areas of future opportunity.

The consultant team has prepared a DRAFT plan for your consideration and comment. The project will wrap up in June, seeking Council's adoption of the plan.

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: NA

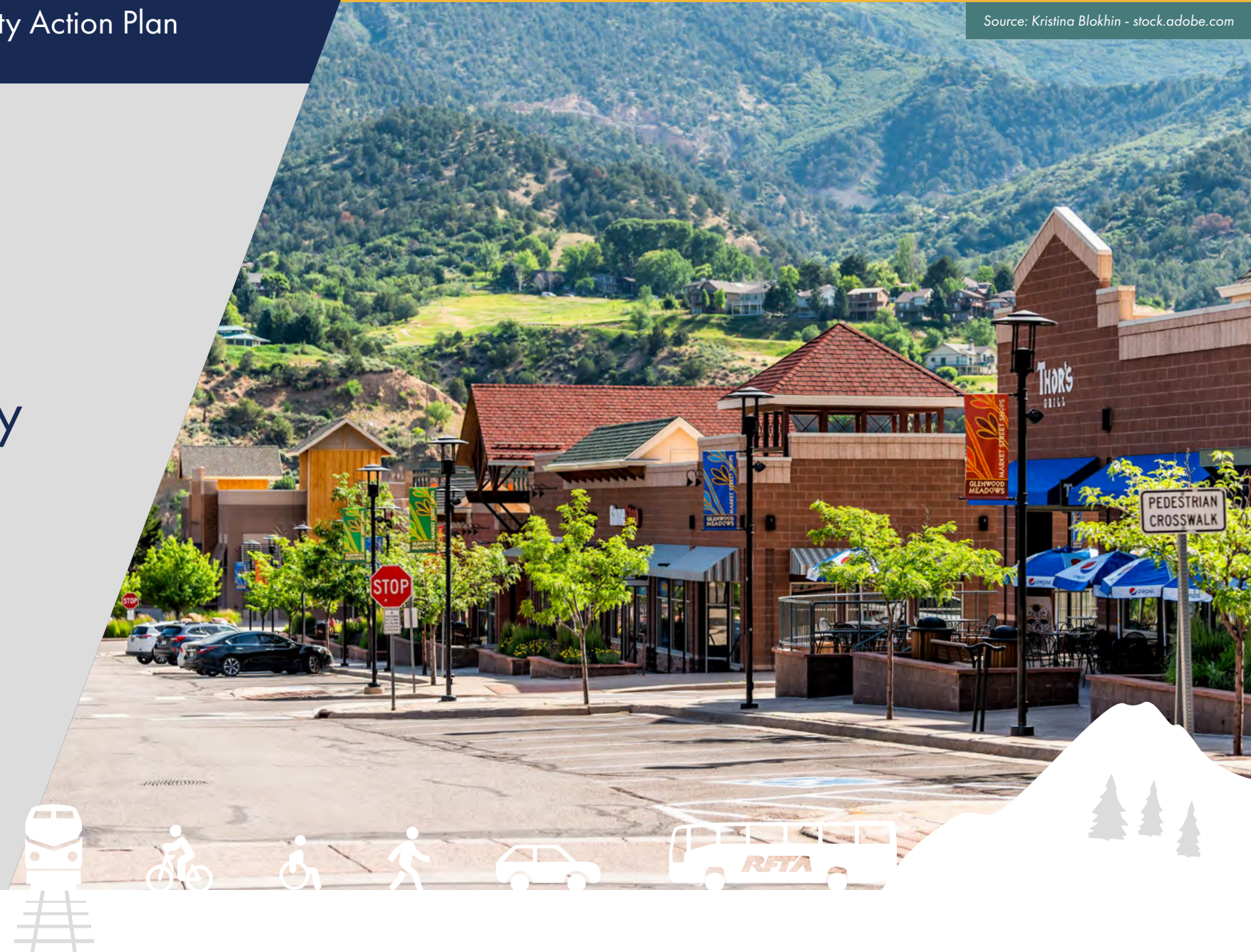
City of Glenwood Springs Transportation Commission
Recommendations, *Comprehensive Safety Action Plan*

April 15, 2025

At its April 1, 2025 meeting, the Transportation Commission approved the following formal recommendations to city council, generally endorsing the *Comprehensive Safety Action Plan* (CSAP) draft report, pending the following adjustments:

- Include remedies to address transit-related hazards (and/or clarify next steps by transit and state agencies)
- Include more details for safe design of roundabouts
- Include stronger bicycle-pedestrian accommodations at roundabouts
- Confer with local travelers with disabilities to screen and clarify safety accommodations under ADA and PROWAG
- Include remedies to make Grand Avenue crossings safer for pedestrians (beyond “leading pedestrian interval”), including signal response to pedestrian crossing buttons, and shortened signal cycle times
- Include new pavement markings for bicycle and pedestrian safety only in coordination with city staff responsible for installation and maintenance
- See Transportation Commission recommendations for revising city Engineering Standards for bicycle and pedestrian infrastructure

Executive Summary





Executive Summary

PURPOSE OF THE PLAN

The City of Glenwood Springs Comprehensive Safety Action Plan (CSAP) offers a data-driven, strategic approach to improving transportation safety focused on eliminating serious injury and fatal crashes citywide. Funded through a Safe Streets and Roads for All (SS4A) grant, this plan provides phased and prioritized strategies in alignment with local, regional, and state transportation goals.

The CSAP analyzes data on accidents and community safety concerns, identifies problem areas, and develops recommendations for projects, operational changes, and public awareness campaigns. The CSAP focuses on creating actionable steps to create a safer roadway for all users.



Public Commitment from Leadership

Dear Glenwood Springs Residents,

In 2024, Glenwood Springs launched the planning process to achieve safer roadways for all users. Today, I proudly reaffirm our city's commitment to transportation safety through the Comprehensive Safety Action Plan (CSAP), a strategic, data-driven approach funded by a Safe Streets and Roads for All (SS4A) grant. At the heart of this plan is a simple but essential principle: no one should be harmed while traveling in our community.

Through detailed analysis of crash data from the past five years, we identified key challenges and opportunities to enhance safety on our roadways. Our findings highlight critical areas needing attention, such as high-risk intersections and corridors, issues with pedestrian and cyclist safety, and problematic driving behaviors like careless and distracted driving.

Community voices have clearly expressed priorities: safer street crossings, improved pedestrian and bicycle infrastructure, consistent school zone signage, and better management of speeding and traffic congestion. Your insights, gathered through robust community engagement, are the cornerstone of the strategies outlined in this plan.

The CSAP details comprehensive measures across three focus areas: Safer Roads, Safer Speeds, and Safer People. Key initiatives include upgrading crosswalks and sidewalks, implementing consistent and clear road signage, enhancing pedestrian and cyclist pathways, and employing targeted speed enforcement technologies.

Together, our actions will create safer, more accessible, and equitable streets. Our success depends on the ongoing collaboration between city departments, community partners, local businesses, and every resident of Glenwood Springs.

Let's move forward decisively and boldly, united in our goal for a safer, thriving community.

Respectfully,

Marco Dehm, Mayor

City of Glenwood Springs



SAFETY ANALYSIS TAKEAWAYS

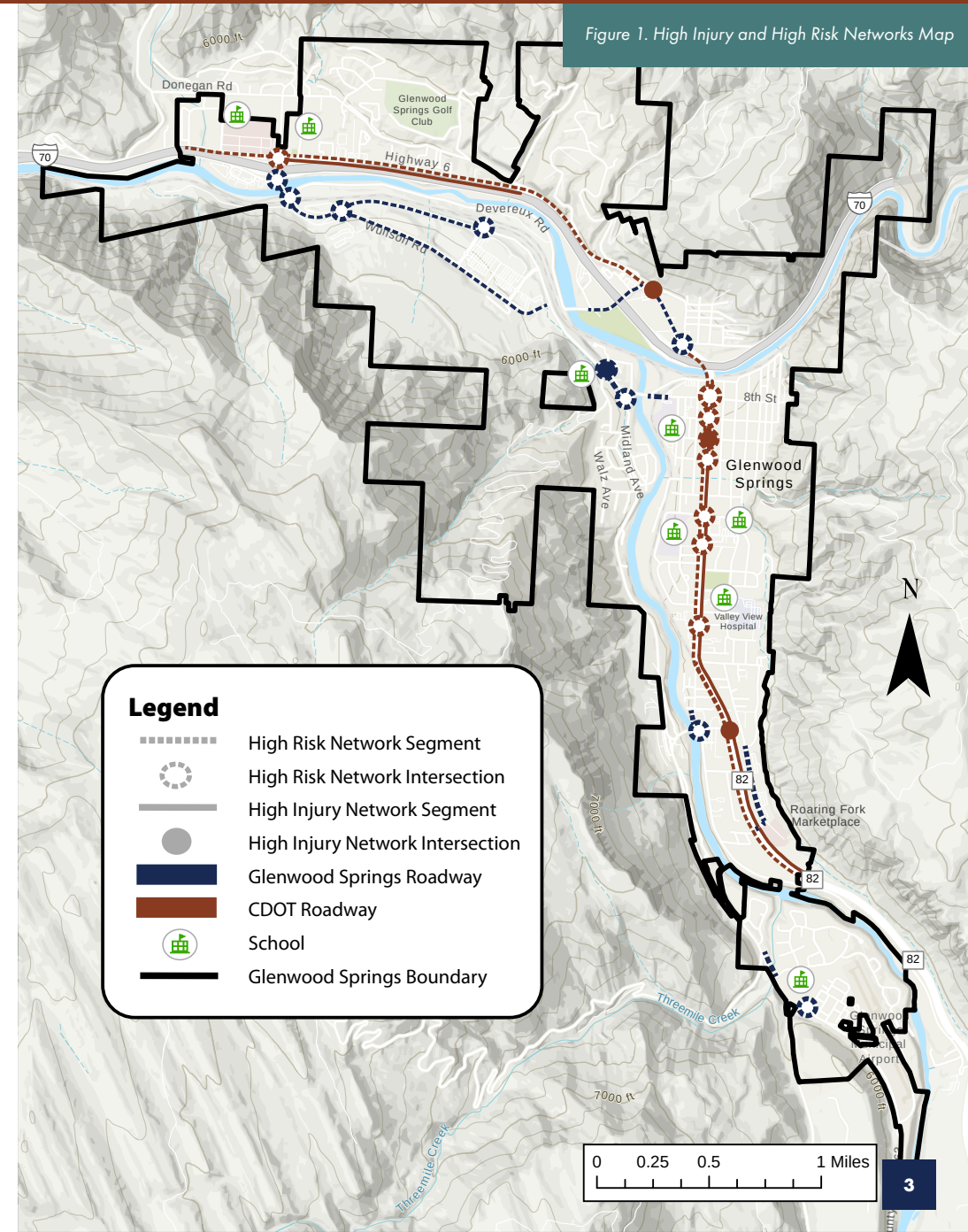
A detailed safety analysis of all roadways within the City of Glenwood Springs was conducted using five years of Colorado Department of Transportation (CDOT) crash data (2019-2023) to identify crash hotspots and trends. Key findings include:

- **1,457** total crashes (excluding crashes on I-70).
- **32%** of crashes occurred on city roadways and **68%** occurred on CDOT roadways.
- **78%** of crashes resulted in property damage only.
- **16** Killed or Seriously Injured (KSI) crashes.
- **37** crashes involved bicyclists or pedestrians.
- The most common driver action for drivers at fault was careless driving (**39%** of crashes), followed by failure to yield the right-of-way (**21%** of crashes).
- The most common human contributing factor was distracted driving (**22%** of crashes).

The project team utilized the crash data to develop a **High Injury Network (HIN)**. The HIN includes roadway segments and intersections that historically account for a higher concentration of crashes resulting in injury or death. This network provides a framework for identifying high-priority locations for focused improvements to address traffic fatalities and serious injuries.

Additionally, a **High Risk Network (HRN)** was developed to highlight roadway segments or intersections that include characteristics associated with an increased likelihood of serious or fatal crashes. The HRN proactively prevents future crashes by identifying and mitigating risks before severe crashes occur.

Both the HIN and HRN establish a foundation for **Strategies** and **Actions** as well as the **Focus Area Projects** outlined on the following pages.



KEY THEMES FROM PUBLIC INPUT

- ✓ Community input was gathered throughout the project using both online tools, virtual meetings, and in-person outreach. Details about the outreach can be found in the full CSAP in **Chapter 3**. Community feedback highlighted several recurring safety concerns:
- ✓ **Unsafe Street Crossings** – Residents cited difficulty crossing streets due to high vehicle speeds, lack of pedestrian infrastructure, and inattentive drivers.
- ✓ **Inconsistent School Zone Signage and Enforcement** – School representatives reported critical areas missing designated signs or flashing lights.
- ✓ **Sidewalk Gaps** – Many expressed frustration with missing or poorly maintained sidewalks, making walking feel unsafe or inconvenient.
- ✓ **Speeding and Distracted Driving** – Over **70% of Phase 1 survey respondents** identified speeding and driver inattention as primary safety concerns.
- ✓ **High Traffic Volumes** – Many participants noted congestion and aggressive driving behavior, leading to unsafe conditions for pedestrians and bicyclists.

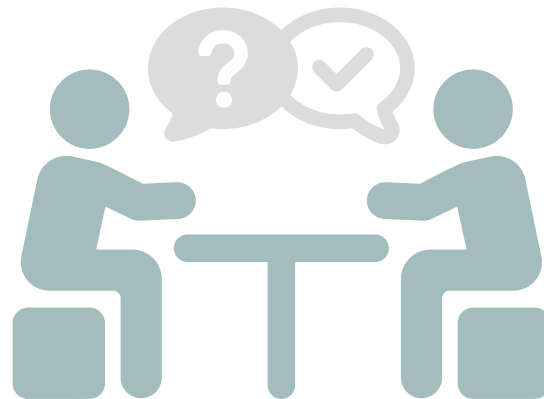
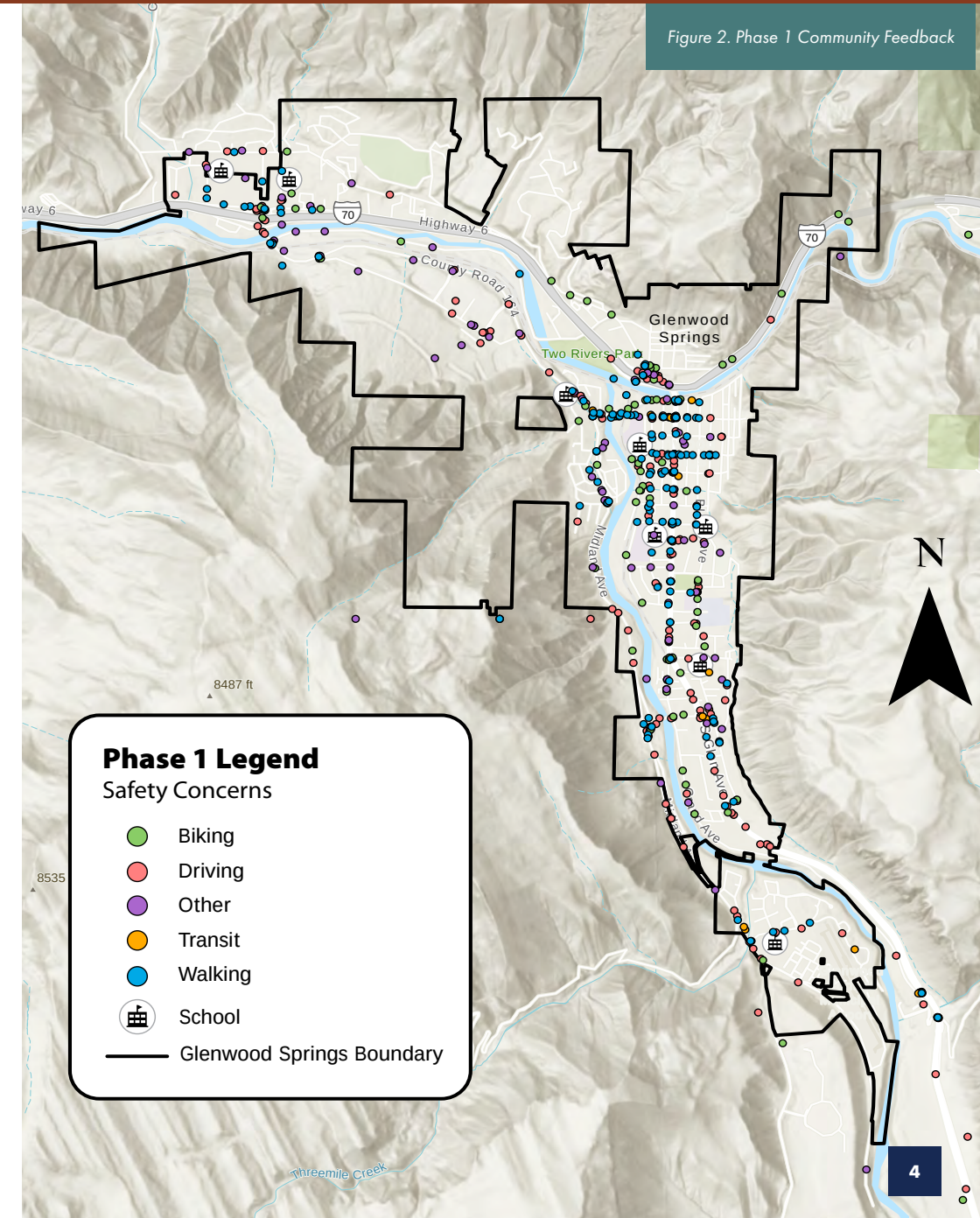


Figure 2. Phase 1 Community Feedback





SAFER ROADS



SAFER PEOPLE



SAFER SPEEDS

SAFETY IMPLEMENTATION STRATEGIES AND ACTIONS

The CSAP is oriented around three core principles of the **Safe System Approach** to support Vision Zero – **Safer Roads, Safer People,** and **Safer Speeds.** Within each **Focus Area**, a targeted suite of **Strategies** and **Actions** are identified to improve roadway safety. Actions are grouped into Implementation Tiers by achievement timeline. High level details are included on the following pages, with further information on responsible parties, next steps, and funding opportunities in **Chapter 5** of the full CSAP.

Implementation Tiers

Tier 1: 1-3 years

Tier 2: 3-5 years

Tier 3: 5-10 years

SAFER ROADS

A focus on safer roads acknowledges the critical role roadway design, allocation of space, and signing/stripping play in realizing a comfortable and safe setting for all travel modes.

Key Metrics:

- ↓ Reduce the number of fatal crashes to Zero by 2030.
- ↓ 50% decrease in number of severe injury crashes at intersections by 2030.
- ↓ Reduce the number of severe injury pedestrian and bicycle crashes to Zero by 2030.

Strategy 1: Implement identified safety improvements on the High Injury Network (HIN).

#	Action	Implementation Tier
SR1.1	Implement improvements identified at HIN intersections.	Varies
SR1.2	Implement improvements identified along HIN segments.	Varies

Strategy 2: Implement standardized signage for improved user clarity.

#	Action	Implementation Tier
SR2.1	Identify standard signage for Rectangular Rapid Flashing Beacon (RRFB) crossings and deploy citywide.	Tier 2
SR2.2	Develop standard drawing for consistent application of signing and striping at roundabouts, referencing national guidelines as a best practice.	Tier 2
SR2.3	Upgrade green street name signs to be Manual on Uniform Traffic Control Devices (MUTCD) compliant.	Tier 3

Strategy 3: Upgrade pedestrian and bicycle crossing treatments at areas of safety concern.

#	Action	Implementation Tier
SR3.1	At multi-use path crossings intersecting an HIN or HRN segment or intersection, consider addition of raised crossings and/or green conflict markings.	Varies

Strategy 4: Enhance infrastructure for pedestrians, bicyclists, and transit riders throughout the city.

#	Action	Implementation Tier
SR4.1	Complete missing sidewalk gaps throughout the city.	Tier 1
SR4.2	Provide upgrades at uncontrolled intersections.	Tier 1
SR4.3	Identify and implement locations for new multi-use path connections.	Tier 2
SR4.4	Address vulnerable user conflicts near schools.	Tier 2

SAFER ROADS (CONTINUED)

Strategy 4 (continued)

#	Action	Implementation Tier
SR4.5	Develop a formal policy for crosswalk restriping and upgrading for consistency.	Tier 2
SR4.6	Address conflicts with bicyclists and vehicles at commercial driveways.	Tier 2
SR4.7	Develop pedestrian crossing guidelines.	Tier 2
SR4.8	Upgrade all pedestrian curb ramps to be Americans with Disabilities Act (ADA)-compliant, further recognizing the benefit of accessible design for all users.	Tier 3
SR4.9	Enhance bicycle and pedestrian scale wayfinding signage throughout the city.	Tier 3
SR4.10	Identify and implement locations for new and upgraded bike facilities.	Tier 3
SR4.11	Evaluate upgrades near transit to enhance access and safety.	Tier 3
SR4.12	Ensure pedestrian scale lighting is provided at intersections, multi-use path crossings, at transit stops/facilities, and within underpasses.	Tier 3
SR4.13	Engage members of the disability community in project development to enhance accessible design.	Tier 3

Strategy 5: Enhance intersection operations and visibility where conditions have been or could be a crash factor.

#	Action	Implementation Tier
SR5.1	Restrict permissive left-turns at signalized intersections where offsets create a sight distance challenge.	Tier 1
SR5.2	Evaluate yellow and red traffic signal clearance intervals.	Tier 1
SR5.3	Replace five-section traffic signal heads with four-section flashing yellow arrows.	Tier 2
SR5.4	Install and maintain retroreflective backplates behind signal heads.	Tier 2
SR5.5	Maintain vegetation in known areas where visibility is poor at intersections.	Tier 2
SR5.6	Evaluate switching to protected only left-turns (with no conflicting pedestrian phasing) when a pedestrian push button is pressed.	Tier 2
SR5.7	Evaluate Leading Pedestrian Interval (LPI) or pedestrian recall at intersections with high pedestrian demand.	Tier 2
SR5.8	Consider application of restricted right-turn-on-red at intersections with high pedestrian and bicyclist crossing volumes.	Tier 2
SR5.9	Conduct a full signal re-timing evaluation and develop corresponding timing plans for implementation on SH 82.	Tier 2

SAFER PEOPLE

A focus on **Safer People** empowers both community members and those traveling through the city (including commuters and visitors) to practice safe and responsible travel behaviors through education and encouragement campaigns.

Key Metrics:

- ↑ Increase in the number of safety education and engagement activities.
- ↑ Increase in number of students walking or biking to school.
- ↑ Increase in percentage of trips that use walking, biking, or transit as the primary mode of travel.

Strategy 1: Raise community awareness of multimodal safety programs and policies.

#	Action	Implementation Tier
SP1.1	Write and publish a quarterly article focused on multimodal projects/safety improvements in the Visit Glenwood Community newsletter or the Post Independent.	Tier 1
SP1.2	Coordinate with CDOT to amplify safety campaigns focused on vulnerable road users (including bicyclists, pedestrians, and motorcyclists).	Tier 1
SP1.3	Develop a Safe Routes to School Action Plan for Roaring Fork School District (RFSD).	Tier 3

Strategy 2: Educate the community about safety treatments and how to use them.

#	Action	Implementation Tier
SP2.1	Create an educational campaign focused on safely navigating roundabouts, including interacting with vehicles, pedestrians, bicycles, and transit vehicles at roundabouts.	Tier 1

SAFER SPEEDS

A focus on **Safer Speeds** relies on designing city roadways for slower travel speeds, coordinating with CDOT on opportunities for reducing speeds on state highways, and using traffic safety cameras where they are needed.

Key Metrics:

- ↓ Decrease in speeding on arterial and collector streets.
- ↓ Decrease in red-light running crashes at signalized intersections.

Strategy 1: Manage speeds effectively through engineering, education, and enforcement.

#	Action	Implementation Tier
SS1.1	Update and publicize the existing Neighborhood Traffic Calming Policy and the process for submitting a request.	Tier 1
SS1.2	Encourage slower speeds for travelers entering the city, through flashing speed feedback signage and targeted enforcement.	Tier 1
SS1.3	Consider the installation of red-light enforcement cameras at signalized intersections.	Tier 2
SS1.4	Consider the installation of speed enforcement cameras at locations with known speeding concerns.	Tier 2
SS1.5	Partner with schools to address speeding-related concerns near schools.	Tier 2

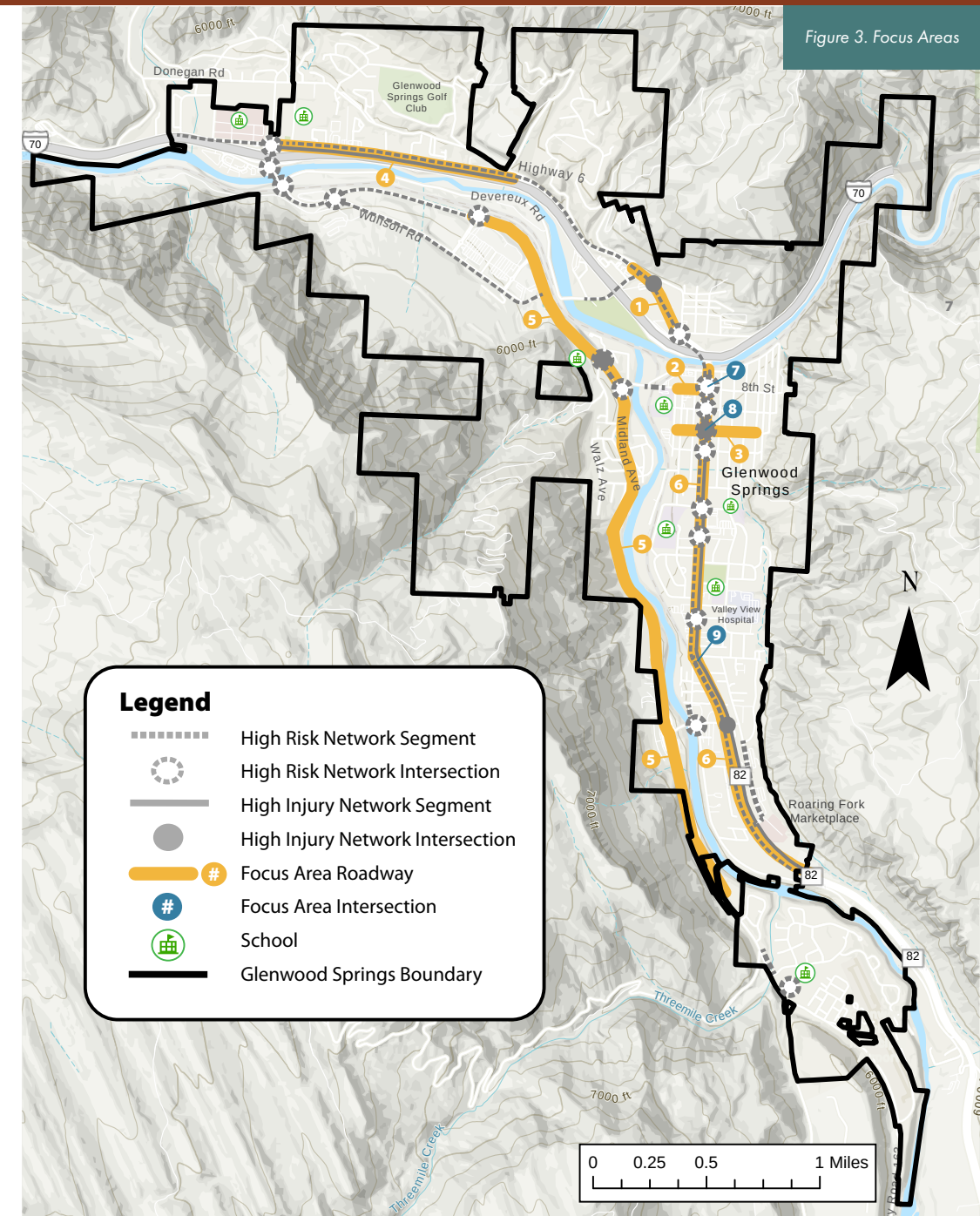


FOCUS AREAS

Focus Area Projects were developed to address specific locations and corridors that emerged on the High Injury Network, High Risk Network, and/or through community feedback.

- 1 6th Street: Traver Trail to Laurel Street
- 2 8th Street: Pitkin Avenue to SH 82
- 3 10th Street: School Street to Palmer Avenue
- 4 Highway 6: Mel Ray Road roundabout to Donegan Road
- 5 Midland Avenue: W Meadows Drive to Old Cardiff Bridge Road
- 6 SH 82 Corridor: 7th Street to southern city limits
- 7 SH 82 & 8th Street
- 8 SH 82 & 10th Street
- 9 SH 82 & 23rd Street

The project team developed planning-level exhibits for these Focus Areas, positioning city staff to pursue funding opportunities to support future implementation. The Countermeasures Toolbox in **Chapter 4** and fact sheets in **Appendix B** of the full CSAP provide details about the data-driven recommended improvements at Focus Area locations.





NEXT STEPS

Achieving the city's transportation safety goals is a team effort and relies on critical partnerships. The CSAP outlines and solidifies the city's safety commitments, offering a roadmap for a transportation future where no one is seriously injured or killed while traveling in or through the city.

Sustainable funding sources are critical to design, construct, and sustain safety-focused infrastructure. This plan identifies applicable funding opportunities, including those available at the local, regional, state, and federal levels. Please see **Appendix C** in the full CSAP for further details about potential funding sources.

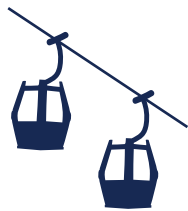
The CSAP's success rests on its status as a living document. The strategies outlined above and detailed further in **Chapter 5** of the full CSAP focus on actions to advance the city's safety outcomes between 2025 and 2030. City staff plan to provide an update to the plan in five years (2031). This update will likely involve an update to the High Injury Network and High Risk Network.

Furthermore, city staff commit to transparency with the Glenwood Springs community. To that effect, staff will develop public-facing annual progress reports to document safety successes and areas of future opportunity.





Comprehensive Safety Action Plan



MAY 2025

Acknowledgements

Development of this plan would not have been possible without support from the following representatives:

PROJECT MANAGEMENT TEAM

Lee Barger, City of Glenwood Springs
Ben Bohmfalk, Roaring Fork School District
Joshua Cullen, P.E., Colorado Department of Transportation
Ryan Gordon, P.E., City of Glenwood Springs
David Johnson, Roaring Fork Transit Authority
Jason Smith, Roaring Fork Transit Authority

STAKEHOLDER STEERING COMMITTEE

City of Glenwood Springs (Various Departments)
Colorado Department of Transportation (CDOT)
Roaring Fork Transportation Authority (RFTA)
Roaring Fork School District
Glenwood Springs Chamber Resort Association
Garfield County
Visit Glenwood Springs
Community Food Initiatives Grand Junction (CFIJ)
Voces Unidas
Local Biking Advocacy Groups
Local Businesses and Organizations

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Jonny Rotheram, RSP 1
Chloe Ward, PE



Glossary

85th Percentile Speed - The speed at or below which 85 percent of motorists are measured to operate at. The assumption underlying this metric is that motorists operate at speeds they consider to be safe, given conditions.

Approach Turn Crash - This crash type involves a left-turning driver that failed to yield right-of-way colliding with a vehicle traveling in the opposite direction straight through the intersection. These types of crashes can occur at unsignalized intersections or at signalized intersections where left-turns are permitted.

Broadside Crash (aka Angle or T-bone) - This crash type may involve a driver inadvertently or deliberately running a red light at a signalized intersection and colliding with another roadway user, or when a person attempting to cross from an unsignalized street misjudges a gap in traffic and is struck by a driver that has the right-of-way.

Comprehensive Safety Action Plan (CSAP) - Plans aimed at reducing and eliminating serious-injury and fatal crashes affecting all roadway users. CSAPs use data analysis to characterize roadway safety problems and strengthen a community's approach through projects and strategies that address the most significant safety risks.

Countermeasure - An engineering solution that can be implemented to correct a crash problem or mitigate the

likelihood of a crash occurring.

Crash Modification Factor (CMF) - Used to compute the expected number of crashes after implementing a countermeasure on a street or at an intersection.

Fatal Crash - A crash resulting in one or more deaths within 30 days of the accident.

High Injury Network (HIN) - A network that identifies locations where the most injury crashes have occurred based on historic crash data.

High Risk Network (HRN) - A network that identifies contextual factors and roadway characteristics common to historic crashes to pinpoint locations where there is a high risk for potential crashes in the future.

Killed or Seriously Injured (KSI) - KSI crashes result in one or more fatalities or serious injuries.

Leading Pedestrian Interval (LPI) - Gives pedestrians and bicyclists the opportunity to enter an intersection 3-7 seconds before vehicles are given the green indication. LPIs provide increased visibility of crossing pedestrians, reduced conflicts between pedestrians and vehicles, and increased likelihood of motorists yielding to pedestrians.

Manual on Uniform Traffic Control Devices

(MUTCD) - The MUTCD, published by the Federal Highway Administration (FHWA), defines the standards used nationwide to install and maintain traffic control devices on streets, highways, and pedestrian and bicycle facilities.

Minor Injury Crash - This type of injury is evident to observers at the scene but is not a fatal or incapacitating injury. This includes momentary unconsciousness, bruises, lumps on the head, and minor lacerations. This also includes injuries that are treated at the scene and do not require further medical attention away from the scene.

Overtaking Crash - Crash type wherein two vehicles are traveling in the same direction and the front vehicle turns right or left and is hit as the following vehicle tries to pass on the right or left.

Pedestrian Recall - Ensures a traffic signal automatically provides a "WALK" indication each cycle, regardless of whether the pedestrian push button was manually pushed.

Permitted-Protected Left-Turn Signal - Protected-permissive left-turn phasing is a movement of traffic at a signalized intersection having a separate left-turn phase in the signal cycle to provide a protected green arrow interval as well as a non-protected circular green ball or flashing yellow interval where left-turning vehicles must yield to opposing traffic.

Protected Left-Turn Signal – “Protected-only” phasing consists of providing a separate phase for left-turning traffic and allows left-turns to be made only on a green left arrow signal indication, with no pedestrian movement or vehicular traffic conflicting with the left-turn.

Rectangular Rapid Flashing Beacon (RRFB) - A pedestrian/bicyclist-actuated enhancement used in combination with a pedestrian/bicycle crossing warning sign to improve safety at uncontrolled, marked crosswalks at intersections and midblock locations.

Safe Streets and Roads for All (SS4A) – A federal, discretionary grant program providing \$5 billion in grants from 2022 through 2026 to prevent roadway deaths and serious

injuries.

Safe System Approach – Represents a shift from conventional safety methods by focusing on both human mistakes and human vulnerability to design roadways with safety redundancies to protect everyone, regardless of their mode of travel.

Serious Injury Crash – A crash that results in an incapacitating (life-altering) injury, preventing the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Serious injuries may involve broken extremities, severe lacerations, or paralysis.

Uncontrolled Intersection - An intersection lacking traffic signals, stop signs, or yield signs that relies on motorists to yield the right-of-way based on established rules.

Vision Zero – A transportation strategy to eliminate all traffic fatalities and serious injuries while increasing safe, healthy, and equitable mobility for all. Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error.

Vulnerable Road Users (VRUs) – For the purposes of this report, VRUs encompass roadway users who are at a higher risk of serious injury or death in traffic crashes due to their lack of protection from heavier roadway users, like motor vehicles.



Public Commitment from Leadership

Dear Glenwood Springs Residents,

In 2024, Glenwood Springs launched the planning process to achieve safer roadways for all users. Today, I proudly reaffirm our city's commitment to transportation safety through the Comprehensive Safety Action Plan (CSAP), a strategic, data-driven approach funded by a Safe Streets and Roads for All (SS4A) grant. At the heart of this plan is a simple but essential principle: no one should be harmed while traveling in our community.

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Let's move forward decisively and boldly, united in our goal for a safer, thriving community.

Respectfully,

Marco Dehm, Mayor

City of Glenwood Springs



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Executive Summary

PURPOSE OF THE PLAN

The City of Glenwood Springs Comprehensive Safety Action Plan (CSAP) offers a data-driven, strategic approach to improving transportation safety focused on eliminating serious injury and fatal crashes citywide. Funded through a Safe Streets and Roads for All (SS4A) grant, this plan provides phased and prioritized strategies in alignment with local, regional, and state transportation goals.

The CSAP analyzes data on accidents and community safety concerns, identifies problem areas, and develops recommendations for projects, operational changes, and public awareness campaigns. The CSAP focuses on creating actionable steps to create a safer roadway for all users.



SAFETY ANALYSIS TAKEAWAYS

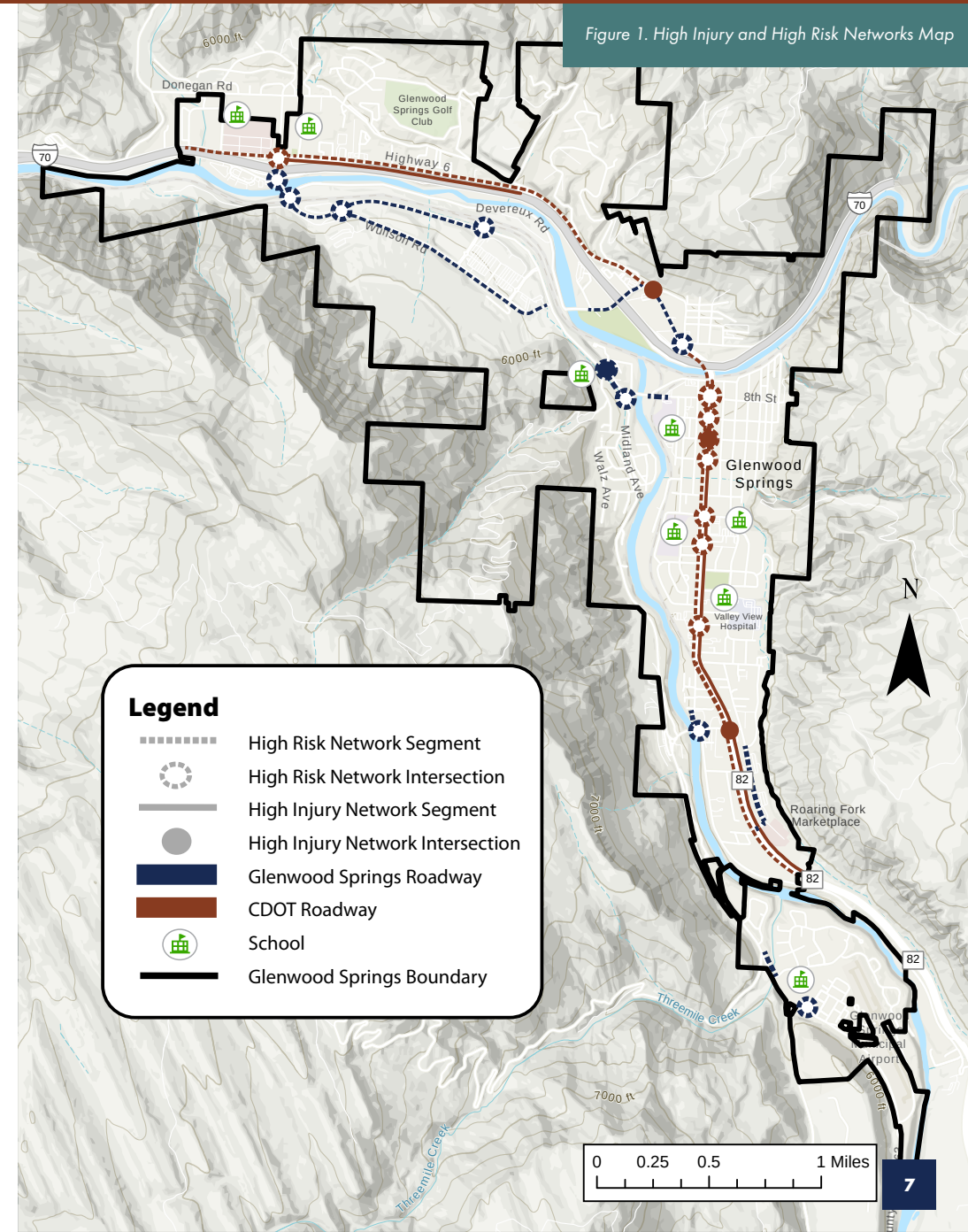
A detailed safety analysis of all roadways within the City of Glenwood Springs was conducted using five years of Colorado Department of Transportation (CDOT) crash data (2019-2023) to identify crash hotspots and trends. Key findings include:

- **1,457** total crashes (excluding crashes on I-70).
- **32%** of crashes occurred on city roadways and **68%** occurred on CDOT roadways.
- **78%** of crashes resulted in property damage only.
- **16** Killed or Seriously Injured (KSI) crashes.
- **37** crashes involved bicyclists or pedestrians.
- The most common driver action for drivers at fault was careless driving (**39%** of crashes), followed by failure to yield the right-of-way (**21%** of crashes).
- The most common human contributing factor was distracted driving (**22%** of crashes).

The project team utilized the crash data to develop a **High Injury Network (HIN)**. The HIN includes roadway segments and intersections that historically account for a higher concentration of crashes resulting in injury or death. This network provides a framework for identifying high-priority locations for focused improvements to address traffic fatalities and serious injuries.

Additionally, a **High Risk Network (HRN)** was developed to highlight roadway segments or intersections that include characteristics associated with an increased likelihood of serious or fatal crashes. The HRN proactively prevents future crashes by identifying and mitigating risks before severe crashes occur.

Both the HIN and HRN establish a foundation for **Strategies** and **Actions** as well as the **Focus Area Projects** outlined on the following pages.



KEY THEMES FROM PUBLIC INPUT

Community input was gathered throughout the project using both online tools, virtual meetings, and in-person outreach. Details about the outreach can be found in **Chapter 3**. Community feedback highlighted several recurring safety concerns:

- ✓ **Unsafe Street Crossings** – Residents cited difficulty crossing streets due to high vehicle speeds, lack of pedestrian infrastructure, and inattentive drivers.
- ✓ **Inconsistent School Zone Signage and Enforcement** – School representatives reported critical areas missing designated signs or flashing lights.
- ✓ **Sidewalk Gaps** – Many expressed frustration with missing or poorly maintained sidewalks, making walking feel unsafe or inconvenient.
- ✓ **Speeding and Distracted Driving** – Over **70% of Phase 1 survey respondents** identified speeding and driver inattention as primary safety concerns.
- ✓ **High Traffic Volumes** – Many participants noted congestion and aggressive driving behavior, leading to unsafe conditions for pedestrians and bicyclists.

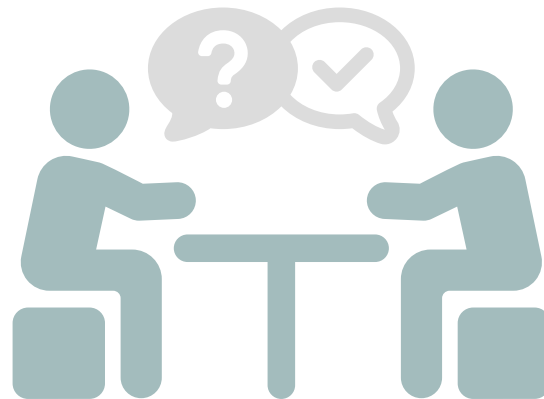
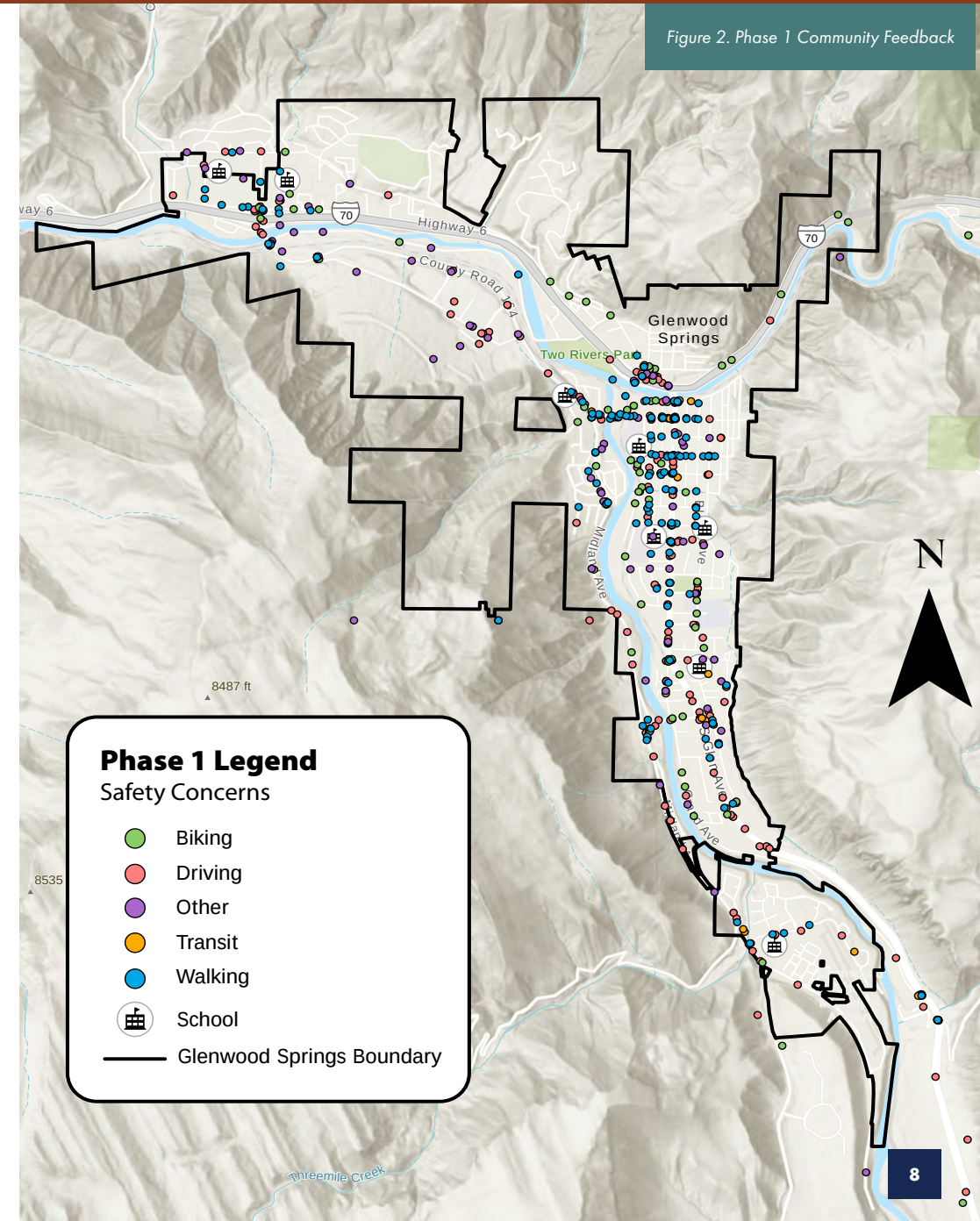


Figure 2. Phase 1 Community Feedback





SAFER ROADS



SAFER PEOPLE



SAFER SPEEDS

SAFETY IMPLEMENTATION STRATEGIES AND ACTIONS

The CSAP is oriented around three core principles of the **Safe System Approach** to support Vision Zero – **Safer Roads, Safer People,** and **Safer Speeds.** Within each **Focus Area**, a targeted suite of **Strategies** and **Actions** are identified to improve roadway safety. Actions are grouped into Implementation Tiers by achievement timeline. High level details are included on the following pages, with further information on responsible parties, next steps, and funding opportunities in **Chapter 5.**

Implementation Tiers

Tier 1: 1-3 years

Tier 2: 3-5 years

Tier 3: 5-10 years

SAFER ROADS

A focus on safer roads acknowledges the critical role roadway design, allocation of space, and signing/stripping play in realizing a comfortable and safe setting for all travel modes.

Key Metrics:

- ↓ Reduce the number of fatal crashes to Zero by 2030.
- ↓ 50% decrease in number of severe injury crashes at intersections by 2030.
- ↓ Reduce the number of severe injury pedestrian and bicycle crashes to Zero by 2030.

Strategy 1: Implement identified safety improvements on the High Injury Network (HIN).

#	Action	Implementation Tier
SR1.1	Implement improvements identified at HIN intersections.	Varies
SR1.2	Implement improvements identified along HIN segments.	Varies

Strategy 2: Implement standardized signage for improved user clarity.

#	Action	Implementation Tier
SR2.1	Identify standard signage for Rectangular Rapid Flashing Beacon (RRFB) crossings and deploy citywide.	Tier 2
SR2.2	Develop standard drawing for consistent application of signing and striping at roundabouts, referencing national guidelines as a best practice.	Tier 2
SR2.3	Upgrade green street name signs to be Manual on Uniform Traffic Control Devices (MUTCD) compliant.	Tier 3

Strategy 3: Upgrade pedestrian and bicycle crossing treatments at areas of safety concern.

#	Action	Implementation Tier
SR3.1	At multi-use path crossings intersecting an HIN or HRN segment or intersection, consider addition of raised crossings and/or green conflict markings.	Varies

Strategy 4: Enhance infrastructure for pedestrians, bicyclists, and transit riders throughout the city.

#	Action	Implementation Tier
SR4.1	Complete missing sidewalk gaps throughout the city.	Tier 1
SR4.2	Provide upgrades at uncontrolled intersections.	Tier 1
SR4.3	Identify and implement locations for new multi-use path connections.	Tier 2
SR4.4	Address vulnerable user conflicts near schools.	Tier 2

SAFER ROADS (CONTINUED)

Strategy 4 (continued)

#	Action	Implementation Tier
SR4.5	Develop a formal policy for crosswalk restriping and upgrading for consistency.	Tier 2
SR4.6	Address conflicts with bicyclists and vehicles at commercial driveways.	Tier 2
SR4.7	Develop pedestrian crossing guidelines.	Tier 2
SR4.8	Upgrade all pedestrian curb ramps to be Americans with Disabilities Act (ADA)-compliant, further recognizing the benefit of accessible design for all users.	Tier 3
SR4.9	Enhance bicycle and pedestrian scale wayfinding signage throughout the city.	Tier 3
SR4.10	Identify and implement locations for new and upgraded bike facilities.	Tier 3
SR4.11	Evaluate upgrades near transit to enhance access and safety.	Tier 3
SR4.12	Ensure pedestrian scale lighting is provided at intersections, multi-use path crossings, at transit stops/facilities, and within underpasses.	Tier 3
SR4.13	Engage members of the disability community in project development to enhance accessible design.	Tier 3

Strategy 5: Enhance intersection operations and visibility where conditions have been or could be a crash factor.

#	Action	Implementation Tier
SR5.1	Restrict permissive left-turns at signalized intersections where offsets create a sight distance challenge.	Tier 1
SR5.2	Evaluate yellow and red traffic signal clearance intervals.	Tier 1
SR5.3	Replace five-section traffic signal heads with four-section flashing yellow arrows.	Tier 2
SR5.4	Install and maintain retroreflective backplates behind signal heads.	Tier 2
SR5.5	Maintain vegetation in known areas where visibility is poor at intersections.	Tier 2
SR5.6	Evaluate switching to protected only left-turns (with no conflicting pedestrian phasing) when a pedestrian push button is pressed.	Tier 2
SR5.7	Evaluate Leading Pedestrian Interval (LPI) or pedestrian recall at intersections with high pedestrian demand.	Tier 2
SR5.8	Consider application of restricted right-turn-on-red at intersections with high pedestrian and bicyclist crossing volumes.	Tier 2
SR5.9	Conduct a full signal re-timing evaluation and develop corresponding timing plans for implementation on SH 82.	Tier 2

SAFER PEOPLE

A focus on **Safer People** empowers both community members and those traveling through the city (including commuters and visitors) to practice safe and responsible travel behaviors through education and encouragement campaigns.

Key Metrics:

- ↑ Increase in the number of safety education and engagement activities.
- ↑ Increase in number of students walking or biking to school.
- ↑ Increase in percentage of trips that use walking, biking, or transit as the primary mode of travel.

Strategy 1: Raise community awareness of multimodal safety programs and policies.

#	Action	Implementation Tier
SP1.1	Write and publish a quarterly article focused on multimodal projects/safety improvements in the Visit Glenwood Community newsletter or the Post Independent.	Tier 1
SP1.2	Coordinate with CDOT to amplify safety campaigns focused on vulnerable road users (including bicyclists, pedestrians, and motorcyclists).	Tier 1
SP1.3	Develop a Safe Routes to School Action Plan for Roaring Fork School District (RFSD).	Tier 3

Strategy 2: Educate the community about safety treatments and how to use them.

#	Action	Implementation Tier
SP2.1	Create an educational campaign focused on safely navigating roundabouts, including interacting with vehicles, pedestrians, bicycles, and transit vehicles at roundabouts.	Tier 1

SAFER SPEEDS

A focus on **Safer Speeds** relies on designing city roadways for slower travel speeds, coordinating with CDOT on opportunities for reducing speeds on state highways, and using traffic safety cameras where they are needed.

Key Metrics:

- ↓ Decrease in speeding on arterial and collector streets.
- ↓ Decrease in red-light running crashes at signalized intersections.

Strategy 1: Manage speeds effectively through engineering, education, and enforcement.

#	Action	Implementation Tier
SS1.1	Update and publicize the existing Neighborhood Traffic Calming Policy and the process for submitting a request.	Tier 1
SS1.2	Encourage slower speeds for travelers entering the city, through flashing speed feedback signage and targeted enforcement.	Tier 1
SS1.3	Consider the installation of red-light enforcement cameras at signalized intersections.	Tier 2
SS1.4	Consider the installation of speed enforcement cameras at locations with known speeding concerns.	Tier 2
SS1.5	Partner with schools to address speeding-related concerns near schools.	Tier 2

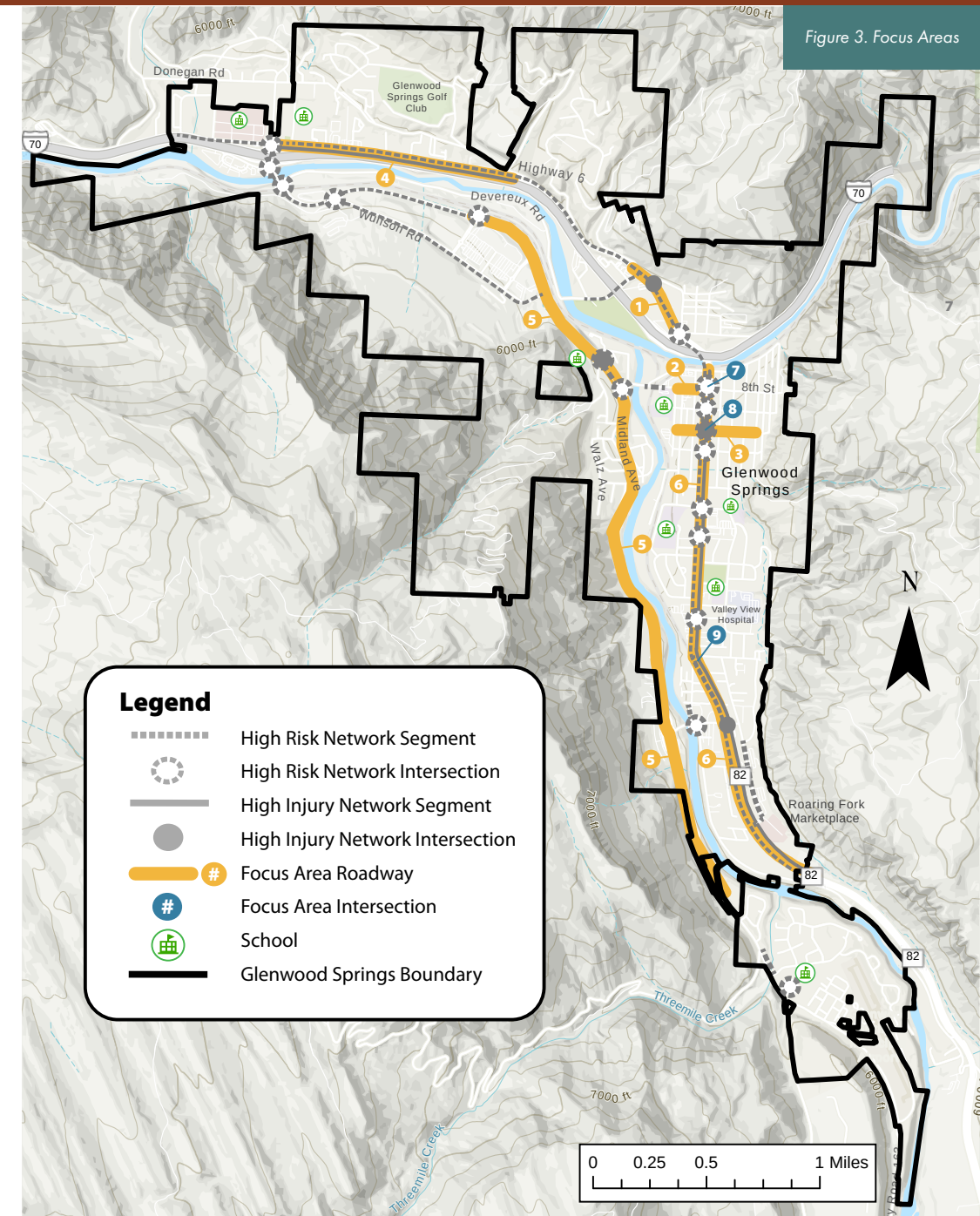


FOCUS AREAS

Focus Area Projects were developed to address specific locations and corridors that emerged on the High Injury Network, High Risk Network, and/or through community feedback.

- 1 6th Street: Traver Trail to Laurel Street
- 2 8th Street: Pitkin Avenue to SH 82
- 3 10th Street: School Street to Palmer Avenue
- 4 Highway 6: Mel Ray Road roundabout to Donegan Road
- 5 Midland Avenue: W Meadows Drive to Old Cardiff Bridge Road
- 6 SH 82 Corridor: 7th Street to southern city limits
- 7 SH 82 & 8th Street
- 8 SH 82 & 10th Street
- 9 SH 82 & 23rd Street

The project team developed planning-level exhibits for these Focus Areas, positioning city staff to pursue funding opportunities to support future implementation. The Countermeasures Toolbox in **Chapter 4** and fact sheets in **Appendix B** provide details about the data-driven recommended improvements at Focus Area locations.





NEXT STEPS

Achieving the city's transportation safety goals is a team effort and relies on critical partnerships. The CSAP outlines and solidifies the city's safety commitments, offering a roadmap for a transportation future where no one is seriously injured or killed while traveling in or through the city.

Sustainable funding sources are critical to design, construct, and sustain safety-focused infrastructure. This plan identifies applicable funding opportunities, including those available at the local, regional, state, and federal levels. Please see **Appendix C** for further details about potential funding sources.

The CSAP's success rests on its status as a living document. The strategies outlined above and detailed further in **Chapter 5** focus on actions to advance the city's safety outcomes between 2025 and 2030. City staff plan to provide an update to the plan in five years (2031). This update will likely involve an update to the High Injury Network and High Risk Network.

Furthermore, city staff commit to transparency with the Glenwood Springs community. To that effect, staff will develop public-facing annual progress reports to document safety successes and areas of future opportunity.

Chapter 1: Introduction

PROJECT OVERVIEW

The City of Glenwood Springs received funding from a 2023 Safe Streets and Roads for All (SS4A) grant to develop a Comprehensive Safety Action Plan (CSAP). The CSAP is a strategic approach to improving transportation safety within a specific area by analyzing traffic crash data on accidents and community safety concerns, identifying problem areas, and developing recommendations for projects, operational changes, and public awareness campaigns.

The CSAP focuses on creating actionable steps to reduce accidents and enhance the safety of the entire transportation system, including positioning the city to apply for future funding opportunities. Through analyzing data and identifying trends, the project team is invested in reducing crashes and creating safer roadways for all users – drivers, pedestrians, bicyclists, and transit riders.

In addition to prioritizing safety improvements and ensuring that roadway users can travel safely throughout the city, the CSAP identified key high-risk areas based on crash data analysis and reviewed community feedback to prioritize safety improvements in critical locations.

WHAT IS VISION ZERO?

Vision Zero is a national initiative based on the principle that no loss of life on our streets is acceptable. It aims to create a transportation system that prioritizes safety, fairness, and mobility for all road users.

WHAT IS A COMPREHENSIVE SAFETY ACTION PLAN (CSAP)?

A CSAP is aimed at reducing and eliminating serious-injury and fatal crashes affecting all roadway users. CSAPs use data analysis to characterize roadway safety problems and strengthen a community's approach through projects and strategies that address the most significant safety risks.

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM

In 2021, the Bipartisan Infrastructure Law established the SS4A program with \$5 billion in appropriated funds between 2022 and 2026. The program provides financial support for planning and infrastructure initiatives to prevent deaths and serious injuries on the transportation network.



WHAT IS VISION ZERO AND THE SAFE SYSTEM APPROACH?

Vision Zero is a global movement focused on **eliminating all traffic-related deaths and serious injuries**. It recognizes that human error is inevitable, and the transportation system should be designed to minimize the consequences of these mistakes. The goal of Vision Zero is to create a transportation network that prioritizes safety above all else, using data-driven analysis to identify the causes of traffic crashes and address them with comprehensive strategies rooted in a Safe System Approach.



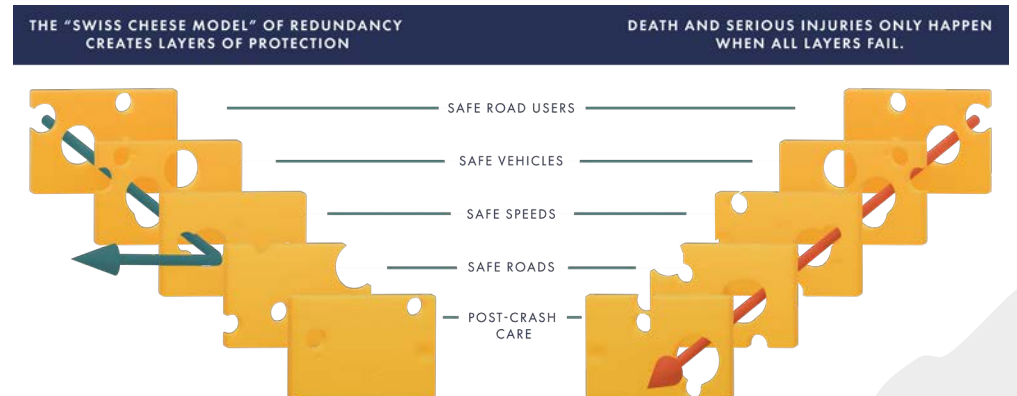
Figure 5. Safety System Approach Principles
(Source: United States Department of Transportation (USDOT))

According to the U.S. Department of Transportation, the Safe System Approach is based on six key principles:

- 1. Death and serious injuries are unacceptable:** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- 2. Humans make mistakes:** Roadway designs must anticipate and accommodate human error.
- 3. Humans are vulnerable:** The transportation system should protect users from fatal or serious injuries.
- 4. Responsibility is shared:** Government agencies, policymakers, engineers, and road users all play a role in safety.
- 5. Safety is proactive:** Risks should be identified and mitigated before crashes occur.

- 6. Redundancy is crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people (see **Figure 6**).

Figure 6 (below): Safe System Redundancy Model data (Source: Washington Traffic Safety Commission)



Traditional Approach	VS	Vision Zero
Traffic deaths are inevitable		Traffic deaths are preventable
Perfect human behavior		Integrate human failing in approach
Prevent collisions		Prevent fatal and severe crashes
Individual responsibility		Systems approach
Saving lives is expensive .		Saving lives is not expensive .

Figure 4. Vision Zero Approach (Source: Vision Zero Network)

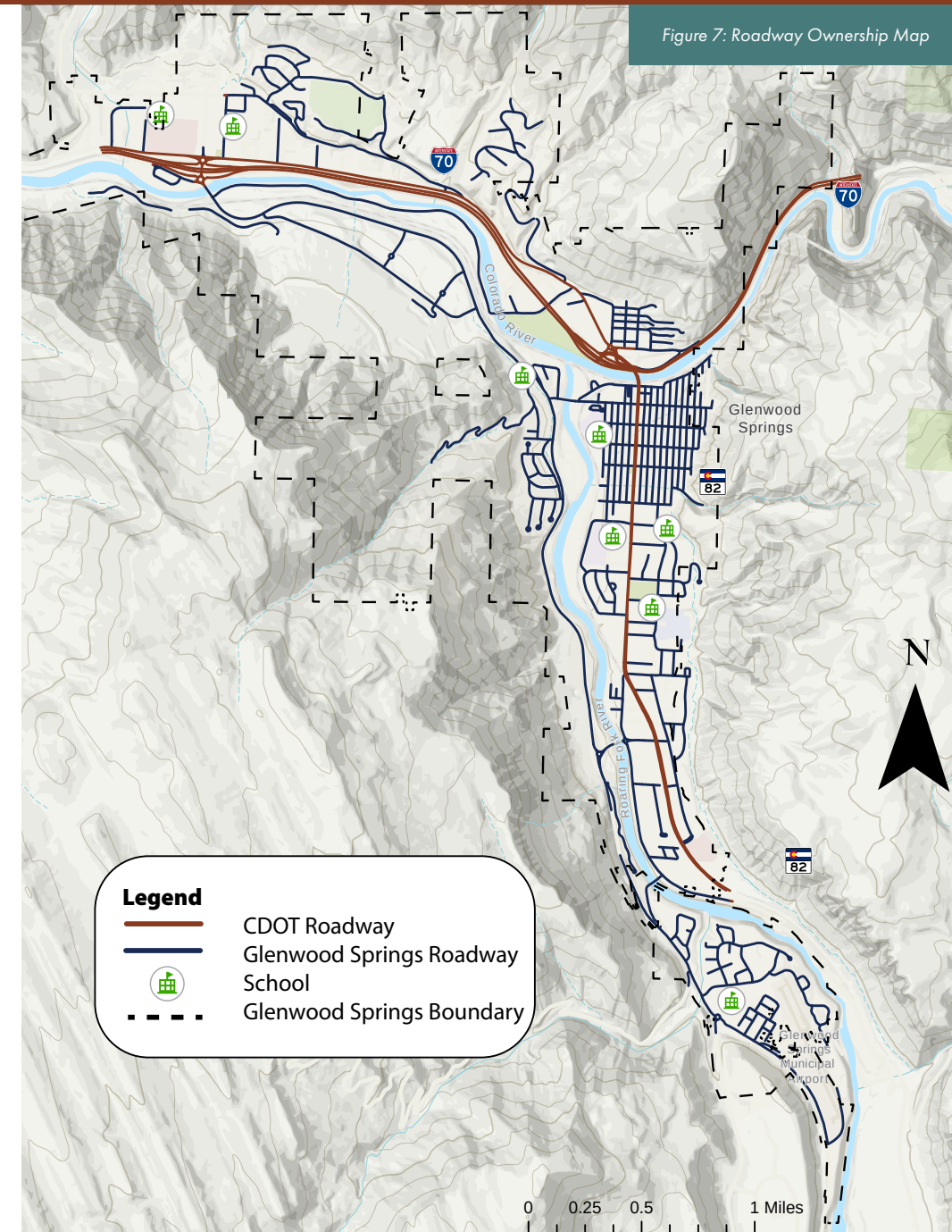
ABOUT GLENWOOD SPRINGS

The City of Glenwood Springs is the county seat of Garfield County, Colorado with a population of 10,250 and over 36% of residents identifying as Hispanic or Latino (U.S. Census Bureau, 2024). Glenwood Springs' local economy was historically fueled by coal mining, farming and ranching, commerce, and outdoor recreation. The city boasts a thriving tourism economy and is known as a world-class hot springs destination.

Glenwood Springs is the regional hub for transportation, healthcare, and retail, as it sits at the nexus of two river valleys (the Roaring Fork and the Colorado). The mean travel time to employment for workers aged 16 and older is just under 30 minutes, indicating known commuting patterns from area municipalities.

Glenwood Springs' transportation network includes a mix of local streets, collector roads, and arterial corridors, many of which serve both local and regional travel demands. The city is bisected north-south by State Highway (SH) 82, a major Colorado Department of Transportation (CDOT) facility that runs down the spine of the city and provides access north to Interstate 70 (I-70) and south to Carbondale, Basalt, and ultimately, Aspen.

As Glenwood Springs continues to grow, traffic safety has become an increasing concern, particularly at major intersections and along high-traffic corridors. The CSAP seeks to address these challenges by identifying areas where safety improvements are most needed and implementing strategies that align with broader regional and state transportation goals.



GOALS OF THE GLENWOOD SPRINGS COMPREHENSIVE SAFETY ACTION PLAN

The City of Glenwood Springs CSAP is centered around **people, safety**, and **data-driven decision-making**. The plan's primary goals include:

- ✓ Supporting local, regional, and statewide safety goals.
- ✓ Reducing serious and fatal crashes across all transportation modes.
- ✓ Analyzing and mapping crash data from the last five years of available information to identify crash trends and hot spots.
- ✓ Using a systemic analysis method to identify locations where the likelihood of crashes is greater in the future.
- ✓ Engaging community members to understand needs, concerns, and priorities for transportation safety.
- ✓ Prioritizing safety improvements in high-risk locations, particularly for vulnerable road users.
- ✓ Identifying data-driven safety countermeasures to address crash hotspots and locations where future crashes are more likely.
- ✓ Identifying sustainable funding sources for long-term safety investments.
- ✓ Ensuring that transportation safety efforts are fairly distributed to benefit those communities most in need.

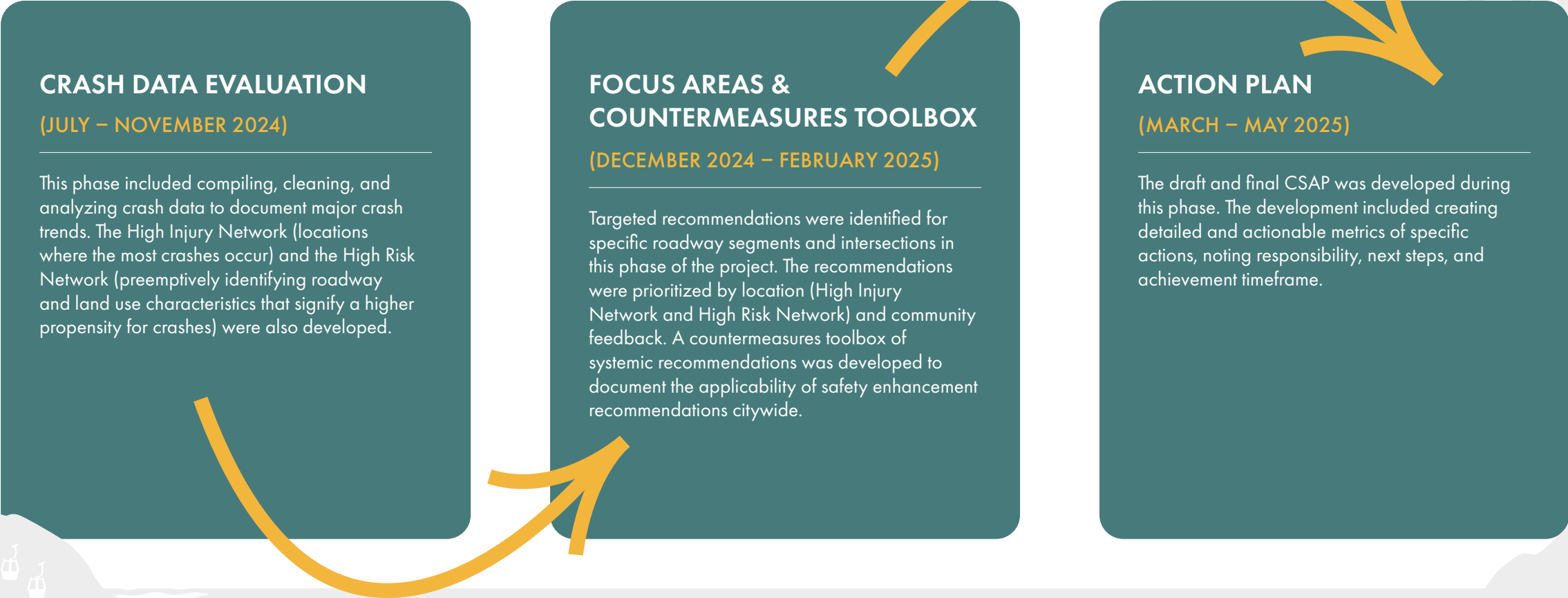
CITY OF GLENWOOD SPRINGS' VISION ZERO GOALS

- ↓ Reduce the number of fatal crashes to Zero by 2030.
- ↓ Reduce the number of severe injury intersection crashes by 50% by 2030.
- ↓ Reduce the number of severe injury pedestrian and bicycle crashes to Zero by 2030.



SCHEDULE

The Glenwood Springs CSAP process was launched in July 2024. Stakeholder outreach was a critical component throughout the project’s duration, with two phases of focused outreach (further detailed in **Chapter 3**). Key stages of the project included:



PRIORITIZING ROADWAY SAFETY IN THE REGION

In addition to the City of Glenwood Springs' safety-related goals, **regional priorities** also influence and reinforce the city's Vision Zero commitment.



INTERMOUNTAIN REGIONAL TRANSPORTATION PLAN GOALS

The InterMountain Transportation Planning Region includes Eagle, Garfield, Lake, Pitkin, and Summit counties. According to the [2020 Intermountain 2045 Regional Transportation Plan](#) (RTP), vehicle miles traveled in the area is expected to increase by 83% between 2015 and 2045. Safety is a regional priority, with “lower speeds, roundabouts, and complete streets designs” called out specifically to improve safety conditions for vulnerable road users and Main Street communities like Glenwood Springs.

A few key safety strategies from the RTP include:

- Advocate for local safety improvements, such as rumble strips, skid-resistant surfaces, guardrails and barriers, intersection safety improvements, signs at pedestrian/bicycle crossing/school crossings, and auxiliary lanes (passing, turn, acceleration/deceleration lanes).
- Work with CDOT and local jurisdictions to incorporate bike lanes on existing roadways where shoulders are already wide enough to meet American Association of State Highway and Transportation Officials (AASHTO) standards and include those bike lanes on CDOT's bicycle facilities mapping.
- Work with towns and cities to create awareness for biking and walking by supporting efforts associated with Bike Month in June and Pedestrian Month in October.
- Investigate and incorporate grade separated bike and pedestrian access (i.e. underpasses).



COLORADO DEPARTMENT OF TRANSPORTATION GOALS

CDOT is a critical partner in achieving Glenwood Springs' roadway safety goals. Safety is one of three foundational goals outlined in the [2020 Statewide Transportation Plan](#). The plan states: "The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely."

The plan outlines further safety objectives, including:

- Prevent fatalities and injuries.
- Fund and install physical infrastructure increasing safety of travel.
- Conduct community outreach and active public involvement in the prevention and management of crashes.

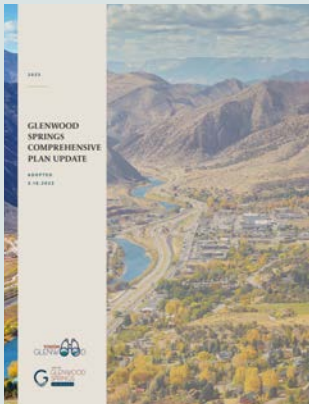
For further details on CDOT's commitment to safety, see the [2020-2023 Colorado Strategic Transportation Safety Plan](#) (STSP).

SAFETY NEXUS IN RELEVANT PLANS, STUDIES, AND EFFORTS

OVERVIEW

Glenwood Springs Comprehensive Plan Update (2023)

The Comprehensive Plan Update sets the stage for other city plans including neighborhood or special district plans, capital improvement plans, street and transportation plans, and utility plans. The Comprehensive Plan is the central manuscript that coordinates and sets priorities for the city's current and future planning endeavors.



The Plan addresses transportation needs and notes key transportation and mobility-related recommendations, including enhancing the pedestrian and bicycle network, expanding and improving Ride Glenwood Transit, ensuring downtown is pedestrian and bicycle-friendly, expanding local transit and enhancing regional connections to, from, and through Glenwood Springs, and improving the regional trail network.

Glenwood Springs Local Road Safety Plan (LRSP) (2022)

The LRSP commits to reducing the number of fatal and serious injury crashes by 2030 through a variety of transportation improvements and policy changes. The Plan reviews serious injury and fatality statistics from 2017-2021 and provides initial infrastructure investment recommendations.



Multimodal Options for a Vibrant Economy (MOVE) Study (2021)

The MOVE Study aims to improve mobility, connectivity, safety, and accessibility through improving transit connections (including first- and last-mile trips by active modes), encouraging a shift from auto trips to attractive and reliable alternative modes, reducing congestion and improving travel times on SH 82, and meeting current and future person-trip demand. Given SH 82's presence as a critical corridor of focus to the CSAP, understanding current and future efforts to improve transit efficiency on this roadway is paramount.



6th Street Corridor Master Plan (2017)

The 6th Street Corridor Master Plan strives to transform 6th Street into a pedestrian-oriented main street, including building continuous/wider sidewalks and crosswalks, providing convenient bicycle parking, adding benches and seating, encouraging mixed-use buildings, providing landscaping and streetscaping treatments, and adding wayfinding signage. The streetscape and infrastructure projects identified in the plan aim to reduce crash potential, enhance community vibrancy, and provide greater connectivity.

Glenwood Springs Long Range Transportation Plan (LRTP) for 2015-2035 (2015)

The LRTP establishes focused objectives for Glenwood Springs and prioritizes recommendations to develop a complete multimodal transportation network. The plan outlines and maps a number of recommended infrastructure and transportation network improvements which are further recommended in the CSAP, including:

- The addition of 10th Street on-street bicycle facilities.
- Installation of a Rectangular Rapid Flashing Beacon (RRFB) along Highway 6 at the Soccer Field Road and CR 135 bus stops.
- Intersection improvements at 23rd Street and SH 82.

SH 82 Access Control Plan (2013)

The SH 82 Access Control Plan outlines multimodal safety improvements at targeted intersections along SH 82 (6th Street, 15th Street, Hyland Park Drive, and the Rio Grande Trail at Glen Avenue), including providing safer pedestrian crossings, improving traffic signal operations for vehicle turning movements, and improving connections to multi-use trails.

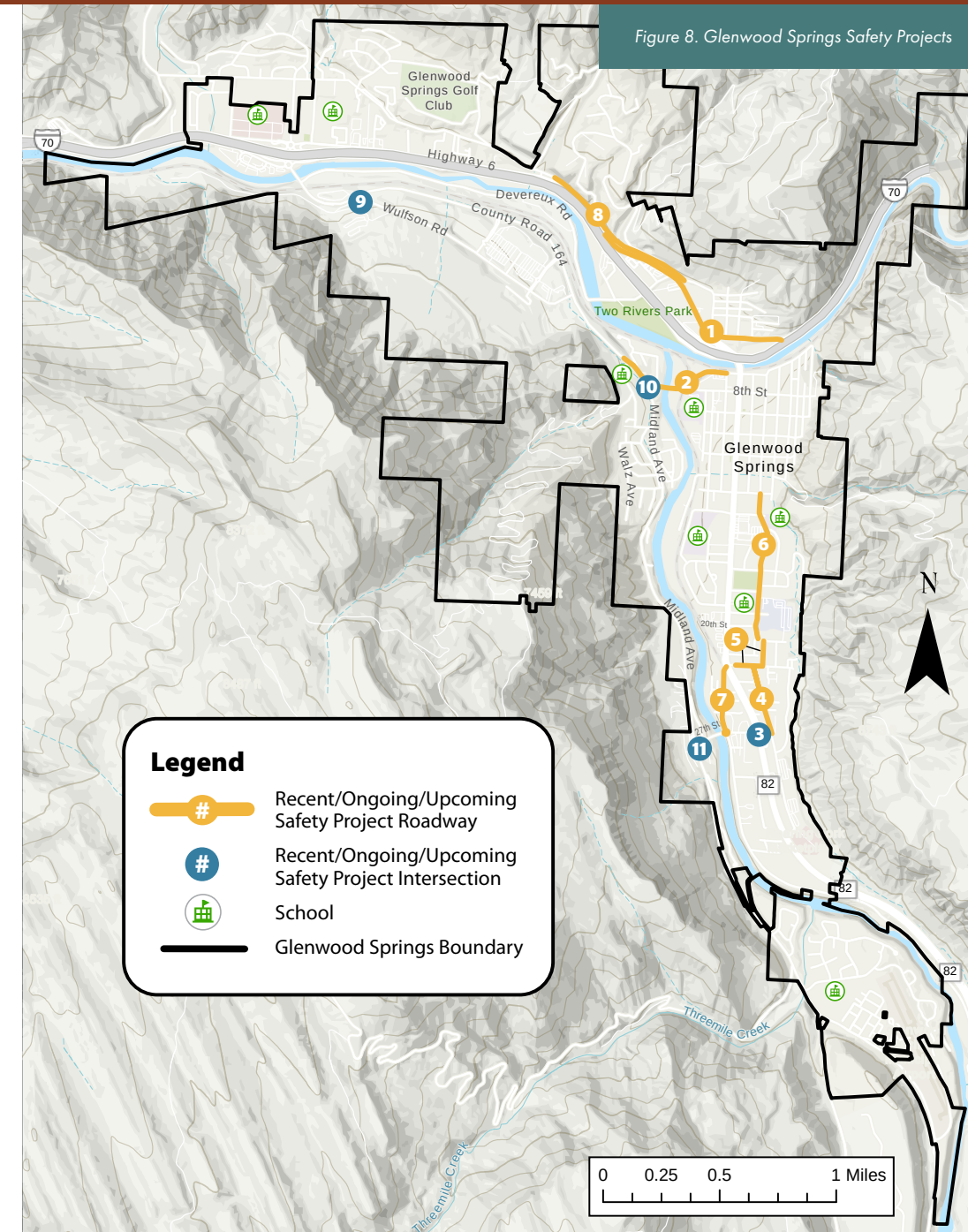


RECENT, ONGOING, AND UPCOMING SAFETY PROJECTS

Transportation safety projects have emerged as a critical city priority over the past decade. The list below highlights projects recently completed, currently under construction, or upcoming in the next few years. These projects are listed in alphabetical order and mapped by corresponding number in **Figure 8**.

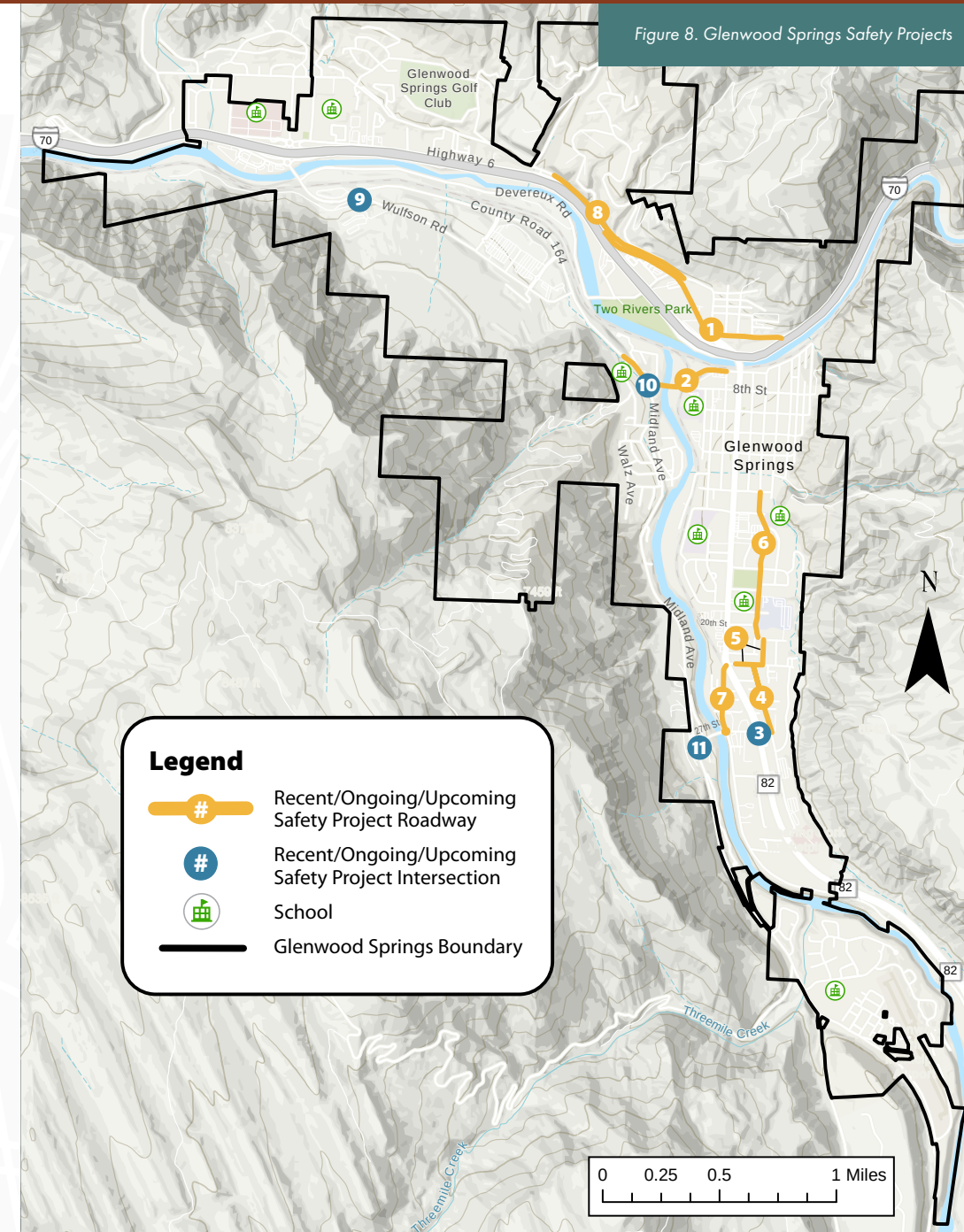
- 1 6th Street Corridor Complete Street Improvement Project:** Phase I (Laurel Street to Pine Street) is underway and successive phases will be completed as funding allows.
- 2 7th/8th/Midland Project:** This project (upcoming within the next few years) will design wider sidewalks, address drainage issues, and involve collaboration with RFTA to evaluate transit enhancements.
- 3 27th Street Pedestrian Underpasses Project:** Completed in October 2024, this project included reconfiguration of the Rio Grande Trail, drainage improvements, and construction of two underpasses.
- 4 Blake Avenue Redesign Project – Phase I:** Phase I (23rd to 27th streets) was completed in November 2024. The project included multimodal design elements such as constructing bulbouts at three intersections, building a new shared-use path, and providing curb ramp upgrades.
- 5 Blake Avenue Redesign Project – Phase II:** Construction on Phase II (23rd Street from SH 82 to the eastern connection of Blake, and Blake Avenue from 23rd to 21st streets) is underway and focuses on providing upgraded pedestrian and bicycle facilities.
- 6 Blake Avenue Redesign Project- Phase III:** 21st to 13th streets will be completed in the future.

Figure 8. Glenwood Springs Safety Projects



- 7 South Grand Avenue Mill & Overlay:** This project, completed in Fall 2024, provided critical paving improvements to enhance the roadway between SH 82 and 27th Street.
- 8 Highway 6 and 24 Shared Use Path:** This project will construct a 10-foot wide northside multi-use path from Linden Street to Donegan Road. The path will provide a facility that is grade-separated in portions from the highway and will ensure safe travel for bicyclists and pedestrians. Project design will begin in 2025 with anticipated construction in 2026.
- 9 Midland Avenue and West Wulfsohn Road Roundabout:** A future roundabout is planned for this intersection to enhance multimodal access. The design phase is anticipated to be completed by the end of 2025, with installation following.
- 10 RRFB Installation at 8th Street and Midland Avenue:** A new RRFB will be installed at the intersection to enhance pedestrian and bicyclist visibility at the existing crosswalk.
- 11 RRFB Installation at 27th Street and Midland Avenue Roundabout:** Three new RRFBs will be installed to enhance pedestrian and bicyclist visibility within the roundabout.

Figure 8. Glenwood Springs Safety Projects



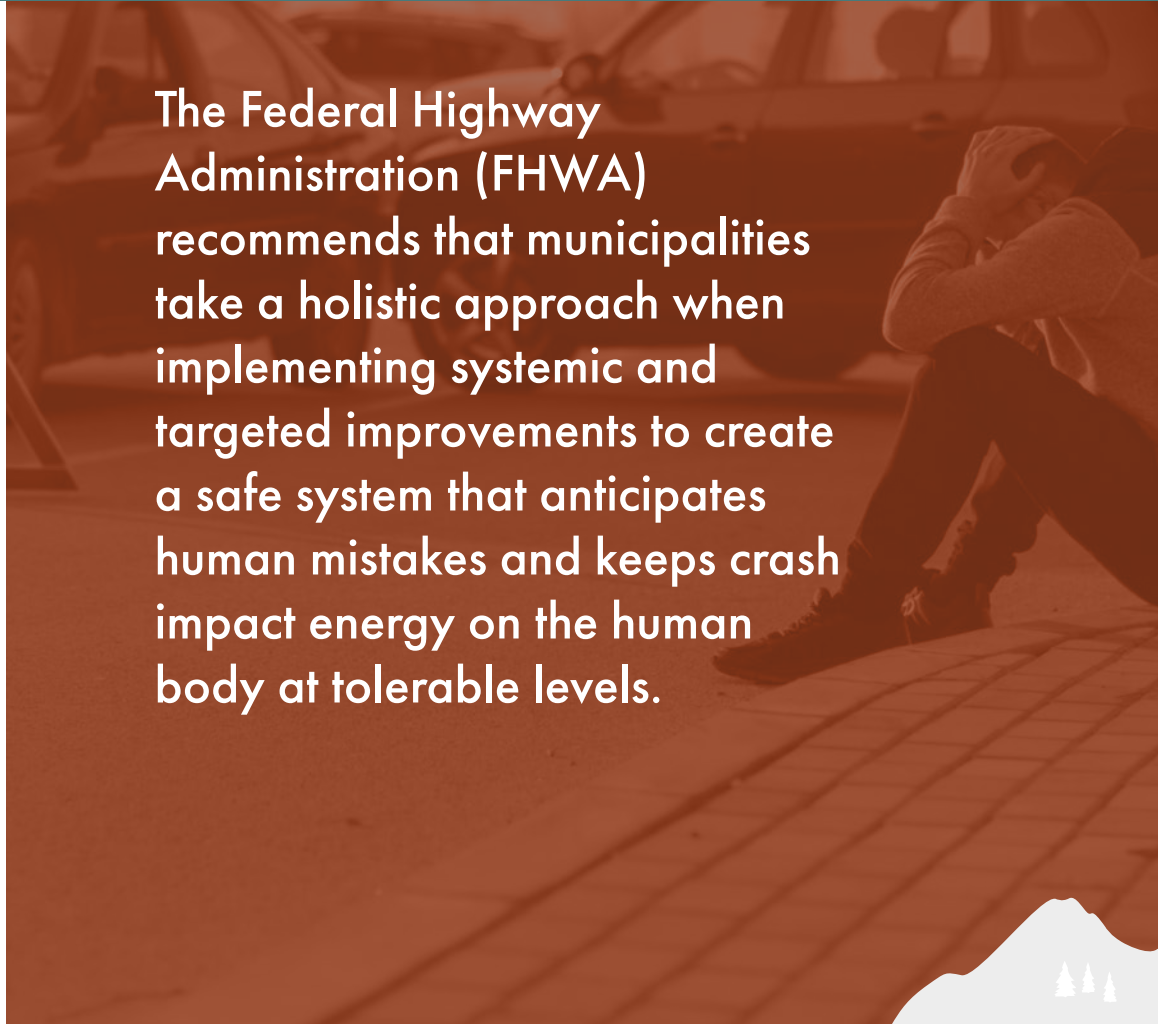
Chapter 2: Safety Analysis Findings

OVERVIEW OF METHODOLOGY

The CSAP development relied on thoroughly understanding crash trends involving all user types to inform strategic investments to decrease roadway fatalities and serious injuries citywide. The project team analyzed CDOT crash data from January 1, 2019, to December 31, 2023. The study area included all roadways and intersections within the city limits. The crash data provided detailed information including the crash location, injury severity, type of crash, and factors contributing to each incident (where noted by the responding officer). Additional data sources such as roadway characteristics, zoning information, and activity generators were obtained from the City of Glenwood Springs, Google Earth, and CDOT's Online Transportation Information System (OTIS).

The project team summarized crash data takeaways, looking for trends by location (hotspots), time of day and year, facility type, crash type, age and gender of the driver at fault, the action of the driver at fault (such as careless driving), and contributing factors (such as distracted driving).

In parallel with the crash data analysis, the project team engaged community members through online surveys, pop-up meetings, and stakeholder engagement touchpoints to further characterize roadway safety challenges (including by user type).



The Federal Highway Administration (FHWA) recommends that municipalities take a holistic approach when implementing systemic and targeted improvements to create a safe system that anticipates human mistakes and keeps crash impact energy on the human body at tolerable levels.





DATA LIMITATIONS

Although historic crash data was critical to identify contributing factors and trends within Glenwood Springs, several challenges and limitations should be acknowledged and considered when drawing conclusions from the data.

- **Underreported Data:** Crashes where individuals and vehicles are unharmed are often not reported to the police. Underreporting can limit the ability to address road safety concerns, since crash analyses can only be based on reported crash data. Similarly, near-miss occurrences often are not reported due to a lack of property damage or injury. For example, bicyclist and pedestrian near-misses were reported fairly frequently in community member feedback. Although near-misses do not result in a reportable crash, these experiences can indicate significant safety issues that should be proactively addressed so a crash does not occur in the future.
- **Unknown Data:** For many crash records, fields may be left blank or incomplete by the reporting officer due to time limitations, lack of information, or other contributing factors. Without this information, it may be difficult to capture a complete understanding of what happened before, during, and after a crash.
- **Inconsistent Data:** Inconsistencies in reporting, either by the reporting officer or by the individual entering data into CDOT's database can also lead to misrepresentation or misinterpretation of crash details.



CRASH DATA TRENDS

Overall, the number of crashes has decreased since 2019, however, the number of Killed or Seriously Injured (KSI) crashes has remained relatively constant, with a spike in KSI crashes occurring in 2021.

The total crashes in 2020 were likely lower than in previous years due to the COVID-19 pandemic (lockdown orders in Colorado extended from March 26 to April 26, 2020) and subsequent decreased traffic resulting from increased work-from-home rates, shifts in community patterns, and more. Additionally, the Grizzly Creek Fire ignited in Glenwood Canyon on August 10, 2020 and was active until December 18, 2020. The fire burned 32,631 acres and significantly impacted travel both to/from Glenwood Springs and regionally as well. In 2021, safety closures for anticipated rainfall or closures for mud and debris related events spanned from June to September, impacting travel over more than 25 days.

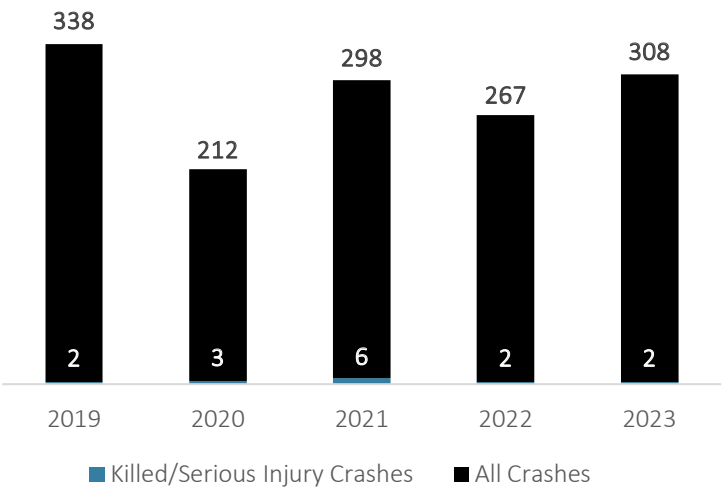


Figure 9. Crashes Over Time in Glenwood Springs

5 YEARS OF GLENWOOD SPRINGS CRASH DATA

(Jan 2019 to Dec 2023)

1,457  **TOTAL CRASHES**
(excludes 138 crashes on I-70, not analyzed in CSAP development)

78%  of crashes resulted in property damage only

15  Serious Injury Crashes + **1**  Fatal Crash

= 16 (1%)  Killed or Seriously Injured (KSIs)

37 (2.5%)   Crashes Involving Bicyclists or Pedestrians

CRASHES BY ROADWAY OWNERSHIP

The Glenwood Springs roadway network contains several major CDOT facilities (see **Figure 7**). The CSAP crash analysis was segmented by CDOT and city roadway ownership to address that recommendations will ultimately be implemented by the agency owning the roadway and recognizing the different context of city and state roadways. **Table 1** summarizes the number of crashes, percentages of all crashes, and percentage of KSI crashes distributed between city and CDOT roadways within the study area.

Crash Type	City Roadways	CDOT Roadways
All Crashes	452 crashes (32%)	971 crashes (68%)
KSI Crashes	5 crashes (33%)	10 crashes (67%)

Table 1. Summary of Crashes by Roadway Ownership

CRASH TYPE

The project team analyzed crash types for all roadways and then analyzed trends between city roadways and CDOT roadways. Key takeaways from the crash type analysis include:



The top crash type for total crashes on both city roadways and CDOT roadways are **rear-end collisions**. While rear-end collisions were a high percentage of all crashes in Glenwood Springs, they represented a lower percentage of serious injuries and fatal crashes. In other words, rear-end collisions in Glenwood Springs typically resulted in less serious injuries.



The most common crash type that resulted in serious injury or fatalities on both city roadways and CDOT roadways is **fixed object crashes**. For city roadways, four of the five KSI crashes recorded over the five-year study period were fixed object crashes.

PEER CITY/COUNTY COMPARISON

City/County Name	Population	Crash Data Time Period	Number of Total Crashes	Number of KSI Crashes	KSIs as a Percentage of All Crashes
Gunnison County, CO	17,321	2018 to 2022	1,499	476	31.8%
Whitefish, MT	9,163	2018 to 2022	530	85	16.0%
Aspen, CO	6,612	2019 to 2023	2,502	43	1.7%
Glenwood Springs, CO	10,250	2019 to 2023	1,452	16	1.1%

Table 2: Peer City/County Comparison (Source: Alta Planning & Design, City of Gunnison, CO, City of Whitefish, MT, United States Census Bureau)



WHERE CRASHES ARE OCCURRING

Figure 10 includes a heatmap of all crashes in Glenwood Springs from 2019 to 2023. **Most crashes are concentrated on SH 82 and at the I-70 on/off ramps.**

Over 40% of all crashes occurred at an intersection or were intersection-related, whereas 39% of all crashes occurred at non-intersection locations. The remainder of the crashes occurred at driveways or were driveway access related, at roundabouts, or at ramps/ramp-related.

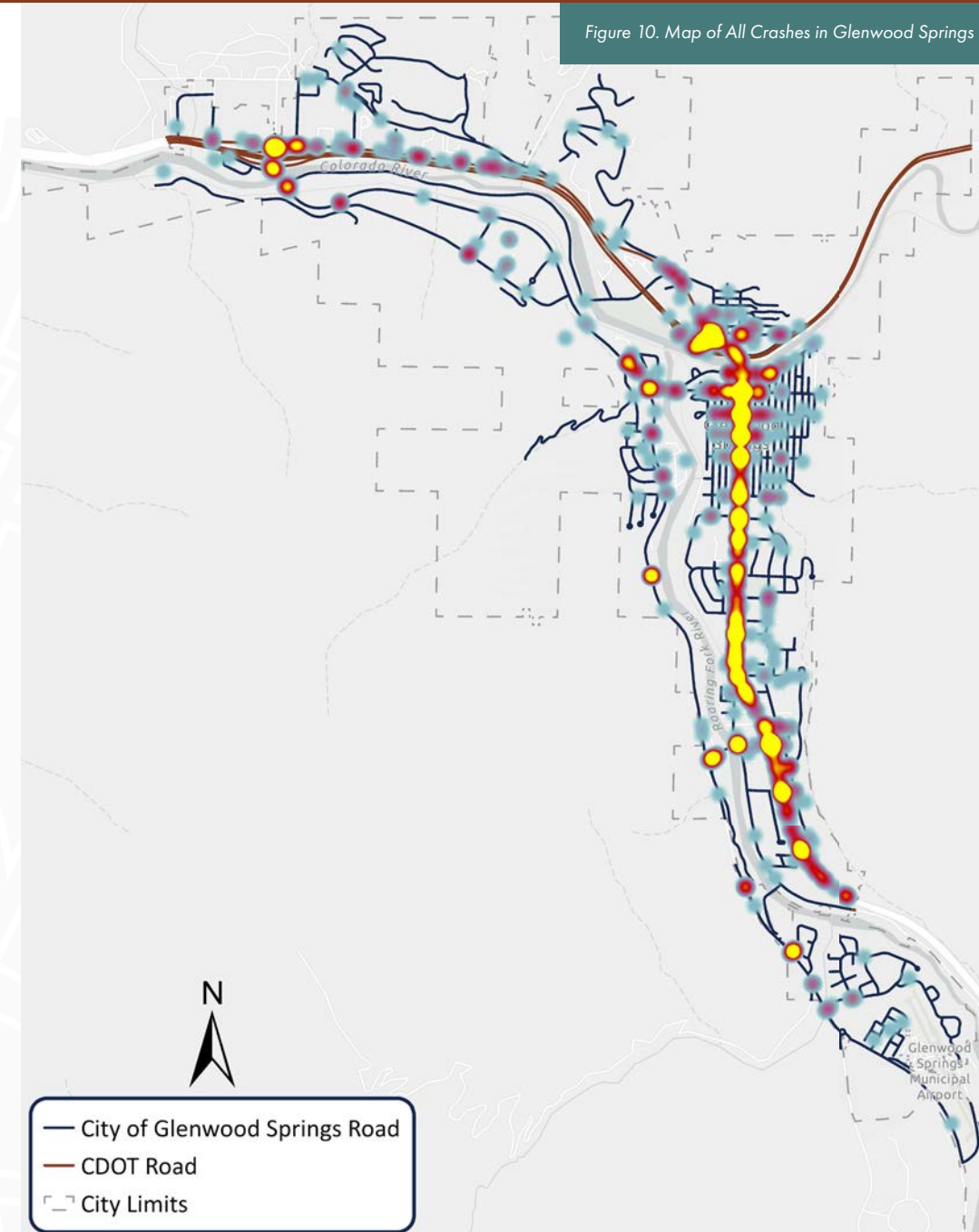
WHEN CRASHES ARE OCCURRING

Overall, crashes are distributed between 6 AM and 6 PM, with **over a quarter of crashes occurring between 3 PM and 6 PM**. This time coincides with the end of the workday when many vehicles are on the road, leading to higher exposure and a greater risk of crash occurrence.

Generally, crashes are fairly distributed throughout the year, with a higher number between December and February and lower number of crashes occurring between March and May.

The majority of crashes occurred in dry roadway conditions, while 14% of all crashes and 5% of fatal and injury crashes occurred in icy, snowy, or muddy conditions. Crashes occurring in wet conditions accounted for 8% of all crashes and 9% of fatal and injury crashes.

Figure 10. Map of All Crashes in Glenwood Springs





WHO IS INVOLVED IN CRASHES

Given the small number of KSI crashes occurring within the City of Glenwood Springs, the project team also analyzed minor injury crashes. The term referenced below to encompass these three crash types (fatal, serious injury, and minor injury crashes) is “high injury crashes.”

Drivers ages 25 to 34 have the highest involvement in crashes, both in terms of total crashes and high injury crashes, as shown in **Figure 11**. The second most affected group are drivers between the ages of 15 and 24, who also account for a significant share of both total and high injury crashes, likely due to inexperience and riskier driving behaviors. **Male drivers are disproportionately involved in crashes, accounting for 63% of all crashes, compared to 37% for those involving female drivers.**

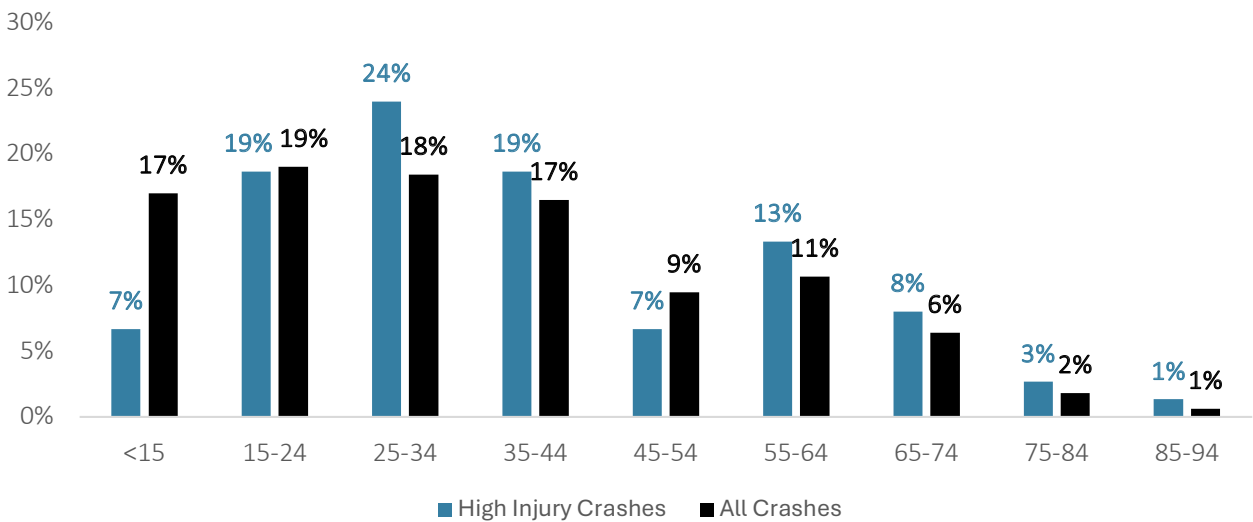


Figure 11. Summary of Driver at Fault Age

CRASH CHARACTERISTICS AND CONTRIBUTING FACTORS

Table 3 and **Table 4** provide an overview of the top driver actions for drivers at fault and the top human contributing factors, respectively. Careless driving was the leading action for drivers at fault in both all crashes and high injury crashes in the city. Driver inexperience and distracted driving were the leading contributing factors for crashes in the city, for both total crashes and high injury crashes.

Driver Action for Driver at Fault	% of All Crashes	% of High Injury Crashes
Careless Driving	39%	32%
Failed to Yield Right-of-Way	21%	14%
Following Too Closely	9%	18%
Traffic Violation	9%	21%
Reckless Driving	7%	1%
No Contributing Factor	4%	4%
Failed to Stop	3%	2%
Other	3%	2%
Overcorrection	3%	-
Too Fast for Conditions	1%	5%

Table 3. Summary of Driver Action for Driver at Fault

Driver Contributing Factor	% of All Crashes	% of High Injury Crashes
Distracted Driving	22%	23%
No Apparent Contributing Factor	21%	36%
Driver Inexperience	17%	23%
Other Contributing Factor	11%	5%
Did Not See	10%	6%
Medical	10%	3%
Aggressive Driving	6%	2%
Fatigue	2%	1%
Under Influence	2%	-

Table 4. Summary of Driver Contributing Factor





CRASHES INVOLVING PEDESTRIANS AND BICYCLISTS

The project team conducted an in-depth analysis of all crashes involving a vulnerable road user (VRU) to identify key risk factors and opportunities for improvement. This analysis examined crash trends, high risk locations, contributing driver behaviors, and other conditions that influence pedestrian and bicyclist safety. Understanding these crash patterns is essential to developing targeted infrastructure improvements, enforcement strategies, and public education efforts.

The findings reveal concerning patterns, including a high percentage of crashes occurring at intersections and along higher-speed corridors like SH 82, where vehicle volumes and speeds increase the likelihood of severe incidents. The data also highlights peak crash periods, with incidents occurring most frequently in the late afternoon and evening, as well as seasonal spikes in winter and early summer.

Crash Trends & Patterns

- A total of **37 pedestrian and bicyclist crashes** were recorded from **2019 to 2023**, with incidents nearly evenly split between the two groups.
- The **majority resulted in injuries**, while only **two crashes caused property damage**.
- Crashes involving **bicyclists peaked in May and June**, while **pedestrian crashes were most common in October**.
- **Fridays and Saturdays had the highest crash rates**, likely due to increased recreational and nightlife activities.

Crash Locations & Roadway Factors

- **70% of crashes occurred on state highways (SH 82)**, emphasizing risks from high speeds and high traffic volume.
- **24% of crashes happened on city streets**, where mixed traffic conditions pose significant risks.
- **65% of crashes were intersection-related**, highlighting the need for safer crossings.
- **Driveway access points accounted for four crashes**, emphasizing conflicts between turning vehicles and vulnerable users.

Crash Timing, Lighting & Weather Conditions

- **Peak crash times were from 3 PM to 7 PM**, coinciding with rush hour and reduced daylight in winter.
- **Winter months (December–February) saw a higher crash rate**, likely due to icy conditions and early nightfall.
- **Most crashes (70%) occurred in daylight**, but a significant portion (nine out of 37) happened during dark hours, mostly along SH 82.

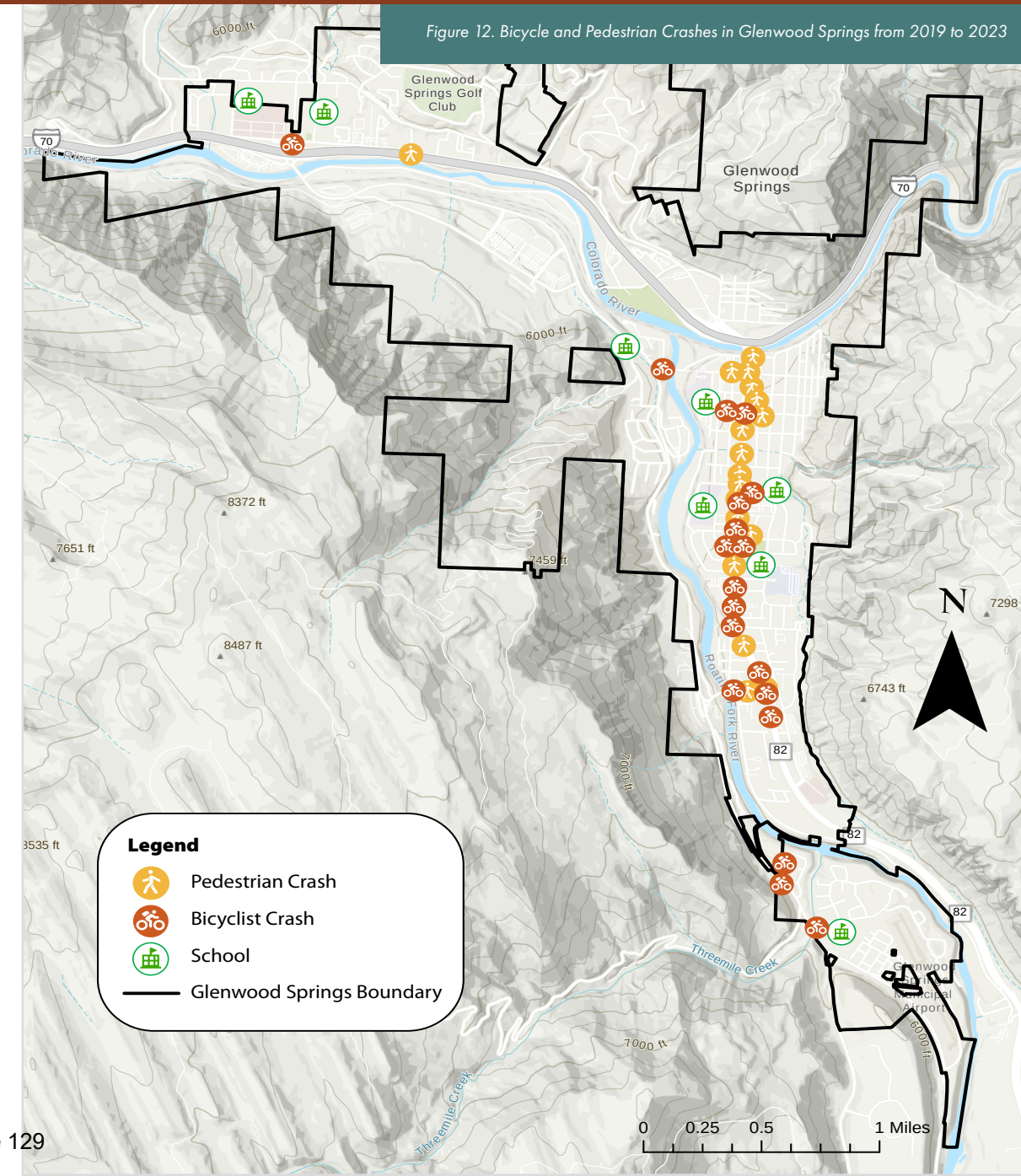
Driver Actions & Contributing Factors

- **Careless driving (eight crashes) and failure to yield (seven crashes)** were leading driver actions contributing to crashes.
- **Distracted driving (four crashes) and inexperience (three crashes)** were notable human factors in pedestrian and bicyclist crashes.
- In **seven crashes, drivers reported not seeing the pedestrian or bicyclist**, all of which involved turning movements.

Crash Hot Spots

- **10th Street & SH 82:** Four crashes, including a pedestrian hit by an impaired driver.
- **14th Street & SH 82:** Four crashes, mostly due to inadequate signal timing.
- **Park Drive (north access) & SH 82:** Three crashes, primarily due to speeding vehicles turning into crosswalks.

Figure 12. Bicycle and Pedestrian Crashes in Glenwood Springs from 2019 to 2023



COMPREHENSIVE SAFETY NETWORK

HIGH INJURY NETWORK

The project team utilized the crash data analysis to develop a High Injury Network (HIN). The HIN includes roadway segments and intersections that historically account for a higher concentration of crashes resulting in injury or death. This network provides a framework for identifying high-priority locations for focused improvements to address traffic fatalities and serious injuries.

A review of the intersections and segments with the highest number of weighted crashes revealed that most were on CDOT roadways. The project team and city staff agreed that CDOT facilities would be analyzed separately from city facilities. Separating the analysis of the HIN by ownership was completed for the following reasons:

1. Ability to highlight city roadway intersections and roadways that had a higher proportion of injury crashes, even though these locations may not have as high a proportion in comparison to CDOT roadways.
2. Crash trends and characteristics of CDOT roadways versus city roadways are different.
3. Ownership and maintenance of roadways varies, so the applicability of recommended actions identified in the CSAP recognizes these distinctions.

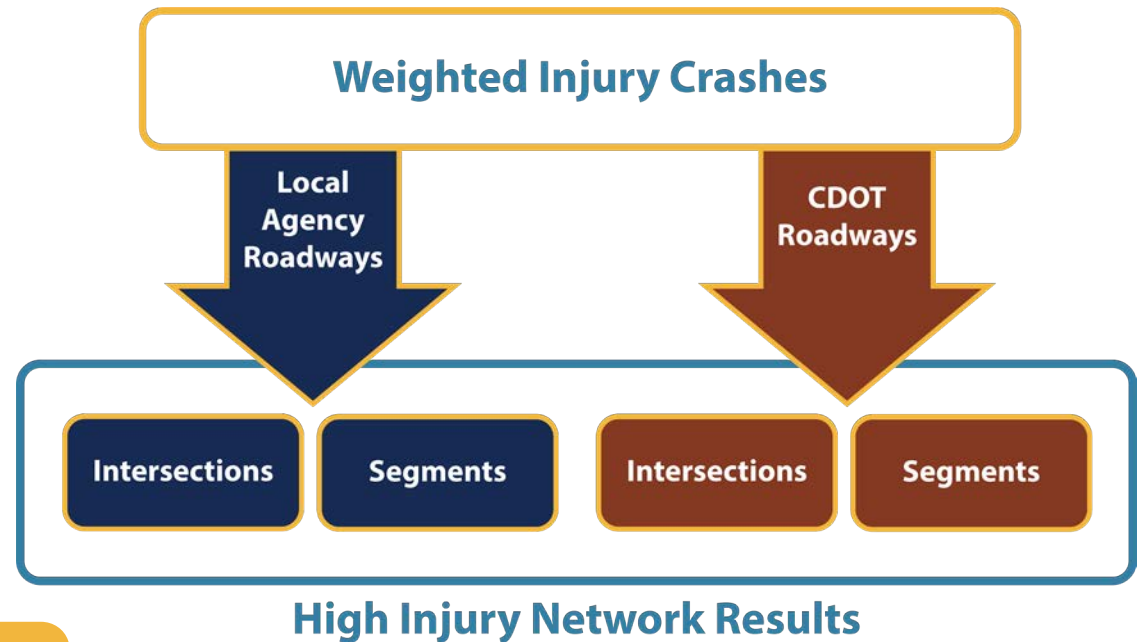


Figure 13. High Injury Network Development Process

The Glenwood Springs HIN covers a total of 3.4 centerline miles, consisting of 2.3 miles along State Highway 82 and 1.1 miles along Highway 6, and includes four intersections. See **Table 5** and **Table 6** below and the map in **Figure 14** to the right.

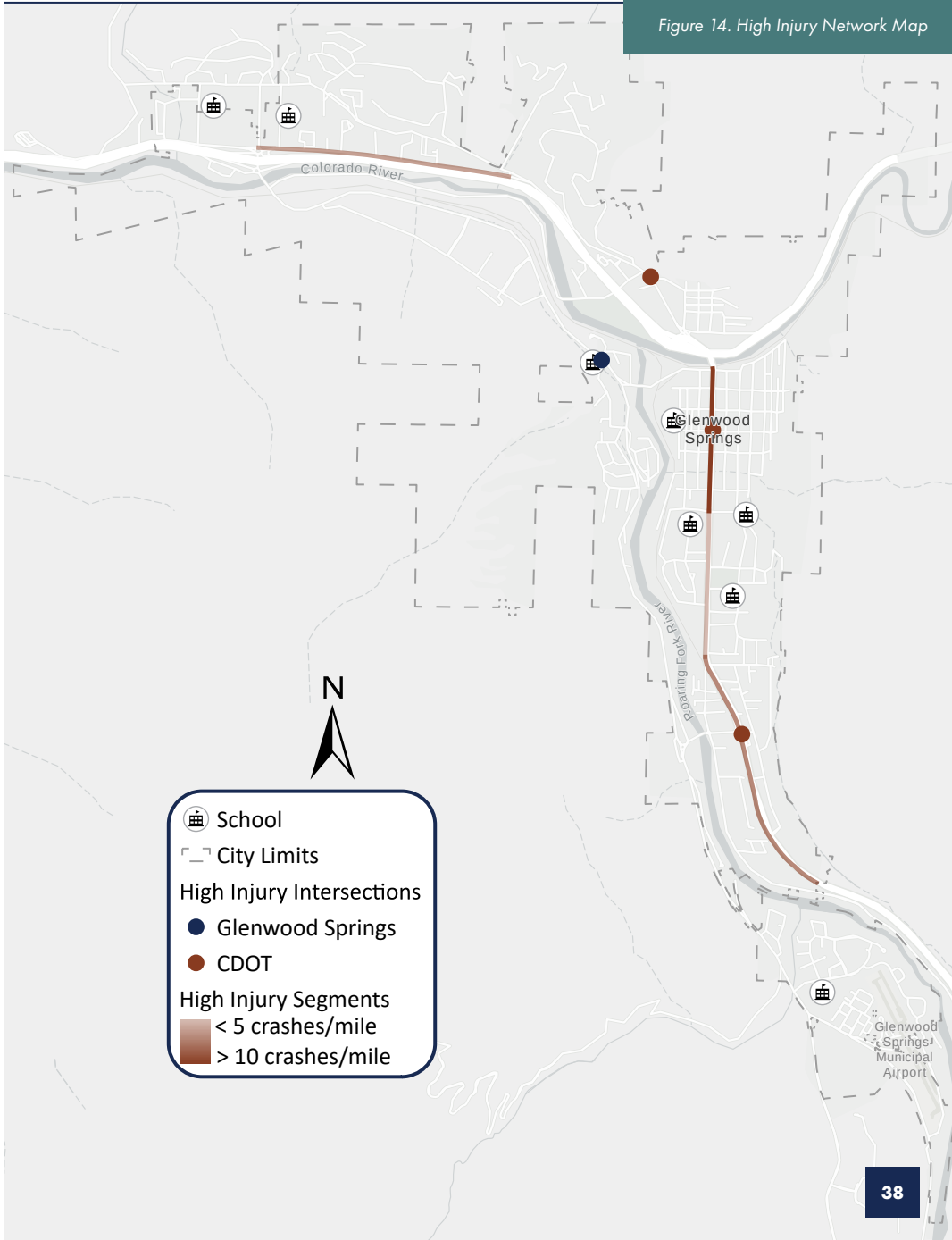
To maintain a focus on areas with high rates of fatalities and serious injuries, crashes were weighted according to their severity with minor injuries receiving a weight of one, serious injuries a weight of two, and fatalities a weight of four.

Intersection Name	Roadway Ownership	Weighted Crashes
SH 82 & 27th Street	CDOT	8
SH 82 & 10th Street	CDOT	4
W 6th Street and Linden Avenue	City	4
Red Mountain Drive and Midland Avenue	City	3

Table 5: High Injury Intersections in Glenwood Springs

Segment	Roadway Ownership	Limits	Weighted Crashes/Mile
SH 82	CDOT	7th Street to 14th Street	13
SH 82	CDOT	22nd Street to southern city limits	8
SH 82	CDOT	14th Street to 22nd Street	5
Highway 6	City	Mel Ray Road roundabout to Donegan Road	7

Table 6: High Injury Segments in Glenwood Springs

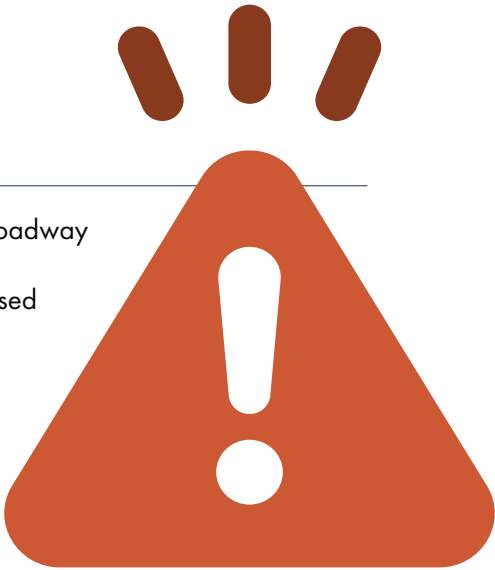




HIGH RISK NETWORK

The High Risk Network (HRN) refers to roadway segments or intersections that include characteristics associated with an increased likelihood of serious or fatal crashes, even if they have not yet experienced a high number of actual incidents. It is developed to proactively prevent future crashes by identifying and mitigating risks before severe crashes occur.

Roadway characteristics flagged as trends in minor injury, severe injury, and fatal crashes in Glenwood Springs were used to develop HRN risk factors. Other factors such as activity generators and land use were also included in the analysis, recognizing destinations that generate higher pedestrian and bicyclist traffic are often associated with more crashes and the higher potential for KSI crashes when vulnerable users are involved.



HIGH RISK INTERSECTION FACTORS

Six risk factors were used to determine the intersections included on the HRN: intersection control, crossing type, trail crossing presence, proximity to parks, proximity to transit stops, and land use type. The thresholds are shown in **Table 7**. If a variable's threshold was met on a segment, that risk factor was given a score of "1"; if unmet, it received a score of "0."

Intersections that received a score of three or higher, with at least one roadway characteristic risk factor receiving a score of one (intersection control, crossing type, or trail crossing), were included on the HRN.

Variable	HRN Threshold	Type
Intersection Control	Traffic Signal/Roundabout	Roadway Characteristic
Crossing Type	Marked	Roadway Characteristic
Trail Crossing (At-Grade)	Marked/Unmarked/Partially Marked	Roadway Characteristic
Activity Generators (in .10 mile)	Adjacent to Parks	Non-Roadway Characteristic
Activity Generators (in .10 mile)	Adjacent to Transit Stops (including RFTA/Ride Glenwood stops, and Amtrak Station)	Non-Roadway Characteristic
Land Use/Zoning	Mixed Use/Residential	Non-Roadway Characteristic

Table 7: High Risk Intersection Factor Thresholds

HIGH RISK SEGMENT FACTORS

Similar to the high risk intersection factors, six factors were considered for the high risk segments. These included the roadway functional classification, number of lanes, posted speed limit, proximity to parks, proximity to transit stops, and land use type. The thresholds are shown in **Table 8**. If a variable's threshold was met on a segment, that risk factor was given a score of "1"; if unmet, it received a score of "0". Segments that scored three and above (including at least one roadway characteristic variable) were included on the HRN.

Variable	HRN Threshold	Type
Functional Class	Principal & Minor Arterial/Commercial Collector/State Highway	Roadway Characteristic
Number of Lanes	3 or More	Roadway Characteristic
Posted Speed Limit	30 mph or Greater	Roadway Characteristic
Activity Generators (in .10 mile)	Adjacent to Parks	Non-Roadway Characteristic
Activity Generators (in .10 mile)	Adjacent to Transit Stops	Non-Roadway Characteristic
Land Use/Zoning	Commercial/Mixed Use/Resort	Non-Roadway Characteristic

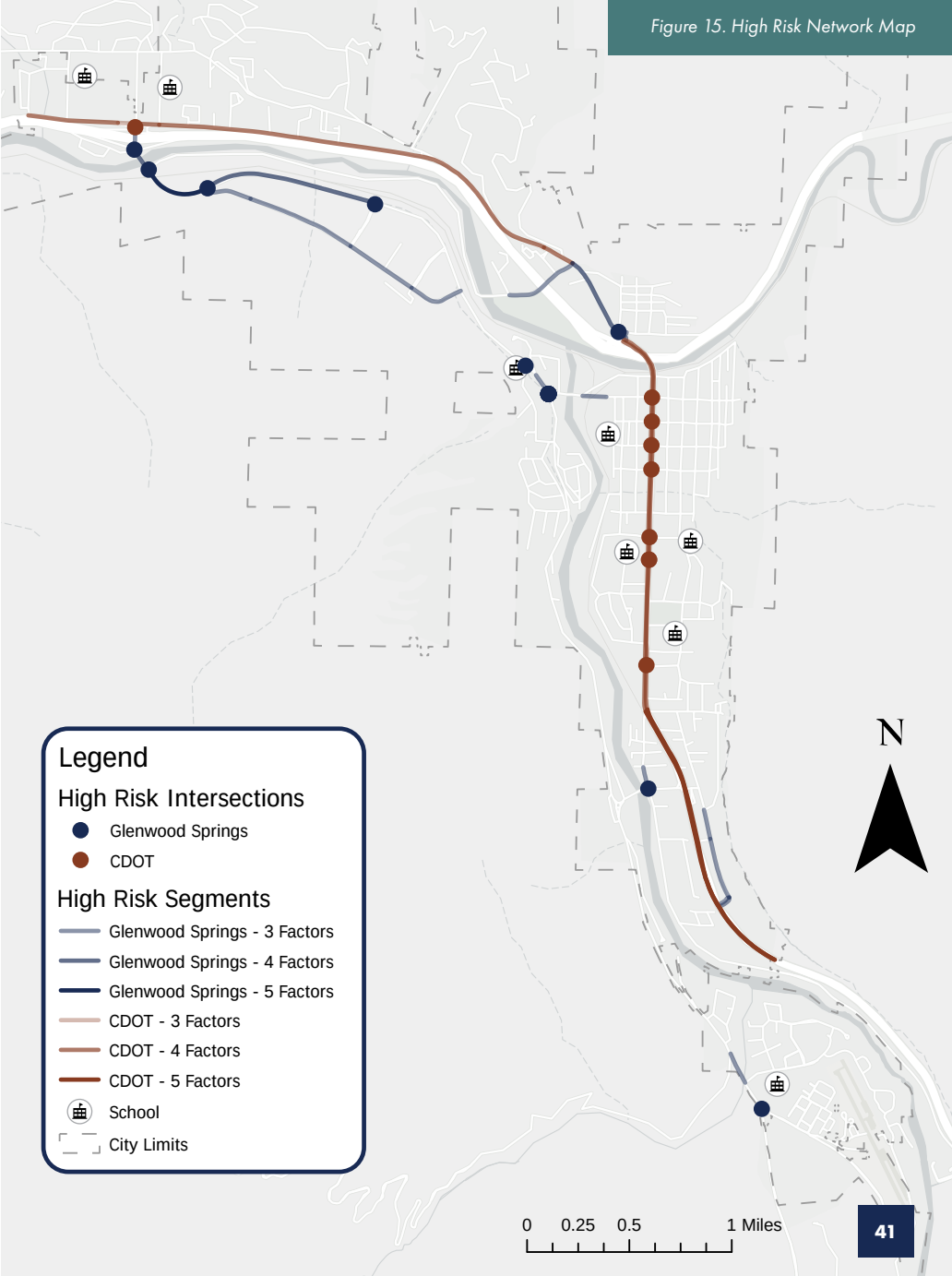
Table 8: High Risk Segment Factor Thresholds

HIGH RISK NETWORK (HRN)

The resulting HRN included 17 intersections and 18 roadway segments. **Table 9** shows the eight CDOT-owned intersections and nine city-owned intersections where risk factors met or exceeded the threshold. **Table 10** shows five CDOT roadway segments and 13 city roadway segments where risk factors met or exceeded the threshold. These locations are illustrated in **Figure 15**.

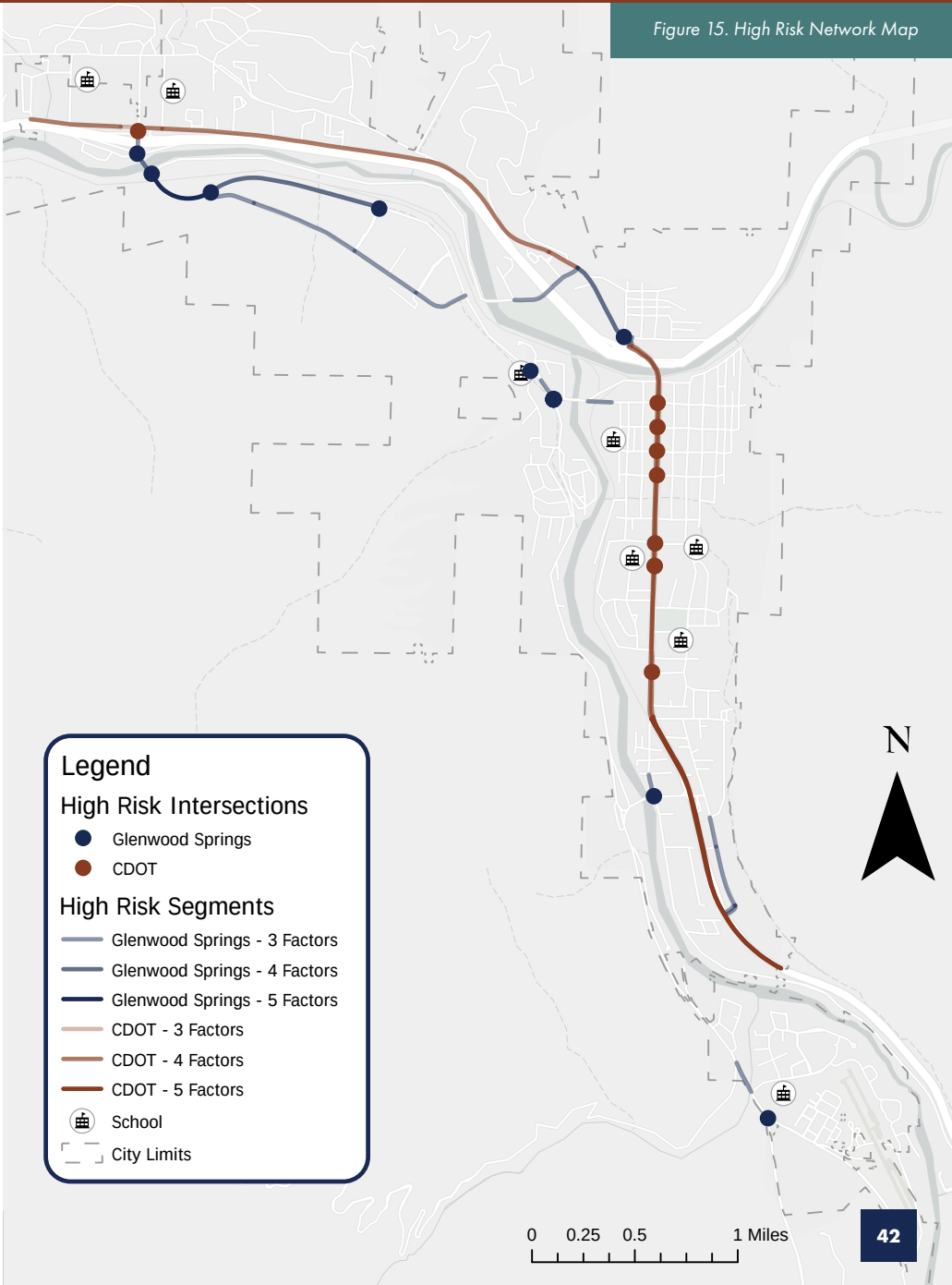
Intersection Name	Roadway Ownership	# of Risk Factors Meeting Threshold
Mel Ray Road/Highway 6 roundabout	CDOT	6
Riverine Road/Midland Avenue roundabout	City	5
SH 82 & 9th Street	CDOT	4
SH 82 & 10th Street	CDOT	4
SH 82 & 14th Street	CDOT	4
SH 82 & 20th Street	CDOT	4
Midland Avenue & 8th Street	City	4
Laurel Street/6th Street roundabout	City	4
SH 82 & 15th Street	CDOT	3
SH 82 & 11th Street	CDOT	3
SH 82 & 8th Street	CDOT	3
27th Street/South Grand Avenue roundabout	City	3
Midland Avenue & West Wulfsohn Road	City	3
Midland Avenue & Devereux Road	City	3
Midland Avenue & W Meadows Drive	City	3
Midland Avenue & Red Mountain Drive	City	3
Midland Avenue/Airport Road/4 Mile Road roundabout	City	3

Table 9: High Risk Intersections in Glenwood Springs



Segment	Roadway Ownership	Limits	Number of Risk Factors Meeting Threshold
SH 82	CDOT	23rd Street to southern city limits	5
Midland Avenue	City	Devereux Road to Wulfson Road	5
SH 82	CDOT	N River Street to 23rd Street	4
Highway 6	CDOT	Center Drive to approach to Mel Ray Road roundabout	4
Highway 6	CDOT	Mel Ray Road roundabout to Devereux Road	4
Highway 6	City	Devereux Road to W 6th Street/Laurel Street roundabout	4
Midland Avenue	City	Wulfson Road to W Meadows Drive	4
Midland Avenue	City	South of Riverine Road/Midland Avenue roundabout to Devereux Road	4
Highway 6	CDOT	Just west of Mel Ray Road roundabout to intersection with northern intersection with Mel Ray Road	3
Mel Ray Road	City	Mel Ray Road roundabout to Riverine Road/Midland Avenue roundabout	3
Wulfson Road	City	Midland Avenue (west junction) to Midland Avenue (east junction)	3
Blake Avenue	City	SH 82 to Palmer Avenue (south/west of Roaring Fork Marketplace)	3
N River Street	City	SH 82 to 6th Street and to Laurel Street/6th Street roundabout (both forks)	3
South Grand Avenue	City	South of Cisar Court to 27th Street	3
Midland Avenue	City	Three Mile Road to Mount Sopris Drive	3
Midland Avenue	City	Overline Drive to W 8th Street	3
8th Street	City	W 7th Street to Defiance Avenue	3
Devereux Road	City	Centennial Drive to Highway 6	3

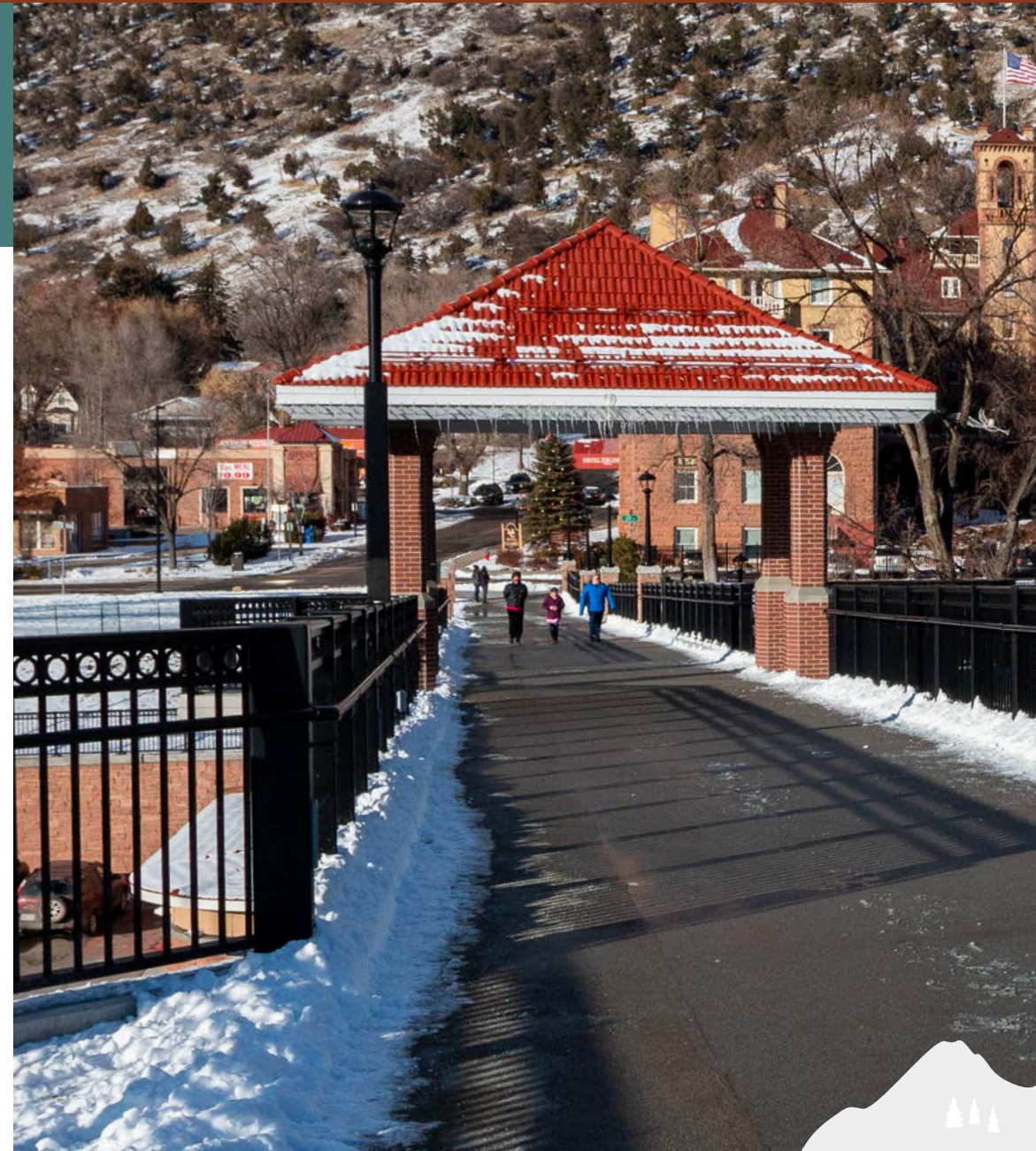
Table 10: High Risk Segments in Glenwood Springs



Chapter 3: Community Feedback Themes

PURPOSE OF ENGAGEMENT

Community feedback played a vital role in shaping the CSAP. Engaging residents, business owners, and stakeholders allowed the project team to validate key areas of concern, refine safety priorities, and develop targeted recommendations to improve transportation safety. The insights gathered through multiple engagement efforts helped ensure that the plan aligns with community needs and fosters safer streets for all users.



WHO WAS ENGAGED

PROJECT MANAGEMENT TEAM (PMT)

The PMT met biweekly throughout the project, providing critical oversight of CSAP development. The PMT consisted of Glenwood Springs staff and representatives from CDOT, RFTA, and the Roaring Fork School District (RFSD), ensuring a multidisciplinary team to develop a well-rounded and effective CSAP.

Representatives

- Joshua Cullen, CDOT
- Lee Barger, City of Glenwood Springs
- Ryan Gordon, City of Glenwood Springs
- Ben Bohmfalk, RFSD
- David Johnson, RFTA
- Jason Smith, RFTA



The PMT played a key role in guiding the development of the CSAP, offering technical expertise and strategic direction. Throughout the project, representatives:

- **Reviewed crash data analyses** to help identify priority safety concerns and trends.
- **Provided insights on transportation planning and infrastructure** relevant to Glenwood Springs and regional agencies.
- **Assisted in community engagement strategies**, ensuring outreach efforts effectively reached various populations, including transit riders, schools, and roadway users.
- **Helped prioritize safety recommendations**, considering feasibility and alignment with ongoing projects.
- **Coordinated with their respective agencies** to align recommendations with existing transportation initiatives and funding opportunities.

By incorporating feedback from transportation professionals and local officials, the PMT ensured that the CSAP's recommendations were grounded in data-driven decision-making and practical implementation strategies.

STAKEHOLDER STEERING COMMITTEE

The project team engaged with key stakeholders, including representatives from city agencies, business owners, and advocacy groups. Their input helped shape safety priorities and implementation strategies.

Participating Organizations

- City of Glenwood Springs (Various Departments)
- CDOT
- RFTA
- RFSD
- Glenwood Springs Chamber Resort Association
- Garfield County
- Visit Glenwood Springs
- Community Food Initiatives Grand Junction (CFIGJ)
- Voces Unidas
- Local Biking Advocacy Groups
- Local Businesses and Organizations

ELECTED OFFICIALS

The project team regularly updated the city's Transportation Commission throughout the project. The Transportation Commission is a body of eight appointed members who study, investigate, and advise on transportation issues affecting the Glenwood Springs community. The project team gave formal updates to the Commission in October 2024 and March 2025, providing information on outreach opportunities and project findings. The goal of these updates to the Transportation Commission was to gather feedback and support for the priority areas and safety recommendations made in the CSAP. In April 2025, the Transportation Commission was given the opportunity to review the draft CSAP and provide final input prior to its submission for Council review and approval.

The project team also presented CSAP updates to City Council in October 2024 and March 2025, providing information on project findings, recommendations, and community engagement takeaways. The project team presented the draft CSAP to the Council in May 2025, incorporating their feedback in the final CSAP. Council officially adopted the CSAP in June 2025.





GENERAL COMMUNITY

Engaging with the general community is essential for developing a safety action plan, as it ensures that the plan reflects local needs, concerns, and experience, fostering support and community-driven safety solutions. A variety of strategies were leveraged to engage with the community.

The project team coordinated with City of Glenwood Springs staff to promote the online and in-person engagement activities. This included collaborating on press releases, newspaper articles, and radio interviews. Additionally, a Media & Social Kit was developed to support consistent messaging and maximize outreach. The kit included pre-drafted press releases, targeted social media content, and messaging templates for various platforms, ensuring that community members, schools, and local organizations could easily share information about the CSAP and encourage participation in the Safe Streets Survey. This outreach effort was crucial in ensuring a broad and varied range of perspectives were captured in the planning process.

The CSAP website launched in Summer 2024 and was continuously updated throughout the project. The website provided information about in-person engagement opportunities, virtual tools such as surveys and interactive maps, and offered a mailing list sign-up for ongoing updates.

All outreach materials, including surveys and event materials, were translated into Spanish to ensure accessibility for the broader Glenwood Springs community.



Figure 16. Phase 1 Outreach on Instagram

SCHOOL COMMUNITY

The CSAP project team collaborated with local schools to engage families, staff, and students in identifying safety concerns near school zones. Through meetings and outreach events, the project team gathered input on **travel behaviors and key safety challenges**.

Schools Focus Group

A dedicated Schools Focus Group was conducted on August 27, 2024, to gather feedback from public and private school leaders in Glenwood Springs. Participants included school principals, vice principals, transportation officials, and district-level leadership. Discussions provided a comprehensive view of transportation challenges and safety concerns affecting students and staff.

Participants

- Glenwood Springs Elementary School
- Glenwood Springs High School
- Glenwood Springs Middle School
- Roaring Fork School District (two staff members)
- Sopris Elementry School
- St. Stephen Catholic School (two staff members)

The feedback from the Schools Focus Group directly informed the CSAP’s recommendations for safer school zones and improved pedestrian and bicycle infrastructure near schools.



HOW SAFE IS YOUR COMMUTE TO SCHOOL? ¿QUÉ TAN SEGURO ES SU VIAJE A AL ESCUELA?

TAKE THE SCHOOL TRAVEL SAFETY SURVEY TODAY!

¡PARTICIPE HOY MISMO EN LA ENCUESTA DE SEGURIDAD EN SUS VIAJES ESCOLARES!

Safety is a team effort!
Faculty, staff, and households
with children: Visit our project
website or scan the QR code
below to share your commute
experiences by **October 25,
2024.**

La seguridad es un esfuerzo de
equipo. Profesores, personal y
hogares con niños: Visite
nuestro sitio web del proyecto
o escanee el código QR para
informarnos sobre sus
experiencias de viajes al
escuela antes del **25 de
octubre de 2024.**

GWSsafetysurvey.com



Figure 17. Bilingual Survey Promotion Flyer to Schools

ENGAGEMENT WINDOWS/KEY THEMES

ENGAGEMENT PHASE 1 – SAFETY ISSUE IDENTIFICATION

The first phase of engagement was conducted in Fall 2024 to gather community input on traffic safety concerns. This phase included in-person pop-up events and an interactive online survey and map to identify key safety challenges across the city. Additionally, a Schools Focus Group was held with leadership from public and private schools in Glenwood Springs. The discussion provided insights into transportation challenges and safety concerns affecting students and staff commuting to and from school.

Community Engagement Activities

Two in-person engagement events were held at high-traffic locations:

- **Walmart Pop-Up** – Engaged a varied audience of shoppers.
- **Noche Latina Event** (under the Grand Avenue Bridge) – Focused on reaching Spanish-speaking residents.

Figure 18. Pop-Up at La Noche Latina Event



At both events, attendees were encouraged to participate in the **online safety map** and survey while also having the opportunity to leave feedback on a **physical map using post it notes**.



Key Themes from Community Input



Community input highlighted several recurring safety concerns:

- **Uncomfortable and Unsafe Street Crossings** – Residents cited difficulty crossing streets due to high vehicle speeds, lack of pedestrian infrastructure, and inattentive drivers.
- **Inconsistent School Zone Signage and Enforcement** – School representatives reported critical areas missing designated school zone signs or flashing lights.
- **Sidewalk Gaps and Accessibility Issues** – Many expressed frustration with missing or poorly maintained sidewalks, making walking feel unsafe or inconvenient.
- **Speeding and Distracted Driving** – More than **70% of survey respondents** identified speeding and driver inattention as primary safety concerns.
- **High Traffic Volumes** – Many participants noted congestion and aggressive driving behavior, leading to unsafe conditions for pedestrians and bicyclists.

Community Input by the Numbers



537 survey responses,
with
75% from Glenwood Springs residents.

580 pins placed on the **interactive safety map**,
identifying specific locations of concern.

More than 90% of concerns reported
were **experienced weekly or daily**,
demonstrating the urgency of addressing safety issues.

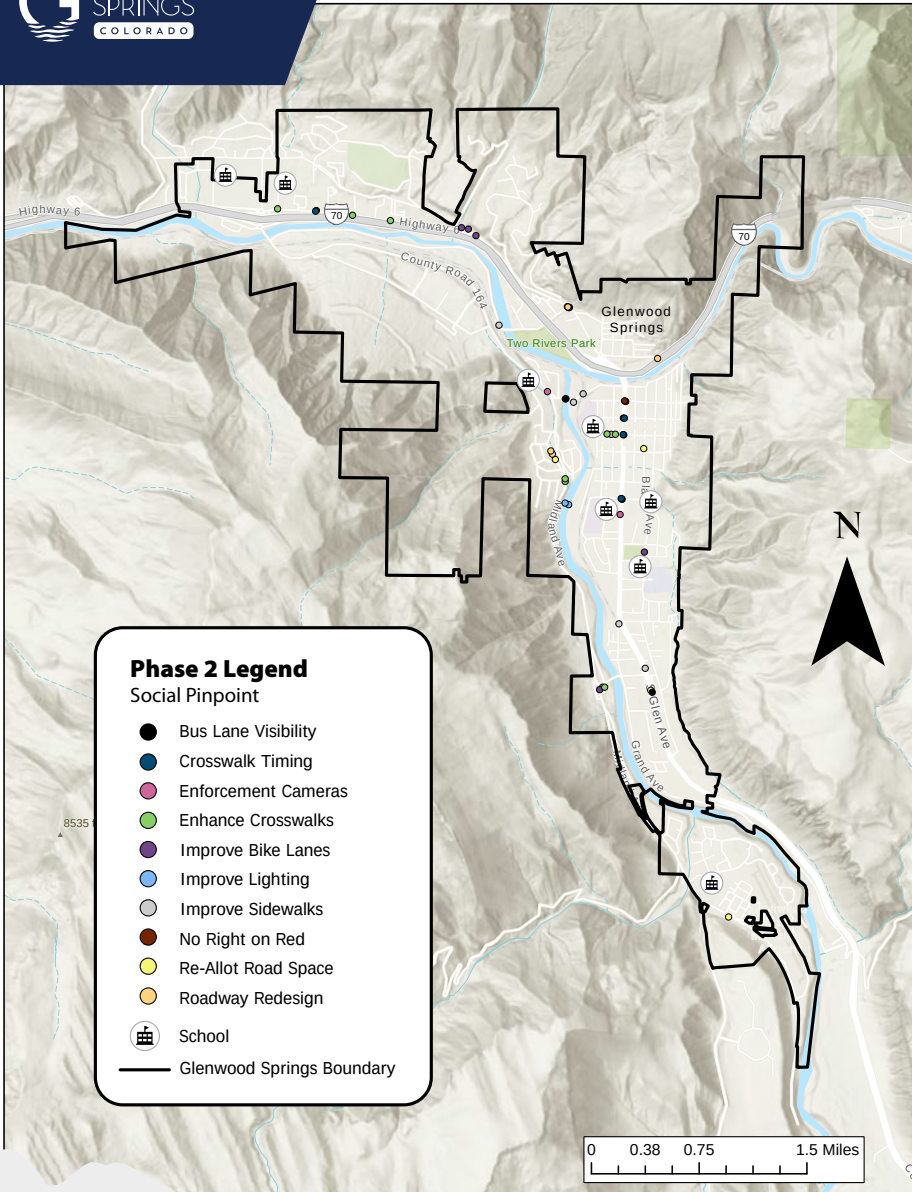


Figure 19. Phase 2 Feedback Map

ENGAGEMENT PHASE 2 – SAFETY RECOMMENDATIONS

The second phase of engagement occurred in Spring 2025. In Phase 2 engagement, the project team conducted a series of **in-person engagement events and community meetings** to gather input on potential improvements to address transportation safety concerns. This phase provided opportunities for residents, students, and transit users to share their insights and priorities for enhancing pedestrian, bicycle, and vehicular safety across the city.

Community Engagement Activities

Seven in-person engagement events were held at **key community locations**, including:

- **Pop-ups at a transit center and school event:**
 - › 27th Street RFTA Station – engaged a number of transit users as they were accessing RFTA and Ride Glenwood buses.
 - › Glenwood Springs High School basketball game – engaged local families and teens.
- **Community Meetings at local schools and city facilities:**
 - › Glenwood Springs Community Center
 - › Glenwood Springs Elementary School
 - › Glenwood Springs High School
 - › Glenwood Springs Middle School
 - › Sopris Elementary School

Key Themes from Community Input

Participants expressed **strong support for infrastructure and enforcement measures** to improve safety, with several recurring themes:



- **Enhanced Sidewalks and Crossings** – Residents consistently highlighted the need for **safer, more connected sidewalks and pedestrian crossings** throughout town.
- **Improved Bicycle Infrastructure** – There was strong demand for **dedicated bike lanes and safer cycling facilities** to encourage more active transportation.
- **Signalized Crossings** – Many respondents emphasized the importance of **better signal timing and high-visibility crosswalks** to improve pedestrian safety.
- **Speed and Red Light Enforcement** – **73% of survey respondents** supported **red light and speed enforcement cameras** as a key safety strategy.
- **Traffic Calming & Speed Reduction** – Community members voiced **strong support for roadway design changes**—such as **lane narrowing, roundabouts, and multimodal facilities**—to naturally slow down traffic and improve safety for all users.

Community Input by the Numbers



214 survey responses, with
84% from Glenwood Springs residents.

94 pins
placed on the **interactive recommendations pin map**,
identifying specific locations for various safety solutions to be implemented.
The top categories included enhance crosswalks (25%) and roadway redesign (17%).

Approximately **60 people**
engaged at in-person events.

93% support for enhancing crosswalks,
making it the most popular safety improvement.

66% support for high-visibility speed enforcement,
showing strong public backing for more proactive safety measures.

This engagement phase further solidified **community priorities for safer streets**
and directly informed **infrastructure recommendations** and **policy strategies** in the CSAP.



Chapter 4: Countermeasure Toolbox

The City of Glenwood Springs developed a countermeasures toolbox as a critical component of the CSAP. The toolbox identifies countermeasure categories for roadway and crosscutting improvements, for signalized intersections, for bicyclists/pedestrians/transit, and for behavioral approaches.

With this toolbox, Glenwood Springs can tailor its approach to specific crash types, locations, and conditions, ensuring holistic and effective strategies to meet its Vision Zero goals. It is intended to help community members understand which ideas—and why—are being considered to improve safety and mobility and inform city staff's decision-making.

The effectiveness of these countermeasures may be amplified through strategic involvement of the Roaring Fork Transit Authority (RFTA), Roaring Fork School District (RFSD), and/or Glenwood Springs Police Department. It is important to note that the assortment of countermeasures in this toolbox is not a comprehensive list. Please see [Federal Highway Administration Proven Safety Countermeasures](#) for descriptions of additional crash trends and mitigations.



Mitigation Icon

Countermeasure Template

This is an overview of information provided for each countermeasure on the following pages.



DESCRIPTION

Describes the countermeasure components, noting items such as the crash types best addressed and the roadway characteristics/factors which determine whether candidate locations are suitable for their application.

DESIGN CONSIDERATIONS

Provides best practices for countermeasure placement, applicable design documents to reference and other roadway characteristics or design metrics of note.

BENEFITS

Provides details on major benefits of each countermeasure, noting items such as Crash Modification Factors (CMFs) where available, and benefits to users of various travel modes.

CRASH TYPES ADDRESSED

Notes those crash types best mitigated by the given countermeasure.

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway

Planning level costs are estimated in 2025 dollars, with the levels as follows:

\$	Under \$50,000
\$ \$	\$50,001 - \$100,000
\$ \$ \$	\$100,001 - \$500,000
\$ \$ \$ \$	\$500,001 - \$1,000,000

\$ \$ \$ \$ \$ Over \$1,000,000

 Indicates ongoing maintenance costs.

Countermeasure Template

Each countermeasure includes a rating of safety benefit and complexity.



Safety Benefit



Complexity

SAFETY BENEFIT & COMPLEXITY RATINGS

Safety ratings for different types of modifications, also known as countermeasures, are based on the FHWA CMFs. These are designated to estimate the number of crashes after a particular countermeasure is implemented. The lower the CMF, the lower the number of expected crashes. Some countermeasures are effective at reducing all types of crashes, whenever possible these are recommended. Where countermeasures are noted as effective at reducing Killed or Serious Injury (KSI) crashes, these are called out as well.

If an 'all crashes' countermeasure is not feasible, then ones specifically designed to increase pedestrian safety should be used.

For more information, visit at www.cmfclearinghouse.org.

SAFETY BENEFIT



Very High Safety Benefit



High Safety Benefit



Medium Safety Benefit



Low Safety Benefit

COMPLEXITY



Very High Complexity
Lots of time



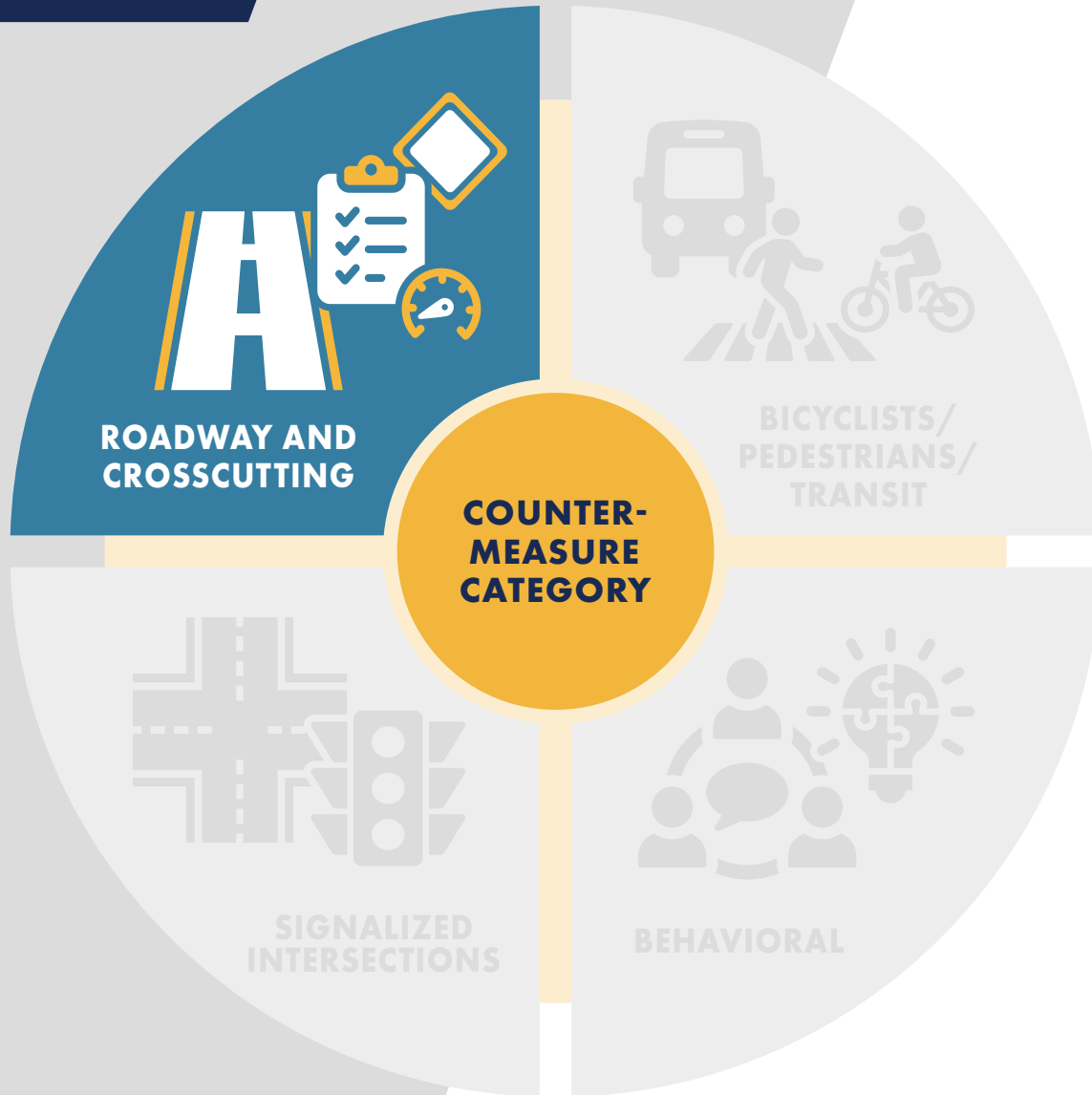
High Complexity



Medium Complexity



Low Complexity
Little time



<u>ACCESS MANAGEMENT</u>	<u>56</u>
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Access Management



Safety Benefit



Complexity

DESCRIPTION

Access management refers to the design, application and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking and reduce trip delay and congestion. The following access management strategies can be used individually or in combination with one another:

- 1. Right-in/right-out movement:** Disallows through movements or left turns to or from a roadway or driveway, permitting only right turns in or right turns out. The movement is usually blocked by a roadway median.
- 2. 3/4 movement:** Disallows through movements or left turns from the driveway access to the major street but allows left-turns from the major street into the driveway. The outbound movement is usually blocked by a roadway median.



Figure 20. 3/4 Movement (Source: Palo Alto Online)

- 3. Consolidate driveways:** When multiple driveway accesses are located within close proximity to one another, consider closure or relocation of multiple access points to one consolidated access point.

DESIGN CONSIDERATIONS

- Consider turning volumes and alternate access points.
- Diversion analysis may be necessary to understand whether vehicle volumes shifting elsewhere may create other challenges.

BENEFITS

- Can reduce potential conflicts at intersections by restricting left-turning movements.
- Removing direct left turns and allowing a right turn followed by a U-turn can reduce all crashes by up to **14%** and KSI crashes by up to **31%**.

CRASH TYPES ADDRESSED Approach Turn | Bicycle | Broadside | Pedestrian | Rear-end

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Center Median Barrier



Safety Benefit



Complexity

DESCRIPTION

Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designated to redirect vehicles striking either side of the barrier.

DESIGN CONSIDERATIONS

- Median barriers can be cable, metal-beam, concrete, landscaped, or xeriscaped.
- Consider U-turns and out-of-direction travel needs.
- Consider coordination with maintenance, emergency response, plowing, and delivery access.

CRASH TYPES ADDRESSED

Broadside | Head-on | Sideswipe

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Figure 21. Existing Median at SH 82 & 23rd Street

BENEFITS

- This crash type is typically attributed to the relatively higher speeds reducing the ability for correction.
- A center median barrier significantly reduces the number of cross-median crashes (by up to **71%** for all crashes and up to **19%** for KSI crashes).



Improve Channelized Right-Turn Lane Geometry



 Safety Benefit

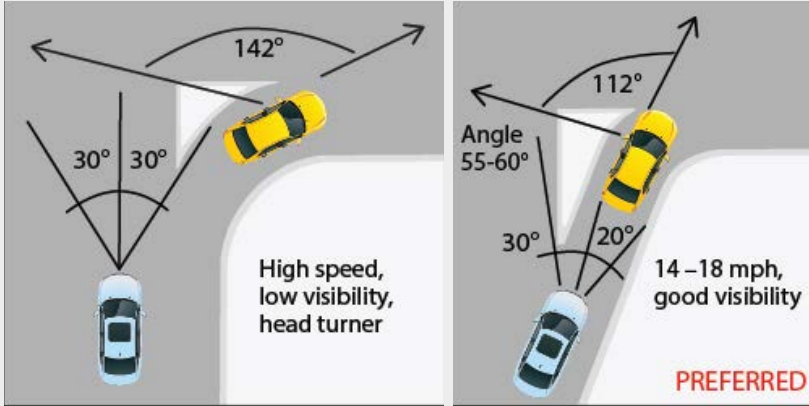
 Complexity

DESCRIPTION

Improving the angle of the channelized right-turn geometry includes sharpening the flat approach angle in traditional channelized right turn designs, reducing the turning radius, and adjusting the corner island to create a more perpendicular approach and increase line of sight for turning vehicles approaching through traffic. The crosswalk can be placed further upstream at a location where a pedestrian is more visible and the motorist can more easily separate the tasks of watching for pedestrians and watching for cross-street traffic gaps.

DESIGN CONSIDERATIONS

- Truck turning templates should be run to ensure large vehicles and/or fire trucks can be accommodated at the right-turning movements.
- Traffic signal poles located on the right-turn island may need to be relocated.



BENEFITS

- Sharper angles slow both the speed of the approach and exit speed and slower speeds create less of a barrier for pedestrians.
- Improves visibility of pedestrians/bicyclists crossing at a crosswalk.
- Improves line of sight for right-turning vehicles, reducing all crashes and KSI crashes by up to **44%**.

CRASH TYPES ADDRESSED Bicycle | Pedestrian | Right-turn | Sideswipe

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Roadway Lighting



Safety Benefit



Complexity

DESCRIPTION

Street lighting enhances safety and accessibility by illuminating key areas and improving visibility to decrease crash risk.



Figure 23. Roadway Lighting (Source: Western Systems)

DESIGN CONSIDERATIONS

Roadway lighting is particularly effective at controlled and uncontrolled intersections, at midblock crossings, along sidewalks, and in areas with high pedestrian volumes like commercial zones, schools, parks, and transit stops.

BENEFITS

Lighting installation can support an estimated reduction of up to **32%** for all crash types and up to **37%** for KSI crashes.

CRASH TYPES ADDRESSED Bicycle | Broadside | Pedestrian | Rear-end | Single-vehicle | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway
- ✓ City Roadway



Speed Radar Enforcement



 Safety Benefit

 Complexity

DESCRIPTION

A speed enforcement camera is a type of traffic enforcement camera that photographs speeding vehicles. The camera automatically notes vehicles that are operating above the enforcement trigger (many jurisdictions set this limit as 10 mph over the speed limit) and captures a video and a photo of the license plate and driver that assists authorities in their enforcement of traffic laws.



Figure 24. Speed Enforcement Camera (Source: City of Ottawa)

Colorado Gov. Polis signed Senate Bill 23-200 in June 2023, allowing cities statewide to install automated speed-enforcement cameras on any roadway type.

DESIGN CONSIDERATIONS

- A best practice is to place signs indicating the presence of automated speed enforcement systems.
- Automated enforcement assists with counteracting racial disparities in traffic enforcement, yet it's also important to investigate tiered fine structures for low-income drivers to ensure equitable application.

BENEFITS

- Offers automatic enforcement of posted speed limits.
- Valuable tool to change driver behavior at areas that have a known excessive speeding trends.
- KSI crash reductions following speed camera installation are estimated to be up to **30%** at sites with fixed cameras.

CRASH TYPES ADDRESSED Bicycle | Broadside | Pedestrian | Rear-end | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



Traffic Calming



Safety Benefit



Complexity

DESCRIPTION

Traffic calming refers to a set of design and engineering strategies implemented on roadways that aims to slow down vehicle speeds and improving safety for all road users - particularly pedestrians and bicyclists. The City of Glenwood Springs has an existing Neighborhood Traffic Calming Policy.



Figure 25. Speed Hump (Source: Adobe Stock)

DESIGN CONSIDERATIONS

These measures introduce physical changes to the roadway (such as speed humps, chicanes, curb extensions/bulbouts, raised crosswalks, or road narrowing).

BENEFITS

- Helps create a safer, more livable street by encouraging responsible driving behavior.
- Effectiveness varies by measure installed but can provide up to **33%** reduction in both all crash types and KSI crashes.

CRASH TYPES ADDRESSED Bicycle | Pedestrian | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

✓ City Roadway



Uncontrolled Intersection Upgrades



Safety Benefit



Complexity

DESCRIPTION

At intersections with no stop or yield control, it can be challenging particularly for bicyclists or pedestrians to cross. The addition of two-way stop signs sets expectations for motorist behavior.



Figure 26. All Way Stop (Source: ADA Solutions)

DESIGN CONSIDERATIONS

It's typical to add red flagging to the top of new stop or yield signs for a few weeks following installation to build awareness of the changed condition.

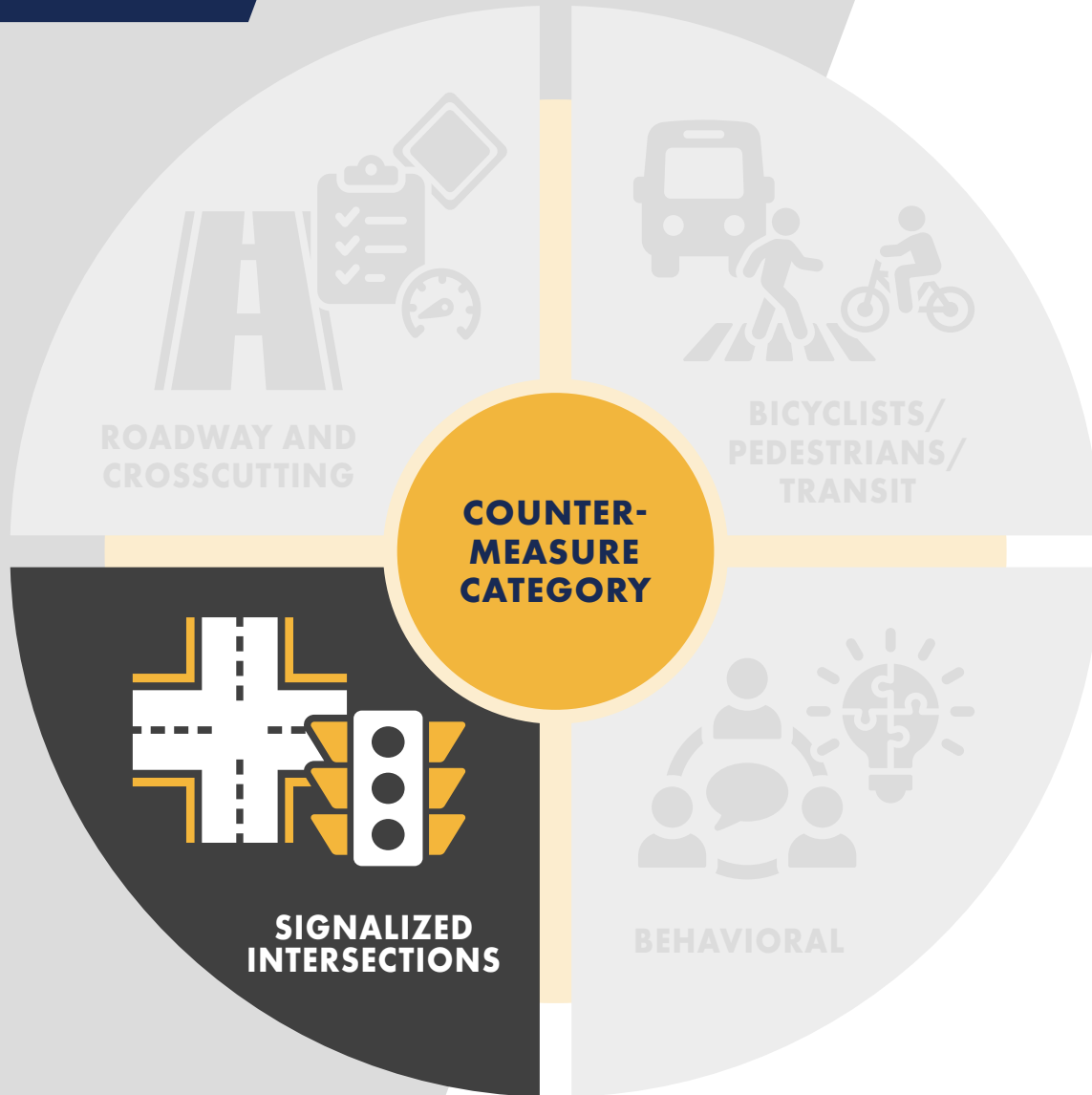
BENEFITS

- Installing two-way stop control at a previously uncontrolled intersection can provide up to a **52%** reduction in all crash types.
- Clarifies who has the right-of-way, reducing road user confusion.

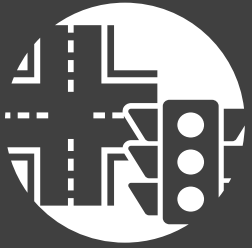
CRASH TYPES ADDRESSED Approach Turn | Bicycle | Broadside | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

✓ City Roadway



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Leading Pedestrian Interval



Safety Benefit



Complexity

DESCRIPTION

A leading pedestrian interval (LPI) gives pedestrians and people on bikes the opportunity to enter an intersection 3-7 seconds before vehicles are given the green indication. LPIs provide increased visibility of crossing pedestrians, reduced conflicts between pedestrians and vehicles, and increased likelihood of motorists yielding to pedestrians.



Figure 27. Leading Pedestrian Interval (Source: Denver Department of Transportation and Infrastructure)

DESIGN CONSIDERATIONS

Can utilize existing pedestrian infrastructure.

BENEFITS

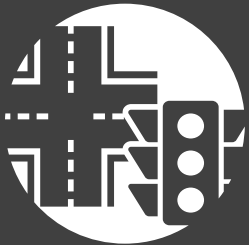
- Allows pedestrians or bicyclists to begin crossing the intersection prior to vehicles entering the intersection.
- This countermeasure can reduce all crashes by up to **10%** and KSI crashes by up to **17%**.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Pedestrian Recall



Safety Benefit



Complexity

DESCRIPTION

Pedestrian recall ensures a pedestrian walk phase is automatically activated every signal cycle, regardless of whether a pedestrian has pressed a button, ensuring a crossing opportunity each cycle.



Figure 28. Pedestrian Recall (Source: Providence Planning & Economic Development)

DESIGN CONSIDERATIONS

Can utilize existing pedestrian infrastructure.

BENEFITS

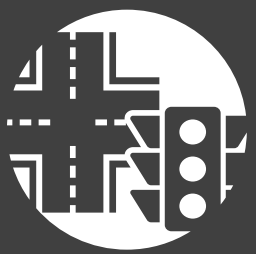
Aims to reduce pedestrian delay, remove confusion, and improve safety by ensuring a pedestrian phase is always available.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Red Light Cameras



Safety Benefit



Complexity

DESCRIPTION

A red-light camera is a type of traffic enforcement camera that photographs a vehicle that has entered an intersection after the traffic signal controlling the intersection has turned red. The system activates when motion is detected just prior to the stop bar after the traffic signal has turned red. The camera automatically programs vehicles that run red lights and captures a video and a photo of the license plate and driver that assists authorities in their enforcement of traffic laws.



Figure 29. Red Light Camera (Source: Derek Jensen)

DESIGN CONSIDERATIONS

- A best practice is to place signs indicating the presence of automated red light enforcement systems.
- Automated enforcement assists with counteracting racial disparities in traffic enforcement, yet it's also important to investigate tiered fine structures for low-income drivers to ensure equitable application.

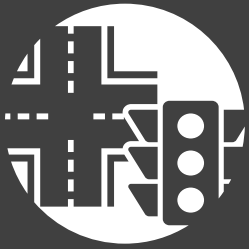
BENEFITS

- Automatically enforce compliance with traffic signals, reducing broadside KSI crashes by up to **29%**.
- A valuable tool to change driver behavior in areas that have a known red-light running trend.

CRASH TYPES ADDRESSED Broadside | Red Light Running

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway
- ✓ City Roadway



Restrict Right-Turn-on-Red



Safety Benefit



Complexity

DESCRIPTION

Prohibiting right-turns on red is a simple, low-cost measure. The signal changes can benefit pedestrians and bicyclists with minimal impacts on traffic. This countermeasure should be used in locations with substantial pedestrian and bicycle volumes, specifically where a number of crashes have occurred that involve pedestrians/bicyclists traveling in the counterflow direction.



Figure 30. Prohibition of Right-Turn on Red (Source: The San Francisco Chronicle)

DESIGN CONSIDERATIONS

- Could affect traffic operations if there are a large number of right-turning vehicles.
- Should be reinforced with education and enforcement for most effective results.

BENEFITS

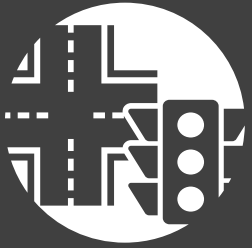
Removes conflict between pedestrians and bicyclists crossing the street with the right-of-way and vehicles attempting to turn red.

CRASH TYPES ADDRESSED Bicycle | Broadside | Fixed Object/Parked Vehicle | Pedestrian | Right-turn | Sideswipe | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Traffic Signal Backplates with Retroreflective Borders



Safety Benefit



Complexity

DESCRIPTION

Enhances traffic signal visibility, especially in low-light or high-glare conditions. Backplates help reduce unintentional red-light running and improve driver awareness at intersections.

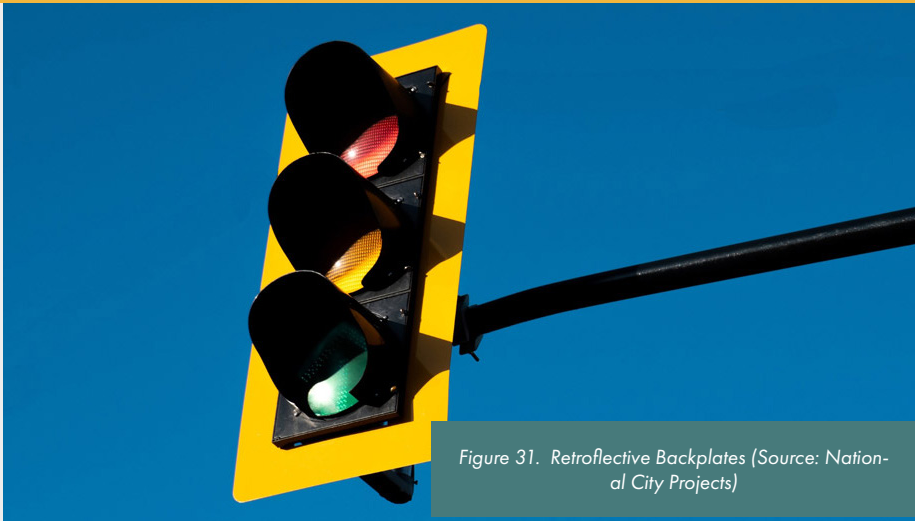


Figure 31. Retroreflective Backplates (Source: National City Projects)

DESIGN CONSIDERATIONS

Considerations include installation time, accessing existing signal heads, and structural limitations due to added wind load in instances where an entire backplate is added.

BENEFITS

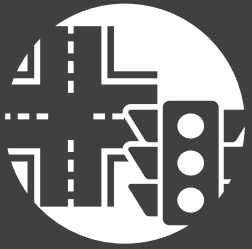
Retroreflective backplate installation can support an estimated reduction of up to **15%** for all crash types.

CRASH TYPES ADDRESSED Broadside | Rear-End

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Upgrade Clearance Intervals (Yellow Change Interval + Red Clearance Interval)



Safety Benefit



Complexity

DESCRIPTION

The clearance interval should provide an adequate transition between two conflicting phases and consists of a yellow change interval and a red clearance interval. The intent of the yellow change interval is to warn traffic of an impending change to the right-of-way assignment. The red clearance interval is an interval after the yellow change interval in which the phase has a red signal display before the display of the green for the opposing phase. The intent of the red clearance interval is to allow time for vehicles that entered the intersection during the yellow change interval to clear the interval prior to the opposing phase.



Figure 32. Upgrade Clearance Interval (Source: Inc.)

DESIGN CONSIDERATIONS

Calculations for the yellow change interval and red clearance interval should be made based on equations from the Institute of Transportation Engineers.

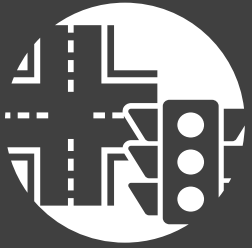
CRASH TYPES ADDRESSED

Broadside | Rear-end | Red-light Running

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Upgrade Left-Turn Signal Operations



Safety Benefit



Complexity

DESCRIPTION

Upgrading left-turn operations to protected-only or permitted-protected will help reduce left-turn crashes.

1. **Protected left-turn (green left-turn arrow):** "Protected-only" phasing consists of providing a separate phase for left-turning traffic and allows left-turns to be made only on a green left arrow signal indication, with no pedestrian movement or vehicular traffic conflicting with the left turn. Drivers are not allowed to pass through the intersection without a green arrow even if there is no oncoming traffic.
2. **Protected left-turn when push button is pressed:** Left turns are protected when the pedestrian push button is pressed to eliminate vehicle left-turns and pedestrian crossing movements from occurring simultaneously.
3. **Permitted-protected left-turn:** Protected-permissive left-turn phasing is a left-turn movement of traffic at a signalized intersection having a separate left-turn phase in the signal cycle to provide a protected green arrow interval as well as a non-protected circular green ball or flashing yellow interval where left-turning vehicles must yield to opposing traffic. Permitted-protected left-turns provide more vehicular capacity at the intersection than a protected left-turn but have safety tradeoffs.



Figure 33. Permitted-Protected Left-Turn (Source: Tacoma News Tribune)

DESIGN CONSIDERATIONS

- Volumes, speeds, and number of lanes for turning vehicles to cross are factors that should be considered when determining appropriate left-turn operations.
- Will likely require further analysis including signal operations analysis and CDOT left turn warrant analysis before recommendations are implemented.

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



<u>CURB EXTENSIONS/BULBOUTS</u>	<u>72</u>
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Curb Extensions/ Bulbouts

CONCRETE 

 Safety Benefit

 Complexity

PAINT & POST 

 Safety Benefit

 Complexity

DESCRIPTION

Curb extensions (also called bulbouts) extend the curb line at intersections through paint and flexible delineators or concrete construction to physically and visually narrow the roadway.

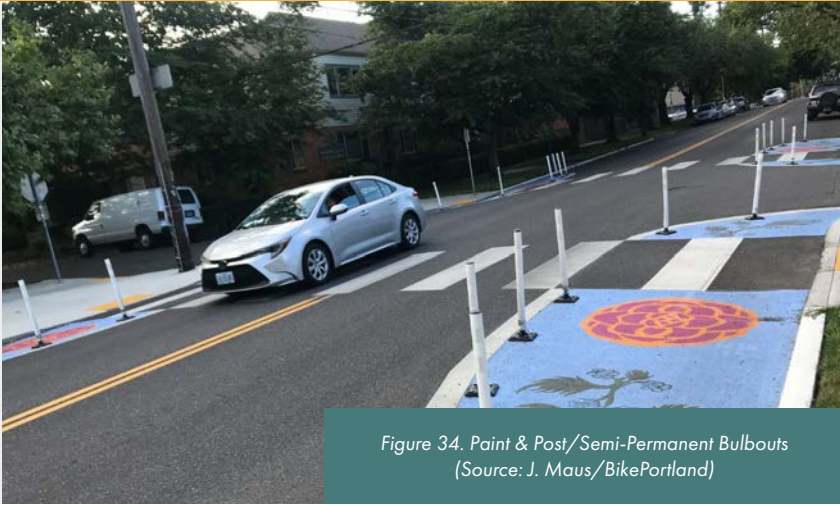


Figure 34. Paint & Post/Semi-Permanent Bulbouts
(Source: J. Maus/BikePortland)

DESIGN CONSIDERATIONS

- The right-turn wheel path of the design vehicle is a critical element in determining the size and shape of the bulbout.
- Can be constructed with low-cost materials such as paint, flex posts, and rubber speed cushions.
- Concrete bulbouts (permanent) likely impact drainage which can result in higher project costs.

BENEFITS

- Reduces pedestrian and bicycle crossing distance.
- Creates a narrower travel way for vehicles which can reduce vehicle speeds.
- Provides an opportunity for community placemaking by providing space for public art within the extended area.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway (concrete application only) ✓ City Roadway



High Visibility Crosswalks



Safety Benefit



Complexity

DESCRIPTION

Highly reflective crosswalk markings installed in patterns (i.e., bar pairs, continental, ladder) that are visible to both drivers and pedestrians from farther away compared to traditional transverse line crosswalks. Marked crosswalks guide pedestrians and alert drivers to a crossing location, so it is important that both drivers and pedestrians clearly see the crossings.



Figure 35. High Visibility Crosswalk (Source: DC District Department of Transportation)

DESIGN CONSIDERATIONS

- Use highly reflective materials such as inlay or thermoplastic tape, instead of paint or brick.
- Crosswalk bars should be 24 inches wide and spaced to avoid the wheel path.
- The maximum space between markings should not exceed 60 inches.
- Stop bars should be installed 4 foot minimum to complement the crosswalks.
- Near schools or high pedestrian areas, ladder crosswalks are preferred.

BENEFITS

- Makes pedestrians more visible and supports clear expectations about crossing locations.
- The addition of high visibility crosswalks can support an estimated reduction of up to **60%** for all crash types.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



Improve Bicycle Lane/Multi-Use Path Crossing (Intersections & Driveways)



Safety Benefit



Complexity

DESCRIPTION

Alerts left-turning and right-turning vehicles of a crossing within a bicycle lane through the intersection, or at a multi-use path driveway crossing (say of a busy shopping complex). Enhancing the crossing increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in turning conflict areas. Green bicycle striping conflict markings are recommended.



Figure 36. Improved Bicycle Lane Crossing at Intersection (Source: Virginia DOT)

DESIGN CONSIDERATIONS

For a bicycle lane crossing, the facility must be present on both sides of the intersection (i.e. approaching and departing bicycle lane).

BENEFITS

- Promotes the multimodal nature of a corridor.
- Increase the visibility of bicyclists.
- Raises motorist and bicyclist awareness to potential areas of conflict.
- Increases motorist yielding behavior.
- Helps reduce bicycle conflicts with turning movements.

CRASH TYPES ADDRESSED

Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Pedestrian Hybrid Beacon (PHB)



 Safety Benefit

 Complexity

DESCRIPTION

A PHB is a type of signal at an uncontrolled marked crossing at an intersection or midblock that remains dark until activated by a user wanting to cross. Once activated, the signal cycles to yellow and then red during the walk phase.

DESIGN CONSIDERATIONS

- PHBs are a candidate treatment for roads with three or more lanes that generally have traffic volumes above 9,000.
- Strongly recommended for all midblock and intersection crossings where the roadway speed limits are equal to or greater than 40 mph.
- Intended for installation at midblock locations but can be installed at intersections.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



Figure 37. PHB (Source: Shelby Le Duc/USA TODAY NETWORK- Wisconsin)

BENEFITS

- PHBs help pedestrians cross high-volume and high-speed roadways where insufficient gaps in traffic may exist.
- PHBs can help reduce pedestrian crashes by up to **55%**.



Pedestrian Refuge Islands

CONCRETE



Safety Benefit



Complexity

PAINT & POST



Safety Benefit



Complexity

DESCRIPTION

Medians or pedestrian crossing islands should be considered along multi-lane roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic and intermediate or high travel speeds. Some example locations that may benefit from raised medians or pedestrian crossing islands include, mid-block areas, approaches to multi-lane intersections and areas near transit stops or other pedestrian-focused sites.



Figure 38. Pedestrian Refuge Island (Source: Go Active Long Beach)

DESIGN CONSIDERATIONS

- Consider needs of design vehicle (passenger car, bus, or truck), as well as Americans with Disabilities Act (ADA) requirements for the refuge space (4 to 8 feet recommended).
- Confirm if the design creates a negative left turn offset for the left turning vehicles. If it does, upgrade left-turn signal operations to protected-only so it does not create sight visibility issues for left-turning vehicles.

BENEFITS

Allows pedestrians to cross in two stages, reducing pedestrian-related crashes by up to **32%** when refuge islands are provided in concrete center medians.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Raised Pedestrian Crossings



Safety Benefit



Complexity

DESCRIPTION

Raised crosswalks in channelized right-turn islands or at mid-block locations are ramped speed tables (longer and flatter speed bumps) spanning the entire width of the channelized right-turn lane or mid-block roadway cross-section. These crosswalks increase visibility of pedestrian crossing areas and allow them to cross at-grade with the sidewalk. They also act as traffic-calming measures to slow turning vehicles.

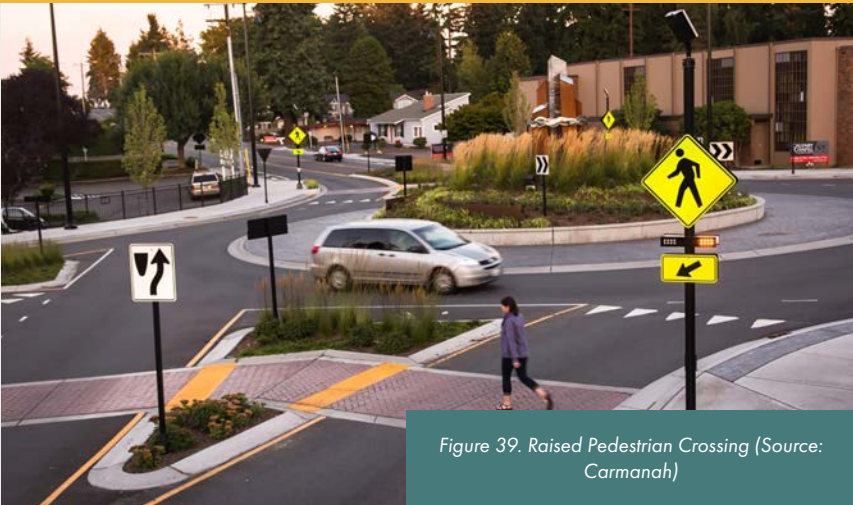


Figure 39. Raised Pedestrian Crossing (Source: Carmanah)

DESIGN CONSIDERATIONS

- Signage should be installed on the approach to warn drivers of pedestrians or bicyclists crossing.
- Effects on drainage should be considered.
- Consider features to enhance visibility for snow plowing operations.

BENEFITS

- Reduces vehicular speeds approaching the pedestrian crossing and prior to turning, resulting in a crash reduction of up to **36%** for all crash types.
- Increases visibility of the pedestrian or bicyclist crossing.

CRASH TYPES ADDRESSED Bicycle | Pedestrian | Right-turn | Speeding-related

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



Rectangular Rapid Flashing Beacon (RRFB)



 Safety Benefit

 Complexity

DESCRIPTION

An RRFB is a pedestrian/bicyclist-actuated enhancement used in combination with a pedestrian/bicycle crossing warning sign to improve safety at uncontrolled, marked crosswalks at intersections and midblock locations.



Figure 40. Raised Pedestrian Crossing in Channelized Right Turns (Source: Google Maps)

DESIGN CONSIDERATIONS

- Effective at multi-lane crossings with speed limits less than 40 mph and roadways with traffic volumes up to 15,000, depending on the number of lanes and posted speed.
- Placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island, an RRFB should be placed to the right of the crosswalk and on the median.
- RRFBs can draw power from standalone solar panel units but may also be wired.

BENEFITS

- Provides enhanced visibility for active users while crossing.
- Compliance rates vary by posted speed limit, crossing distance, and one-way versus two-way roadways.
- RRFBs can support reducing pedestrian-involved crashes by up to **70%**.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



Wayfinding



Safety Benefit



Complexity

DESCRIPTION

Pedestrian-scale signage directing users to opportunity areas to switch between modes (i.e. directions to transit facilities) and facilitating safer connections (i.e. underpasses), supporting navigating local street networks.

DESIGN CONSIDERATIONS

Proper wayfinding analysis is needed to assess the number of signs and placement.



Figure 41. Wayfinding (Source: Town of Estes Park)

BENEFITS

- Supports local amenities such as businesses, main streets, parks, adult services, community centers, etc.
- Provides information critical for people who need to understand the viability of their journey.

CRASH TYPES ADDRESSED Bicycle | Pedestrian

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



<u>EDUCATION & ENCOURAGEMENT CAMPAIGNS</u>	<u>81</u>
<u>ROADWAY FEEDBACK SIGNAGE</u>	<u>82</u>
<u>SAFE ROUTES TO SCHOOL</u>	<u>83</u>
<u>SLOW ZONES</u>	<u>84</u>



Education and Encouragement Campaigns



Safety Benefit



Complexity

DESCRIPTION

Compelling and impactful education and encouragement campaigns aim to equitably reach diverse stakeholder groups in their messaging. Involving travelers of all ages and abilities is paramount, including students and their caregivers. Developing partnerships with community members and established stakeholder groups is crucial to building trusted relationships. Educational campaigns may involve Public Service Announcements (PSAs) on radio/TV/ social media, printed/billboard ads or in-person outreach.

OUTREACH CONSIDERATIONS

- Language-inclusive outreach is critical to ensure messaging is appropriately tailored.
- Appropriately compensating outreach liaisons builds trust and signals their role’s importance.
- Consider how local news sources report on traffic safety – for example, reporting incidents as “crashes” instead of “accidents.”

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



Figure 42: No Texting While Driving Campaign (Source: City of Seattle)

BENEFITS

Instilling a sense of collective action towards improving safety outcomes reminds travelers of all modes that they have a role to play in ensuring everyone arrives safely at their destination.



Roadway Feedback Signage



Safety Benefit



Complexity

DESCRIPTION

Speed feedback signs, posted alongside the posted speed limit, are illuminated live-speed displays that register and show approaching drivers’ speeds as they approach the sign. The intention of these signs is to make drivers aware of their current speed, and if the driver’s speed is above the posted speed limit, the displayed speed numbers will flash.



Figure 43: Roadway Feedback Signage
(Source: Traffic Calm)

BENEFITS

- Provides enhanced awareness in areas of speeding concern.
- Speed Feedback Signs can be temporarily or permanently installed or moved to targeted locations where needed.

CRASH TYPES ADDRESSED Approach Turn | Bicycle | Broadside | Pedestrian | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



Safe Routes to School

DESCRIPTION

Safe Routes to Schools (SRTS) is a federal program that facilitates the planning, development, and implementation of projects that supports healthy, active, and safe walking and biking habits for children. Some example projects include assemblies, poster contests, pedestrian safety walks, bike lessons and safety training (BLAST), bicycle rodeos, bicycle gardens, bicycle buses/trains, and relevant quick-build projects.



Figure 44: Safe Routes to School Programming (Source: Bicycle Colorado)

BENEFITS

- Supports increased physical activity for students.
- Lowers transportation costs for families.
- Reduces congestion near schools.



Safety Benefit



Complexity

CRASH TYPES ADDRESSED Bicycle | Pedestrian | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

- ✓ CDOT Roadway ✓ City Roadway



Slow Zones



Safety Benefit



Complexity

DESCRIPTION

Slow zones are areas that designate lower speeds for drivers than other areas nearby. These areas typically are signed for 15 or 20 miles per hour.



Figure 45: Slow Zones (Source: Urban Spaces and Places)

BENEFITS

- Helps to create safe spaces for vulnerable populations (e.g., children, seniors, pedestrians, and bicyclists) that frequent these areas, such as parks, school zones, work zones, senior areas, neighborhoods, and downtown areas.
- Especially effective in school zones when paired with speed radar signage.

CRASH TYPES ADDRESSED Approach Turn | Bicycle | Broadside | Pedestrian | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

✓ City Roadway

Chapter 5: Action Plan

OVERVIEW

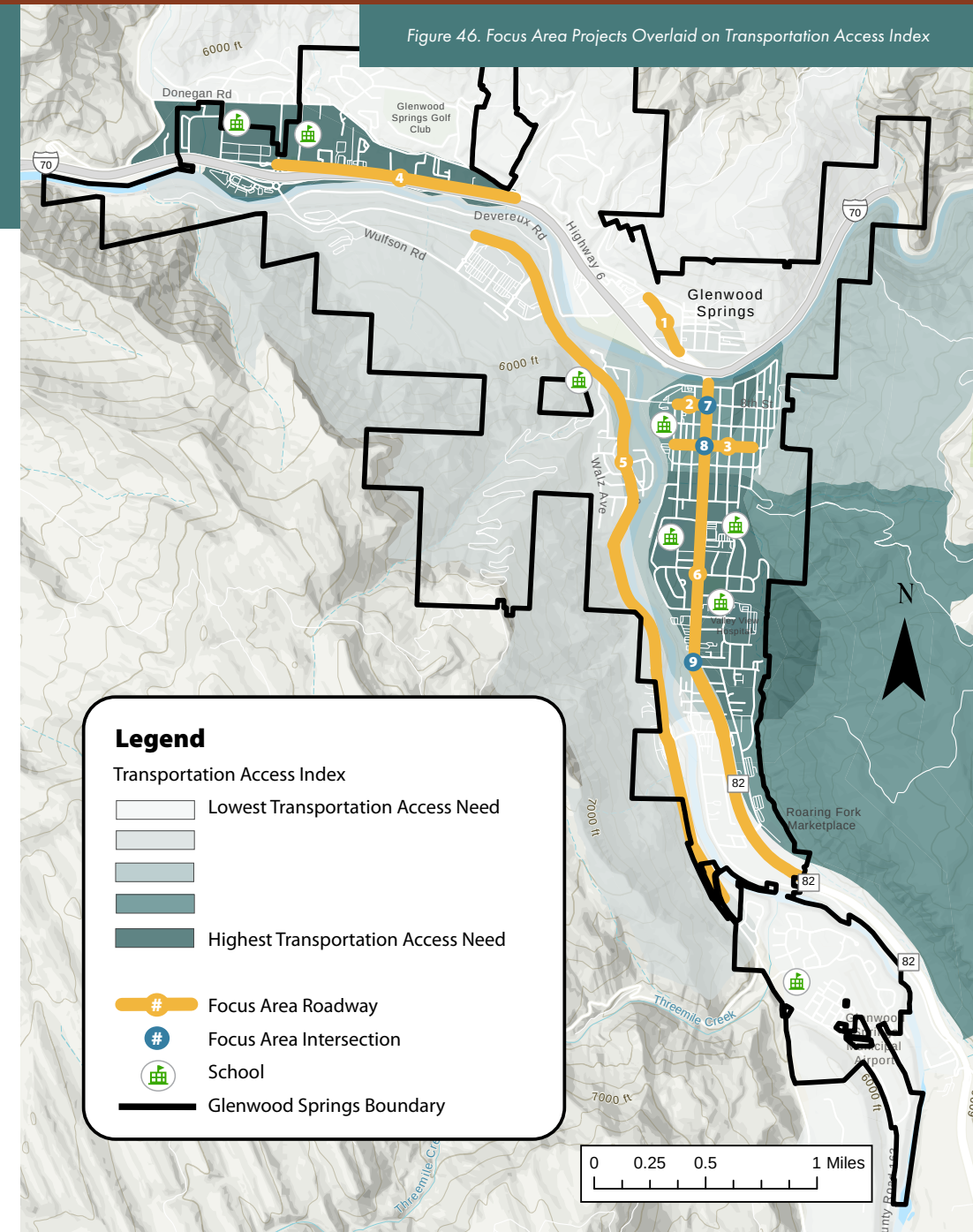
To ensure a holistic approach to improving transportation safety, the project team developed a targeted set of **Strategies and Actions**. These focus on citywide recommendations to **address the top crash types** in Glenwood Springs, with a focus on **improving safety for vulnerable roadway users**.

Focus Area Projects were also developed to address specific locations and corridors that emerged on the High Injury Network, High Risk Network, and/or through community feedback.

- | | |
|--|--|
| 1 6th Street: Traver Trail to Laurel Street | 6 SH 82 Corridor: 7th Street to southern city limits |
| 2 8th Street: Pitkin Avenue to SH 82 | 7 SH 82 & 8th Street |
| 3 10th Street: School Street to Palmer Avenue | 8 SH 82 & 10th Street |
| 4 Highway 6: Mel Ray Road roundabout to Donegan Road | 9 SH 82 & 23rd Street |
| 5 Midland Avenue: W Meadows Drive to Old Cardiff Bridge Road | |

As city staff and partners determine projects most applicable for **funding pursuit** and design, the Transportation Access Index created during the CSAP process offers an additional prioritization tool to help understand where to focus outreach and implementation efforts.

Figure 46. Focus Area Projects Overlaid on Transportation Access Index



STRATEGIES & ACTIONS

Strategies are categorized by three categories of the **Safe System Approach**:

- 
✓ Safer Roads – emphasizing the need for transportation infrastructure that safely accommodates multiple transportation modes.
- 
✓ Safer People – setting the framework for education and awareness, fostering a community of shared responsibility among all road users.
- 
✓ Safer Speeds – identifying measures to reduce excessive speeds, a key contributor to the severity of traffic crashes.

Each **Strategy** includes key targeted metrics and identifies implementable **Actions** accompanied by next steps, responsible party/ies, and funding opportunities.

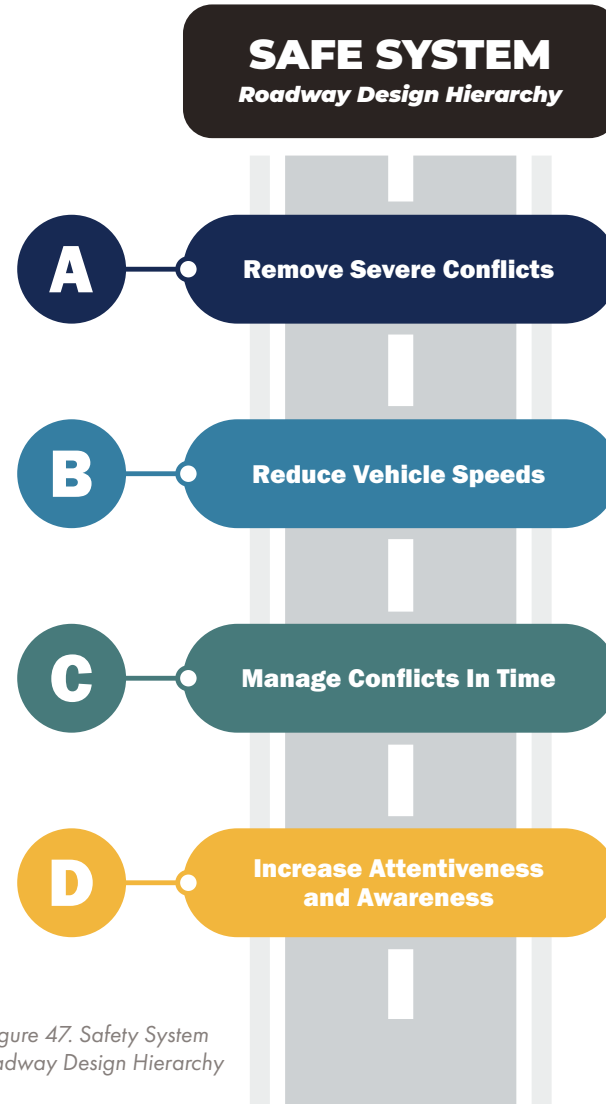


Figure 47. Safety System Roadway Design Hierarchy

Actions are grouped into Implementation Tiers, which inform the priority level and timeline for the action to be carried out. Where possible, the city will advance actions ahead of the proposed time frame. Actions were prioritized into implementation tiers by considering the planning level cost of the action and whether the action improves safety for all road users, with an emphasis on people walking and biking.

Implementation Tiers

Tier 1: 1-3 years

Tier 2: 3-5 years

Tier 3: 5-10 years



SAFER ROADS

Glenwood Springs’ approach to Safer Roads acknowledges the critical role roadway design, allocation of space, and signing/stripping play in realizing a comfortable and safe setting. Safer roads mitigate human mistakes, are self-enforcing by design, reduce the risk of serious injury or fatal crashes, and encourage roadway users to exhibit safe travel behaviors.

Key Metrics:

- ↓ Reduce the number of fatal crashes to Zero by 2030.
- ↓ 50% decrease in number of severe injury crashes at intersections by 2030.
- ↓ Reduce the number of severe injury pedestrian and bicycle crashes to Zero by 2030.

Strategy 1: Implement identified safety improvements on the High Injury Network (HIN).

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR1.1	Implement improvements identified at HIN intersections.	Implement recommended improvements at: 1. SH 82 and 10th Street. 2. W 6th Street and Linden Avenue. Furthermore, city staff should review the latest crash data and generate recommended countermeasures for the other HIN intersections where exhibits were not developed through this plan (SH 82 and 27th Street and Red Mountain Drive and Midland Avenue). For SH 82 and 27th Street, add additional signage and wayfinding to encourage use of underpasses installed in October 2024 and discourage at-grade crossing.	Engineering Department CDOT RFTA	Varies
SR1.2	Implement improvements identified along HIN segments.	Implement improvements and integrate safety features into upcoming projects planned at: 1. SH 82: 7th Street to southern city limits. 2. Highway 6: Mel Ray Road roundabout to Donegan Road.	Engineering Department CDOT RFTA	Varies

Strategy 2: Implement standardized signage for improved user clarity.

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR2.1	Identify standard signage for RRFB crossings and deploy citywide.	1. Create standard drawing for RRFB signage. 2. Deploy standard signage at RRFB locations.	Engineering Department	Tier 2
SR2.2	Develop standard drawing for consistent application of signing and striping at roundabouts referencing national guidelines as a best practice.	1. Create standard drawing for standard dual lane roundabout signage. 2. Create standard signage and pedestrian treatment application for RRFBs within roundabouts.	Engineering Department	Tier 2
SR2.3	Upgrade green street name signs to be MUTCD compliant.	1. Continue working with Sign Shop to ensure all newly created signs meet MUTCD standards. 2. Develop a process for prioritizing upgrades to existing signage (in addition to physical condition, prioritize areas on HIN and HRN). 3. Continue use of asset management software to track upgrades.	Engineering Department Streets Department	Tier 3

Strategy 3: Upgrade pedestrian and bicycle crossing treatments at areas of safety concern.

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR3.1	At multi-use path crossings intersecting an HIN or HRN segment or intersection, consider addition of raised crossings and/or green conflict markings.	1. Create inventory of existing multi-use path crossings to determine candidates for upgrades. 2. Coordinate with CDOT on crossings of state highways to determine feasibility.	Engineering Department Parks & Recreation Department CDOT	Varies

Strategy 4: Enhance infrastructure for pedestrians, bicyclists, and transit riders throughout the city.

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR4.1	Engage members of the disability community in project development to enhance accessible design.	Identify area individuals and organizations (such as The Arc of the Central Mountains) who are interested in partnering with city staff to further accessible design best practices.	Engineering Department	Tier 1
SR4.2	Identify and implement locations for new multi-use path connections.	Build on the Bicycle and Pedestrian Needs Assessment Map from the Glenwood Springs LRTP to develop/maintain a map of multi-use path network gaps and prioritized facilities for upgrades.	Engineering Department GIS Department	Tier 2
SR4.3	Address vulnerable user conflicts near schools.	1. Work with schools to develop access management strategies for school pick-up/drop-off. 2. Develop concepts for targeted areas in partnership with school communities. 3. Standardize school-zone-specific treatments.	Engineering Department Roaring Fork School District	Tier 2
SR4.4	Develop a formal policy for crosswalk restriping and upgrading for consistency .	1. Establish a process for annual striping evaluation at high-traffic locations. 2. Revamp the request-driven process to develop a list of location factors (i.e. proximity to activity generators) that warrant crosswalk upgrading to high visibility/condensed spacing (versus just restriping as is).	Engineering Department Streets Department	Tier 2
SR4.5	Address conflicts with bicyclists and vehicles at commercial driveways.	Develop a policy to evaluate bicycle lane and multi-use path crossings of commercial driveways for the addition of green pavement markings.	Engineering Department	Tier 2
SR4.6	Develop pedestrian crossing guidelines.	1. Reference "Crossing Treatment Selection" guidance on page B-9 in the Glenwood Springs LRTP as a starting point. 2. Institute as a standard reference point for future crossing treatment installation/upgrades.	Engineering Department CDOT	Tier 2

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR4.7	Upgrade all pedestrian curb ramps to be ADA-compliant, further recognizing the benefit of accessible design for all users.	1. Prioritize accessibility by developing an ADA Self & Evaluation Transition Plan, including completing an ADA assessment of all pedestrian curb ramps (and developing a GIS layer noting compliance status). 2. Coordinate with CDOT to understand recent/planned upgrades to their facilities. 3. Identify opportunities for upgrades through existing or ongoing projects or upcoming redevelopment.	Engineering Department GIS Department CDOT	Tier 2
SR4.8	Complete missing sidewalk gaps throughout the city.	1. Build on the Bicycle and Pedestrian Needs Assessment Map from the Glenwood Springs LRTP to create/maintain a GIS layer noting sidewalk gaps. 2. Develop a prioritization process for sidewalk upgrades, including proximity to schools, transit stops, high activity land uses, and activity generators. 3. Identify opportunities for upgrades through existing or ongoing projects or upcoming redevelopment.	Engineering Department GIS Department	Tier 3
SR4.9	Enhance bicycle and pedestrian scale wayfinding signage throughout the city.	1. Prioritize wayfinding enhancements near underpasses. 2. Prioritize wayfinding enhancements at roundabouts. 3. Update branded signage for existing multi-use paths.	Engineering Department	Tier 3
SR4.10	Identify and implement locations for new and upgraded bike facilities.	1. Build on the Bicycle and Pedestrian Needs Assessment Map from the Glenwood Springs LRTP to develop/maintain a map of bike network gaps and prioritized facilities for upgrades. 2. Explore opportunities to integrate bicycle facilities within upcoming/ongoing projects.	Engineering Department GIS Department	Tier 3
SR4.11	Provide upgrades at uncontrolled intersections.	Evaluate uncontrolled intersections for the addition of two-way stop control.	Engineering Department	Tier 3

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR4.12	Evaluate upgrades near transit to enhance access and safety.	1. Coordinate with CDOT first if on state highways. 2. Identify needed mid-block crossings between transit stops. 3. Consider opportunities to daylight parking or add bus boarding islands or bump outs where space is limited. 4. Evaluate crossing treatments for approaches to bus stops. 5. For BUS-only lane locations, evaluate application of additional signing/striping to enhance compliance.	Engineering Department RFTA CDOT	Tier 3
SR4.13	Ensure pedestrian scale lighting is provided at intersections, multi-use path crossings, at transit stops/facilities, and within underpasses.	Lighting should follow the AASHTO Roadway Lighting Design Guide.	Engineering Department CDOT	Tier 3

Strategy 5: Enhance intersection operations and visibility where conditions have been or could be a crash factor.

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR5.1	Restrict permissive left-turns at signalized intersections where offsets create a sight distance challenge.	1. Identify locations with negative left-turn offsets. 2. Upgrade traffic signal operations to be protected only.	Engineering Department CDOT	Tier 1
SR5.2	Evaluate yellow and red traffic signal clearance intervals.	Confirm yellow and red clearance intervals at all intersections are in compliance with Chapter 4 of the MUTCD.	Engineering Department CDOT	Tier 1
SR5.3	Replace five section traffic signal heads with four section flashing yellow arrows.	Identify locations with five section traffic signal heads and replace with four section flashing yellow arrow heads.	Engineering Department CDOT	Tier 2

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SR5.4	Install and maintain retroreflective backplates behind signal heads.	Perform annual assessment of all locations with retroreflective backplates and determine if they need to be repaired.	Engineering Department CDOT	Tier 2
SR5.5	Maintain vegetation in known areas where visibility is poor at intersections.	1. Cut back vegetation in the spring and early fall in areas that have known visibility issues or sight obstructions. 2. Promote the existing website link for reporting obstructions. 3. Respond promptly to requests when a new location with a sight obstruction arises.	Engineering Department Parks & Recreation Department	Tier 2
SR5.6	Evaluate switching to protected only left-turns (with no conflicting pedestrian phasing) when a pedestrian push button is pressed.	1. Identify signalized locations with high pedestrian demand that would be candidate locations for protecting left-turns when push button is pressed. 2. Confirm traffic operations analysis for upgrading signal timing phasing. 3. Upgrade traffic signal infrastructure (four section flashing yellow arrows).	Engineering Department CDOT	Tier 2
SR5.7	Evaluate LPI or pedestrian recall at intersections with high pedestrian demand.	1. Coordinate with CDOT first if on state highways. 2. Identify signalized locations with high pedestrian demand that would be candidate locations for LPI. 3. Confirm traffic operations analysis for upgrading signal timing phasing.	Engineering Department CDOT	Tier 2
SR5.8	Consider application of restricted right-turn-on-red at intersections with high pedestrian and bicyclist crossing volumes.	1. Coordinate with CDOT first if on state highways. 2. Identify signalized locations with high pedestrian demand that would be candidate locations for restricted right-turn-on-red. 3. Confirm traffic operations is acceptable.	Engineering Department CDOT	Tier 2
SR5.9	Conduct a full signal re-timing evaluation and develop corresponding timing plans for implementation on SH 82.	Coordinate with CDOT to develop a technical memo documenting feasible changes to enhance roadway safety, including the addition of LPI, extended WALK signal timing, phasing changes, etc.	Engineering Department CDOT	Tier 2

SAFER PEOPLE

Glenwood Springs' approach to **Safer People** focuses on empowering both community members and those traveling through the city (including commuters and visitors) to practice safe and responsible travel behaviors through education and encouragement campaigns. The Safety Marketing Campaign in **Appendix D** includes further information.

Key Metrics:

- ↑ Increase in the number of safety education and engagement activities.
- ↑ Increase in number of students walking or biking to school.
- ↑ Increase in percentage of trips that use walking, biking, or transit as the primary mode of travel.

Strategy 1: Raise community awareness of multimodal safety programs and policies.

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SP1.1	Write and publish a quarterly article focused on multimodal projects/safety improvements in the Visit Glenwood Community newsletter or the Post Independent.	Engineering Department staff should work with the Public Information Office (PIO) to identify an applicable topic, write an article, and distribute it appropriately.	Engineering Department Public Information Office	Tier 1
SP1.2	Coordinate with CDOT to amplify safety campaigns focused on vulnerable users (including bicyclists, pedestrians, and motorcyclists).	As a first priority, explore messaging for a motorcyclist-targeted recreational riding safety educational campaign (with encouragement for proper safety gear, including helmet) given the prevalence of KSI crashes involving this mode.	Engineering Department CDOT Public Information Office	Tier 1



#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SP1.3	Develop a Safe Routes to School Action Plan for RFSD.	Coordinate with RFSD to identify funding opportunities and outline a scope of work.	Engineering Department Roaring Fork School District	Tier 3

Strategy 2: Educate the community about safety treatments and how to use them

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SP2.1	Create an educational campaign focused on safely navigating roundabouts, including interacting with vehicles, pedestrians, bicycles, and transit vehicles at roundabouts.	Launch an educational campaign through posting signage at public locations (recreation centers, parks, library, transit stops, etc.), and work with the PIO to create social media promotions and/or eNews content.	Engineering Department Public Information Office	Tier 1



SAFER SPEEDS

Speed is a leading factor of the severity of crashes and the chances of survival of a person walking or biking decreases significantly when struck at a faster vehicle speed (see **Figure 27**). Glenwood Springs’ approach to achieving **Safer Speeds** relies on designing city roadways for slower travel speeds, coordinating with CDOT on opportunities for reducing speeds on state highways, and using traffic safety cameras where they are needed.

Key Metrics:

- Decrease in speeding on arterial and collector streets.
- Decrease red-light running crashes at signalized intersections.

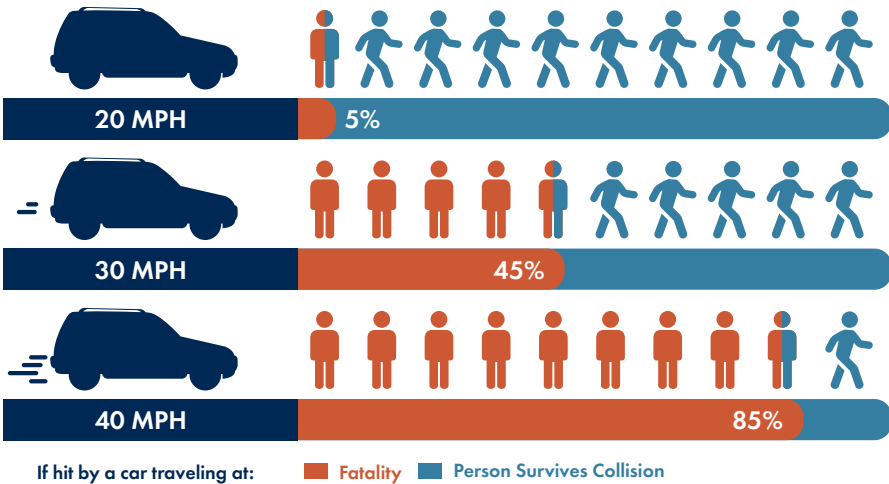


Figure 48. Speeding-Related Crashes Involving Passenger Vehicles
(Source: Data from National Traffic Safety Board)

Strategy 1: Manage speeds effectively through engineering, education, and enforcement.

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SS1.1	Update and publicize the existing Neighborhood Traffic Calming Policy and the process for submitting a request.	1. Update to reflect priorities established in this plan. 2. Strategies to publicize could include: signage at public locations (recreation centers, parks, library, transit stops, etc.), social media promotions, or local newspaper promotion. 3. Ensure dedicated annual funding stream and provide annual progress reporting on usage/application citywide.	Engineering Department Communications Department	Tier 1

#	Action	Next Steps to Achieve Action	Responsibility	Implementation Tier
SS1.2	Encourage slower speeds for travelers entering the city, through flashing speed feedback signage and targeted enforcement.	1. At western entry point to city (I-70 off-ramps to Highway 6), work with CDOT to prioritize improvements. 2. At northern entry point to city (I-70 off ramps to SH 82) prioritize signage and enforcement to deter speeding. 3. At southern entry point to city (SH 82 south of city limits) prioritize signage (including "Welcome to Glenwood" sign) and enforcement to deter speeding.	Engineering Department CDOT	Tier 1
SS1.3	Consider the installation of red-light enforcement cameras at signalized intersections.	1. Identify top locations of concern and roll out a pilot program for initial deployment on SH 82. 2. Pilot camera set-up for one year. 3. Determine other priority locations for red-light cameras.	Engineering Department Glenwood Springs Police Department CDOT	Tier 2
SS1.4	Consider the installation of speed enforcement cameras along corridors with known speeding concerns.	1. Coordinate with Glenwood Police Department to deploy pilot program at speeding hotspots (such as along Highway 6 and Midland Avenue). 2. Pilot camera set-up for one year. 3. Determine other priority locations for red-speed cameras, including coordinating with CDOT to determine applicable locations on SH 82 (such as between 8th and 11th streets, between 14th Street and N Hyland Park Drive, and south of Blake Street).	Engineering Department Glenwood Springs Police Department CDOT	Tier 2
SS1.5	Partner with schools to address speeding-related concerns near schools.	1. Develop process to evaluate conditions and collect data near schools to evaluate concerns. 2. Formalize application of school zone signage (either flashing or static) near schools (currently only deployed near elementary schools). 3. Coordinate with Garfield County to implement signage at schools outside of city boundaries (i.e. Two Rivers School).	Engineering Department Streets Department Roaring Fork School District	Tier 2



Chapter 6: Actionizing the Plan

OVERVIEW

The CSAP is the City of Glenwood Springs’ roadmap of safety commitments to realize a transportation future where no one is seriously injured or killed while traveling in or through the city. The CSAP envisions a safer transportation network where travelers of all ages and abilities feel confident completing daily activities by car, foot or bicycle, whether traveling to school, running an errand, or meeting a friend for dinner.

Achieving Vision Zero in Glenwood Springs requires a commitment to funding pursuit, project implementation, and continued progress evaluation.

FUNDING PATHWAYS

Sustainable funding sources are critical to design, construct, and sustain safety-focused infrastructure. This plan identifies local, regional, state, and federal funding opportunities applicable to the safety improvements recommended in the CSAP.

Glenwood Springs will pursue funding opportunities that align with identified safety priorities, leveraging grants and partnerships to maximize the impact of safety improvements. A few of the potential funding sources are highlighted on the subsequent pages.



GLENWOOD SPRINGS PROGRAMS

Acquisition and Improvement Fund

DESCRIPTION: This fund, approved by voters in 2016, has historically been used for big projects such as South Midland Avenue, 27th Street Bridge, 6th Street Improvements, South Bridge, and the Confluence.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement
- ✓ Maintenance and Operations

Bus Tax Fund

DESCRIPTION: The city collects a voter-approved 2/10 cent sales tax with no sunset date to support administration, operations, and capital improvements of the Ride Glenwood Springs transit system.

Project Types Funded:

- ✓ Transit Improvements

Capital Projects Fund

DESCRIPTION: This fund covers capital needs such as purchasing vehicles or new equipment for departments and includes everything ranging from police cars to snowplows, and excavators to playground replacements.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement

Development Impact Fees

DESCRIPTION: Fees collected from new developments contribute to infrastructure improvements necessitated by growth, such as the expansion of bike lanes, trail systems, and other multimodal or roadway improvements.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement
- ✓ Maintenance and Operations



Parking Revenues

DESCRIPTION: The city could redirect a portion of revenues from parking to fund transportation projects.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement

Street Tax Fund

DESCRIPTION: The Glenwood Springs 1 cent Infrastructure Fund is used for street and alley repairs and maintenance (including travel lanes, curbs, gutters, storm sewers, crosswalks, sidewalks, bike lanes, transit stops, pedestrian and ADA safety improvements, pavement markings, curb painting, guardrails, street signs, signals, damage repair, crack sealing, chip sealing, snow plowing, mowing, and weed control) and street reconstruction (including survey, design, and soils engineering, resurfacing, and full replacement of streets).

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement
- ✓ Maintenance and Operations





REGIONALLY-ADMINISTERED PROGRAMS

Garfield County Road & Bridge Fund

DESCRIPTION: The Garfield County Road and Bridge Fund is a special revenue fund used for financing the construction and maintenance of county roads and bridges.

Project Types Funded:

- ✓ Maintenance and Operations

STATE-ADMINISTERED PROGRAMS

CDOT Multimodal Transportation and Mitigation Options Fund (MMOF)

DESCRIPTION: The MMOF program funds project types such as fixed route and on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle or pedestrian projects, modeling tools, and projects that reduce Vehicle Miles Traveled (VMT) or increase multimodal travel.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement
- ✓ Other (Education, Enforcement, etc.)

CDOT Revitalizing Main Streets

DESCRIPTION: CDOT seeks to award grants for projects that support downtown vitality and the built environment, enhance community access to public streets, and bring innovative uses of public spaces to life with multimodal transportation projects. Projects must be “shovel-ready” and completed within 12 months from grant contract execution, if approved.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement
- ✓ Maintenance and Operations

CDOT Safe Routes to School (SRTS)

DESCRIPTION: The SRTS program promotes safe and accessible walking and biking routes to access schools, providing funding and resources for infrastructure improvements, education, and encouragement programs to enhance student safety and increase active transportation. The program aims to reduce traffic congestion, improve public health, and foster community engagement around school travel.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement
- ✓ Other (Education, Enforcement, etc.)

CDOT Transportation Alternatives Program (TAP)

DESCRIPTION: The TAP program funds transportation improvement projects that expand travel choice, strengthen the local economy, and improve quality of life. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, recreational trail program projects, and more.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Maintenance and Operations
- ✓ Other (Education, Enforcement, etc.)

Department of Local Affairs (DOLA) Community Development Block Grant (CDBG)

DESCRIPTION: The DOLA Division of Local Government administers the federal CDBG program for non-entitlement municipalities and counties to carry out community development activities. Eligible uses of funds include acquisition, design/engineering, construction, reconstruction, rehabilitation, or installation of public improvements or public facilities. The funds must be used for activities that either benefit primarily low- to moderate-income people or assist in the prevention or elimination of slums or blight.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements





FEDERAL/NATIONAL PROGRAMS

USDOT Active Transportation Infrastructure Investment Program (ATIIP)

DESCRIPTION: The ATIIP grant program funds projects that provide safe and connected facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks; improve connectivity between active transportation modes and public transportation; enhance on- and off-road active transportation infrastructure; and improve quality of life through the delivery of connected active transportation networks and expanded mobility opportunities.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement

USDOT Advanced Transportation Technology and Innovation (ATTAIN) Program

DESCRIPTION: The ATTAIN Program provides funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Project Types Funded:

- ✓ Signal Modification or Improvement



USDOT Better Utilizing Investments to Leverage Development (BUILD)

DESCRIPTION: The BUILD grant supports transportation infrastructure projects that promote sustainability, equity, and resilience. BUILD focuses on creating long-lasting infrastructure improvements that address the needs of diverse populations while fostering economic growth and stewardship.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement

USDOT Multimodal Project Discretionary Grant Opportunity (MPDG)

DESCRIPTION: MPDG funding includes the Mega Grant, INFRA Grant, and Rural Surface Transportation Grant - applicants may choose to apply to one, two, or all three programs. Funding opportunities are awarded for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement

USDOT Safe Streets and Roads for All (SS4A)

DESCRIPTION: The SS4A Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as Vision Zero or “Toward Zero Deaths” initiatives. SS4A funding supports development of a comprehensive safety action plan, conducting planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan, and carrying out such projects and strategies.

Project Types Funded:

- ✓ Bike Facilities
- ✓ Pedestrian Crossing Enhancements
- ✓ Transit Improvements
- ✓ Striping and Signage
- ✓ Signal Modification or Improvement
- ✓ Other (Education, Enforcement, etc.)

Appendix C includes a detailed chart on the funding sources.



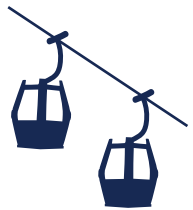
MONITORING AND EVALUATION

The CSAP has been developed as a living document and city staff will document progress toward the Strategies, Actions, and Focus Area Projects. The tiers outlined in **Chapter 5** range up to a 5-10 year implementation window, with a focus on actions to advance the city’s safety outcomes between 2025 and 2030. City staff plan to provide an update to the plan in five years (2031), including a review of the High Injury Network and High Risk Network based on the latest available crash data. In addition, as part of city staff’s commitment to transparency with the Glenwood Springs community, the city will publish an annual progress report to document safety successes and areas of future opportunity.





Appendix A: Phase 1 & Phase 2 Engagement Summaries



PHASE 1 ENGAGEMENT

Engagement Activity	Timeline	Frequency	Description	Target Stakeholder Group or Category	Engagement Output -> Planning Input
Project Website	August 2024	Ongoing	A new website hosted in conjunction with the interactive mapping was designed to inform the public about the plan.	All	N/A
Schools Focus Group	August 2024	1	A focus group with school leadership was held to discuss targeted issues related to school safety.	- School Leadership - School Staff	Feedback will be used to inform targeted future recommendations near schools and to inform the upcoming survey development.
Interactive Mapping (Social Pinpoint)	October 2024	1	The Phase 1 interactive mapping helped identify specific traffic safety and transportation issues among Glenwood Springs residents, visitors, and employees. Community members were encouraged to drop pins at specific locations with traffic safety concerns on an online interactive map. 591 individual pins were placed on the map during the course of the engagement.	- Conventional Stakeholders - Underrepresented Stakeholders - Investment Stakeholders	Qualitative and quantitative data concerning the attitudes, perceptions, and behaviors related to traffic safety and transportation to inform project development.
Survey	October 2024	1	This survey targeted towards stakeholders, parents and staff at area schools, and the general community to gauge current attitudes, perceptions, and behaviors related to traffic safety and transportation among Glenwood Springs residents, visitors, and employees. 575 individuals participated in the survey.	- Conventional Stakeholders - Underrepresented Stakeholders - Investment Stakeholders - School Staff - Families with Children	Feedback will be used to help craft geometric or operational changes to SH 82, which is a barrier for families residing east of the corridor, and general Safe Routes to School recommendations.
Pop-Up Events	October 2024	2	Pop-Up events were held in the month of October during the day at Walmart, and during an evening event - La Noche Latina - to reach the Spanish first community. The team met with over 200 individuals over the course of a day; feedback was driven into the survey and online mapping activity to coordinate the collection of feedback.	- Conventional Stakeholders - Underrepresented Stakeholders	Input will be used to help inform the project team's knowledge of locations with high risk for traffic safety issues.

PHASE 1 ENGAGEMENT (CONTINUED)

Engagement Activity	Timeline	Frequency	Description	Target Stakeholder Group or Category	Engagement Output -> Planning Input
Stakeholder Steering Committee	November 2024	1	The Stakeholder Steering Committee was assembled based on stakeholder mapping results to create a committee representative of those impacted by this plan. The committee was created in collaboration with the city staff and the first meeting served as an initial orientation of the planning process and opportunity to help shape planning procedures.	- Conventional Stakeholders - Underrepresented Stakeholders	Direct feedback was used to shape the procedures used for the planning process. Initial reviews of data collection helped identify gaps for further research.
Social Media Posts	Ongoing	Support	Social media posts and content was developed to advertise project updates, opportunities to engage, and notifications about survey opportunities.	All	N/A
Collateral	Ongoing	Support	Flyers and collateral in both English and Spanish promoted surveys and project updates and the project team worked with staff to post them at transit stops within Glenwood Springs.	All	N/A

PHASE 2 ENGAGEMENT

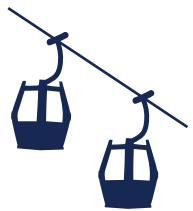
Engagement Activity	Timeline	Frequency	Description	Target Stakeholder Group or Category	Engagement Output -> Planning Input
Project Website	Ongoing	Ongoing	The project website was designed to inform the public about the plan.	All	N/A
Interactive Mapping (Social Pinpoint)	February - March 2025	1	The next phase of the interactive map is used to pinpoint specific locations throughout the community that could benefit from application of specific countermeasures.	• Conventional Stakeholders • Underrepresented Stakeholders • Investment Stakeholders	Specific locations identified will be carried forward into the planning process.
Survey #2	February - March 2025	1	The Phase 2 survey highlighted draft recommendations and allowed the public to provide feedback on potential countermeasures.	• Conventional Stakeholders • Underrepresented Stakeholders • Investment Stakeholders • School Staff • Families with Children	Feedback will be used to refine countermeasures and recommendations.
Pop-Up Events	February 2025	2	Pop-Up events were held in the month of February during the day at two locations: The 27th Street Transit Station and the Glenwood Springs High School basketball game. Both events were staffed in English and Spanish with the goal of driving feedback to the survey and online mapping activity.	• Conventional Stakeholders • Underrepresented Stakeholders	Outreach designed to encourage participation in the survey and online activities. Feedback used to evaluate community reception of potential countermeasures.
Stakeholder Steering Committee	February 2025	1	The second meeting of the Stakeholder Steering Committee focused on gathering feedback around initial recommendations and countermeasures under consideration.	• Conventional Stakeholders • Underrepresented Stakeholders	Feedback was used to further refine recommendations and countermeasures.

PHASE 2 ENGAGEMENT (CONTINUED)

Engagement Activity	Timeline	Frequency	Description	Target Stakeholder Group or Category	Engagement Output -> Planning Input
Neighborhood Meetings	February - March 2025	5	Five Meetings were held at various locations throughout the community to provide geographic coverage of the entire city: - SH 82 Corridor Community Meeting at Glenwood Springs High School - South Glenwood Community Meeting at Sopris Elementary School - West Glenwood Community Meeting at Glenwood Springs Middle School - Downtown Community Meeting at Glenwood Springs Elementary School - Midland Corridor Meeting at Glenwood Springs Community Center Meetings were an opportunity for the team to inform the public of draft recommendations and countermeasures and explore specific applications of those countermeasures throughout the community.	• Conventional Stakeholders • Underrepresented Stakeholders • Investment Stakeholders • School Staff • Families with Children	Feedback was used to further refine recommendations and countermeasures.
Social Media Posts	Ongoing	Support	Social media posts and content was developed to advertise project updates, opportunities to engage, and notifications about survey opportunities.	All	N/A
Collateral	Ongoing	Support	Flyers and collateral in both English and Spanish promoted surveys and project updates and the project team worked with staff to post them at transit stops within Glenwood Springs.	All	N/A

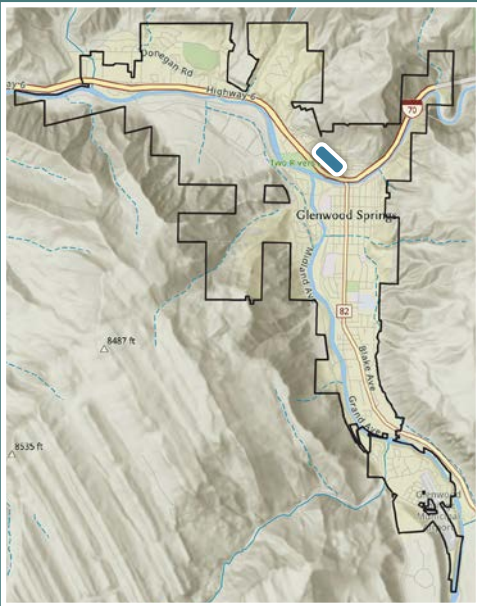


Appendix B: Focus Area Fact Sheets (Exhibits Forthcoming)



6TH STREET: TRAVER TRAIL TO LAUREL STREET

FACT SHEET



CORRIDOR FACTS

Functional Classification:
Commercial Collector/Principal Arterial

Corridor Length:
1500 Feet



LEGEND

ALL CRASHES - HEAT MAP

SEGMENTS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

INTERSECTIONS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

DATA COLLECTION RESULTS

West of Traver Trail
Posted Speed Limit: 25 MPH
November 2023

85th Percentile Speed

WESTBOUND

34 mph

EASTBOUND

37 mph

Average Daily Traffic (ADT)

6,025 vehicles

West of Laurel Street
Posted Speed Limit: 25 MPH
June 2024

85th Percentile Speed

WESTBOUND

29 mph

EASTBOUND

26 mph

Average Daily Traffic (ADT)

11,513 vehicles

CRASH DATA

TOTAL CRASHES

10

MINOR INJURY

0

SERIOUS INJURIES

0

FATALITIES

0

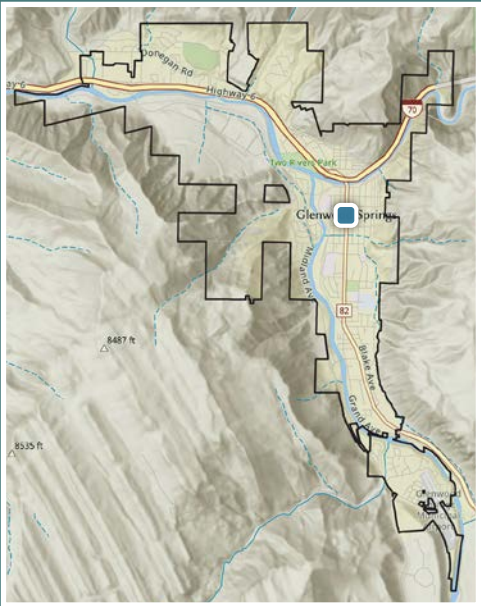
COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- Center Median Barrier (see page 57)
- Pedestrian Refuge Islands (see page 76)

RELATED PLANNED/ONGOING PROJECTS

- 6th Street Corridor Complete Street Improvement Project (Phase 3 segment)
 - Timeline:** Not yet established, likely 5-10 years out
 - Scope:** Improvements for the segment from Laurel Street to Devereux Street include the addition of a multi-use path on the north side and a wide sidewalk on the south side, as well as new crosswalks, wayfinding, and new transit stops

SH 82 & 10TH STREET INTERSECTION FACT SHEET



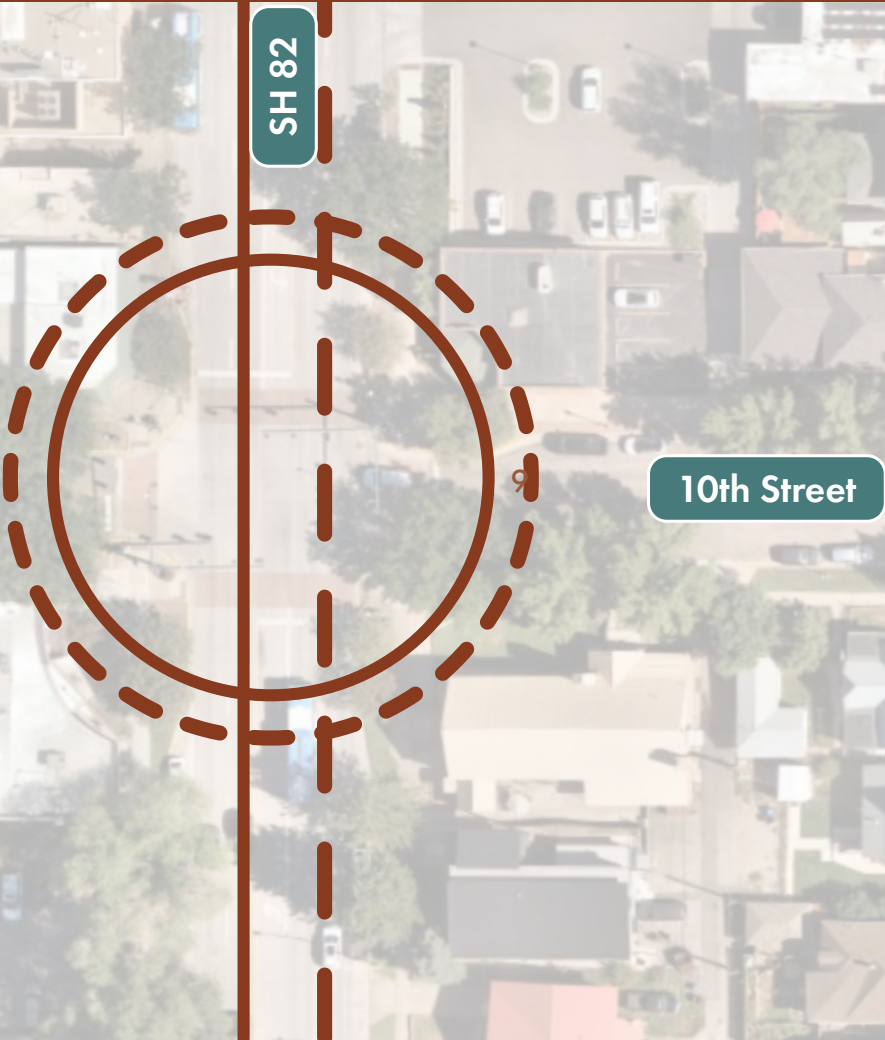
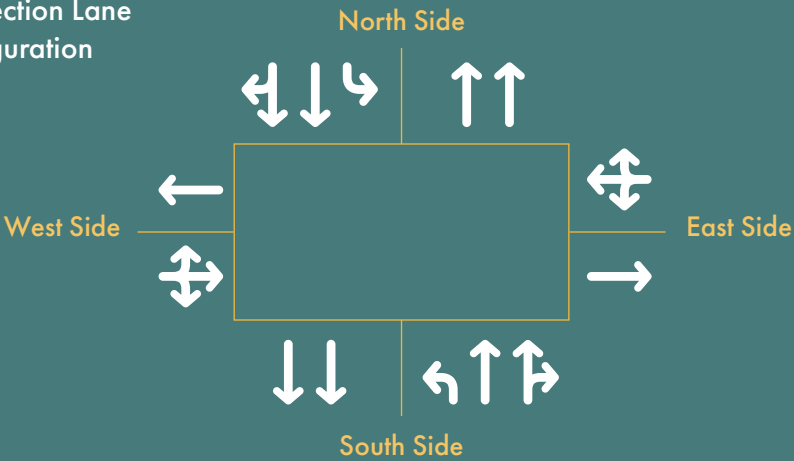
INTERSECTION FACTS

Functional Classification:
SH 82: Commercial Collector
10th Street (Local Street)

Posted Speed Limits:
Northbound/Southbound
25 MPH
Eastbound/Westbound
25 MPH

Left-Turn Operations
Northbound: Permitted
Westbound: Permitted
Southbound: Permitted-Protected
Eastbound: Permitted

Intersection Lane Configuration



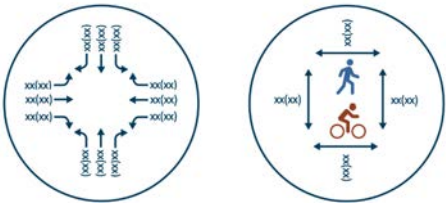
CRASH DATA



LEGEND			
SEGMENTS		INTERSECTIONS	
High Injury Network	High Risk Network	High Injury Network	High Risk Network
Glenwood Springs Roadway	Glenwood Springs Roadway	Glenwood Springs Roadway	Glenwood Springs Roadway
CDOT Roadway	CDOT Roadway	CDOT Roadway	CDOT Roadway

DATA COLLECTION RESULTS

February 2025



TOP 3 CRASH TYPES

- Rear-End 16
- Pedestrian 3
- Bicycle 2

COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- Traffic Signal Backplates with Retroreflective Borders (see page 68)
- Upgrade Left-Turn Signal Operations (see page 70)
- High Visibility Crosswalks (see page 73)
- Improve Bicycle Lane/Multi-Use Path Crossing (Intersections & Driveways) (see page 74)
- Safe Routes to School (see page 83)

RELATED PLANNED/ONGOING PROJECTS

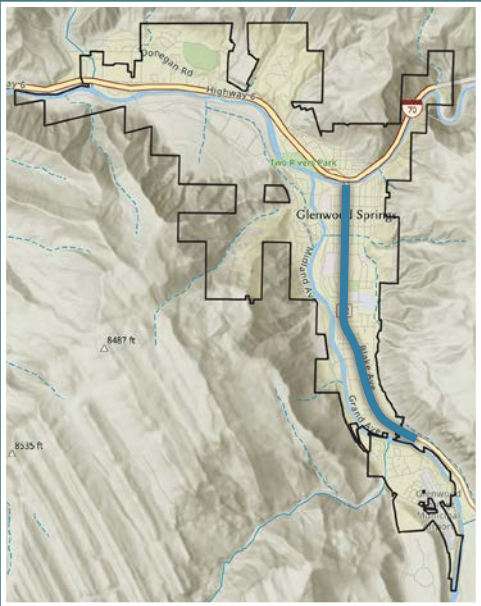
- 6th Street Corridor Master Plan (Phase 4 segment)
 - » Timeline: Within the next few years
 - » Scope: A shared use path will be installed from Donegan Road to Linden Street, creating a connection from West Glenwood

COMMUNITY FEEDBACK THEMES

- Concerns with distracted driving, short crossing times, and red light running
- Negative interactions between students/families crossing to access Glenwood Elementary School

SH 82: 7TH STREET TO CITY LIMITS

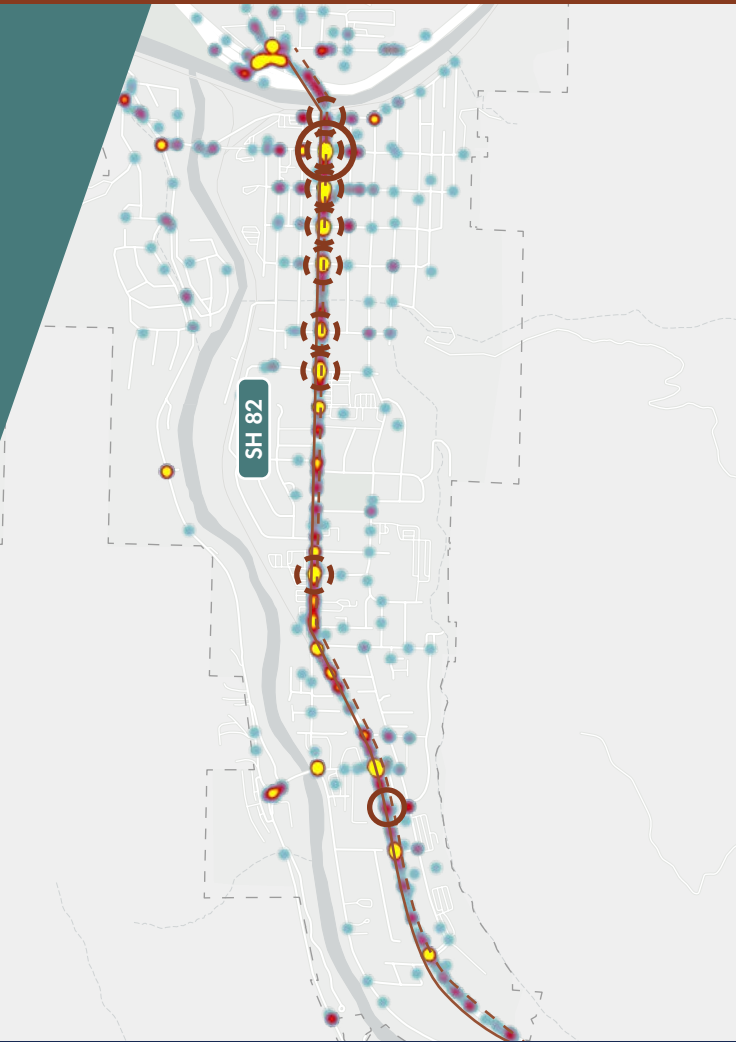
FACT SHEET



CORRIDOR FACTS

Functional Classification:
Principal Arterial

Corridor Length:
2.4 Miles



LEGEND

ALL CRASHES - HEAT MAP

Dense

Sparse

SEGMENTS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

INTERSECTIONS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

CRASH DATA

TOTAL CRASHES

715

MINOR INJURY

35

SERIOUS INJURIES

7

FATALITIES

0

VULNERABLE USER CRASHES

26 (14) (12)

DATA COLLECTION RESULTS

South of 8th Street Posted Speed Limit: 25 MPH February 2025	South of 13th Street Posted Speed Limit: 25 MPH February 2025	South of Hyland Park Drive Posted Speed Limit: 25 MPH November 2023	South of 24th Street Posted Speed Limit: 35 MPH February 2025	South of Blake Avenue Posted Speed Limit: 35 MPH February 2025
85th Percentile Speed	85th Percentile Speed	85th Percentile Speed	85th Percentile Speed	85th Percentile Speed
NORTHBOUND SOUTHBOUND	NORTHBOUND SOUTHBOUND	NORTHBOUND SOUTHBOUND	NORTHBOUND SOUTHBOUND	NORTHBOUND SOUTHBOUND
27 mph 29 mph	29 mph 30 mph	37 mph 34 mph	37 mph 40 mph	49 mph 55 mph
Average Daily Traffic (ADT)	Average Daily Traffic (ADT)	Average Daily Traffic (ADT)	Average Daily Traffic (ADT)	Average Daily Traffic (ADT)
26,864 vehicles	29,174 vehicles	28,775 vehicles	26,629 vehicles	27,238 vehicles

TOP 3 CRASH TYPES

- Rear-End 362
- Sideswipe 102
- Broadside 69

COUNTERMEASURES TOOLBOX RECOMMENDATIONS

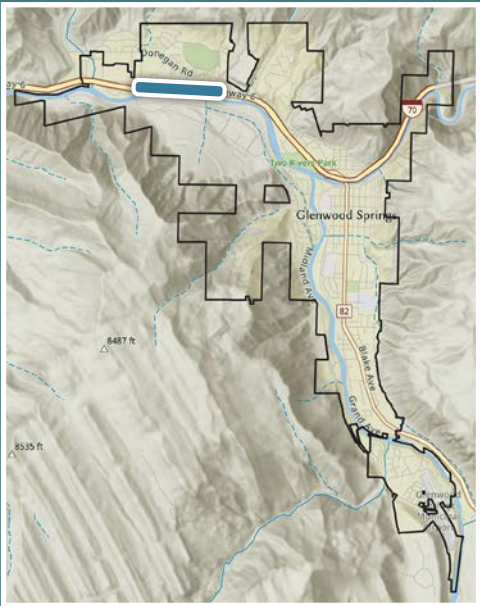
- Access Management (see page 56)
 - Center Median Barrier (see page 57)
 - Red Light Cameras (see page 66)
 - Traffic Signal Backplates with Retroreflective Borders (see page 68)
- Upgrade Clearance Intervals (see page 69)
 - Roadway Feedback Signage (see page 82)

COMMUNITY FEEDBACK THEMES

- Pedestrians and bicyclists feel unsafe crossing due to red light running, limited crossing times, and turning movement conflicts
 - Vehicular speeding concerns
- Visibility concerns/conflicts in areas with on-street parking

HIGHWAY 6: MEL RAY ROAD ROUNDABOUT TO DONEGAN ROAD

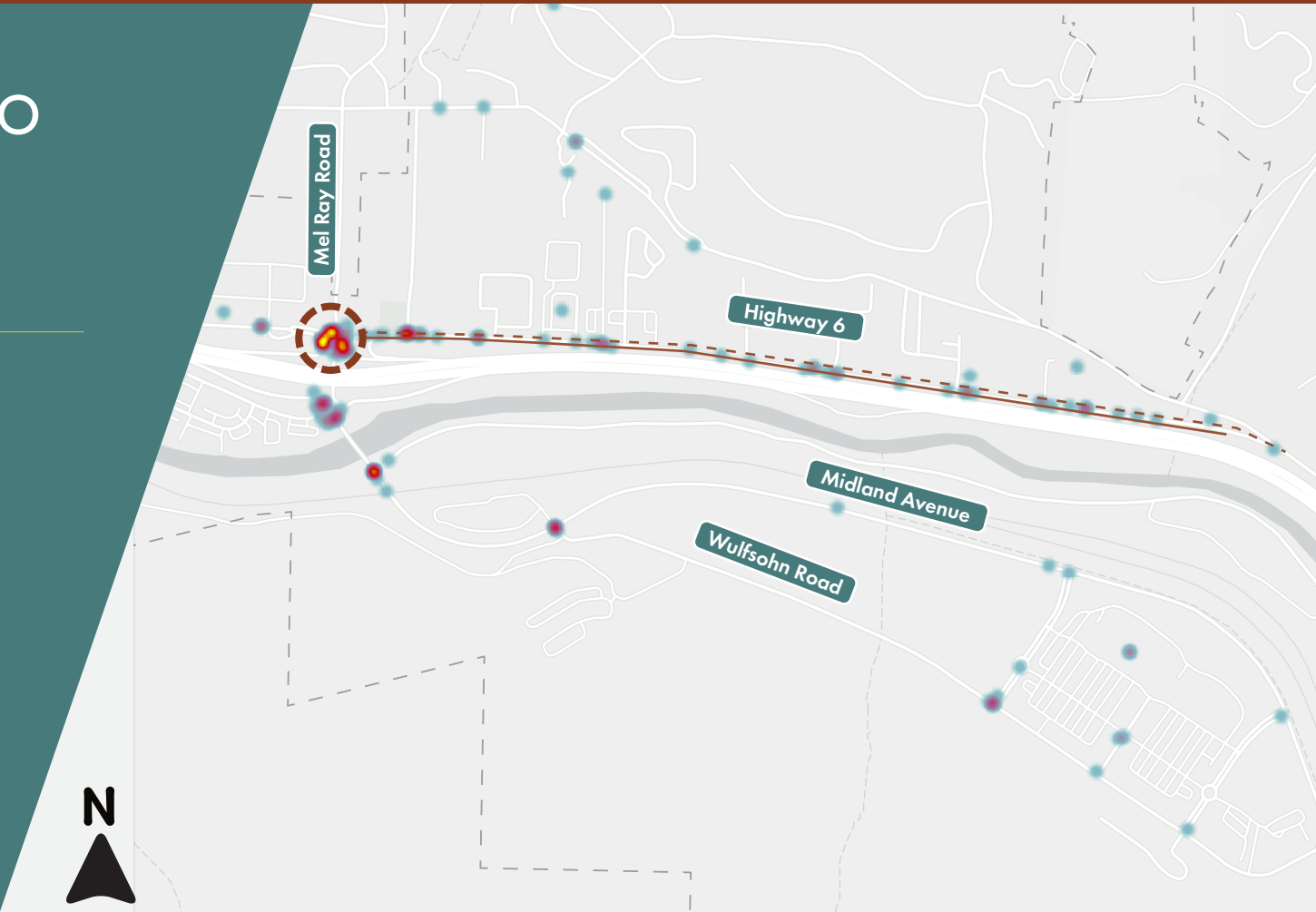
FACT SHEET



CORRIDOR FACTS

Functional Classification:
Principal Arterial

Corridor Length:
1.2 Miles



LEGEND

ALL CRASHES - HEAT MAP

SEGMENTS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

INTERSECTIONS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

DATA COLLECTION RESULTS

West of Mel Ray Road
Posted Speed Limit: 20 MPH
February 2025

85th Percentile Speed

NORTHBOUND

39 mph

SOUTHBOUND

37 mph

Average Daily Traffic (ADT)

5,321 vehicles

East of Sunset Ridge Court
Posted Speed Limit: 40 MPH
February 2025

85th Percentile Speed

NORTHBOUND

36 mph

SOUTHBOUND

41 mph

Average Daily Traffic (ADT)

6,308 vehicles

TOP 3 CRASH TYPES

- Broadside 20
- Rear-End 20
- Sideswipe 18

CRASH DATA

TOTAL CRASHES

92

SERIOUS INJURIES

2

MINOR INJURY

5

FATALITIES

0

VULNERABLE USER CRASHES

2 (1) (1)

COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- Access Management (see page 56)
- Center Median Barrier (see page 57)
- Pedestrian Refuge Islands (see page 76)
- Rectangular Rapid Flashing Beacon (see page 78)

RELATED PLANNED/ONGOING PROJECTS

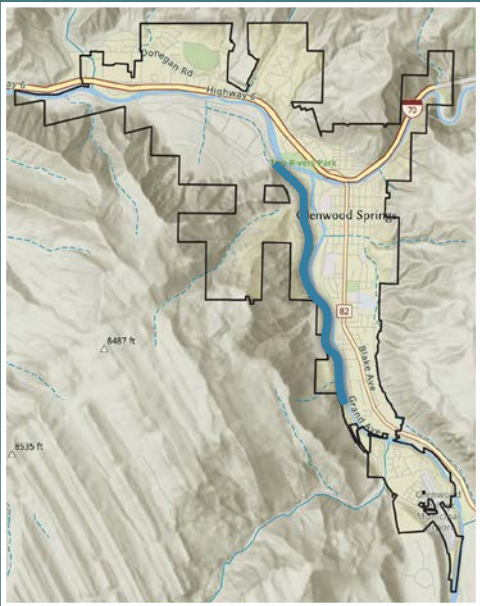
- **6th Street Corridor Complete Street Improvement Project**
 - » **Timeline:** Successive phases will be completed as funding allows
 - » **Scope:** This project will convert the existing five travel lanes on 6th Street into a two-way Complete Street with two vehicle travel lanes, adjacent parking lanes, 8-foot wide walkways, tree and landscaping areas, and an 8-10 foot wide shared use path on both sides of the street

COMMUNITY FEEDBACK THEMES

- Unsafe crossing conditions to access bus stops
- Roundabout navigation concerns related to I-70 access and bicyclists/pedestrians crossing

MIDLAND AVENUE: W MEADOWS DRIVE TO OLD CARDIFF BRIDGE ROAD

FACT SHEET



CORRIDOR FACTS

Functional Classification:
Principal Arterial

Corridor Length:
3.5 Miles



LEGEND

ALL CRASHES - HEAT MAP

◀ Dense

◀ Sparse

SEGMENTS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

INTERSECTIONS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

CRASH DATA

TOTAL CRASHES

82

MINOR INJURY

4

SERIOUS INJURIES

2

FATALITIES

0

TOP 3 CRASH TYPES

- Rear-End 33
- Fixed Object 28
- Approach Turn 5

COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- Improve Channelized Right-Turn Lane Geometry (see page 58)
- Speed Radar Enforcement (see page 60)
- Leading Pedestrian Interval (see page 64)

RELATED PLANNED/ONGOING PROJECTS

- 7th/8th/Midland Project**
 - Timeline:** Within the next few years
 - Scope:** This project will design wider sidewalks, address drainage issues, and involve collaboration with RFTA to evaluate transit enhancements
- Midland Avenue and Wulfsohn Road Roundabout**
 - Timeline:** The design phase is anticipated to be completed by the end of 2025, with installation following
 - Scope:** A future roundabout is planned for this intersection to enhance multimodal access
- RRFB Installation at 8th Street and Midland Avenue**
 - Timeline:** By the end of 2025
 - Scope:** A new RRFB will be installed at the intersection to enhance pedestrian and bicyclist visibility at the existing crosswalk
- RRFB Installation at 27th Street and Midland Avenue Roundabout**
 - Timeline:** By the end of 2025
 - Scope:** Three new RRFBs will be installed to enhance pedestrian and bicyclist visibility within the roundabout

DATA COLLECTION RESULTS

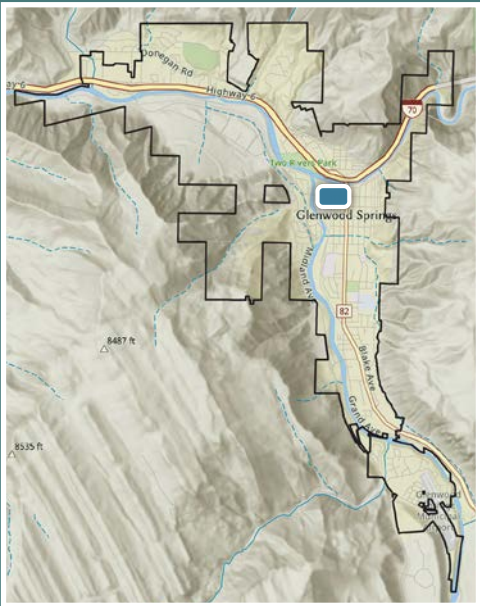
East of Wulfsohn Road Posted Speed Limit: 35 MPH April 2024	North of 27th Street Posted Speed Limit: 25 MPH July 2024	North of Old Cardiff Bridge Posted Speed Limit: 25 MPH November 2023	West of Red Mountain Drive Posted Speed Limit: 25 MPH November 2024	South of 13th Street Posted Speed Limit: 25 MPH February 2025
85th Percentile Speed	85th Percentile Speed	85th Percentile Speed	85th Percentile Speed	85th Percentile Speed
WESTBOUND 36 mph	NORTHBOUND 28 mph	NORTHBOUND 32 mph	WESTBOUND 31 mph	NORTHBOUND 24 mph
EASTBOUND 40 mph	SOUTHBOUND 30 mph	SOUTHBOUND 30 mph	EASTBOUND 33 mph	SOUTHBOUND 30 mph
Average Daily Traffic (ADT) 10,301 vehicles	Average Daily Traffic (ADT) 8,432 vehicles	Average Daily Traffic (ADT) 7,053 vehicles	Average Daily Traffic (ADT) 13,569 vehicles	Average Daily Traffic (ADT) 6,780 vehicles

COMMUNITY FEEDBACK THEMES

- Crossing safety concerns
- Speeding concerns (Including vehicles running red lights)
- Conflicts with turning vehicles

8TH STREET: PITKIN AVENUE TO SH 82

FACT SHEET

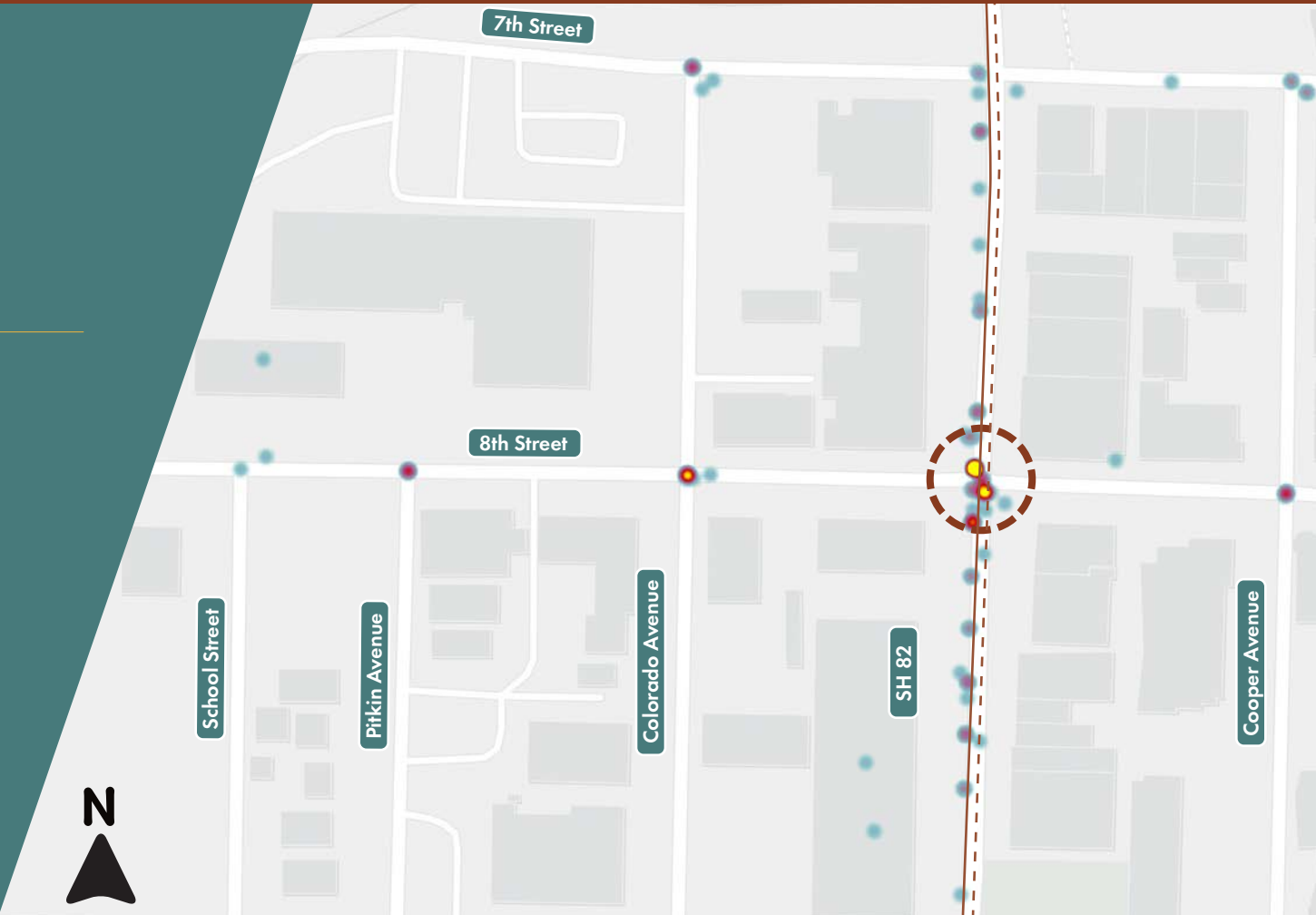


CORRIDOR FACTS

Functional Classification:
Local

Corridor Length:
585 Feet

Posted Speed Limit:
25 MPH



LEGEND

ALL CRASHES - HEAT MAP

◀ Dense

◀ Sparse

SEGMENTS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

INTERSECTIONS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

CRASH DATA

TOTAL CRASHES

11

MINOR INJURY

0

SERIOUS INJURIES

0

FATALITIES

0

VULNERABLE USER CRASHES

1 (1) (0)

COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- Uncontrolled Intersection Upgrades (see page 62)
- Curb Extensions/Bulbouts (see page 72)
- High Visibility Crosswalks (see page 73)

RELATED PLANNED/ONGOING PROJECTS

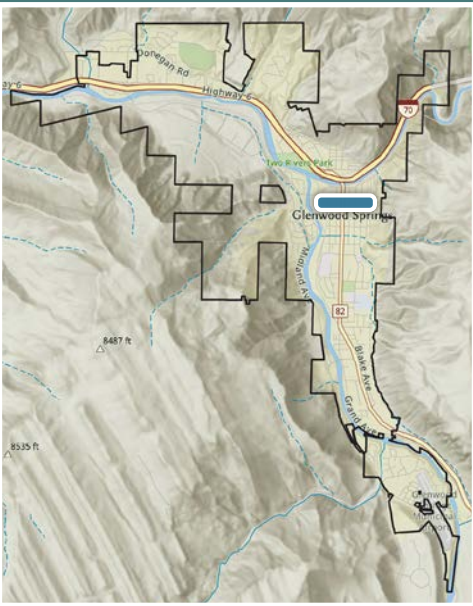
- **7th/8th/Midland Project**
 - » **Timeline:** Within the next few years
 - » **Scope:** This project will design wider sidewalks, address drainage issues, and involve collaboration with RFTA to evaluate transit enhancements

COMMUNITY FEEDBACK THEMES

- Concerns with stop sign violations
- Crossing-related concerns
- Requests for bus stop upgrades

10TH STREET: SCHOOL STREET TO PALMER AVENUE

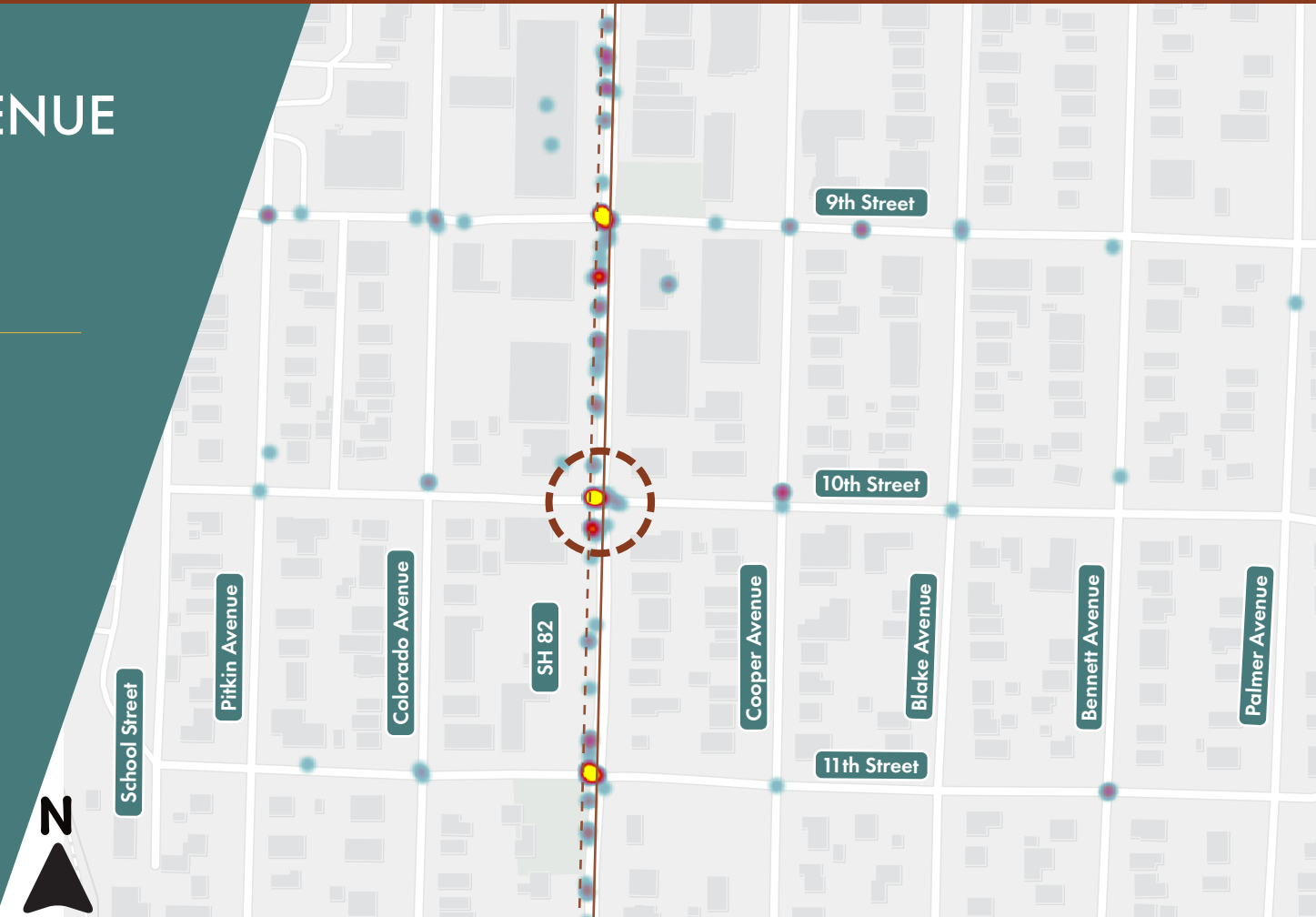
FACT SHEET



CORRIDOR FACTS

Functional Classification:
Local

Corridor Length:
2,110 Feet



LEGEND

ALL CRASHES - HEAT MAP

SEGMENTS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

INTERSECTIONS

High Injury Network

Glenwood Springs Roadway

CDOT Roadway

High Risk Network

Glenwood Springs Roadway

CDOT Roadway

DATA COLLECTION RESULTS

West of Colorado Avenue
Posted Speed Limit: 25 MPH
February 2025

85th Percentile Speed

WESTBOUND

11 mph

EASTBOUND

10 mph

Average Daily Traffic (ADT)

549 vehicles

West of Bennett Avenue
Posted Speed Limit: 25 MPH
February 2025

85th Percentile Speed

WESTBOUND

18 mph

EASTBOUND

11 mph

Average Daily Traffic (ADT)

196 vehicles

CRASH DATA

TOTAL CRASHES

35

MINOR INJURY

2

SERIOUS INJURIES

1

FATALITIES

0

VULNERABLE USER CRASHES

5 (3) (2)

COUNTERMEASURES TOOLBOX RECOMMENDATIONS

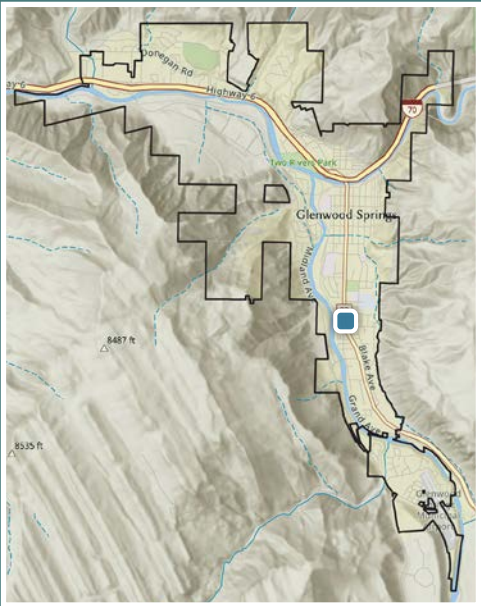
- Uncontrolled Intersection Upgrades (see page 62)
- Restrict Right-Turn on Red (see page 67)
- Curb Extensions/Bulbouts (see page 72)
- High Visibility Crosswalks (see page 73)
- Safe Routes to School (see page 83)

COMMUNITY FEEDBACK THEMES

- Blind intersections at alley access points
- Crossing concerns at SH 82 for students/caregivers accessing Glenwood Springs Elementary School

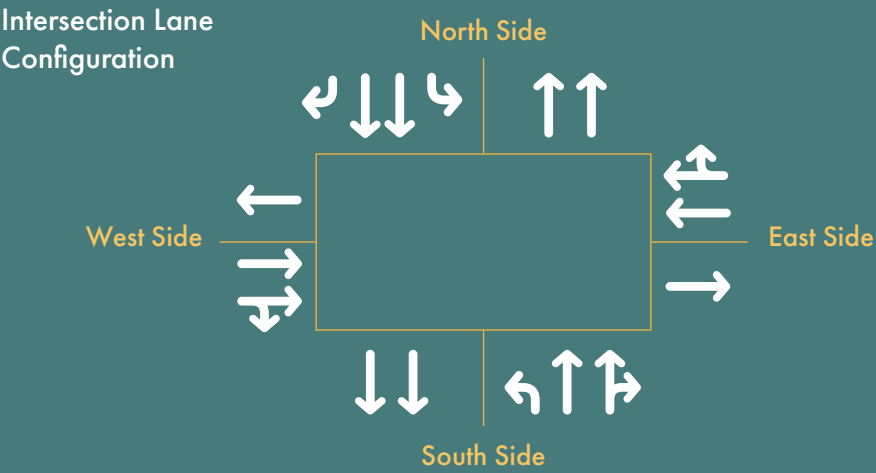
- Unsafe interactions at intersections lacking stop or yield signage

SH 82 & 23RD STREET INTERSECTION FACT SHEET



INTERSECTION FACTS

Functional Classification: SH 82: Principal Arterial 23rd Street: Commercial Collector	Posted Speed Limits:		Left-Turn Operations	
	Northbound/Southbound 25 MPH	Eastbound/Westbound 25 MPH	Northbound: Permitted-Protected	Westbound: Permitted-Protected
			Southbound: Permitted-Protected	Eastbound: Permitted-Protected



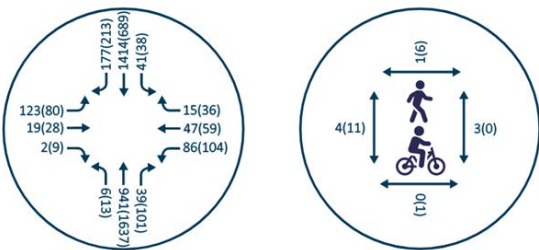
CRASH DATA

TOTAL CRASHES	MINOR INJURY	SERIOUS INJURIES	FATALITIES	VULNERABLE USER CRASHES
18	1	0	0	2 (1) (1)

LEGEND			
SEGMENTS		INTERSECTIONS	
High Injury Network	High Risk Network	High Injury Network	High Risk Network
Glenwood Springs Roadway	Glenwood Springs Roadway	Glenwood Springs Roadway	Glenwood Springs Roadway
CDOT Roadway	CDOT Roadway	CDOT Roadway	CDOT Roadway

DATA COLLECTION RESULTS

February 2025



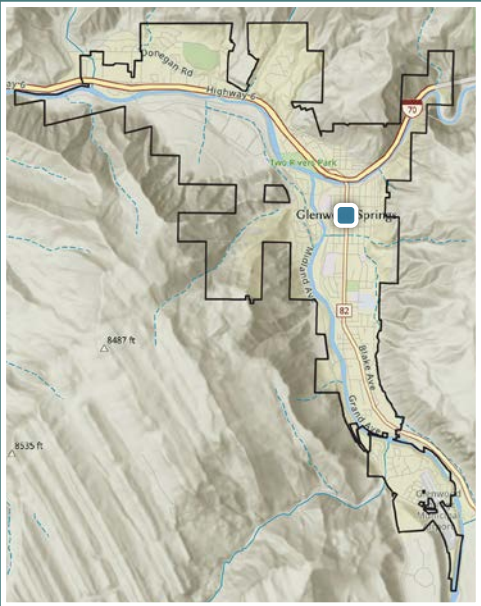
COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- Access Management (see page 56)
- High Visibility Crosswalks (see page 73)
- Improve Bicycle Lane/Multi-Use Path Crossing (Intersections & Driveways) (see page 74)
- Raised Pedestrian Crossings (see page 77)

COMMUNITY FEEDBACK THEMES

- Concerns with the safety of the Rio Grande Trail crossing of Grand Avenue, west of SH 82
- Concerns with trucks and other vehicles blocking the intersection
- Crossing of SH 82 feels risky due in part to turning vehicles conflicts

SH 82 & 8TH STREET INTERSECTION FACT SHEET



INTERSECTION FACTS

Functional Classification:

SH 82: Principal Arterial
8th Street: Local Street

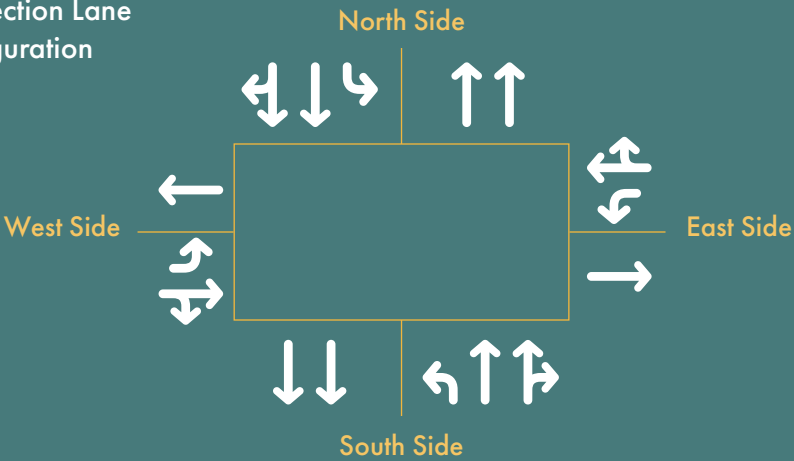
Posted Speed Limits:

Northbound/Southbound
25 MPH
Eastbound/Westbound
25 MPH

Left-Turn Operations

Northbound:
Permitted-Protected
Westbound:
Protected
Southbound:
Permitted-Protected
Eastbound:
Protected

Intersection Lane Configuration



CRASH DATA

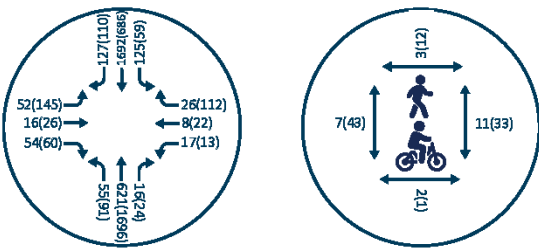


LEGEND

SEGMENTS		INTERSECTIONS	
High Injury Network	High Risk Network	High Injury Network	High Risk Network
Glenwood Springs Roadway	Glenwood Springs Roadway	Glenwood Springs Roadway	Glenwood Springs Roadway
CDOT Roadway	CDOT Roadway	CDOT Roadway	CDOT Roadway

DATA COLLECTION RESULTS

February 2025



TOP 3 CRASH TYPES

- Rear-End 14
- Sideswipe 9
- Broadside 5

COUNTERMEASURES TOOLBOX RECOMMENDATIONS

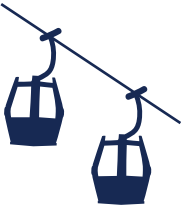
- Wayfinding (see page 79)
- Education & Encouragement Campaigns (see page 81)

COMMUNITY FEEDBACK THEMES

- High pedestrian and vehicle traffic leads to conflicts and near-misses
- Red light running concerns
- Visibility concerns approaching bridge
- Concerns with north side pedestrian crosswalk and request for removal



Appendix C: Funding Opportunities Summary



Funding Program	Description	Funding Amount	Match Requirement	Status/ Anticipated Funding Release Date	Links	Bike Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement,
Acquisition and Improvement Fund	This fund, approved by voters in 2016, has historically been used for big projects such as South Midland, 27th Street Bridge, the 6th Street Improvements, South Bridge and the Confluence. It also subsidizes the Community Center, Historical Museum, and Art Center.	Approximately \$300,000 annually	N/A	N/A	N/A	X	X		X	X	X	
Bux Tax Fund	The city collects a voter-approved 2/10 cent sales tax with no sunset date to support administration, operations, and capital improvements of the Ride Glenwood Springs transit system.	Varies	N/A	N/A	N/A			X				
Capital Projects Fund	This fund covers capital needs such as vehicles or new equipment for departments in the General Fund, this includes everything ranging from police cars to snowplows, excavators to playground replacements.	Approximately \$150,000 annually	N/A	N/A	N/A	X	X	X	X	X		
Development Impact Fees	Fees collected from new developments contribute to infrastructure improvements necessitated by growth, such as the expansion of bike lanes and trail systems.	Varies	N/A	N/A	N/A	X	X	X	X	X	X	
Parking Revenues	The city could redirect a portion of revenues from parking to fund transportation projects.	Varies	N/A	N/A	N/A	X	X	X	X	X		

Funding Program	Description	Funding Amount	Match Requirement	Status/ Anticipated Funding Release Date	Links	Bike Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement,
Street Tax Fund	The Glenwood Springs 1 cent Infrastructure Fund is used for street and alley repairs and maintenance (including driving lanes, curbs, gutters, valley pans, storm sewers, crosswalks, sidewalks, bike lanes, transit stops, pedestrian and ADA safety, pavement markings, curb painting, guardrails, street signs, signals, damage repair, crack sealing, chip sealing, snow plowing, mowing, and weed control) and street reconstruction (including survey, design, and soils engineering, resurfacing, and full replacement of streets).	Approximately \$5 million annually	N/A	N/A	N/A	X	X	X	X	X	X	
Garfield County Road & Bridge Fund	The Garfield County Road and Bridge Fund is a special revenue fund used for financing the construction and maintenance of county roads and bridges.	Varies (for the 2024 budget, was \$8.7 Million)	N/A	N/A	N/A						X	
RFTA First and Last Mile (FLMM) Program	Launched in 2022, RFTA's FFLMM Program provides funding to initiate first and last mile mobility programs (including bike share, micro-transit, and infrastructure projects) in RFTA member jurisdictions.	Varies, RFTA exploring how to institutionalize the funding indefinitely	50%	For FY25, the NOFO will be released on 4/30/25 with proposals due 6/20/25	N/A	X	X	X	X			

Funding Program	Description	Funding Amount	Match Requirement	Status/ Anticipated Funding Release Date	Links	Bike Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement,
CDOT Multimodal Transportation and Mitigation Options Fund (MMOF)	The MMOF program seeks to fund multimodal transportation projects throughout the state. These funds have made multimodal accessibility and safety improvements possible for the first time in decades for many Colorado communities. Grants are eligible for project types such as fixed route and on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle or pedestrian projects, modeling tools, and Greenhouse Gas (GHG) mitigation projects that reduce Vehicle Miles Traveled (VMT) or increase multimodal travel.	Minimum \$150,000	50%	Local MMOF funds are distributed annually by formula among CO's 15 Transportation Planning Regions (TPR). The Intermountain TPR (led by Spencer York (spencer.york@state.co.us) conducts the process for the Glenwood Springs region	https://www.codot.gov/programs/planning/grants/mmof-local	X	X	X	X	X		X
CDOT Revitalizing Main Streets	CDOT seeks to award grants for projects that support downtown vitality and the built environment, community access to public streets and bringing innovative uses of public spaces to life with multimodal transportation projects. The funds may be used for active transportation infrastructure improvement and amenity projects that meet the aim of the program. In addition, projects must be 'shovel ready', therefore can be completed within a 12 month period from grant contract execution, if approved.	\$10,000-\$250,000	10%	For 2025, 6 deadlines (2/26, 4/30, 6/25, 8/27, 10/29 & 12/31)	https://www.codot.gov/programs/	X	X	X	X			
CDOT Safe Routes to School (SRTS)	The FHWA SRTS program promotes safe and accessible walking and biking routes for children traveling to and from school. It provides funding and resources for infrastructure improvements, education, and encouragement programs to enhance student safety and increase active transportation. The program aims to reduce traffic congestion, improve public health, and foster community engagement around school travel.	Infrastructure grants: \$100,000-\$1,000,000 Non-infrastructure grants: \$5,000-\$1,000,000	20%	Bi-annual cycle, with next anticipated opening in FY 2027	https://www.codot.gov/programs/bikeped/saferoutes	X	X		X	X		X

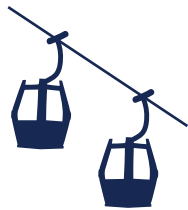
Funding Program	Description	Funding Amount	Match Requirement	Status/ Anticipated Funding Release Date	Links	Bike Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement,
CDOT Transportation Alternatives Program (TAP)	Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	Varies	20%	Anticipated next NOFO release in Spring 2026. There is uncertainty regarding upcoming deadlines, given IJA funding is currently committed through FY26	https://www.codot.gov/programs/planning/grants/tap-fiscal-years-2024-26	X	X	X				
DOLA Community Development Block Grant (CDBG)	The Department of Local Affairs Division of Local Government (DOLA-DLG) administers the federal CDBG program for non-entitlement municipalities and counties to carry out community development activities. Eligible uses of funds include acquisition, design/engineering, construction, reconstruction, rehabilitation or installation of public improvements or public facilities. Examples of projects include sewer and water systems, commercial streetscape improvements, community centers, food banks, shelters, health clinics etc. The funds must be used for activities that either benefit primarily low to moderate income persons (a project located in at least a 51% low income community OR the project beneficiaries must be at least 51% low income based on local data); assist in prevention or elimination of slums or blight.	Varies	Varies	Annual	https://dlg.colorado.gov/community-development-block-grant-cdbg	X	X					

Funding Program	Description	Funding Amount	Match Requirement	Status/ Anticipated Funding Release Date	Links	Bike Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement,
USDOT Active Transportation Infrastructure Investment Program (ATIIP)	The ATIIP is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	Active transportation projects or group of projects with a total cost of over \$15 million, or total cost of \$100,000 for planning and design grants	20%	NOFO presumed to be released in Spring 2025. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26	https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip	X	X	X	X	X		
USDOT Advanced Transportation Technology and Innovation (ATTAIN) Program	The ATTAIN Program is intended to provide funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Up to \$12,000,000	20%	Next NOFO anticipated to open in Fall 2025. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26	https://grants.gov/search-results-detail/351055					X		
USDOT Better Utilizing Investments to Leverage Development (BUILD)	The BUILD grant (formerly RAISE) is a federal program aimed at supporting transportation infrastructure projects that promote sustainability, equity, and resilience. Administered by the U.S. Department of Transportation, RAISE provides funding for projects that improve safety, environmental outcomes, and accessibility, particularly in underserved and rural communities. It focuses on creating long-lasting infrastructure improvements that address the needs of diverse populations while fostering economic growth and environmental stewardship.	Capital grant in urban area: \$5 million to \$25 million	20%	There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26	https://www.transportation.gov/RAISEgrants	X	X	X	X	X		

Funding Program	Description	Funding Amount	Match Requirement	Status/ Anticipated Funding Release Date	Links	Bike Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement,
USDOT Multimodal Project Discretionary Grant Opportunity (MPDG)	Includes: Mega Grant, INFRA Grant & Rural Surface Transportation Grant - applicants may choose to apply to one, two, or all three of these grant programs. The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.	Varies	Varies	Next NOFO anticipated to open in Spring 2025. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26	https://www.transportation.gov/grants/mpdg-program	X	X	X	X	X		
USDOT Safe Streets and Roads for All (SS4A)	The Office of the Secretary's SS4A Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as Vision Zero or "Toward Zero Deaths" initiatives.	Implementation grants: \$2,500,000 to \$25,000,000	20%	Current NOFO open through June. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY 26	https://www.transportation.gov/grants/ss4a/how-to-apply	X	X	X	X	X		X



Appendix D: Safety Marketing and Resources



INTRODUCTION

This Safety Marketing and Resources Appendix outlines a coordinated strategy for improving transportation safety in Glenwood Springs through focused marketing, inclusive education, and proactive community engagement. Designed to support implementation of the city's Comprehensive Safety Action Plan (CSAP), this document connects national best practices with local insights to promote safer streets and build lasting public support for key safety initiatives.

The appendix is organized into four sections:

- **Resources and Case Examples** introduces a range of national, state, and local safety marketing campaigns that provide adaptable models and tools. These examples serve as a foundation of best practices, offering Glenwood Springs a starting point for crafting its own outreach efforts.
- **Glenwood Springs Community Safety Survey** transitions from national models to local context, presenting the results of public engagement efforts that reveal resident priorities, concerns, and preferred safety solutions. These insights help ensure that future campaigns reflect the lived experiences and values of the community.
- **Implications for Safety Campaigns and Messaging** bridges the gap between community feedback and campaign development. This section outlines key messaging principles and outreach strategies to build trust, promote understanding, and increase buy-in for proposed countermeasures – emphasizing transparency, inclusivity, and alignment with community values.
- **Safety Marketing Campaigns Organized** by Countermeasures brings the strategy into action, pairing CSAP-recommended safety improvements with campaign ideas, messaging concepts, and case study examples. This final section offers Glenwood Springs a practical toolkit to support the implementation of each countermeasure through clear, targeted, and effective public outreach.



RESOURCES AND CASE EXAMPLES

This section highlights national, state, and local organizations that offer valuable safety marketing resources and real-world campaigns. These tools and initiatives provide examples and resources for Glenwood Springs to develop effective, community-specific outreach strategies aligned with the city's Comprehensive Safety Action Plan (CSAP). By drawing from established campaigns and proven communication materials, Glenwood Springs can enhance public awareness, promote safer behaviors, and build a culture of shared responsibility on the road. The case examples included here demonstrate how targeted messaging, education, and enforcement can work together to address a wide range of traffic safety concerns—from distracted driving and pedestrian protection to winter weather readiness and commercial vehicle safety.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) - TRAFFIC SAFETY MARKETING

NHTSA is an agency of the United States Department of Transportation (USDOT) dedicated to saving lives, preventing injuries, and reducing vehicle-related crashes. [NHTSA](#) provides extensive research, safety standards, enforcement, and educational programs. Their Traffic Safety Marketing resources are especially valuable for community-driven safety campaigns, offering strategies, tools, and materials that address key traffic safety issues such as speeding, pedestrian safety, and impaired driving. The NHTSA provides an extensive array of traffic safety marketing materials that can be customized for local use. These resources cover various safety topics, including speeding prevention, pedestrian safety, and distracted driving. By integrating NHTSA's materials, Glenwood Springs can leverage proven strategies and messaging to effectively reach and educate the community on critical safety issues.

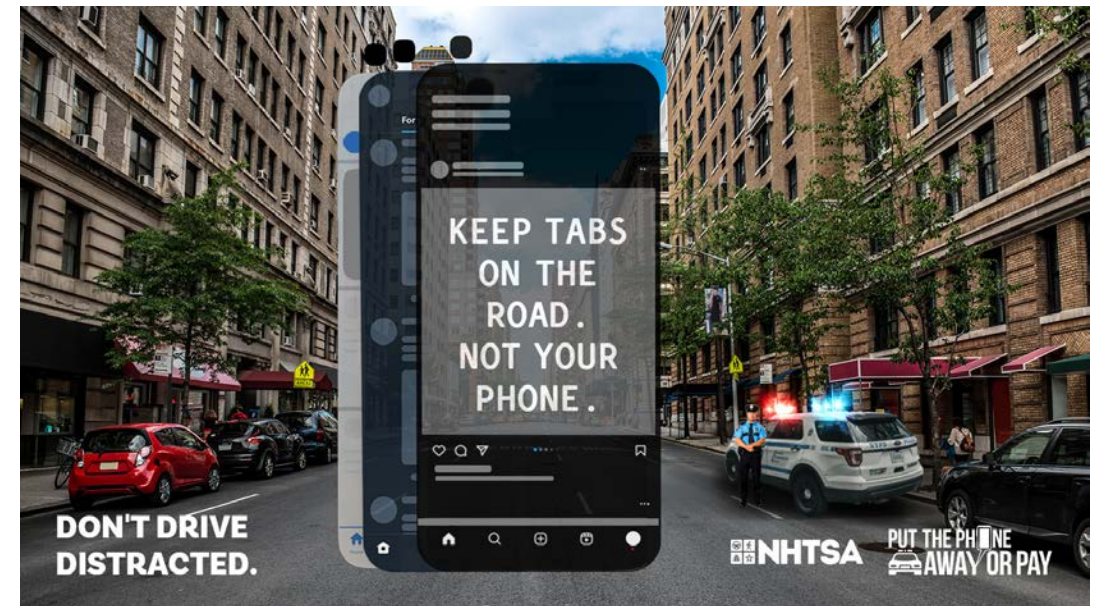


Figure 1: NHTSA Don't Drive Distracted Campaign

RESOURCES AND CASE EXAMPLES (CONTINUED)

FEDERAL HIGHWAY ADMINISTRATION'S (FHWA) PEDESTRIAN SAFETY CAMPAIGN STEP-BY-STEP GUIDE

FHWA provides a comprehensive [step-by-step guide](#) for pedestrian safety campaigns aimed at enhancing community awareness and reducing pedestrian injuries and fatalities. Key elements of the FHWA guide include:

- **Clearly Defined Goals:** Establishing precise campaign objectives, such as increasing pedestrian visibility, promoting crosswalk use, and encouraging attentive driving.
- **Focused Messaging:** Crafting targeted messages that resonate with specific audiences, clearly communicating safety risks and recommended behaviors.
- **Multi-faceted Approach:** Combining education, enforcement, and engineering improvements to effectively address pedestrian safety challenges.
- **Evaluation and Adjustment:** Regularly assessing campaign effectiveness through community feedback, surveys, and incident data analysis to refine strategies and messaging for sustained impact.

In addition to the campaign guide, [FHWA offers Countermeasure One-Pagers](#)—brief, accessible summaries of proven safety strategies tailored to specific crash types and road user risks. Each one-pager outlines the safety issue, recommended countermeasures, supporting research, and implementation tips. These resources are ideal for quickly informing stakeholders, building support for safety projects, and aligning messaging with evidence-based practices. Glenwood Springs can incorporate these one-pagers into presentations, community meetings, and outreach materials to strengthen the case for implementing CSAP priorities.

SAFE ROUTES TO SCHOOL (SRTS) - MARKETING AND INFORMATIONAL CAMPAIGNS

[SRTS](#) programs across the country have successfully used marketing and outreach strategies to promote safe, healthy, and active travel for students. These efforts aim to raise awareness, engage families and school communities, and encourage behavior change around walking and biking to school. SRTS marketing campaigns often include:

- **Back-to-school safety messaging** through flyers, newsletters, and social media.
- **Walking and biking promotional events** such as Walk and Roll to School Day or Bike Month.
- **Student-led campaigns** and contests to boost peer-to-peer engagement.
- **Cross-sector collaborations** with schools, law enforcement, and public health organizations.
- **Branded materials** like posters, banners, yard signs, and safety tip sheets.

These communication efforts are often paired with on-the-ground programming, such as walking school buses, bike trains, and crossing guard initiatives, all reinforced through consistent and targeted messaging. For Glenwood Springs, SRTS marketing tools can be adapted to support local safety priorities and help foster a culture of safe and active transportation among students and families.

RESOURCES AND CASE EXAMPLES (CONTINUED)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)

FMCSA is a governmental agency responsible for regulating the trucking industry in the United States. FMCSA's primary mission is to reduce crashes, injuries, and fatalities involving large trucks and buses by enforcing safety regulations, promoting safety education, and partnering with stakeholders.

The FMCSA's "Our Roads, Our Safety" campaign is a national initiative aimed at educating all road users—commercial motor vehicle (CMV) drivers, passenger vehicle drivers, motorcyclists, bicyclists, and pedestrians—on the importance of sharing the road safely. The campaign offers a variety of resources, including brochures, tip sheets, fact sheets, infographics, and social media content, all designed to promote safe interactions among different road users. These materials can be instrumental in developing localized campaigns that address specific safety concerns within Glenwood Springs.

The Distracted Driving campaign focuses on raising public awareness of the dangers associated with distracted driving behaviors, particularly the use of electronic devices while operating a vehicle. This campaign emphasizes that distracted driving endangers not only drivers themselves but also passengers, pedestrians, bicyclists, and other road users. Through targeted messaging and enforcement efforts, the campaign seeks to change driver attitudes and behaviors, encouraging individuals to remain attentive and avoid distractions to ensure the safety of everyone on the road.

DENVER'S VIVA STREETS INITIATIVE

In 2023, Denver hosted "[Viva Streets](#)," a ciclovía-inspired event where streets are temporarily closed to motor vehicles, allowing residents to engage in walking, biking, and community activities. This initiative promoted active transportation and community engagement, encouraging residents to experience streets as public spaces beyond vehicular use.



Figure 2: Denver's Viva Streets Event (Source: Denver Gazette)

RESOURCES AND CASE EXAMPLES (CONTINUED)

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

CDOT has implemented several noteworthy safety campaigns that serve as valuable references and resources:

- **Distraction Reactions Campaign:** This campaign aims to elevate the social stigma associated with distracted driving by highlighting the negative reactions of others to such behavior. The goal is to change perceptions and encourage drivers to recognize the risks their distractions pose to everyone's safety. Effective January 1, 2025, Colorado implemented a law prohibiting drivers from holding their phones while driving, even when stopped at red lights. Violations can result in fines and license points. Public information campaigns have been essential in informing drivers about the new law and promoting hands-free device usage to enhance road safety.
- **Winter Wise Campaign:** Focused on educating drivers about safe practices during winter conditions. This campaign provides tools and resources to navigate Colorado's winter roads safely. The campaign materials can be adapted to address seasonal safety concerns in Glenwood Springs.
- **Trucker Safety Campaign:** In collaboration with various stakeholders, CDOT launched a comprehensive program to inform and educate both in-state and out-of-state trucking companies and drivers about the challenges of navigating Colorado's mountainous terrain. This initiative underscores the importance of targeted safety campaigns for specific driver groups.
- **"Left Behind" Pedestrian Safety Campaign:** Launched to address the rising number of pedestrian fatalities, this campaign utilizes billboards, buses, and railway signs in the Denver Metro and Colorado Springs areas. The imagery focuses on personal belongings left at accident scenes to emphasize the human impact of pedestrian-vehicle collisions.



Figure 3: CDOT's Winter Wise Campaign



Figure 4: CDOT's Left Behind Campaign

RESOURCES AND CASE EXAMPLES (CONTINUED)

BICYCLE COLORADO

Bicycle Colorado, a prominent nonprofit organization dedicated to promoting bicycling and enhancing safety across the state, identified a critical gap in traditional driver education: the lack of comprehensive training on safely sharing the road with bicyclists and pedestrians. To address this issue, they developed the [SHIFT Driving™ program](#), an innovative online course aimed at educating drivers on best practices for interacting with vulnerable road users.

SHIFT Driving™ is a free, online course designed to fill the knowledge gaps in existing driver education programs. It focuses on equipping drivers with the necessary skills to safely share the road with bicyclists and pedestrians. The course comprises five modules covering topics such as:

- Understanding the rights and responsibilities of all road users.
- Recognizing common scenarios involving bicyclists and pedestrians.
- Implementing safe passing techniques.
- Navigating intersections and crosswalks safely.
- Addressing common misconceptions and biases.

Upon completion of the modules, participants must pass a final exam consisting of multiple-choice questions to earn their certification. To maximize accessibility, SHIFT Driving™ is available to all drivers in Colorado at no cost. The course is designed to be user-friendly allowing participants to complete it at their own pace. Recognizing the importance of group education, Bicycle Colorado offers custom access codes for businesses and organizations. This feature enables employers to track course completion among their employees to promote a culture of safety within organizations.

As part of its broader public awareness efforts, **Bicycle Colorado also promotes “[Share the Road](#)” specialty license plates**, which serve as rolling reminders to encourage courteous and safe road-sharing behaviors. Proceeds from the license plates help fund bicycle advocacy and education initiatives, making them a visible and practical tool for supporting safer streets statewide.

COMMUNITY SAFETY SURVEY AND OUTREACH

To ensure the City of Glenwood Springs’ CSAP reflects the needs and concerns of its residents, the project team conducted a two-phase community engagement and survey process in early 2025. These efforts gathered robust input from local residents, workers, students, and visitors regarding transportation safety issues, priorities, and potential solutions. Together, these activities helped identify community-supported safety countermeasures and shaped the development of targeted marketing and education campaigns. For more details about our engagement with the community, please reference the full CSAP.

Input by the Numbers:

- **537 responses** in Phase 1, including over **580 individual safety map comments**.
- **93% of all issues** reported were experienced **weekly or daily**, signaling a clear urgency for intervention.

Diverse Participation:

- Outreach efforts intentionally targeted underrepresented voices, including **Spanish-speaking** residents, families with children in local schools, transit riders, and youth.

COMMUNITY SURVEY RESULTS AND KEY THEMES

The second Glenwood Springs community safety survey ran from February 5 to March 10, 2025, garnering **209 responses**, with **83% from city residents**. The survey highlighted strong public consensus on multiple transportation safety priorities:

Top Transportation Priority: The maintenance of roads and infrastructure was ranked as the top long-term transportation goal by **54%** of respondents

Most Supported Physical Safety Countermeasures:

- **Enhancing crosswalks** emerged as the most broadly supported infrastructure improvement, with **93% approval**.
- **Improving sidewalks and walking paths** received **86% support**, emphasizing the community’s desire for safer, more walkable environments.
- **Improved lighting** on roads and paths garnered **71% support**, addressing concerns about visibility and nighttime safety.
- While **73% of respondents** expressed support for instituting red light and speed enforcement cameras, a separate, impact-specific question found that **54% of respondents identified this strategy as having the greatest impact on safety**—more than any other infrastructure option presented. This was a single-select question where participants were allowed to choose up to three strategies they felt would most improve safety in Glenwood Springs.

Most Supported Safety Program Measures:

- **Youth transportation safety education in schools** received strong support at **86%**.
- **High-visibility speed enforcement** was both widely supported (66%) and seen as the **most impactful safety program strategy**.

Community Concerns and Conditions

Community Concerns and Conditions: Respondents frequently expressed concerns about aggressive driving, speeding, red light running, and lack of enforcement – particularly along high-traffic corridors like SH 82. Many voiced frustration over **low compliance with traffic laws, pedestrian safety in school zones, and limited bicycle infrastructure**.

COMMUNITY SAFETY SURVEY AND OUTREACH (CONTINUED)

ENGAGEMENT SUMMARY AND PUBLIC OUTREACH FINDINGS

In-person engagement during Phases 1 and 2 of the CSAP process deepened these insights through qualitative feedback. Activities included pop-up events at Walmart, Glenwood Springs schools, and transit centers, as well as outreach at events such as **Noche Latina** to engage Spanish-speaking residents.

Key Takeaways from In-Person Events and Interactive Mapping:

Frequent Safety Concerns:

- **Unsafe street crossings** due to high vehicle speeds, lack of infrastructure, and inattentive drivers.
- **Sidewalk gaps and poor accessibility**, especially for people who walk or require mobility assistance.
- **Speeding and distracted driving**, identified by over 70% of Phase 1 participants.
- **Congestion and high traffic volumes**, particularly in downtown and along school routes.

Community-Identified Hotspots:

- **SH 82 intersections**, especially at 8th, 10th, and 11th Streets, were repeatedly cited as dangerous due to red light violations and insufficient pedestrian protection.
- **School zones**, including Glenwood Springs Elementary and Sopris Elementary, were described as lacking sufficient infrastructure and supervision to ensure student safety during pick-up and drop-off times.

COMMUNITY RECOMMENDATIONS AND PREFERENCES

Survey respondents provided a wealth of additional input through open-ended responses. Key themes included:

- **Desire for greater enforcement:** Calls for more active law enforcement, automated ticketing systems, and visible presence in school zones and high-risk intersections.
- **Safe school travel:** Many parents reported concerns about students walking across SH 82 and recommended enhanced crossings, better signage, and traffic calming near schools.
- **Skepticism toward education-only solutions:** While educational campaigns were broadly supported, many emphasized that education should complement – rather than replace – physical and enforcement-based interventions.
- **Broader community values:** In addition to safety, residents expressed interest in preserving Glenwood Springs’ small-town character, improving multimodal access, and promoting environmental sustainability.

IMPLICATIONS FOR SAFETY CAMPAIGNS AND MESSAGING

The survey and outreach findings reinforce the need for a multifaceted strategy that combines physical infrastructure improvements with clear public communication, targeted education, and consistent enforcement. FHWA's [Step-by-Step Guide for Conducting a Pedestrian Safety Campaign](#) provides a strong federal framework that aligns closely with Glenwood Springs' needs and priorities. This guide emphasizes a community-first approach that is iterative, inclusive, and data-informed—principles echoed throughout our recommendations below.

Safety marketing campaigns must be:

- **Data-driven and localized**, addressing specific intersections and corridors with high crash risk.
- **Culturally relevant and inclusive**, ensuring materials reach diverse audiences across language and demographic groups.
- **Transparent and participatory**, incorporating community feedback in decision-making and implementation.

This alignment of public sentiment with policy direction provides a strong foundation for building trust, improving safety outcomes, and fostering sustained community support for transportation improvements.

IMPLICATIONS FOR SAFETY CAMPAIGNS AND MESSAGING (CONTINUED)

BUILDING COMMUNITY BUY-IN THROUGH EDUCATION AND MARKETING

Public understanding and trust are essential to the long-term success of any transportation safety initiative. While physical and policy-based improvements provide critical safety benefits, their impact is amplified when paired with clear, inclusive, and accessible community outreach. The FHWA Step-by-Step Guide for Conducting a Pedestrian Safety Campaign outlines essential elements of campaign development – such as identifying goals, defining audiences, crafting messages, and evaluating impact – that are mirrored in the strategies below.

This section outlines a strategic approach for building sustained community buy-in through education, marketing, and engagement tools. It draws on best practices from federal guidance and real-world campaigns to ensure that safety countermeasures are not only implemented – but embraced. This guidance provides a foundation for the campaign examples outlined in the following section.

Develop Clear, Community-Centered Communication Materials

Effective materials act as the public's first touchpoint with any safety change. Whether announcing a new pedestrian crossing, a change in signal timing, or a new school zone regulation, each communication should convey why the change is happening, how it improves safety, and what residents can expect. This approach reflects the FHWA's guidance to define target audiences and create tailored messages that resonate locally identified as critical early steps in their Step-by-Step Guide for Conducting a Pedestrian Safety Campaign.

Key Strategies:

- **Concise Fact Sheets:** Include a plain-language description of the safety countermeasure, its location, rationale (supported by community survey data or crash history), and anticipated outcomes.
- **Visual Storytelling:** Use clear graphics, "before-and-after" illustrations, and brief statistics to show safety impact and relevance.
- **Localization:** Customize messaging with Glenwood-specific data and language that reflects the values, voices, and priorities of the local community.
- **Accessibility:** Ensure materials meet ADA and language accessibility standards. Use large, readable fonts, high-contrast designs, and offer translations where needed.

IMPLICATIONS FOR SAFETY CAMPAIGNS AND MESSAGING (CONTINUED)

Distribute Information Across Multiple Channels

Reaching a broad and diverse audience requires using a mix of traditional and digital communication tools, meeting people where they are – physically and online. This strategy echoes the FHWA’s recommendation to thoughtfully select outreach channels that effectively reach and engage target audiences, ensuring that messages are seen, heard, and understood across all segments of the community.

Key Strategies:

- **Direct Mailings:** Send materials to residents, businesses, and property owners in affected areas prior to implementation.
- **Digital Platforms:** Share campaign materials on the City of Glenwood Springs website and through social media, neighborhood listservs, and email newsletters.
- **Community Hubs:** Display fact sheets in public buildings such as libraries, community centers, schools, and transit stations.
- **On-Site Information Boards:** Install signage near physical change locations, with QR codes or links to more information and feedback tools.
- **Pop-Up Outreach:** Distribute materials during community events and conduct face-to-face engagement in high-priority areas.

Engage Residents Through Dialogue and Two-Way Communication

Information alone is not enough. Residents need opportunities to ask questions, express concerns, and contribute ideas. Outreach should foster a sense of inclusion, trust, and shared ownership over the success of new safety initiatives. This emphasis on active, two-way engagement aligns with Step 5 of the FHWA’s Step-by-Step Guide, which encourages communities to launch campaigns through interactive events and responsive communications that empower residents to be part of the solution.

Key Strategies:

- **Interactive Public Workshops:** Host sessions to present projects and gather feedback – especially for high-impact or high-visibility changes.
- **Virtual Town Halls:** Provide digital access to live or recorded sessions, ensuring participation for residents with limited availability or mobility.
- **School and Community Partnerships:** Collaborate with schools, Visit Glenwood Springs, RFTA, CDOT, and advocacy groups to reach youth, older adults, and Spanish-speaking residents.
- **Feedback Mechanisms:** Include contact info, surveys, and QR codes on all materials to facilitate easy and immediate input.

IMPLICATIONS FOR SAFETY CAMPAIGNS AND MESSAGING (CONTINUED)

Monitor Awareness, Measure Impact, and Adjust as Needed

To ensure continuous improvement, communications should be tracked and evaluated alongside the safety interventions they support. This reflects Step 6 of the FHWA's Step-by-Step Guide, which highlights the importance of evaluating campaign effectiveness through data collection and community feedback, and encourages making iterative adjustments to improve outcomes over time.

Key Strategies:

- **Pre/Post Surveys:** Assess community awareness and sentiment before and after campaign rollouts.
- **Engagement Analytics:** Monitor digital metrics, event attendance, and participation rates.
- **Safety Outcomes:** Track changes in crash rates, compliance behavior, or public concerns to determine effectiveness.
- **Responsive Updates:** Refine campaign materials and strategies based on feedback and data insights.

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES

As Glenwood Springs evaluates and implements safety countermeasures identified in the CSAP, public outreach will play a critical role in ensuring their success. The following campaign ideas are designed to accompany the rollout of physical and behavioral safety improvements, enhancing community awareness, promoting behavior change, and building long-term public trust and support.

These campaigns are not standalone initiatives—they are integrated education and communication strategies that work in tandem with countermeasure implementation to:

- Increase public understanding of why specific changes are being made.
- Encourage safer choices by all road users.
- Promote equitable and transparent processes.
- Cultivate a culture of shared responsibility for road safety.

Each campaign draws on community survey insights to ensure alignment with local priorities and is informed by national case studies that demonstrate effective communication strategies in other cities. Table 1 summarizes the proposed countermeasures, campaign concepts, and relevant real-world examples that Glenwood Springs may consider adapting to local context.

SELECTED COUNTERMEASURES FROM GLENWOOD SPRINGS CSAP

This section outlines a range of countermeasures identified in the Glenwood Springs CSAP, providing a detailed look at key strategies that reflect community concerns and support the city’s safety goals. These countermeasures address various safety themes—including roadway design, pedestrian infrastructure, and behavior-based interventions – and are paired with creative campaign ideas and proven case studies to guide effective implementation.

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

Table 1 summarizes each countermeasure alongside a proposed public education campaign and a relevant resource or case study. These examples offer inspiration and practical tools that Glenwood Springs can adapt to local conditions, ensuring that safety initiatives are not only data-driven but also community-oriented.

By using these strategies to engage residents and promote behavior change, Glenwood Springs can build momentum around its safety goals while reinforcing public understanding and support for the CSAP's key recommendations.

COUNTERMEASURES AND CAMPAIGNS

Theme	Countermeasure	Potential Safety Campaign	Resource / Case Study
Roadway & Crosscutting	Traffic Calming Measures	"Slow Speeds, Safe Streets"	NHTSA Speeding Campaign
	Roadway Lighting	"#staybright"	Fédération Internationale de l'Automobile (FIA)
	Red Light Cameras and Speed Enforcement	"Enforce to Protect: Cameras Save Lives"	SFMTA: Speed Cameras are Coming
Signalized Intersections	Restrict Right-Turn on Red	"Pause for Pedestrian"	NCSR (National Coalition for Safer Roads) Zero in on Red
Bicyclists, Pedestrians, Transit	High Visibility Crosswalks	"Visible Crossings, Safer Journeys"	NHTSA Pedestrian Safety Campaign
	Raised Pedestrian Crossings	"Elevated Crossings, Enhanced Safety"	San Francisco "Be Nice, Look Twice" Campaign
Behavioral	High-Visibility Enforcement of Speed Limits	"Clear Enforcement, Safe Speeds"	City of Denver "Slow Down for the Love of Safety!" Campaign
	Youth Education in Schools	"Safety Starts with Education"	NHTSA Child Pedestrian Curriculum
	Safe Routes to School	"School Routes are Everywhere, Drive Like It"	Oregon Metro SRTS Safety Campaign
	Bicycle and Pedestrian Safety Education	"SHIFT Driving™ - Share the Road"	Bicycle Colorado SHIFT Driving™, Bicycle Colorado License Plates

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

ROADWAY & CROSSCUTTING MEASURES

In this section, we explore roadway and crosscutting measures that focus on the physical and environmental aspects of traffic safety. These measures address infrastructure improvements, such as traffic calming, roadway lighting, and speed enforcement, all aimed at reducing crashes and enhancing the overall safety of Glenwood Springs streets. The accompanying campaigns emphasize public education, transparency, and community engagement to support these changes and ensure that safety improvements are embraced by residents and road users alike.

Campaign Idea: "Slow Speeds, Safe Streets"

Focus: Traffic Calming Measures

Overview: This campaign would support the rollout of traffic calming infrastructure – such as speed humps, curb extensions, and narrowed lanes – by educating the public on how these measures improve safety. Outreach would include educational booths at community events, clear signage explaining installations, and before/after storytelling using crash data and personal testimonials.

Community Insight: 65% of Glenwood Springs residents supported redesigning roadways to reduce vehicle speeds.

Case Study: [NHTSA Speeding Campaign](#) NHTSA’s campaign uses high-visibility media, public service announcements, and enforcement messaging to highlight the dangers of speeding. It focuses on driver behavior change through emotional appeals, crash statistics, and education tools for communities.



Campaign Idea: "#staybright – Light the Way, Enhance Safety"

Focus: Roadway Lighting

Overview: This campaign would accompany lighting upgrades by raising awareness of how visibility affects safety for all road users. It would invite the public to help identify poorly lit areas and promote visibility best practices – such as reflective clothing and proper bike lighting – especially during darker months. Community Insight: 71 % of survey respondents prioritized improved roadway lighting.

Case Study: [FIA #StayBright Campaign](#). Led by the Fédération Internationale de l'Automobile, this global campaign promotes nighttime visibility, particularly for youth and vulnerable road users. It emphasizes the use of reflective gear and community-wide engagement to increase nighttime safety and reduce pedestrian injuries.

Figure 5: FIA #StayBright Campaign

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

Campaign Idea: "Enforce to Protect: Cameras Save Lives"

Focus: Red Light Cameras & Speed Enforcement

Overview: This campaign would build understanding and trust in the use of automated enforcement, such as speed or red-light cameras. It would focus on transparency – where cameras are placed, how they work, and why they are used – while highlighting data on crashes and speeding behavior in the targeted areas.

Community Insight: 54% of respondents selected this as one of the most impactful proposed solutions.

Case Study: [SFMTA Speed Safety Camera Program](#). San Francisco Municipal Transportation Agency (SFMTA) launched a proactive educational campaign ahead of introducing speed safety cameras in early 2025. Recognizing speeding as the leading cause of death and serious injury on the city's streets, SFMTA developed a comprehensive communication strategy to inform and engage the community.

- **Transparency and Clarity:** SFMTA shared clear information on camera locations, selection rationale, and operational procedures, ensuring equitable distribution and community-wide benefits.
- **Creative Marketing:** An engaging [Claymation-style animation](#) depicted a speed camera superhero positively influencing driver behavior, enhancing public appeal and memorability.
- **Community Accessibility:** Easy-to-access resources such as FAQs on the program's details, citation procedures, data privacy, and alternative penalty options (e.g., community service) were widely distributed.



Figure 6: SFMTA's Speed Safety Program

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

SIGNALIZED INTERSECTION MEASURES

Signalized intersection measures focus on enhancing safety at key crossing points, particularly where vehicle and pedestrian movements intersect. This section covers strategies like restricting right-turn-on-red movements and implementing other intersection safety improvements. Each countermeasure is paired with a campaign idea designed to educate the public on the risks and benefits of these interventions, while case studies highlight how other cities have successfully used similar strategies to reduce pedestrian-vehicle conflicts and improve overall intersection safety.

Campaign Idea: "Pause for Pedestrians"

Focus: Restricting Right-Turn on Red

Overview: To accompany the implementation of Right-Turn on Red restrictions at key intersections, this campaign would educate the public about how such changes improve pedestrian safety. Materials would emphasize pedestrian conflict risks, local crash trends, and the importance of yielding.

Community Insight: 40% of residents supported restrictions on Right-Turn on Red in high-risk areas.

Case Study: [NCSR Zero in on Red Campaign](#). The National Coalition for Safer Roads (NCSR) developed this campaign to raise awareness about the dangers of red-light running and promote changes like right-turn on red restrictions. It includes compelling survivor stories, data visuals, and media toolkits to support local policy implementation.

Street Smart NJ Initiative: New Jersey's Street Smart campaign is a statewide education and enforcement initiative focused on pedestrian safety. It encourages safer behaviors among both drivers and pedestrians using a step-by-step implementation guide, customizable materials, and local partnerships. Communities adopting the campaign have used it to support intersection improvements, yielding awareness, and policy changes like right-turn on red restrictions.



Figure 7: NCSR's Zero in on Red Campaign

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

BICYCLIST, PEDESTRIANS, AND TRANSIT MEASURES

This section outlines countermeasures aimed at improving safety for pedestrians, bicyclists, and transit users – groups that often face heightened risks on the road. From high-visibility crosswalks to raised pedestrian crossings, these measures seek to create safer, more accessible environments for non-motorized road users. The campaigns in this section focus on building awareness and encouraging respectful interactions between all road users.

Campaign Idea: "Visible Crossings, Safer Journeys"

Focus: High Visibility Crosswalks

Overview: This campaign would educate the community on the value of highly visible crosswalks through messaging that highlights pedestrian rights, enhanced markings, and driver yield expectations. It would run alongside the installation of upgraded crosswalks near schools, downtown, and other high-foot-traffic areas. Communications could include pavement art events, digital ads, social media campaigns, and school partnerships.

Community Insight: 93% of respondents endorsed this measure – making it the most supported in the survey.

Case Study: [NHTSA Pedestrian Safety Campaign](#). This campaign focuses on increasing pedestrian visibility and reducing fatalities through educational outreach, community toolkits, and public service announcements. It provides materials to support enforcement, media engagement, and safe walking behavior education.

Case Study: [Washington D.C.'s "Street Smart" Program](#). The Metropolitan Washington Council of Governments' "Street Smart" program is a regional pedestrian and bicycle safety campaign that combines public education with law enforcement. It includes highly visible advertising on bus shelters, transit vehicles, and social media in both English and Spanish. Street Smart emphasizes yielding, crosswalk safety, and pedestrian awareness using powerful visuals and targeted messaging to reach a broad audience.



Figure 8: Washington D.C.'s "Street Smart" Program

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

Campaign Idea: "Elevated Crossings, Enhanced Safety"

Focus: Raised Pedestrian Crossings

Overview: This campaign would accompany the construction of raised crosswalks by explaining how they slow vehicles, reinforce pedestrian priority, and improve safety – especially near schools and parks. Public education could include physical demonstrations and video comparisons of driver behavior before and after installation.

Community Insight: Raised crossings received strong support in areas with high pedestrian activity.

Case Study: [San Francisco "Be Nice, Look Twice" Campaign](#). This Vision Zero campaign used friendly but firm messaging to build mutual respect between drivers and pedestrians. It combined media outreach with physical safety improvements, such as raised crossings and advanced stop lines, to reduce collisions and change behavior.



Figure 9: City of San Francisco's "Be Nice, Look Twice" Campaign

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

BEHAVIORAL MEASURES

Behavioral measures address the human factors that contribute to traffic safety, focusing on changing driver behaviors and encouraging safer practices across all road users. This section explores educational campaigns aimed at reducing speeding, promoting pedestrian safety, and encouraging responsible driving behavior – particularly among young people. Through these campaigns, Glenwood Springs can foster a culture of safety that encourages responsible behavior behind the wheel and supports the long-term reduction of traffic-related incidents.

Campaign Idea: "Clear Enforcement, Safe Speeds"

Focus: High-Visibility Speed Limit Enforcement

Overview: Alongside targeted enforcement in high-risk areas, this campaign would use local crash data, speed studies, and signage to show the community why and where enforcement is happening. Messaging would focus on the goal of saving lives – not issuing tickets – and could be promoted through yard signs, digital ads, and law enforcement partnerships.

Community Insight: 66% of respondents viewed this as the most effective behavioral strategy.

Case Study: [Denver "Slow Down for the Love of Safety!"](#) Denver's campaign paired enforcement with emotional messaging about the real impacts of speeding. It featured heartfelt videos, yard signs, and pop-up events in high-speed corridors, helping residents understand that speed enforcement is about community protection.

Campaign Idea: "Safety Starts with Education"

Focus: Youth Education in Schools

Overview: This campaign would reinforce school-based safety programs by promoting family engagement, showcasing student involvement, and sharing educational successes with the wider community. Messaging would emphasize that children are learning critical life skills, and that drivers play a role in keeping them safe.

Community Insight: 86% of residents supported expanding youth pedestrian and bicycle safety education.

Case Study: [NHTSA Child Pedestrian Safety Curriculum](#). This free curriculum includes lesson plans, crossing simulations, and walk audits tailored to K-5 students. It emphasizes interactive learning and family engagement to reinforce safety education both in and out of school.

Case Study: [Oregon Metro Safe Routes to School Campaign](#). Oregon Metro's campaign includes physical improvements, educational outreach, route mapping, and community events. The program supports walking school buses and school-led safety initiatives, creating a culture of active, safe travel.

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

Campaign Idea: **"SHIFT Driving™ – Share the Road"**

Focus: Driver Education for Pedestrian and Bicycle Safety

Overview: This campaign would support broader multimodal safety goals by targeting drivers with messages about sharing the road respectfully with bicyclists and pedestrians. It could include pledge campaigns, community events, training videos, and public service announcements to foster empathy, awareness, and accountability. Messaging would humanize bicyclists and pedestrians while emphasizing that road safety is a shared responsibility.

Community Insight: Residents noted a need for better driver behavior and awareness toward vulnerable road users.

Case Study: Bicycle Colorado SHIFT Driving™ Program. This driver education initiative offers video-based modules, school outreach, and licensing partnerships to improve how drivers interact with bicyclists and pedestrians. It frames safety as a shared responsibility. The program is also linked to Bicycle Colorado's "Share the Road" license plate initiative.



Figure 10: Oregon Metro Safe Routes to School Campaign

SAFETY MARKETING CAMPAIGN IDEAS ORGANIZED BY COUNTERMEASURES (CONTINUED)

Case Study: Cleveland's "We're All Drivers" Campaign. Launched by Bike Cleveland, this campaign aimed to humanize bicyclists by showing that they are friends, neighbors, and community members. It used storytelling, imagery, and social media to shift public perceptions and promote a culture of mutual respect on the road. The campaign worked to reduce the "us vs. them" mentality between drivers and bicyclists by emphasizing common ground.

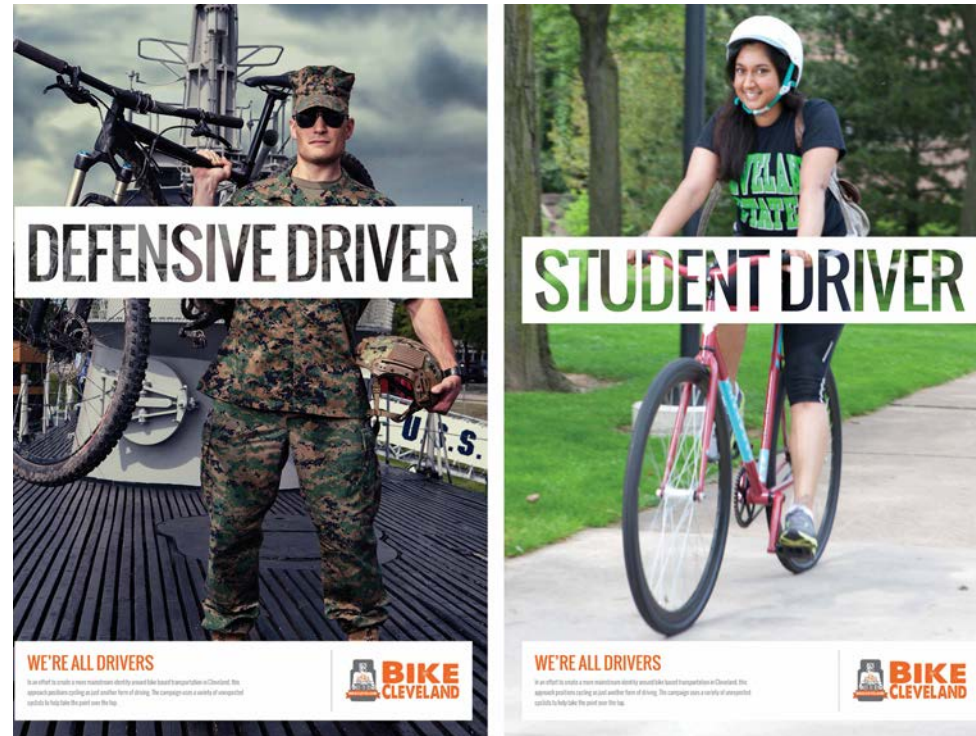


Figure 11: Bike Cleveland's "We're All Drivers" Campaign



City Council
STAFF REPORT
City of Glenwood Springs
May 1, 2025

Agenda Item: Ordinance 2025-14; Municipal Court Collection of Unpaid Fines

Action Requested: Motion to approve

Department: Municipal Court

Presented By: Karl Hanlon

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: With recent changes over the last several legislative sessions, it is becoming increasingly difficult to collect unpaid municipal court fines. Since 2022 the Municipal Court has accrued just under \$30,000 in unpaid fines. Unpaid traffic infractions account for the majority of the outstanding fines. In an effort to collect these, the Municipal Court Administrator has requested authority to send unpaid fines to a collection agency. The proposed ordinance provides that authority.

Issues: None.

Fiscal Impact: None.

Legal Review: Legal drafted the proposed ordinance.

Staff Recommendation: Approval.

ORDINANCE NO. 14

Series of 2025

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ADDING SECTION 030.030.130 OF THE GLENWOOD SPRINGS MUNICIPAL CODE REGARDING COLLECTIONS OF UNPAID FINES, PENALTIES, AND COSTS BY THE MUNICIPAL COURT.

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

WHEREAS, the Glenwood Springs Municipal Court has recommended amending the Glenwood Springs Municipal Code (the “Code”) to address collections of unpaid fines, penalties and costs; and

WHEREAS, Article 030.030 addresses the powers and functions of the Municipal Court; and

WHEREAS, the City Council finds and declares that the addition of Section 030.030.130 of the Code regarding collection of unpaid fines, penalties and court costs as set forth herein is proper and necessary to advance the public health, safety and welfare of the City’s residents.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ORDAINS:

Section 1. **Recitals.** The foregoing recitals are incorporated herein as if set forth in full.

Section 2. **Amendments.** Section 030.030.130 is here by added as follows:

030.030.130 – Collections of unpaid fines, penalties, and costs.

The Municipal Court may use any legal method to collect outstanding fines, penalties and costs including but not limited to the use of collection agencies.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS 1ST DAY OF MAY 2025.

CITY OF GLENWOOD SPRINGS, COLORADO

Marco Dehm, Mayor

ATTEST:

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
PUBLICATION THIS ____ DAY OF _____ 2025.

CITY OF GLENWOOD SPRINGS, COLORADO

Marco Dehm, Mayor

ATTEST:

Ryan Muse, City Clerk