



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
AUGUST 7, 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@cogs.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@cogs.us.

WORK SESSION

4:00	1. Pollinator Discussion	Information/Discussion
4:15	2. Riverside Property Drive	Information/Discussion
4:45	3. Parks/Public Space Recycling	Information/Discussion
5:00	4. Break for Dinner	
5:15	5. Public Works Budget	Information/Discussion

ZOOM INSTRUCTIONS

You are invited to a Zoom webinar!
When: Aug 7, 2025 06:00 PM Mountain Time (US and Canada)
Topic: August 7, 2025 City Council Meeting
Join from PC, Mac, iPad, or Android:
<https://us02web.zoom.us/j/89234630639?pwd=9KYYxecaZgmlcQSRKcPhZt4JWwNDFU.1>
Passcode:215312
Phone one-tap:
+17193594580,,89234630639# US
+12532158782,,89234630639# US (Tacoma)
Webinar ID: 892 3463 0639
International numbers available: <https://us02web.zoom.us/j/89234630639?pwd=9KYYxecaZgmlcQSRKcPhZt4JWwNDFU.1>

REGULAR SESSION

6:15	6. Roll Call	
	7. Agenda Changes	
	8. Disclosure of Any Councilor Conflicts of Interest	
	9. Council Announcements	
	10. Citizens Appearing Before Council and Council Response (for Items Not on the Agenda-Comments Limited to 3 Minutes)	
	11. Consent Agenda	Discussion and/or Action
	A. July 17, 2025 Council Minutes	
	B. Award Request for Proposal 2025-24P Sewer Lining Project	
	C. Award Request for Proposal 2025-28P Water and Sewer Line Reroute Design	
	D. Ordinance 2025-22; Amending Model Traffic Code Section 1816 Regarding Impoundment of Vehicles. Second Reading	

ACTIONS AND/OR PRESENTATIONS

- | | |
|--|--------------------------|
| 12. West Mountain Regional Alliance Presentation | Information/Discussion |
| 13. Workforce Housing Fund Advisory Board / Council Joint Work Session | Discussion and/or Action |
| 14. Resolution 2025-14; Grant Funding Opportunity for Accessory Dwelling Unit Programs | Discussion and/or Action |
| 15. Project Updates | Information/Discussion |
| 16. Resolution 2025-15; Adopting the Comprehensive Safety Action Plan | Discussion and/or Action |
| 17. Council Comments | |
| 18. Report from City Administration | |
| A. City Manager | |
| B. City Attorney | |
| C. Correspondence Incoming/Outgoing | |
| 19. Social Event Announcement | |
| 20. Adjournment | |

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City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item:	Pollinator Discussion
Action Requested:	To discuss the importance of pollinators.
Department:	City Administration
Presented By:	Steve Boyd
Strategic Goals:	Provide Efficient and Responsive City Government
Background Info:	This work session item was brought forth from a letter in correspondence at the June 19th meeting. The attached letter was written by Lisa McKenzie, a Basalt Middle School teacher, who wanted to stress the importance of pollinators. Her goal is to pass a Pollinator Resolution Plan.
Issues:	NA
Fiscal Impact:	NA
Legal Review:	NA
Staff Recommendation:	NA

Lisa McKenzie

99 West Sunlight Court

Glenwood Springs, CO 81601

602-579-9461

March 24, 2025

To Whom It May Concern,

There is a classification of animals, birds and insects that are "pollinators". Without pollinators our food supply would become exceedingly scarce, flowers would no longer bloom and life on Earth would be hastened towards extinction.

My name is Lisa McKenzie, I have a bachelor's degree in nursing as well as a master's degree in education. I have years of experience working in each of these fields, but my recent work in teaching AP Environmental Science, which I taught recently at the high school level, sparked my interest in the environmental field. Two summers ago, I was a part of a group of people who wrote a Pollinator Resolution Plan and had it approved in Carbondale, CO. I started a Pollinator Club at Basalt Elementary School last year, and I was able to get a Pollinator Resolution Plan approved in the town of Basalt, Colorado. Our company name is The Pollinator Conservancy, pollinatorconservancy.net.

Our initial focus is to present the Pollinator Resolution Plan to towns and cities for approval both nationally and internationally. This plan protects pollinators in several different ways, including the dissolution of harmful chemicals in the areas of towns and cities. As you will see in the following document, pollinators are rapidly decreasing in their populations and there is a major concern for pollinators becoming extinct, especially bees. We risk the extinction of humans if we do not protect our pollinators now. Time is of the essence. This is why a creative partnership with individuals, organizations, and like-minded people can accomplish this important goal of a sustainable environment.

The approval of the Pollinator Resolution Plan in towns, cities, and states, as well as the international level is critical in order to accomplish this goal. My colleagues and I are reaching out to schools to create Pollinator Clubs within schools to teach children and teens about the importance of pollinators in our communities and environments. Children, teens, and interested adults have the opportunity to be a part of a dynamic group who will introduce and seek approval of Pollinator Resolution Plans in all communities on a global scale.

Thank you for your interest and support in protecting our vital pollinators.

Warm regards,

Lisa McKenzie

Lmckenzie1light@gmail.com

The Necessity for a Pollinator Resolution/Proclamation Plan

Why Pollination is Necessary

Pollination is the cause of the diversification of plants for over 100 million years. Hence it is a critical ecological function on the Earth.

Today, the security of our food supply for humans and the maintenance of natural ecosystems depends on this mutualistic relationship. Animals such as bees, butterflies, flies, birds, and bats help pollinate nearly 90% of wild plant species worldwide and over 75% of the world's food crops by promoting plant reproduction. Foods like fruits and vegetables as well as some of the most significant cash crops for humanity, like coffee, almonds, and cacao, would probably go extinct without pollinators like bees. While more than 20,000 species of birds, bats, and insects pollinate these crops, the thousands of bee species are the single most important group of pollinators for our food crops.

<https://www.nationalgeographic.org/society/protect-our-pollinators/>

In natural ecosystems, bees are also the primary pollinators of most plants and are frequently the most frequent visitors to flowers. Approximately 220,000 flowering plant species worldwide are found in tropical ecosystems; bees may visit or pollinate 50% of these flowers.

<https://www.nationalgeographic.org/society/protect-our-pollinators/>

The rich biodiversity of our home planet is in part contributed by the existence of bees and their role in pollination. As these bees fly from flower to flower, plant to plant, they transfer pollen that allows plants to get fertilized and yield crops, fruits and vegetables.

They are vital to both humans and other animals, but they also enhance the beauty of the Earth's landscape by pollinating gardens and untamed rural areas.

Our planet's biodiversity would be drastically diminished and its beauty would be lost without bees.

In addition to plants, bees aid in the pollination of trees, particularly fruit trees. The surface of our planet would be desolate and the immense diversity of the green cover would vanish if bees were extinct. The quantity of animals and species that live in their natural habitats—forests and jungles—would then be impacted by this.

Addressing the decline in pollinators

Concerns over the loss of pollinator diversity and abundance worldwide, as well as the effects of human activity on plant-pollinator networks and ecosystem function, have led to an increase in interest in both managed and wild pollinators.

Pollination networks are threatened by invasive species, land use changes, pollution and pesticides, climate change, and declining populations of pollinator species such as birds, mammals, and insects. We know very little about some of the major pollinators, their population trends, migration patterns, and roles in preserving the integrity of natural communities, despite the fact that pollination is of great interest to people all over the world.

******The global collapse of bee colonies, also referred to as Colony Collapse Disorder, or CCD. Over the past few decades, worker bees—who are crucial to the survival of the beehive—have been dying off in considerable numbers due to this disorder. Although illnesses, pesticide use, and climate change have all been linked to this concerning phenomenon, scientists are perplexed and unable to determine its precise causes. Such alarming news serves as a reminder of how frequently we take for granted the crucial role that these tiny, winged insects play in providing food for humans and other animals.

<https://www.epa.gov/pollinator-protection/colony-collapse-disorder>

Misuse of Pesticides causes:

******A pesticide is a substance used to control unwanted plants, insects, rodents, or plant diseases. Pesticides include herbicides, insecticides, rodenticides, and fungicides. Insecticides have the biggest impact on pollinators.

******Drift of pesticides onto adjoining crops or plants

******Contamination of flowering ground cover plants when sprayed with pesticides.

****Pesticide residues being picked up by foraging pollinators and taken back to the nest/colony.**

****Pollinators drinking or touching contaminated water sources or dew on recently treated plants.**

****Home use of herbicides and insecticides may inadvertently remove important plants required for pollinators to survive. Habitat alteration or reduction may impair a pollinator's ability to navigate and reproduce. Reduced immune response in bees is also associated with pesticide use.**

****Agricultural use of pesticides has a significant impact on the landscape and pollinators. Used to optimize production, agricultural pesticides target unwanted pests and weeds. However, pollinators are often caught in the crossfire. Direct impacts such as exposure to toxic substances can kill common pollinators such as the honey bee. Agricultural use of pesticides may also harm non-target plants that are important to pollinators for nectar and reproduction. Indirect impacts of pesticides include contaminated soil and waterways.**

<https://www.pollinator.org/pesticide-education>

When other plants and animals come into contact with glyphosate, they die, including important pollinator species, upsetting the balance of the food chain.

Bees are more susceptible to infection as a result of glyphosate's disruption of the microbial community in their digestive systems.

<https://farmersfootprint.us/glyphosate/>

In agricultural and urban settings, pesticides are frequently used to eradicate weeds, illnesses, and invertebrate pests. Unfortunately, pollinators and other beneficial insects are harmed by a lot of pesticides, including fungicides, herbicides, and insecticides. In addition to causing high-profile incidents when pesticides kill bees, their effects include the removal of significant floral resources and subtle yet worrisome effects on reproduction, navigation, and memory. The impacts of other stressors on pollinator populations, such as habitat

loss and exposure to pathogens and diseases, are exacerbated by pesticide exposure.

The contamination of pesticides is widespread. Over 90% of pollen samples taken from bee hives in agricultural landscapes and over 90% of samples taken from streams have multiple pesticide contamination. It is imperative that we all work at the same time to cut back on pesticide use.

<https://xerces.org/>

****The importance of bees to the overall survival of life as we know it on Earth must be acknowledged. It is depressing to consider a world in which bees are extinct, but it also shows how even the tiniest organisms can have a significant impact.**

Not only is pollination an amazing aspect of natural history. It is a necessary component of ecological survival.

The survival of the human race and all terrestrial ecosystems on Earth would be impossible without pollinators. Nearly 80% of the 1,400 crop plants that are cultivated worldwide—those that provide all of our food and plant-based industrial products—need animal pollination.

****Pollination is necessary for almost all seed plants on the planet. This applies equally to plants that bear cones, like pine trees, as it does to the more recognizable and colorful flowering plants. A plant's male sex cells are found in pollen, which is a tiny yellow dust that plays a crucial role in the reproductive cycle.**

<https://www.fs.usda.gov/managing-land/wildflowers/pollinators/importance>

Food chains and webs would break up. Not only are bees vital for domesticated animals and livestock that depend on bee-pollinated plants, but pollination is also necessary for wild mammals and birds to obtain food from these humble beings. The disappearance of bees from the planet would indicate the end of intricate food webs and chains that are necessary to sustain all life on Earth.

<https://www.fs.usda.gov/managing-land/wildflowers/pollinators/importance>

The Pollinator Conservancy

The Pollinator Conservancy Pollinator Project

The goal of the Pollinator Conservancy is to provide protection for bees and other pollinators, for pets and animals, and all people, one garden, crop, or land space at a time. Please go to www.pollinatorconservancy.net for more information.

How you can help

1. Eliminate the use of synthetic pesticides/fertilizers on your property and the area where you live.
2. When purchasing plants or seeds, ask the garden center staff or place of purchase if pesticides were used to treat these plants.
3. Express to your town, city or local parks to not use synthetic chemical pesticides for the safety of their residents and animals.
4. Create areas of pesticide-free, pollinator-friendly flowers in your yard, local gardens and entire neighborhood. For lists of suitable pollinator-friendly plants, visit www.xerces.org.
5. Share these guidelines and information with all your neighbors and local communities!
6. Show your commitment to providing a protected pollinator habitat by signing the Pollinator Protection Project form!

Pollinator Protection Project

As pollinators, animals, and people are harmed and endangered by the use of pesticides and other harmful chemicals in the environment, and there is a critical lack of unharmed healthy safe food for all pollinators to eat and I state that I am aware of these dangers, I agree to help reduce the amount of pesticides in my local area and the environment, and to increase the amount of pollinator protected habitat.

I am focused on maintaining pollinator friendly property and local community area. I do not use pesticides, and I do my best to plant pollinator-friendly plants.

Sign the Pollinator Project Form Below. Send to: Lisa McKenzie, lmckenzie1light@gmail.com, 602/579-9461

Name: _____

Signature: _____

Address: _____

Email: _____

Would you like to receive updates on the project? If so, please include your email address:

Please share this form with other people you know who are interested.

Resolution No.12
Recognizing the Importance of Protecting and Supporting Pollinators

WHEREAS, pollinators of all kinds, including native bees, beetles, moths, wasps, bats, birds, flies, butterflies and European honey bees, are a critically important part of our agricultural and food systems, and their pollination contributes to a significant amount of our food supply and is extremely important to food production and is valued at \$20 to \$30 billion annually in the United States; and \$235 to \$577 billion globally; and,

WHEREAS, many of the trees and plants that beautify our landscapes and form key elements of our ecosystems rely on pollinators to propagate and to contribute their ecosystem services such as provisioning (food), regulating (pollination), cultural (recreation) and supporting services (photosynthesis). The natural world provides so many services that ecosystems themselves couldn't be sustained without the consistency of these underlying natural processes; and,

WHEREAS, decline in the populations of pollinators, including commercial European honeybees, native bees, butterflies and birds as well as invertebrates in soil and water systems, is of serious concern and natural stressors such as parasites, pathogens (bacterial, viral and fungal diseases), poor nutrition and excessive application of chemical pesticides can endanger pollinators; and,

WHEREAS, the loss of habitat and food supply for pollinators through the use of pesticides, development resulting in habitat loss, and other negative environmental impacts are contributing to this decline and U.S. cities and counties have taken steps to raise awareness of this issue and review their policies and practices; and, the improper use of pesticides, changes in land use, and continued land development all contribute to the loss of habitat and food supply for pollinators; and,

WHEREAS, in June 2022, the U.S. 9th Circuit Court of Appeals determined the registration of glyphosate by the EPA in 2020 to be unlawful in the face of global evidence of carcinogenesis and negative impacts on endangered animals; and several U.S. cities and counties have taken steps to raise awareness of this issue and instituted bans on the municipal use of neonicotinoids; and,

WHEREAS, a large and growing body of independent, peer-reviewed scientific studies indicate that the most widely used classes of insecticides may adversely impact beneficial soil invertebrates and avian and aquatic organisms, contaminate water resources and soils, and translocate throughout all parts of plants including the pollen and nectar that is gathered by pollinators; and,

WHEREAS, in addition, residential, agricultural, and commercial use of chemical pesticides on crops, home gardens, public parks, public grounds, and other local and municipal areas poses risks to people, pets, pollinators and aquatic invertebrates, and their introduction into the environment is often unintentional and/or inadvertent since labeling is not required for some treated materials; and,

WHEREAS, we, the youth of our community as the future leaders and visionaries of our town, implore town leadership to exercise ecological foresight to preserve inhabitable lands with clean air and water, for people, insects, animals, and all plant life in Carbondale for the coming generations; and,

WHEREAS, from this day forward, let it be known that the community of Carbondale is committed to the health and well being of the land and all of its occupants, including people, pets, plants and pollinators; and,

WHEREAS, the Town of Carbondale who is tasked with creating and maintaining our parks and open space have committed to following the policies of the approved Integrated Weed Management Plan which details measures and land management practices that support pollinators and their habitats.

NOW THEREFORE, BE IT PROCLAIMED BY THE CARBONDALE TOWN TRUSTEES:

Section 1. That the Town of Carbondale recognizes June as Pollinator Month and thanks the People and Pollinators Action Network for all their work to elevate awareness and action around pollinator issues.

Section 2. That the Clerk of the Town of Carbondale shall attest and affix the seal of the town to this resolution.



PASSED BY THE BOARD OF TRUSTEES

Dated

10/10/2023

Mayor



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item: Riverside Property Drive

Action Requested: The owner of a property on Riverside is selling and has offered to discuss a City purchase prior to listing.

Department: City Administration

Presented By: Steve Boyd

Strategic Goals: Protect and Preserve our Quality of Life

Background Info: This is in the river corridor where the City already owns surrounding properties.

Issues: None at this time.

Fiscal Impact: Property recently appraised at \$920,000. If a purchase agreement is reached the funds would likely come from the Acquisition and Improvement Fund.

Legal Review: NA

Staff Recommendation: NA

REAL PROPERTY APPRAISAL**PREPARED FOR:**

City of Glenwood Springs
C/O Steve Boyd, City Manager

PREPARED BY:

Ryan T. Kane, MAI
Eagle Appraisal Group, LLC
PO Box 5504
Eagle, CO 81631

SUBJECT LOCATION:

1441 Riverside Drive
Glenwood Springs, CO 81601

PROPERTY OWNER:

SMITH, GENE L
PO BOX 1085
GLENWOOD SPRINGS CO 81602

DATE OF VALUE:

August 13, 2024

DATE OF REPORT:

August 21, 2024

EAGLE APPRAISAL GROUP

Ryan T. Kane, MAI
PO Box 5504
Eagle, CO 81631
Website: EagleAppraisalGroup.com
Phone: 720-839-7928
Email: EagleAppraisalGroupLLC@gmail.com

August 21, 2024

City of Glenwood Springs
C/O Steve Boyd, City Manager
101 W. 8th Street
Glenwood Springs, CO 81601

Re: 1441 Riverside Dr, Glenwood Springs 81601

Dear Mr. Boyd,

At your request and by your authority, I have prepared an appraisal report of the market value of the fee simple interest in the referenced property with a date of value of August 13, 2024. The report that accompanies this letter presents summary discussion of the data, reasoning, and analyses utilized in the appraisal process to develop my opinion of value.

The purpose of this appraisal is to develop an opinion of market value, as defined in the report, of the fee simple interest in the subject property. The appraisal problem to be solved is the development of an opinion of market value, as defined in the report, of the fee simple interest in the real property. The intended use of these assignment results is in relation to a potential purchase. This appraisal report has been prepared for the Client, the City of Glenwood Springs, in care of Steve Boyd, City Manager. Dwyer. Intended users of this appraisal report includes the City of Glenwood Springs, in care of Steve Boyd, City Manager. It is understood that the assignment results may be provided to the property ownership, their representatives, and agents, but these recipients are not intended users or part of the Appraiser-Client relationship as a result of receiving a copy of the report.

Based on the investigation and analysis performed, I conclude to the following opinion of market value of the fee simple estate as of August 13, 2024:

\$920,000

NINE HUNDRED TWENTY THOUSAND DOLLARS

This value is for the subject's "as is" residential land value, including demolition costs.

This opinion of market value reflects the most probable price in terms of financial arrangements equivalent to cash.

Thank you for the opportunity to provide this appraisal service. If you have any questions regarding the valuation, please contact me at your convenience.

Respectfully submitted,

<u>Ryan T. Kane</u>	<u>August 21, 2024</u>
Signature	Date

Ryan T. Kane, MAI
Colorado Certified General Appraiser #CG100029568
Principle, Eagle Appraisal Group, LLC
PO Box 5504, Eagle, CO 81631
720-839-7928
EagleAppraisalGroupLLC@gmail.com

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Executive Summary

Parcel Number	218516100037
Account Number	R080031
Legal Summary	Section: 16 Township: 6 Range: 89 TR IN NWNE 38333 SQ FT
Property Address	1441 RIVERSIDE DR Glenwood Springs, CO 81601
Owner	SMITH, GENE L PO BOX 1085 GLENWOOD SPRINGS CO 81602
Owner Present at Inspection	The Appraiser inspected the subject property on August 13, 2024, with the owners.
Property Interest Appraised	Fee simple estate
Appraisal Effective Date of Value	August 13, 2024
Date of Appraisal Report	August 21, 2024
Land Area	38,333 square feet ("SF"), or 0.88 acres ("AC")
Improvements	Single-family residence: 1,100 SF mobile home and stick-built addition, plus 640 SF basement.
Subject Five-Year Sales History	There have been no sales in the past five years.
Subject Use History	Residential
Zoning	RM1 – Residential Medium Density
Highest and Best Use As Vacant	Residential development, potentially with an ADU
Highest and Best Use As Improved	Vacant residential land
Value Conclusion	
Sales Comparison Approach and Reconciliation	

Subject Vacant Land Value PSF	\$	25.00
Subject Vacant Land Total Value	\$	958,325
<less> Demolition Cost Estimate	\$	40,000
SUBJECT LAND VALUE	\$	918,325
SUBJECT LAND VALUE (Rounded)	\$	920,000

Subject Property Photographs

All photos taken by Ryan T. Kane, MAI, on August 13, 2024.



Subject Property front door – facing east.



Exterior, facing north.



Exterior, facing northeast.



Exterior, facing southeast.



Exterior, facing southwest.



Enclosed porch, from the front door.



Enclosed porch.



Wood-burning stove.



Living room.



Desk nook, and looking toward the basement and kitchen.



Kitchen.



Kitchen.



Dining room.



Bedroom.



Bedroom.



Bathroom.



Bathroom.



Bathroom.



Stairs down to basement.



Basement.



Basement.



Well, capped. Electrical connection in the background for a water pump.



Mature landscaping and surplus land.



Leach field area.



Propane tank and poor condition shed.



Entrance to Riverside Drive.



Spotted fawn next door.



Looking north on Riverside Drive from the subject. Fire hydrant is visible.



Looking south on subject property. Riverside Drive dead ends, the home is to the right.



Looking west toward the neighboring property.



Dense woods on the eastern side of the subject. This may be the historical stage coach grade.



Looking west from the stairs along the Rio Grande trail. The subject is to the right.



Looking north at the subject, from the Rio Grande trail.



Looking south from the subject's southern boundary at City of Glenwood land.



Looking east, the subject is one lot in from the Roaring Fork River.



Looking south on the Rio Grande trail – the subject is downhill (west).



Looking north on the Rio Grande trail – the subject is downhill (west).



The subject home is barely visible along the Rio Grande trail.



Looking north at 1205 Riverside Drive, which sold for \$1,800,000 in August 2023.

PART 1 – SCOPE OF WORK

Assumptions and Limiting Conditions

The certification of the Appraiser who developed this report is subject to the *Assumptions and Limiting Conditions* that are listed below:

Extraordinary Assumptions

Definition of Extraordinary Assumption: “*An assignment-specific assumption as of the effective date regarding uncertain information used in an analysis which, if found to be false, could alter the Appraiser’s opinions or conclusions.*” (USPAP 2024 ed. The Appraisal Foundation)

None

Hypothetical Conditions

Definition of Hypothetical Condition: “*A condition, directly related to a specific assignment, which is contrary to what is known by the Appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis.*” (USPAP 2024 ed. The Appraisal Foundation)

None

General Assumptions and Limiting Conditions

1. The legal descriptions, land areas, surveying and engineering data provided by the Client are assumed to be correct. The sketches and maps in this report are included to assist the reader in visualizing the property and are not necessarily to scale. Various photographs and exhibits are included for the same purpose. Site plans are not surveys unless prepared by a separate surveyor.
2. This is a Real Property Appraisal Report, which is intended to comply with USPAP.
3. No responsibility is assumed for legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated in this report. The property is appraised “as if free and clear” of liens and encumbrances, but subject to existing easements, covenants, deed restrictions, and rights-of-way of record, and excepting therefrom all rights to oil, natural gas, or other mineral resources beneath such real property.
4. Opinions, estimates, data, statistics, exhibits, drawings, sketches, and similar materials furnished by others in the course of studies relating to this report are considered reliable unless otherwise noted.
5. This report is as of the date set out and is not intended to reflect subsequent fluctuations in market conditions, up or down.

6. It is assumed there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or arranging for engineering studies that may be required to discover them.
7. It is assumed the subject property complies with all applicable zoning and use regulations and restrictions, unless non-conformity has been stated, defined, and considered in this appraisal report.
8. It is assumed the use of land and improvements is within the boundaries or property lines of the property described and there is no encroachment or trespass unless otherwise stated in this report.
9. The property is appraised assuming responsible ownership and competent property management.
10. Unless otherwise stated in this report, the existence of hazardous substances, including without limitation asbestos, polychlorinated biphenyl, petroleum leakage, or agricultural chemicals, which may or may not be present on the property, was not called to the attention of nor did the appraiser become aware of such during the appraiser's inspection of the subject property. The appraiser has no knowledge of the existence of such materials on or in the property unless otherwise stated. The appraiser, however, is not qualified to test for such substances. The presence of such hazardous substances may affect the value of the subject property. The value opinion developed herein is predicated on the assumption that no such hazardous substances exist on or in the property or in such proximity thereto, which would cause a loss in value. No responsibility is assumed for any such hazardous substances, or for any expertise or knowledge required to discover them.
11. The Americans with Disabilities Act (ADA) took effect in 1992. The appraiser has not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since the appraiser has no direct evidence relating to this issue, possible non-compliance with the requirements of ADA was not considered in developing an opinion of the value of the property.

Purpose of the Appraisal

The purpose of this appraisal is to develop an opinion of market value of the fee simple interest in the subject property.

Identity of the Client and Intended Users

This appraisal report has been prepared for the Client, the City of Glenwood Springs, in care of Steve Boyd, City Manager.

The intended user of this appraisal report is the City of Glenwood Springs, in care of Steve Boyd, City Manager.

Intended Use of the Appraisal

The intended use of these assignment results is in relation to a potential purchase.

Real Property Interest Appraised

The real property interest is fee simple estate.

Definition of Reasonable Market Value

The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeably, and for self-interest, and assuming that neither is under undue duress.¹

Effective Date of Appraisal

The effective date of appraisal is August 13, 2024.

Date of Appraisal Report

The date of the appraisal report is August 21, 2024.

Date of Property Inspection and Owner Accompaniment

The Appraiser conducted an interior and exterior inspection of the subject property, on August 13, 2024 with the owners, Gene and Jane Smith.

Project Identification and Description

The subject property is identified as 1441 Riverside Drive, Glenwood Springs, Colorado 81601. It is improved as a single-family residence, with an 1,100 SF mobile home and stick-built addition, on a 640 SF poured concrete basement foundation. The site is 38,333 SF (0.88 AC).

¹ *The Appraisal of Real Estate, 15th Edition*. Chicago: Appraisal Institute, 2020, p. 48.

Scope of Work Summary

The extent of the process of collecting, confirming, and reporting data was consistent with the typical standard of care involved in consideration of the applicable approaches to value and conveying the results in a narrative appraisal report.

The highest and best use conclusions required extensive analysis regarding the subject's highest and best use either "as is," with the single-family home, or as vacant residential land.

The cost approach was considered but not developed because it would not produce a reliable value for the subject. The income approach was considered but not developed because it would not produce a reliable value for the subject. The subject is a single-family home residence/residential land, and the sales comparison approach is generally regarded as the most reliable indicator of value. Comparable properties were researched, confirmed, and adjusted to the subject property. To reconcile final values, all factors discussed within this report were considered.

Summary of Appraisal Problems

The appraisal problem is to develop an opinion of market value of the fee simple interest in the subject property.

PART 2 – FACTUAL DATA – MARKET CONDITIONS

From Vanguard's *Our outlook for year-end 2024*:

Our economic outlook for the United States

August 06, 2024

Our outlook for year-end 2024

2%

Economic growth, year over year

The U.S. economy displayed continued resilience in the second quarter, with real GDP increasing by an annualized 2.8%. The acceleration from 1.4% growth in the first quarter was driven by firm increases in consumer spending, nonresidential fixed investment, and government spending. Through midyear, GDP growth is tracking largely in line with our 2% outlook for the year. We believe that growth is likely to cool though remain at a near-trend pace by year-end.

2.9%

Core inflation, year over year

A second straight benign Consumer Price Index (CPI) reading cheered markets. But we foresee the pace of the core Personal Consumption Expenditures index rising from its current level because of base effects, or challenging comparisons with year-earlier data. We expect shelter and other services prices to remain sticky throughout the year. Elevated wage growth since the start of 2024 appears persistent and likely to keep services inflation heightened throughout the year. Goods prices, on the other hand, should remain neutral or modestly deflationary amid supply normalization.

4.75%–5%

Monetary policy rate

We expect the Federal Reserve to make two rate cuts in 2024, though we will continue to monitor data closely, especially ahead of the September meeting. Amid anticipated below-trend growth in 2025, core inflation falling to near the Fed's 2% target, and an unemployment rate rising moderately above current levels, we expect the Fed's rate target to end 2025 in a range of 3.25%–3.5%. That would be 2 percentage points below its current 5.25%–5.5% target range.

4%

Unemployment rate

Official data, including the unemployment rate reaching a 32-month high of 4.3% in July, suggest slowing momentum in the labor market. However, other metrics suggest the labor market remains tight and we believe it's more likely that the unemployment rate will tick lower in coming months.

The University of Colorado's *Business Economic Outlook*:

Colorado economic outlook: Slowing growth in a turbulent economy

Dec. 4, 2023 · By [Katy Marquardt Hill](#)

Colorado's economy should remain resilient in 2024 despite a host of headwinds including persistent inflation, elevated interest rates, a worker shortage and slowing consumer spending, according to the annual Business Economic Outlook released Monday by the [Business Research Division](#) (BRD) at the Leeds School of Business.

The forecast, created by BRD and the state of Colorado with input from 125 business leaders in a variety of industries, includes a job growth projection of 1.4% in 2024 with seven of the state's 11 major industries expected to add more jobs.

"While the forecast does call for slower job growth in 2024, we are pleased with how well the economy is performing in this financially constrained environment," said Richard Wobbekind, associate dean for business and government relations at Leeds and BRD faculty director.

Colorado's growth slowed notably in 2023 in the face of rising interest rates: GDP increased 2.2% in 2022 and 1.5% in the first quarter of 2023 year-over-year. That compares to 1.6% average growth among states nationwide during the same period. In 2023, national GDP increased to an estimated 2.4%. BRD expects 1.4% growth in national GDP in 2024 as consumption slows but remains resilient.

So far this year, Colorado ranks 42nd among states in job growth at 1.5%. However, since employment has been statistically underestimated in the state, BRD expects Colorado to move up in the ranking when revisions are applied during the first quarter of 2024.

From a near-record low of 2.6% in August 2022, Colorado's unemployment rate stood at 3.3% in October 2023. That ranked near the middle among all states with a tie at 26th. Colorado had the fifth-highest labor participation rate in the country and outranked 31 other states in its labor force growth rate.

The state's employment increased an estimated 2.2% in 2023, adding 64,500 jobs, and stood at a record 2.9 million in October 2023. BRD projects an increase of 41,900 jobs in 2024, or a 1.4% increase in the number of employed workers.

Industries projected to add jobs

These industries are projected to add jobs in 2024:

Professional and business services (14,500 jobs)

Employers in this sector—which are involved in professional, scientific and technical services; management of companies and enterprises; and administrative, support, waste management and remediation services—are primarily located along the Front Range and generally hire and retain highly skilled and educated workers.

Employment in the sector grew rapidly in 2022 but is expected to moderate in 2023 and 2024 with 3.4% and 2.9% projected growth, respectively.

Government (10,900 jobs)

This sector accounts for nearly one in six jobs in the state and includes federal, state and local workers. While jobs have recovered from the early years of the pandemic, government entities at all levels are facing challenges similar to other sectors, including worker shortages and supply chain issues.

BRD sees a steady increase in state employment in particular in 2024, driven by new state programs in the Department of Labor and Employment and Department of Public Health and Environment.

Education and health services (9,400 jobs)

Employment gains in nursing and residential care facilities have been driving gains in this sector, while private education services will contribute more jobs in 2024.

Trade, transportation and utilities (5,300 jobs)

Consumers have continued to spend—increasingly online—which has boosted the need for warehousing and deliveries. Although retail sales and retail job growth have slowed from their pandemic highs, this sector should see modest employment growth of 1% in 2024.

Leisure and hospitality (5,000 jobs)

Colorado continues to see plenty of travel spending. The skiing industry in particular enjoyed an exceptional 2022–23 season, setting a second consecutive record for skier visits. BRD expects the leisure and hospitality industry to continue growing in 2024 at a moderate 1.4% pace while combating inflation and supply chain issues.

Other services (1,300 jobs)

Businesses in this category are highly diverse and include car washes, beauty salons, religious organizations, funeral homes, grantmaking foundations and labor unions. One thing they have in common is that their performance is closely linked to the economy, state demographics and consumer spending.

BRD expects job growth of 1% in these services in 2024.

Natural resources and mining (1,200 jobs)

Employment in this industry increased an estimated 4.3% in 2023 and growth is expected to continue in 2024. While this sector comprises less than 1% of Colorado's workforce, it generates some of the highest per-worker income levels in the state.

Industries projected to lose jobs

Due to rising interest rates and other economic headwinds, four industry groups are projected to lose jobs in 2024:

Construction (-2,300 jobs)

Rising interest rates have slowed demand in the single-family housing market, and multifamily construction is expected to decline in 2024, as apartment demand will be partially met by new units reaching completion. Meanwhile, demand for nonresidential building and infrastructure projects will remain steady.

Manufacturing (-1,400 jobs)

Although this sector posted its fastest pace of growth since 2018, employment has been hampered by high interest rates and shifting consumer behavior, as well as issues including drought and water availability. In 2023, employment decreased by an estimated 500 jobs.

However, BRD pointed to a couple of bright spots in the sector: Federal investment and incentives are expected to increase employment in industries that support aerospace and defense, and the state's renewable energy and computer and electronics manufacturers should see a boost thanks to the Inflation Reduction Act and CHIPS Act.

Information (-1,000 jobs)

Employment in this sector is expected to drop in 2023 and 2024 in line with long-term declines in the traditional publishing and telecommunications industries.

Financial activities (-800 jobs)

The two industries that make up this sector—finance and insurance and real estate, rental and leasing—are heavily impacted by higher interest rates and are projected to experience job losses in 2024.

Other highlights from the economic forecast

Additional highlights from the BRD economic forecast include:

Agriculture

Nationwide and in Colorado, the agriculture sector is grappling with a combination of high production costs and lower crop prices. Colorado's net farm income is expected to decrease 21% in 2023, which is slightly lower than the expected decline in U.S. farm income overall. That's because beef cattle account for most of the state's agricultural income, and that segment remains strong.

More rain in 2023 also led to higher production of corn, wheat and other row crops, but farmers, policymakers and industry leaders know water in the West is a "long-term problem with no easy solutions," according to the BRD report.

Craft brewing

Colorado's craft brewing industry continues to thrive and has proven its ability to innovate and adapt over the past few years. In 2022, Colorado remained fifth in the country for the number of craft breweries (440) and had the 10th-highest production with over 834,000 barrels of craft brew, according to the Brewers Association.

Colorado craft breweries are increasingly committing to sustainable practices, such as using solar power and reducing water usage. These breweries have not only become community staples but tourist attractions and will likely continue driving economic growth and job creation, according to BRD.

Diverse communities

Similar to nationwide trends, the pandemic had a big impact on unemployment rates among minority races in Colorado, and these levels are still recovering.

Colorado's total continuous unemployment claims for Asian populations in July 2023 have struggled to rebound since the pandemic, increasing 103.3% since January 2020 and 75.2% from July 2022. The increase in unemployment for white populations in July 2023 was slightly less drastic, rising from 27.5% year-over-year and 0.7% since January 2020.

The Black unemployment population in July 2023 decreased 8% year-over-year. The American Indian unemployment population has fully recovered since the pandemic, having decreased 11.1% year-over-year and 30.6% since January 2020 levels.

Minority-owned businesses

These businesses encounter persistent challenges, including limited access to financing and insufficient technical resources. Colorado's Minority Business Office works to provide educational opportunities and connectivity to resources. Industries where opportunities look promising for minority-owned businesses, according to BRD, include construction, hospitality and services.

International trade

The report points out that services exports are not factored into official state trade estimates, but it is likely that travel accounts for a strong share in Colorado. The number of international passengers landing at Denver International Airport in September 2023 increased 9.2% year-over-year and 15.3% from September 2019 levels, according to recent passenger data.

For goods trade, annual export values are expected to reach \$10.5 billion in 2023 and import values are expected to hit \$20 billion. According to BRD, 2022 was the first year that exports exceeded \$10 billion and imports exceeded \$20 billion. Total export values nominally increased in 2023 through September by 0.8% while total import values nominally decreased by 12.6%.

Five product groupings account for about two-thirds of Colorado's total export value: meat, precision instruments, industrial machinery, electrical equipment and aircraft and spacecraft.

Population

Colorado's resident population as of July 2022 was 5.8 million, ranking it 21st in size among all states. Its population increased by 27,710, or 0.5%, from July 2021 to July 2022, ranking Colorado 12th among states in total change and 19th in percentage change.

Colorado's growth in 2022 was similar to 2021, but it's a significant drop from the previous decade's 74,000 annual average. Births are the largest component of population change in Colorado; meanwhile, deaths have been increasing due to aging and also COVID-19.

Net migration accounted for 14,924 of the growth in the state in 2022, a slight increase over 2021. Twenty-six counties experienced net out migration, led by Jefferson, Arapahoe, Denver, Eagle and Summit.

Although Colorado's population growth is forecast to slow over the next few decades, it is projected to continue to outpace the nation, growing at roughly twice the national rate. Colorado is forecast to increase from 1.7% of the U.S. population in 2020 to 2% by 2050.

Regional/City Economy and Market Conditions

Glenwood Springs is a city located in the Rocky Mountains, known for its natural beauty and outdoor recreational activities. Situated at the confluence of the Colorado River and the Roaring Fork River, it offers opportunities for hiking, biking, fishing, and rafting. The city is famous for its hot springs, including the historic Glenwood Hot Springs Pool (one of the largest mineral pools in the world), and Iron Mountain Hot Springs. Glenwood Springs also features attractions like the Glenwood Caverns Adventure Park, where visitors can explore caves and enjoy thrill rides, and the Yampah Spa and Vapor Caves. Additionally, it has a downtown area with shops, restaurants, and galleries. Overall, Glenwood Springs is a popular mountain city with a growing population.

The following information is from the Aspen Glenwood MLS:

Supply and Demand Report

For 8/13/2023 To 8/13/2024

Today's date: 8/16/2024

Price Range: 0 to 999,999,999,999

Property Type: Residential	
Major Area: Glenwood Springs	MLS Total
Current Active Listings	
Number	49
List Price Volume	67,293,900
List Price Average	1,373,345
Average Days on Market	85
Total Sold	
Number	192
List Price Volume	178,395,295
List Price Average	929,142
Sale Price volume	172,704,352
Sale Price Average	899,502
Average Days on Market	98
Under Contract Listings	
Number	188
List Price Volume	174,974,895
List Price Average	930,718
Average Days on Market	230
Back On Market Listings	
Number	10
List Price Volume	10,835,000
List Price Average	1,083,500
Expired Listings	
Number	35
List Price Volume	42,662,850
List Price Average	1,218,939
Average Days on Market	164
Hold Withdrawn Cancelled Listings	
Number	60
List Price Volume	79,573,800
List Price Average	1,326,230
Average Days on Market	115

Property Type: RES Vacant Land	
Major Area: Glenwood Springs	MLS Total
Current Active Listings	
Number	32
List Price Volume	27,608,900
List Price Average	862,778
Average Days on Market	255
Total Sold	
Number	23
List Price Volume	8,298,000
List Price Average	360,783
Sale Price volume	7,928,000
Sale Price Average	344,696
Average Days on Market	145
Under Contract Listings	
Number	23
List Price Volume	10,897,000
List Price Average	473,783
Average Days on Market	330
Back On Market Listings	
Number	2
List Price Volume	558,500
List Price Average	279,250
Expired Listings	
Number	28
List Price Volume	85,917,500
List Price Average	3,068,482
Average Days on Market	306
Hold Withdrawn Cancelled Listings	
Number	9
List Price Volume	5,166,500
List Price Average	574,056
Average Days on Market	207

From this *Supply and Demand Report*, the Glenwood Springs area residential market has 49 active listings with an average list price of \$1,373,345 and 85 days on market (DOM). Over the past year, 192 residential properties sold, with an average price of \$899,502, and 98 DOM.

The Glenwood Springs area presently has 32 active residential vacant land listings with an average list price of \$862,778, and 255 DOM. Over the past year, there were 23 sales, with an average price of \$344,696, and 145 DOM.

Year Over Year Comparison

This Year: 8/13/2023 to 8/13/2024

Last Year: 8/13/2022 to 8/13/2023

For: 8/16/2024

Property type Residential; Major Area of 'Glenwood Springs '.

Type: Mobile Home																								
	Total Active			New Listings			Number Under Contract			Number Sold			Sold Volume			Average Sale Price			Median Sale Price			Percent of List		
City/Town	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT
Glenwood Springs	23	10	-56	18	9	-50	16	6	-62	12	7	-41	2,439,500	1,865,000	-23	203,292	266,429	+31	190,000	280,000	+47	96	97	+1
Type Totals: Mobile Home	23	10	-56	18	9	-50	16	6	-62	12	7	-41	2,439,500	1,865,000	-23	203,292	266,429	+31	190,000	280,000	+47	96	97	+1
Type: Single Family Residence																								
	Total Active			New Listings			Number Under Contract			Number Sold			Sold Volume			Average Sale Price			Median Sale Price			Percent of List		
City/Town	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT
Glenwood Springs	223	201	-9	167	162	-2	137	119	-13	134	124	-7	139,455,874	132,004,462	-5	1,040,715	1,064,552	+2	931,542	927,500	-0	97	97	+0
Type Totals: Single Family Residence	223	201	-9	167	162	-2	137	119	-13	134	124	-7	139,455,874	132,004,462	-5	1,040,715	1,064,552	+2	931,542	927,500	-0	97	97	0
Type: Single Family Lot																								
	Total Active			New Listings			Number Under Contract			Number Sold			Sold Volume			Average Sale Price			Percent of List					
Major Area	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT	Last Year	This Year	PCT
Glenwood Springs	70	68	-2	57	36	-36	28	21	-25	26	22	-15	9,225,099	6,983,000	-24	354,812	317,409	-10	96	95	-1			

From this *Year Over Year Comparison*, the number of mobile homes sold declined 41%, to seven. The average sale price increased 31% to \$266,429, and the median sale price increased 47% to \$290,000.

There are 201 active listings for single-family residences in Glenwood Springs, 9% less than last year. 124 single-family residences sold in the past year, down 7% from last year. Average sale price increased 2% to \$1,064,552. The median sale price is down slightly (the table shows 0%) to \$927,500.

Single family lots in Glenwood Springs have seen a year-over-year decrease in every category: active listings, new listings, under contract, number sold, sold volume, average sale price, and percent of list.

Neighborhood Description - Local Market Influences

The subject is in a unique area in the City of Glenwood Springs. It is less than a half mile southeast of downtown (the central business district), separated from the Roaring Fork River to the west by one residential lot (about 210 feet), adjacent to the Rio Grande Trail (including a cycling/pedestrian bridge over the Roaring Fork River just 210 feet to the west), and downhill (west) of the Glenwood Springs High School. To the north and south are riverfront parcels owned by the City of Glenwood Springs.

Riverside Drive is a private road, maintained by the City of Glenwood Springs. It is gravel, and accesses four improved residential properties (including the subject). It is accessed from Pitkin Avenue (near the 12th Street ditch), and dead ends on the subject property. There are mountain and valley views.

The subject is located about 0.8 miles south of the historic Glenwood Hot Springs Pool, 1.2 miles south of Iron Mountain Hot Springs, 40 miles north of Aspen, 12 miles east of Sunlight Ski Resort, 61 miles west of Vail and 155 miles west of Denver.

Conclusions – External Market and Location Influences

The subject's neighborhood is attractive to the market because of the natural beauty and economic opportunities of the area. The Glenwood Springs mobile home market has seen rising prices, while single-family prices are flat from last year. Single-family lots have seen decreases, but this dataset encompasses a wide variety of property locations, sizes, and other characteristics.

Land/Site Data

Present Use

The subject site is improved with a single-family residence. It is relatively small for the site size, leaving much surplus land.²

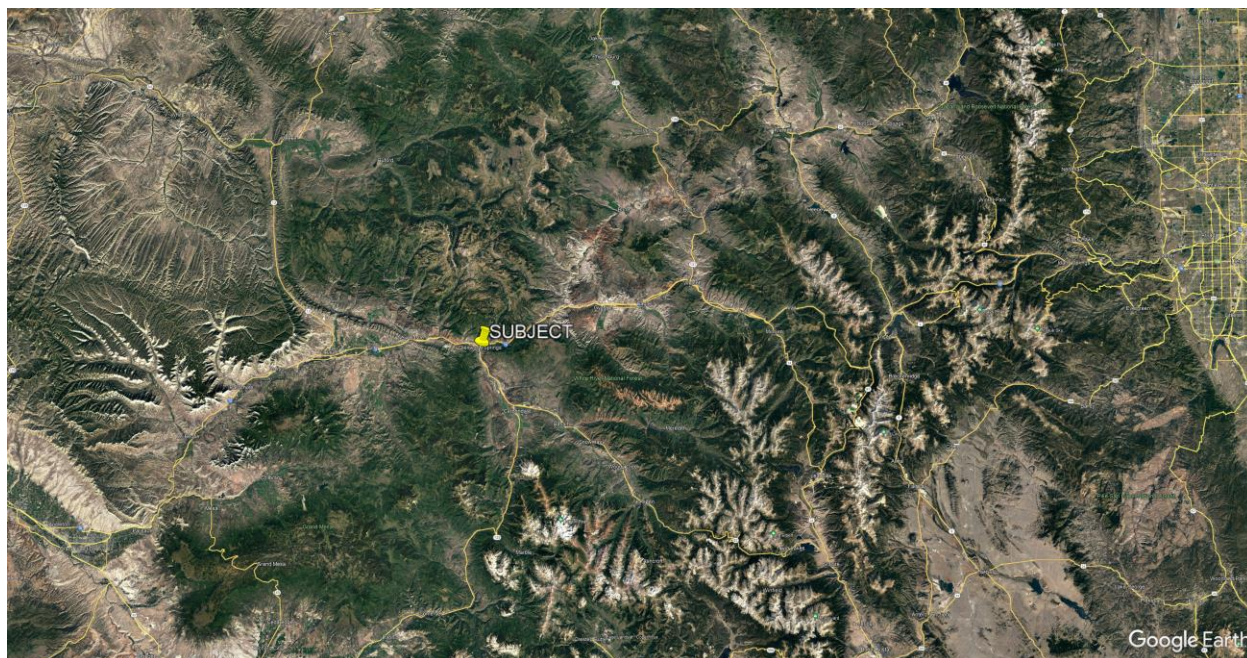
Land Size, Shape

The subject's rectangular site is 38,333 SF (0.88 acres). The site generally slopes down from east-to-west, with a large flat area around the home.

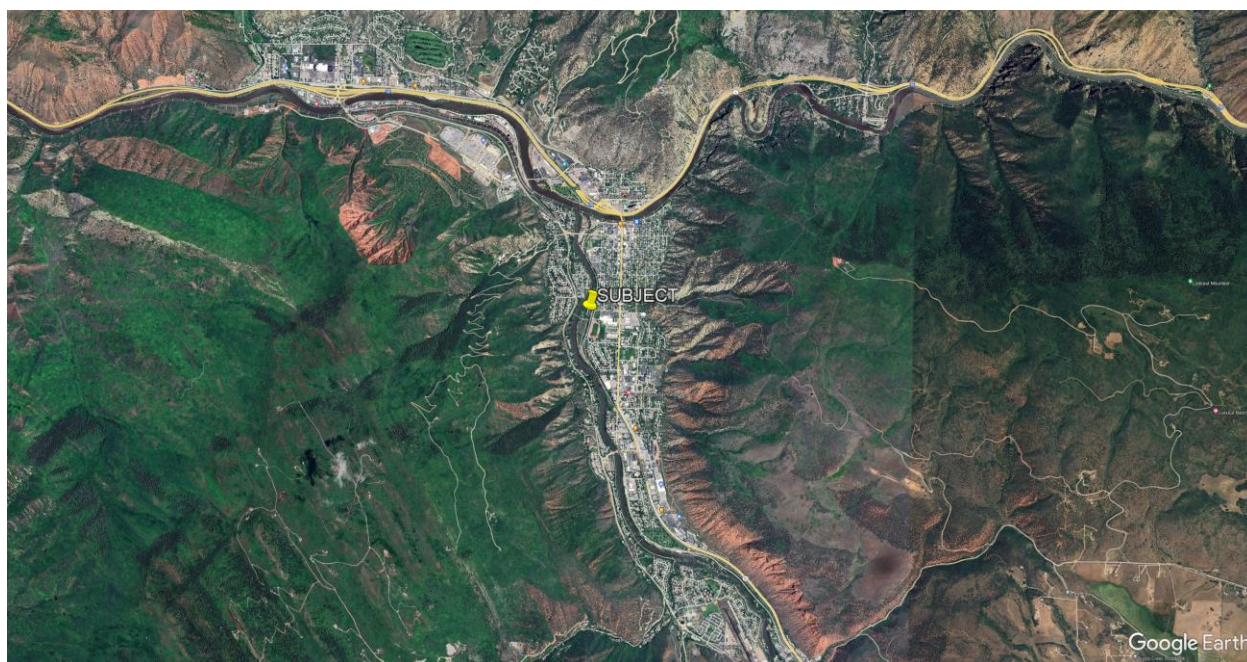
² According to The Appraisal Institute, The Dictionary of Real Estate Appraisal, Seventh Edition, Chicago, 2022: **surplus land** is defined as "land that is not currently needed to support the existing use but cannot be separated from the property and sold off for another use."

Maps

Aerial Map showing Denver and Grand Junction



Glenwood Springs, CO Aerial Map



Garfield County GIS Map

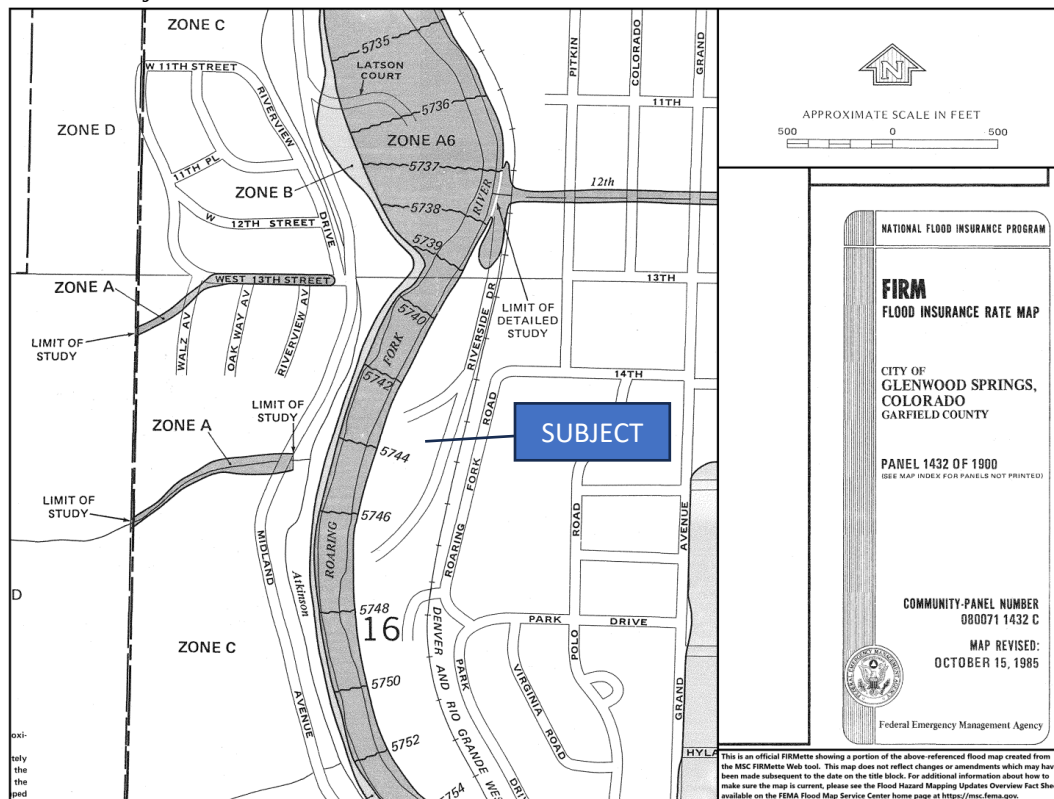


Subject Aerial Map, Detail



Floodplain and Drainage

The subject is not located in a FEMA Special Flood Hazard Area. It is recommended the Client obtain a site-specific flood survey for the subject if there are any questions about the flood risk for the subject.



Easements, Encroachments, and Restrictive Covenants

The Appraiser was not provided with a title commitment for the subject property.

During my inspection on August 13, 2024, the property owners shared paper copies of numerous documents, including:

- *June 13, 1988 Deed of Trust*
 - Between Susan Wilmot, Thomas Wilmot, and Gene L. Smith (the present owner).
 - It notes two roadway easements.
 - It also quit claims, to Mr. Smith, the well and water rights associated with “the Burns well.”
- *Steward Title: Title Insurance Policy*
 - Date unknown, presumably related to the 1988 deed.
 - Shown below, this details the two right-of-way easements. 16’ along the subject’s east side (presumably for Riverside Drive, which now dead ends on the subject property), and 5’ along the north side to access the property to the west.

5. Any and all unpaid taxes and assessments and any unredeemed tax sales.
6. The effect of inclusions in any general or specific water conservancy, fire protection, soil conservation or other district or inclusion in any water service or street improvement area.
7. Right of way for access being 16 feet in width along the East side of subject property as set forth in Deed From Josiah L. Herwick to Anna K. Bellum recorded October 28, 1905 in Book 64 at Page 284 as Reception No. 31179.
8. Right of way for roadway purposes being 5 feet in width along the North side of subject property as excepted in the Deed from Alfred W. Burns and Doris E. Burns to Caesan J. Chuc recorded August 17, 1964 in Book 360 at Page 127 as Reception No. 226621.
9. Deed of Trust from Thomas Wilmot and Susan Wilmot and Gene L. Smith to the Public Trustee of Garfield County, for the use of Glenwood Industrial Bank, to secure \$42,000.00, dated June 13, 1988, recorded June 15, 1988 in Book 736 at Page 102 as Reception No. 392947.
10. Deed of Trust from Susan Wilmot, Thomas Wilmot and Gene L. Smith to the Public Trustee of Garfield County, for the use of Doris E. Kelly, to secure \$4,000.00, dated June 13, 1988, recorded June 15, 1988 in Book 736 at Page 106 as Reception No. 392948.

- *June 17, 1985 City of Glenwood Springs Building Department Inspection Record*
 - Permit to "rebuild roof over hot tub."
- *July 22, 1988 Colorado Division of Water Resources* affidavit to amend existing record.
 - Scant detail is available on the affidavit and there were no attached pages.
 - The inspection with the property owner revealed the well's location. It is presently capped. The owner reports that it could be used and there is electricity nearby for a pump.

No other easements, encroachments, or restrictive covenants were apparent or reported to the Appraiser. It is assumed all easements and restrictions are typical for this type of property.

Utilities

The subject is served by the City of Glenwood Springs for water and electricity. The water pressure is reportedly excellent; this may be because the subject's elevation is lower than most of the City's system.

There is a septic tank and leach field. It is reportedly in good condition, and regularly serviced. Connection to the City's sanitary sewer system is a possibility, but it would likely require a lift station, because the subject's elevation is lower than most of the system.

The fuel source is a propane tank in the yard. The current tank is newer, having replaced the old tank recently. Connection to Black Hills natural gas is a possibility - the owner estimated the cost at \$10,000, but stated the propane is sufficient.

Internet is available by dish from Pathfinder Internet Service, and other area providers.

There is an adjudicated well on the property, the aforementioned "Burns well." No other well or water right details are known at this time.

There is no home mail delivery.

Land/Site Improvements

The subject is accessed by Riverside Drive, a private, gravel drive maintained by the City of Glenwood Springs. On the day of inspection, the road was passable but rutted - the owner said the City has graded it in the past. A neighbor plows snow on Riverside Drive. The gravel road runs south to dead end on the subject property, and also forks west on the subject's northern boundary, to access the residential property to the west.

The subject site generally slopes from west to east (toward the Roaring Fork River), with a large flat area around the home. The site is grass-covered, with mature trees, and a sprinkler system. The septic system leach field slants away from the home, down a hill on the northeast corner of the property. There are two frost-free taps in the yard (connected to City of Glenwood domestic water). There is a fire hydrant on Riverside Drive, near the northeast corner. There is a fence and mature trees lining much of the perimeter. There is an old clothesline between metal poles. There is a shed in poor condition, with a failing roof. The propane tank is on concrete pads.

On the steep eastern side of subject property, there are thick woods. Within these woods, there is a flat grade that was a historic stagecoach line.

According to the owner, he owns the mineral rights to the property; there are no known mineral values to the property.

The site is relatively large for an in-town residential lot and offers a very private setting.

Functional Adequacy of the Land/Site

The eastern part of the site is steep and covered in thick woods. The majority of the site is level, to gently sloping. There are few sites in Glenwood Springs that rival the subject's relatively large

size, level site, and proximity to downtown and the Roaring Fork River. Because of these factors, the functional adequacy of the site is considered good.

Adjacent and Surrounding Land Uses and Development

To the west is one residential parcel, 1411 Riverside Drive, owned by Robert V. and Elizabeth K. Raymond. There are two residential buildings on the property, and a garage. To the west of the Raymond property is the Roaring Fork River, running south to north, where it flows into the Colorado River, approximately 0.7 miles to the north.

To the north and south are vacant lands owned by the City of Glenwood Springs. There are four residential properties on Riverside Drive (including the subject).

To the east is the Rio Grande Trail – a “rails to trails” project owned by the Roaring Fork Transportation Authority, featuring 42 miles of continuous multi-use trails between Glenwood Springs and Aspen. To the east of the Rio Grande Trail is the Glenwood Springs High School campus, residential neighborhoods, and the main commercial thoroughfare of Grand Ave/Highway 82.

Nuisances and Hazards

There are no known nuisances or hazards.

Potential Environmental Hazards

There are no known potential environmental hazards.

Improvements Data

Buildings/Structures

The subject property is improved with a single-family residence. It is an 1,100 SF mobile home and stick-built addition, on a 640 SF poured concrete basement foundation. The mobile home is purged (i.e. – the title was surrendered and it is deeded real property), permanently affixed to the concrete foundation, and there are not axles or a tongue.

The stick-built addition features a living room with a wood-burning stove, and a desk nook. A staircase leads up into the mobile home, which has the kitchen (double sink, no disposal, refrigerator, propane range/oven), dining room, one bedroom and one full bathroom. Originally, the home had two small bedrooms³, but an interior dividing wall was removed to enlarge the current single bedroom. Finishes include carpet, tile, paneled walls and textured drywall, drywall ceilings. There are window mounted air conditioners. Numerous windows and sliding doors have been recently upgraded).

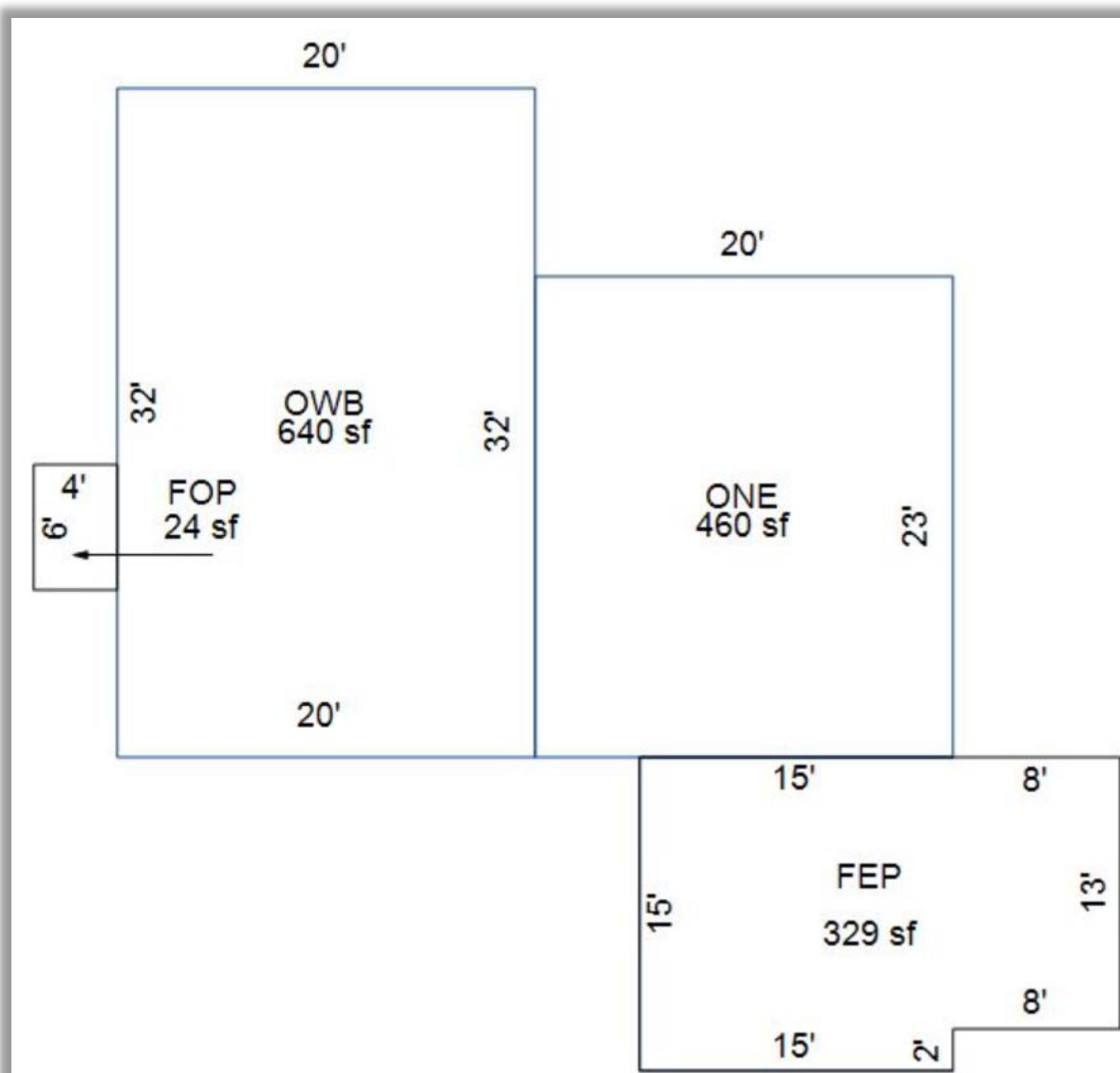
The enclosed porch has a built-in hot tub (heated by a propane broiler), tile floor, insulated wood and drywall walls, and drywall ceiling.

³ The Garfield County Assessor still reflects two bedrooms on the public record.

The basement has an eight-foot-high ceiling, concrete floors and walls, and one small exterior window. It houses the State Water Heater (installed January 28, 2022), Rheem furnace, washer and dryer, water main, electrical box, storage, and a workbench.

The exterior is painted stucco, and a metal roof (both stucco and roof are relatively recent upgrades).

In the following floorplan sketch from the Garfield County Assessor's website, the "OWB" section is the mobile home. The "ONE" section is stick-built, and the "FEP" is the finished, enclosed porch. The sketch does not show the basement, but it is 640 SF, beneath "OWB."



The home has been well-maintained over the years, with numerous recent renovations and upgrades, but many things are nearing the end of their economic lives, such as the flooring throughout, interior walls/paint, and other dated items.

Overall, the construction quality is fair, and the condition is fair. The actual age is 56 years old. Based on the maintenance, renovations, and upgrades, the effective age is estimated at 40 years.

Glenwood Springs has a long history, with many older properties, and a market that accepts older homes. Over the past year, Glenwood Springs has had 28 (22% of 126 total) sales of single-family homes built in 1968 or older, including six sales of homes built prior to 1900 (shown below); the oldest was built 136 years ago, in 1888.

	Price / Status / MLS #	Type	Sub/Loc	Lv	Ht	SqFt	Bed	Baths - Full	\$/LvH	SqFt	Sold Date
1	 \$820,000 1018 Cooper Avenue 1020 Cooper Avenue Glenwood Springs, CO 81601 Closed / 184046	Duplex	Townsite of Glenwood Springs			1,472	3	2	563.18		07/24/2024
2	 \$475,000 1108 Colorado Avenue Glenwood Springs, CO 81601 Closed / 181917	Single Family Residence	Townsite of Glenwood Springs			1,512	3	1	297.62		05/20/2024
3	 \$640,000 708 Bennett Avenue Glenwood Springs, CO 81601 Closed / 182538	Single Family Residence	Townsite of Glenwood Springs			1,167	3	1	581.83		04/08/2024
4	 \$854,000 1011 Blake Avenue Glenwood Springs, CO 81601 Closed / 180278	Duplex	Townsite of Glenwood Springs			1,892	4	2	464.59		11/08/2023
5	 \$783,000 824 Minter Avenue 824 1/2 Glenwood Springs, CO 81601 Closed / 180315	Single Family Residence	Townsite of Glenwood Springs			2,070	3	2	410.14		10/02/2023
6	 \$647,000 740 Bennett Avenue Glenwood Springs, CO 81601 Closed / 180231	Single Family Residence	Townsite of Glenwood Springs			912	2	1	714.91		09/07/2023

However, the subject's mobile home (and stick-built portion) may be near, or past, their recommended building life and typical life expectancy. Based on the following chart from Marshall & Swift Valuation Services, the typical life expectancy for a fair quality, single-section manufactured house is estimated at 20 years. Notably, this applies to manufactured housing produced after the enactment of more stringent local and national building codes (presumably 1976 HUD regulations). Even with a younger effective age than actual age, the subject is double the recommended building life and typical life expectancy.

DEPRECIATION

The life expectancy of manufactured housing parks is 10 to 35 years, depending on quality, and is dependent to a great extent on business management and regional economics. These areas of economic obsolescence cannot be considered in this manual.

The depreciation tables for manufactured housing parks are based on physical depreciation only, and are based on the assumption that in a normally well-maintained park, components will be replaced or renewed as they age. Adjustments should be made for deferred maintenance.

Typical life expectancies for manufactured housing represent the projected mortality of structures produced after the enactment of more stringent local and national (U.S.) building codes.

The life expectancy of a manufactured house can be greatly influenced by its location, i.e., the individual site, the type of park and/or local acceptance of sizes and styles. Influences causing economic obsolescence are not considered in the tables. Reported cases have required an effective age as great as 5 years in the first year due to local economic influences.

Those houses that the market accepts as equivalent to site-built single family homes may follow the normal physical and functional residential depreciation tables found in Section 97, see the general discussion that follows on page 5.

RECOMMENDED BUILDING LIVES

QUALITY	Single-Section	Multisection	QUALITY	Single-Section	Multisection
Low	20	25	Good	30	35
Fair	20	25	Very Good	35	40
Average	25	30	Excellent	40	45

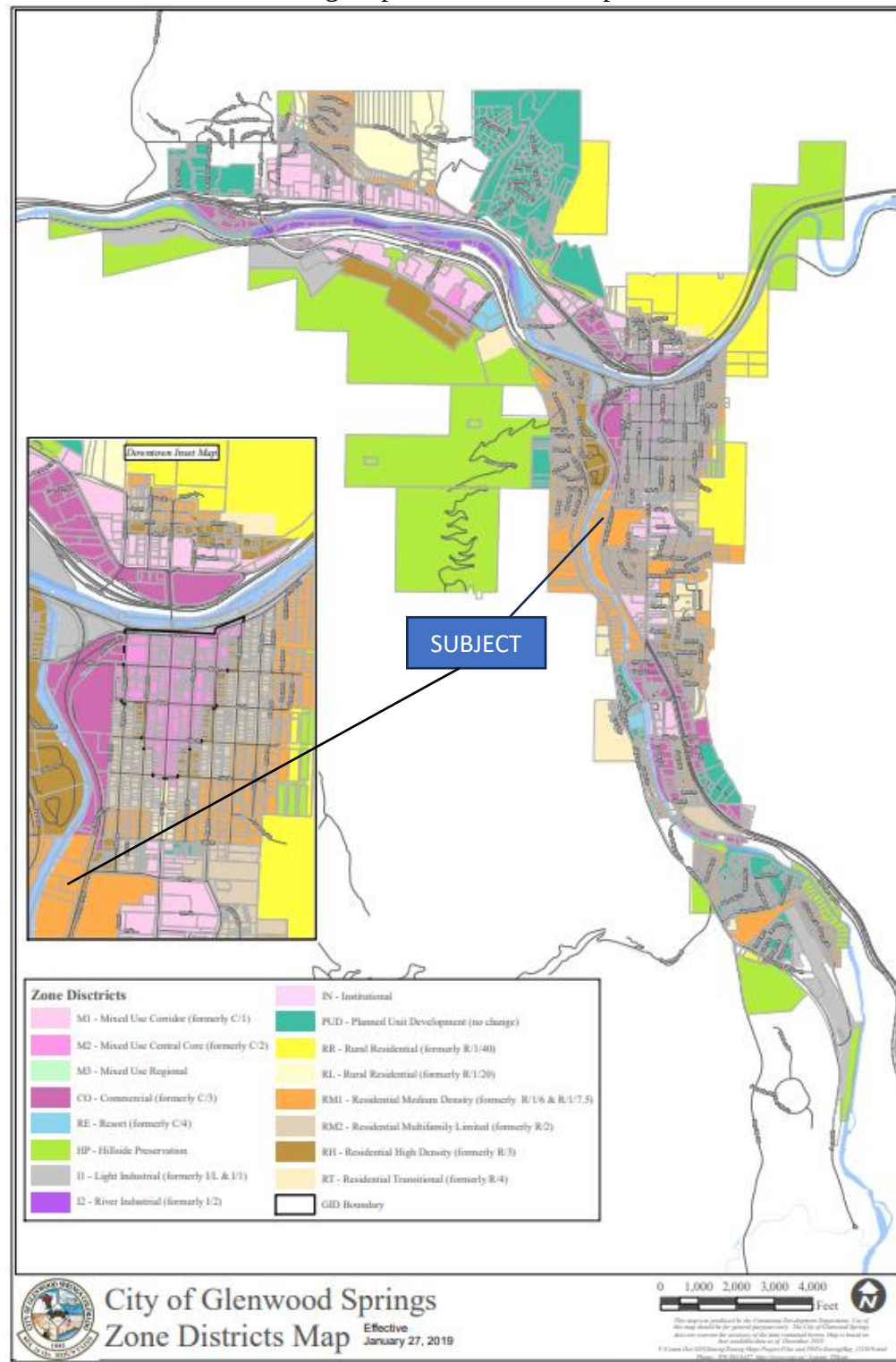
NORMAL DEPRECIATION – PERCENTAGE

EFF. AGE YEARS	TYPICAL LIFE EXPECTANCY IN YEARS												
	MANUFACTURED HOUSING PARKS						MANUFACTURED HOMES						
	35	30	25	20	15	10	45	40	35	30	25	20	15
1	1%	1%	2%	3%	4%	6%	1%	1%	2%	2%	3%	3%	5%
2	2	3	4	6	9	13	2	3	4	4	6	7	10
3	3	5	7	10	14	20	3	4	5	6	9	11	15
4	4	7	10	14	19	27	4	5	7	9	12	15	21
5	5	9	13	18	24	34	6	7	9	12	15	20	27
6	7	11	16	22	30	41	7	9	11	14	18	24	32
7	9	14	19	26	35	48	8	10	13	17	22	28	38
8	11	17	22	30	40	54	10	12	15	19	25	33	45
9	14	20	25	34	45	59	11	14	17	22	29	38	51
10	17	23	29	38	50	64	13	16	20	25	32	43	57
12	21	28	36	46	58	71	15	20	24	31	40	53	69
14	25	34	42	53	65		19	24	29	37	48	61	77
16	29	38	48	58	71		23	28	34	43	55	70	80
18	33	43	53	63			27	32	40	50	63	76	
20	37	47	57	67			30	37	45	56	71	79	
22	41	51	60	71			34	42	51	62	76	80	
24	44	54	63				38	47	57	68	79		
26	47	56	65				43	52	62	74	80		
28	50	58	67				47	57	68	77			
30	52	60					52	62	71	79			
32	54	61					56	67	74	80			
34	56						60	71	77				
36	58						65	74	79				
38							69	77	80				
40							72	79					
42							75	80					
44							77						
46							79						
48							80						

Zoning and Other Land Use Regulations

Intent, Permitted Uses, Conditional Uses

The subject is zoned RM1 – Residential Medium Density, in the City of Glenwood Springs. It is shown twice in the following map, in the overall map and the downtown inset map.



The RM1 district is intended to accommodate medium-density, primarily single-family uses on smaller- to medium-sized lots. The RM1 district is intended to transition from low-density single-family residential districts to multifamily development districts.

Table 020.7: RM1 District		
Dimensional Standards		
Lot Standards, Minimum		
A	Lot area (sq ft)	6,000
	Lot area (sq ft), lots created prior to March 1, 1965	5,000
	Lot area (sq ft), attached dwellings sharing common wall	7,500
Setbacks, Minimum		
B	Front (from arterial streets) (ft)	30
	Front (from other streets) (ft)	20
C	Side (ft)	5
D	Rear (ft)	15
Building Standards, Maximum		
E	Building height (ft)	27

Uses permitted by right in RM1 include single-family detached dwelling, accessory dwelling unit, family child care home, park, playground, open space, transit stop, community garden, sale of produce or plants raised on premises (excluding marijuana uses), accessory tourist rental, short-term rental, golf course or country club, solar energy system (large scale roof mounted, small scale), alternative tower structure in right-of-way, base station in right-of-way, eligible facilities request, small cell facility, backyard chickens, and home occupation.

Use History

The subject's use history is as a single-family residential home.

Sales History

According to the Garfield County Assessor's website, there have been no transfers in the last five years.

Listing/Contract History

During the inspection, the owner stated that he recently offered the property for sale to the City of Glenwood Springs. There are no known contracts for the subject as of the effective date.

Rental History

The home is owner-occupied, with no known rental history.

Assessed Value – Real Estate Taxes – Special Taxing Districts

For tax year 2024, the subject's actual value from the Garfield County Assessor is \$441,090, \$272,150 for the land and \$168,940 for the improvements. The assessed value is \$29,550, and the mill levy is 72.215. Estimated taxes are \$2,133.96.

The actual and assessed values are significantly below this report's value conclusion. The Garfield County Assessor's office confirmed that the mobile home is purged, but they have not been to the property for years. If this property were to draw the attention of the Assessor's office, the value may be increased in the future.

Legal Entitlements and Stage of Development

The subject is a developed site. It is not platted.

PART 3 – ANALYSIS and VALUATION

Highest and Best Use

Highest and Best Use defined: The Appraisal Institute, The Dictionary of Real Estate Appraisal, Seventh Edition, Chicago, 2022:

“The reasonably probable use of (vacant land or an improved) property that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.”

Highest and Best Use As Vacant

Legal Permissibility

The subject’s zoning permits residential improvements. The other legally permissible uses are shown in the Zoning section. A zoning change or subdividing the property is unlikely.

Physical Possibility

The subject site is served by municipal water and electricity, a septic system, and fueled by an on-site propane tank. The adjudicated well may offer additional water potential, but no details are known about it at this time.

It is physically possible to develop the site for a single-family home, possibly with an accessory dwelling unit (ADU).

Financial Feasibility

The determination of financial feasibility is dependent primarily on the relationship of supply and demand for the legally probable land uses versus the cost to create the uses. Development of new residential improvements has occurred in the recent past in the subject’s market, and continues to this day.

Maximum Productivity

The final test of highest and best use of the site as if vacant is that the use be maximally productive, yielding the highest return to the land. Based on the information presented above and upon information contained in the market and neighborhood analysis, it is concluded that the highest and best use of the subject as though vacant would-be residential development, potentially with an ADU if the owner or developer deems it appropriate.

Highest and Best Use As Improved

Legal Permissibility

The present use as a single-family home, or demolishing and clearing the site for new residential construction, are legally permissible.

Physical Possibility

The subject's site, at 38,333 SF (0.88 AC), is uniquely large for a property near downtown Glenwood Springs and the Roaring Fork River. The home is relatively small for the site, leaving much surplus land.

With the existing home, the site is large enough to add a garage and/or an ADU. Or, possibly a new home and use the existing home as an ADU.

It may be physically possible to add a second bedroom by finishing the basement (adding egress, painted drywall, carpet, etc.), or adding back the dividing wall to the one current bedroom.

It is physically possible to demolish the existing improvements.

Financial Feasibility

The subject has a number of challenges and considerations.

As a pre-1976 mobile home, financing is typically not available from Fannie Mae, Freddie Mac, FHA, or VA (the majority of financing options). W.C. Mortgage out of Grand Junction stated they serve this area and, for a property like the subject, offer as low as 5% down, 30-year term, competitive interest rate (but higher than traditional options), and sale prices over \$1,000,000 if applicable. Financing for the subject home would be a challenge and a consideration of any buyer, but possibilities exist. A cash buyer is also possible, but there is a mismatch between the subject home (size, bedrooms, quality, condition, age, etc.), and cash buyers in this price bracket.

It is an older home, past its recommended building life and typical life expectancy. According to the MLS, in the past year, Glenwood Springs had nine single-family home sales, built between 1958 and 1976 - they are all stick-built homes. There were no mobile homes of this vintage sold in the past year (either as "mobile homes" or "single-family homes").

Average, Median, Low and High Statistics

	Bdrms	Baths	Sq. Ft.	Original List Price	List Price	Sold Price	List Price per SqFt	Sold Price per SqFt	Sold / List Ratio	Sold / Original List Ratio	DOM	Price Change \$
Average	3.4	2.4	2,008	\$876,889	\$815,778	\$794,055	\$411	\$403	97.78%	91.46%	84	\$-110,000 (-11.58%)
Median	3	2	2,015	\$829,000	\$799,000	\$785,000	\$415	\$389	100%	91.06%	77	\$-140,000 (-12.5%)
Low	3	2	1,436	\$715,000	\$689,000	\$689,000	\$351	\$315	89.74%	80.42%	41	\$-175,000 (-18.92%)
High	5	3	2,700	\$1,200,000	\$1,050,000	\$965,000	\$497	\$499	100.28%	100.28%	144	\$-5,000 (-0.64%)
Volume	-	-	-	\$7,892,000	\$7,342,000	\$7,146,500	-	-	-	-	-	-
Listings	9	9	9	9	9	9	9	9	9	9	9	5

There is only one bedroom and one bathroom. In the past year, there has been one home sold in Glenwood Springs, with only one-bedroom: 1124 Bennett Avenue, sold 8/1/2024 for \$668,000, or \$641 PSF. According to the broker, one-bedroom was not a deterrent: lots of interest, it sold quickly, over list price, cash buyer. However, this home is in a great downtown location, it has higher quality of construction, and in better condition than the subject. The subject's value as a one-bedroom home is likely less than this sale.

Next, we consider the subject's size. In the past year, Glenwood Springs had 11 home sales with SF between 825 and 1,375 (+/- 25% of the subject's 1,100 SF).

Average, Median, Low and High Statistics

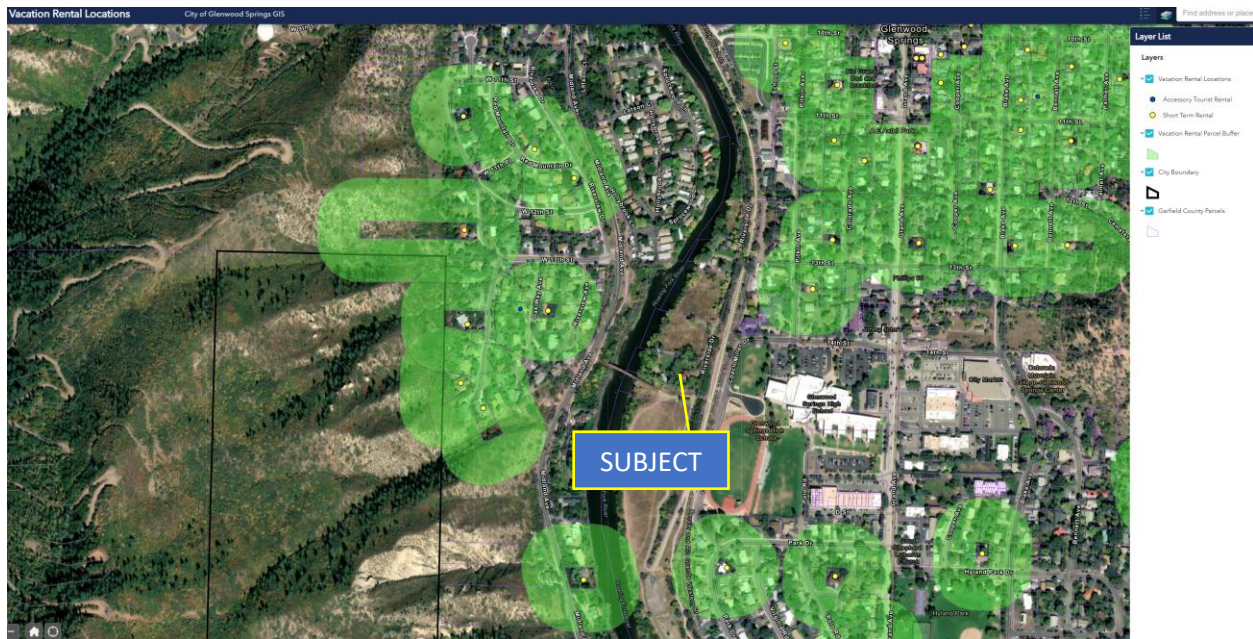
	Bdrms	Baths	Sq. Ft.	Original List Price	List Price	Sold Price	List Price per SqFt	Sold Price per SqFt	Sold / List Ratio*	Sold / Original List Ratio*	DOM	Price Change \$
Average	2.3	1.6	1,056	\$633,536	\$612,809	\$588,736	\$582	\$560	95.4%	92.46%	62	\$-57,000 (-7.28%)
Median	2	2	1,058	\$647,000	\$630,000	\$605,000	\$582	\$548	95.74%	92.7%	52	\$-73,500 (-10.1%)
Low	1	1	898	\$395,000	\$395,000	\$360,000	\$414	\$378	90.6%	84.27%	2	\$-91,000 (-10.45%)
High	3	2	1,231	\$890,000	\$799,000	\$750,000	\$734	\$709	100%	100%	173	\$10,000 (1.55%)
Volume	-	-	-	\$6,968,900	\$6,740,900	\$6,476,100	-	-	-	-	-	-
Listings	11	11	11	11	11	11	11	11	10	10	11	4

The following table considers the average, mean, and low sold price PSF for homes with SF between 825 and 1,375, applied to the subject's size.

SF between 825-1,375		Subject's SF	Est. Price
Average Sold Price PSF	\$ 560	1,100	\$ 616,000
Median Sold Price PSF	\$ 548		\$ 602,800
Low Sold Price PSF	\$ 378		\$ 415,800

The subject may have short-term rental (STR) potential (AirBNB, VRBO, etc.). Glenwood Springs has a competitive STR market, regulated by permits issued by the City of Glenwood Springs. There is a 250-foot buffer distance from any other operating STR. As shown on the following map, as of August 18, 2024, the subject's unique location is well removed from any STR buffer, so it may have an increased potential for obtaining an STR permit, and operating as an STR.

However, STR permits are issued to the owner of a property, and are non-transferrable upon sale of the property. The permits are an intangible business value, not real property value. An investor or property manager may consider the subject's STR potential as a bonus, but it carries negligible real property value.



The subject's home is relatively small for the relatively large site. In the past year, Glenwood Springs had 12 single-family residential sales with land size between 22,000 SF (0.51 AC) and 65,000 SF (1.49 AC). The stats, shown below, demonstrate that this parcel size typically hosts homes larger than the subject, ranging from 2,289 to 6,262 SF, and with and bedroom/bathroom counts range from 3/3 to 7/6. Homes on similar sized land sold for as little as \$793,000, with an average and median of \$1,388,125 and \$1,368,750, and a max price of \$2,195,000.

Average, Median, Low and High Statistics

	Bdrms	Baths	Sq. Ft.	Original List Price	List Price	Sold Price	List Price per SqFt	Sold Price per SqFt	Sold / List Ratio	Sold / Original List Ratio	DOM	Price Change \$
Average	4.3	3.5	3,638	\$1,477,417	\$1,445,250	\$1,388,125	\$426	\$411	96.13%	93.56%	109	\$-193,000 (-15.63%)
Median	4	3	3,263	\$1,412,000	\$1,412,000	\$1,368,750	\$409	\$397	96.06%	94.96%	89	\$-193,000 (-15.63%)
Low	3	3	2,289	\$825,000	\$825,000	\$793,000	\$216	\$201	90.65%	74.23%	27	\$-296,000 (-24.77%)
High	7	6	6,262	\$2,195,000	\$2,195,000	\$2,195,000	\$721	\$721	100%	100%	310	\$-90,000 (-6.5%)
Volume	-	-	-	\$17,729,000	\$17,343,000	\$16,657,500	-	-	-	-	-	-
Listings	12	12	12	12	12	12	12	12	12	12	12	2

Last, we consider the subject as vacant land. To become vacant land, costs to demolish the existing improvements and clear the site for new development were surveyed from market participants with similar recent projects, shown in the table below. \$40,000 is estimated as demolition costs for the subject.

Source	Est. Demo Cost	SF	Demo Cost/SF
Local Realtor/Investor	\$ 60,000	1,100	\$ 54.55
Local Realtor/Investor	\$ 50,000	1,100	\$ 45.45
Local Realtor/Investor	\$ 40,000	1,000	\$ 40.00
Local Realtor/Investor	\$ 50,000	2,320	\$ 21.55
Local Realtor/Investor	\$ 15,000	1,344	\$ 11.16
Average	\$ 43,000	1,373	\$ 34.54
Median	\$ 50,000	1,100	\$ 40.00
SUBJECT DEMO EST.	\$ 40,000	1,100	\$ 36.36

In the past 13 months, Glenwood Springs had nine vacant residential land sales (including three far up Bear Wallow Lane in Glen Park Ranch).

Average, Median, Low and High Statistics

	Bdrms	Baths	Sq. Ft.	Original List Price	List Price	Sold Price	List Price per SqFt	Sold Price per SqFt	Sold / List Ratio*	Sold / Original List Ratio*	DOM	Price Change \$
Average	0	0	0	\$493,944	\$471,222	\$432,000	\$0	-	92.43%	85.85%	182	\$-40,900 (-13.53%)
Median	0	0	0	\$299,500	\$283,000	\$271,000	\$0	-	94.55%	90%	182	\$-34,500 (-11.52%)
Low	0	0	0	\$249,000	\$175,000	\$147,000	\$0	-	83.4%	58.8%	42	\$-75,000 (-30%)
High	0	0	0	\$2,000,000	\$2,000,000	\$1,800,000	\$0	-	100%	100%	357	\$-15,000 (-5.03%)
Volume	-	-	-	\$4,445,500	\$4,241,000	\$3,888,000	-	-	-	-	-	-
Listings	0	0	0	9	9	9	0	0	9	9	9	5

One sale sold for significantly greater than the average and median of the other sales: 1205 Riverside Dr, located about 230 feet north of the subject. It sold 8/4/2023, from WATERS, GERALD R, to GLENWOOD SPRINGS, CITY OF, for \$1,800,000, or \$19.04 PSF. There were sheds on the property, but it was considered vacant land. The location is very similar to the subject. It is nearly 2.5 times larger than the subject, at 2.17 AC (94,525 SF), and it has approximately 332 feet of Roaring Fork River frontage.

Considering 1205 Riverside Dr's sale price, and other recent vacant residential land sales, the most financially feasible option for the subject is as vacant residential land.

Maximum Productivity

The subject has been analyzed in many ways. The existing home is livable. It has been maintained over the years, with many recent upgrades, but it would likely need a costly remodel (carpet, interior paint, kitchen, bathroom, add an additional bedroom) to be competitive with the vacant residential land value.

The maximally productive use of the subject is vacant residential land.

Conclusion of Highest and Best Use

The highest and best use as vacant is residential development, potentially with an ADU if the owner or developer deems it appropriate.

The highest and best use as improved is vacant residential land.

The most likely buyer, either vacant or as improved, is the City of Glenwood Springs. 13 months ago, the City purchased 1205 Riverside Dr, adding to their Roaring Fork River corridor assemblage through the City (approximately 20 City-owned properties between the airport and confluence with the Colorado River). The City would likely not be limited by financing concerns for the pre-1976 mobile home. Besides the City of Glenwood Springs, other potential buyers include owner-occupants, investors, or developers.

Exposure time and marketing time are both estimated based on the preceding sale stats, between two days and one-year.

Appraisal Valuation Methodology

The cost approach was considered but not developed because it would not produce a reliable value for the subject. The income approach was considered but not developed.

The subject is a residential, and the sales comparison approach is generally regarded as the most reliable indicator of value.

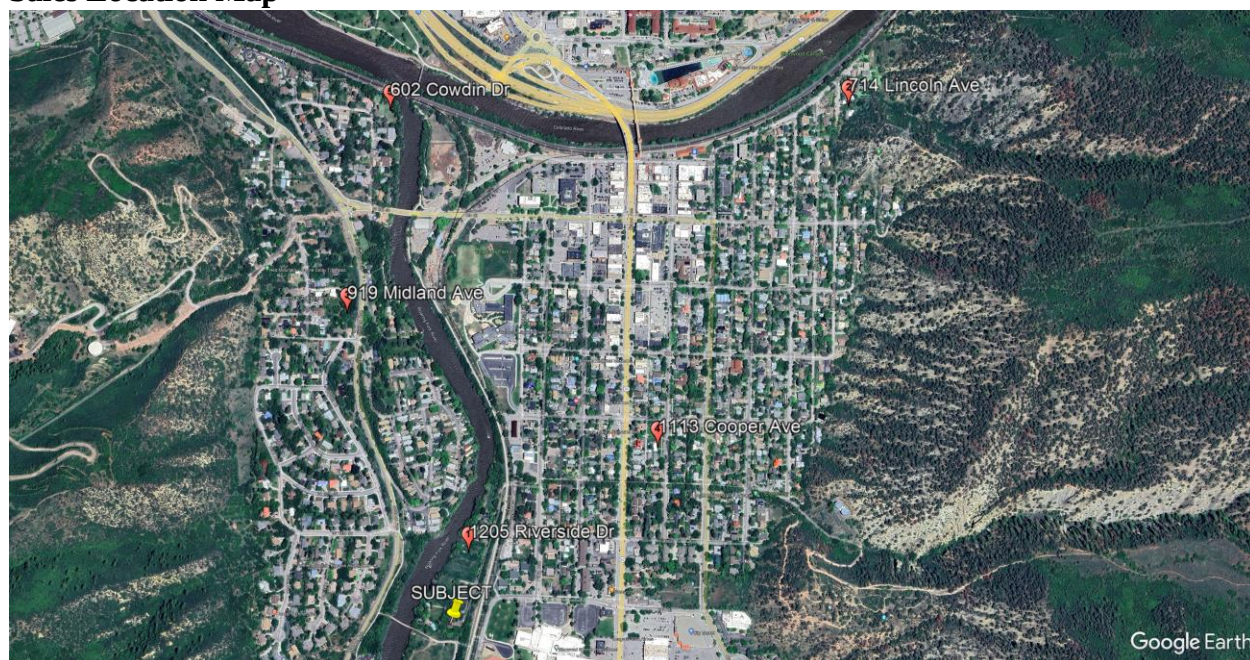
Sales Comparison Approach to Value

In the Sales Comparison Approach to Value, the value of a property is estimated by comparing it with similar, recently sold properties in the surrounding or competing areas. Inherent in this approach is the principle of substitution, which holds that when a property is replaceable in the market, its value tends to be set by the cost of buying an equally desirable property, assuming that no costly delay occurs in making the substitution. The subject is valued by comparing it with substitute sales or listings within the local market area or in competitive areas throughout the region.

The subject is valued as vacant residential land. The five most comparable recent sales have been chosen and listed below.

VACANT RES LAND ADJUSTMENT GRID					
Land Sale Comp	Address	Sale Date	Sale Price	Land Size (SF)	SP/Land SF
1	1205 Riverside Dr	8/4/2023	\$ 1,800,000	94,525	\$ 19.04
2	714 Lincoln Ave	8/6/2024	\$ 147,000	5,000	\$ 29.40
3	919 Midland Ave	6/21/2024	\$ 260,000	6,336	\$ 41.04
4	1113 Cooper Ave	Active Listing	\$ 699,000	10,000	\$ 69.90
5	602 Cowdin Dr	Active Listing	\$ 1,750,000	34,848	\$ 50.22
SUBJECT	1441 Riverside Dr			33,833	

Sales Location Map



Sale Adjustment Grids – Vacant Residential Land

VACANT RESIDENTIAL LAND ADJUSTMENT GRID					
Property	SUBJECT	Land Sale No. 1	Adjustments	Land Sale No. 2	Adjustments
Address	1441 Riverside Dr	1205 Riverside Dr		714 Lincoln Ave	
City, State	Glenwood Springs, CO	Glenwood Springs, CO		Glenwood Springs, CO	
Proximity to Subject		0.04 miles N		0.88 miles NE	
Sale Price		\$ 1,800,000		\$ 147,000	
SP/Land SF		\$ 19.04		\$ 29.40	
Data Sources	Inspection	AGMLS #180603		AGMLS #181675	
Verification Sources		LA: Marianne Ackerman 8/19/24		LA: Mark Wingerter 8/15/24	
Public Record Confirmation	Assr Record 8/19/24	Assr Record 8/19/24		Assr Record 8/19/24	
VALUATION ADJUSTMENTS					
Sale or Financing Concessions		Arms-Length, Cash		Arms-Length, Cash	
Property Rights Conveyed	Fee Simple	Fee Simple		Fee Simple	
Date of Sale/Time		8/4/2023		8/6/2024	
SUBTOTAL			\$ 19.04		\$ 29.40
Location	Downtown GWS	Downtown GWS, RFR frontage	-5.00%	Downtown GWS	
Land Size (SF)	38,333	94,525	20.00%	5,000	-20.00%
Views	Mtns, Valley, Privacy	Mtns, Valley, Privacy, River	-5.00%	Mtns, Valley, River	
Site (Topography)	Mostly Level	Mostly Level		Steep	5.00%
Zoning	RM-1	RM-1		RM-1	
Utilities	Septic, propane, well, City wtr/elec.	None	2.50%	No water/sewer taps	7.50%
Functional Utility	Good	Good		Good	
Net Adjustments			\$ 2.38		\$ (2.21)
Net Adjustments %			12.5%		-7.5%
Adjusted Price PSF			\$ 21.42		\$ 27.20

VACANT RESIDENTIAL LAND ADJUSTMENT GRID						
Property	Land Sale No. 3	Adjustments	Land Sale No. 4	Adjustments	Land Sale No. 5	Adjustments
Address	919 Midland Ave		1113 Cooper Ave		602 Cowdin Dr	
City, State	Glenwood Springs, CO		Glenwood Springs, CO		Glenwood Springs, CO	
Proximity to Subject	0.45 miles NW		0.37 miles NE		0.71 miles N	
Sale Price	\$ 260,000		\$ 699,000		\$ 1,750,000	
SP/Land SF	\$ 41.04		\$ 69.90		\$ 50.22	
Data Sources	AGMLS #183399		AGMLS #183532		AGMLS #177997	
Verification Sources	LA: Janelle Rhoton Lundin 8/15/24		LA: Todd Leahy 8/16/24		LA: Scott Dillard 8/15/24	
Public Record Confirmation	Assr Record 8/19/24		Assr Record 8/19/24		Assr Record 8/19/24	
VALUATION ADJUSTMENTS						
Sale or Financing Concessions	Arms-Length, Conv.Fixed		Active Listing	-15.00%	Active Listing	-25.00%
Property Rights Conveyed	Fee Simple		Fee Simple		Fee Simple	
Date of Sale/Time	6/21/2024		109 DOM		762 DOM	
SUBTOTAL		\$ 41.04		\$ 59.42		\$ 37.66
Location	Red Mountain		Downtown GWS		Downtown GWS, Confluence	-5.00%
Land Size (SF)	6,336	-20.00%	10,000	-10.00%	34,848	
Views	Mtns, Valley, River		Mtns, Valley, Nbhd		Mtns, Valley, Nbhd, River	-5.00%
Site (Topography)	Irrigation Ditch	5.00%	Mostly Level		Mostly Level	
Zoning	RM-1		RM-2	-15.00%	RH	-20.00%
Utilities	No water/sewer taps	2.50%	One tap fee included		One tap fee included	
Functional Utility	Average	2.50%	Demo Pre-1976 MH	-6.50%	Good	
Net Adjustments		\$ (4.10)		\$ (18.72)		\$ (11.30)
Net Adjustments %		-10.0%		-26.8%		-22.5%
Adjusted Price PSF		\$ 36.93		\$ 51.18		\$ 38.92
					Average	Median
					\$ 35.13	\$ 36.93
					Subject Vacant Land Value PSF	\$ 25.00
					Subject Vacant Land Total Value	\$ 958,325
					<less> Demolition Cost Estimate	\$ 40,000
					SUBJECT LAND VALUE	\$ 918,325
					SUBJECT LAND VALUE (Rounded)	\$ 920,000

Sales Discussion – Vacant Residential Land

The selection of comparable sales was undertaken with meticulous care, focusing on the most relevant transactions within the subject's market.

Sale or financing concession adjustments were made to Sale No.'s 4 and 5, for being active listings. The market suggests vacant residential land sale prices are 5% below list price, but these two may need greater adjustments. Sale No. 4, 1113 Cooper Ave, is a 1971 mobile home in poor condition, "rough." It is occupied by a long-term tenant. The value is in residential development of two, 5,000 SF lots, but it will require significant time and effort, and -15% adjustment is appropriate. Sale No. 5, 602 Cowdin Dr, has been listed for over two years. It has been under contract twice, but did not close. -25% adjustment is appropriate for this list price. The other sales required no adjustments for sale or financing concessions.

No adjustments were made for property rights conveyed.

No adjustments were made for time. While single-family lot average sale prices are down 10% year-over-year, the dataset is too small with too much variety (location, size, and other characteristics) to support a market-based adjustment.

For location, Sale No.'s 1 and 2 are adjusted down 5% for river frontage.

For land size adjustments, economies of scale pay a lower per-unit cost (price per land SF) as the size increases. Upward adjustment is made to Sale No. 1; downward adjustments are made to Sale No.'s 2, 3, and 4. Sale No. 5 is similar in size to the subject and required no adjustment.

For views, Sale No.'s 1 and 2 are adjusted down 5% for unobstructed river views.

For site, Sale No. 2 is a steep lot, requiring additional costs; it is adjusted 5%. Sale No. 3 is bisected by an irrigation ditch, and adjusted 5%.

For zoning, Sale No.'s 1, 2, and 3, all share the subject's RM-1 zoning. Sale No. 4 is zoned RM-2, allowing higher density (four units or two single-family homes), and adjusted downward 15%. Sale No. 5 is zoned RH, allowing higher density (14 units), and adjusted downward 20%.

For utilities, Sale No. 1 is adjusted because it had no utilities. Sale No.'s 2 and 3 have no water or sewer taps. The respective brokers estimated tap fees for Sale No. 2 at \$20,000 to \$25,000, and Sale No. 3 at \$12,000. These estimates are cut approximately in half to bring the properties up to the subject's level of utilities.

For functional utility, Sale No. 3 is adjusted upward because of its direct access off the busy Midland Ave. Sale No. 4 is adjusted downward 6.5% for demolition costs to create vacant residential land.

Adjusted prices per land SF for the comparables ranged from \$21.42 to \$51.18, with an average of \$35.13 and median of \$36.93. This broad range represents the limited vacant residential land sales in this market, and the unique characteristics to each property.

The subject's vacant residential land value is estimated at \$25.00 PSF, considering all of the sales, with the greatest weight on 1205 Riverside Dr. Applying this to the subject equals

\$958,325. To reach this value, the subject's existing improvements will need to be demolished and the site cleared, for an estimated cost of \$40,000. Therefore, the subject's "as is" residential land value is \$918,325, rounded to \$920,000.

The subject's "as is" residential land value is concluded to \$920,000

Reconciliation

Based on the investigation and analysis performed, I conclude to the following opinion of market value of the fee simple estate as of August 13, 2024:

\$920,000

NINE HUNDRED TWENTY THOUSAND DOLLARS

This value is for the subject's "as is" residential land value, including demolition costs.

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS

1. All reports and work product we deliver to you (collectively called “report”) represents an opinion of value, based on historical information and forecasts of market conditions. Actual results may vary from those forecasts in the report. There is no guaranty or warranty that the opinion of value reflects the actual value of the property.
2. The conclusions stated in our report apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events. We are not liable for any conclusions in the report that may be different if there are subsequent changes in value. We are not liable for loss relating to reliance upon our report.
3. There may be differences between projected and actual results because events and circumstances frequently do not occur as predicted, and those differences may be material. We are not liable for any loss arising from these differences.
4. We are not obligated to predict future political, economic, or social trends. We assume no responsibility for economic factors that may affect or alter the opinions in the report if the economic factors that may affect or alter the opinions in the report if the economic factors were not present as of the date of the letter of transmittal accompanying the report.
5. The report reflects an appraisal of the property free of any liens or encumbrances unless otherwise stated.
6. We assume responsible ownership and competent property management.
7. The appraisal process requires information from a wide variety of sources. We have assumed that all information furnished by others is correct and complete, up to date and can be relied upon, but no warranty is given for its accuracy. We do not accept responsibility for erroneous information provided by others. We assume that no information that has a material effect on our services has been withheld.
8. We assume the following, unless informed to the contrary in writing: Each property has a good and marketable title. All documentation is satisfactorily drawn and that there are no encumbrances, restrictions, easements, or other adverse title conditions, which would have a material effect on the value of the interest under consideration. All information provided by the client, or its agents, is correct, up to date and can be relied upon. We are not responsible for considerations requiring expertise in other fields, including but not limited to: legal descriptions, interpretation of legal documents and other legal matters, geologic considerations such as soils and seismic stability, engineering, or environmental and toxic contaminants. We recommend that you engage suitable consultants to advise you on these matters.
9. We assume that all engineering studies are correct. The plans and illustrative material in the report are included only to help the reader visualize the property.

10. We assume that there are no hidden or unapparent conditions of the property, subsoil or structures that render it more or less valuable. We are not responsible for such conditions or for obtaining the engineering studies that may be required to discover them.
11. We assume that the property is in full compliance with all applicable federal, state, and local environmental regulations and laws unless the lack of compliance is stated, described, and considered in the report. We have not made or requested any environmental impact studies in conjunction with the report. We reserve the right to revise or rescind any opinion of value that is based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the report assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
12. Unless otherwise stated in the report, you should assume that we did not observe any hazardous materials on the property. We have no knowledge of the existence of such materials on or in the property; however, we are not qualified to detect such substances, and we are not providing environmental services. The presence of substances such as asbestos, urea-formaldehyde foam insulation and other potentially hazardous materials may affect the value of the property. Our report assumes that there is no such material on or in the property that would cause a loss in value. We do not assume responsibility for such conditions or for any expertise or engineering knowledge required to discover them. We encourage you to retain an expert in this field, if desired. We are not responsible for any such environmental conditions that exist or for any engineering or testing that might be required to discover whether such conditions exist. We are not experts in the field of environmental conditions, and the report is not an environmental assessment of the property.
13. We may have reviewed available flood maps and may have noted in the report whether the property is generally located within or out of an identified Special Flood Hazard Area. However, we are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property. Any opinion of value we include in our report assumes that floodplain and/or wetlands interpretations are accurate.
14. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether it is in compliance with the ADA. We claim no expertise in ADA issues and render no opinion regarding compliance of the property with ADA regulations.
15. We assume that the property conforms to all applicable zoning and use regulations and restrictions unless we have identified, described, and considered a non-conformity in the report.
16. We assume that all required licenses, certificates of occupancy, consents, and other legislative or administrative authority from any local, state, or national government or

private entity or organization have been or can be obtained or renewed for any use on which the opinion of value contained in the report is based.

17. We assume that the use of the land and improvements is confined within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.
18. We have not made any investigation of the financial standing of actual or prospective tenants unless specifically noted in the report. Where properties are valued with the benefit of leasing, we assume, unless we are informed otherwise, that the tenants are capable of meeting their financial obligations under the lease, all rent and other amounts payable under the leases have been paid when due, and that there are no undisclosed breaches of the leases.
19. We did not conduct a formal survey of the property and assume no responsibility for any survey matters. It is assumed all spatial data, including sketches and/or surveys included in the report, is correct, up to date and can be relied upon.
20. Unless otherwise stated, the opinion of value included in our report excludes any additional value attributable to goodwill, or to fixtures and fittings which are only of value, in situ, to the present occupier. We have made no allowance for any plant, machinery or equipment unless they form an integral part of the building and would normally be included in a sale of the building. We do not normally carry out or commission investigations into the capacity or condition of services being provided to the property. We assume that the services, and any associated controls or software, are in working order and free from defect. We also assume that the services are of sufficient capacity to meet current and future needs.
21. In the case of property where construction work is in progress, such as refurbishment or repairs, or where developments are in progress, we have relied upon cost information supplied to us by the client or its appointed experts or upon industry accepted cost guides. In the case of property where construction work is in progress, or has been recently completed, we do not made allowance for any liability, already incurred, but not yet discharged, in respect of completed work, or obligations in favor of contractors, subcontractors or any members of the professional or design team. We assume the satisfactory completion of construction, repairs, or alterations in a workmanlike manner.
22. Any allocation in the report of value between the land and the improvements applies only under the stated program of utilization. The separate values allocated to the land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
23. The report is confidential to the party to whom it is addressed, and those other intended users specified in the report for the specific purpose to which it refers. Use of the report for any other purpose or use by any party not identified as an intended user of the report

without our prior written consent is prohibited, and we accept no responsibility for any use of the report in violation of the terms of this agreement.

24. We are not required to testify or provide court-related consultation or to be in attendance in court unless we have agreed to do so in writing.
25. Neither the whole report, nor any part, nor reference thereto, may be published in any manner without our prior written approval.
26. We may rely on, and will not verify, the accuracy and sufficiency of documents, information and assumptions provided to us by the client or others. We will not verify documents, information and assumptions derived from industry sources or that we have prepared in the regular course of business. We are not liable for any deficiency in the report arising from the inaccuracy or insufficiency of such information, documents and assumptions. However, our report will be based on our professional evaluation of all such available sources of information.
27. We are not liable to any person or entity for loss of profits, consequential, punitive, exemplary, or similar damages in connection with this agreement. In no event shall the liability in connection with this agreement exceed the fee paid to us hereunder.
28. Unless expressly advised to the contrary, we assume that appropriate insurance coverage is and will continue to be available on commercially acceptable terms.
29. We assume that no material changes in any applicable federal, state, or local laws, regulations, or codes (including, without limitation, the Internal Revenue Code) are anticipated.
30. We may determine during the course of the assignment that additional Hypothetical Conditions and Extraordinary Assumptions may be required in order to complete the assignment. The report will be subject to those Hypothetical Conditions and Extraordinary Assumptions. Each person that is permitted to use the report agrees to be bound by all the Assumptions and Limiting Conditions and any Hypothetical Conditions and Extraordinary Assumptions stated in the report.

Certification of Appraiser

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Practice.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I have completed the continuing education program for Designated Members of the Appraisal Institute.

(Signature Page follows)

Ryan T. Kane August 21, 2024
Signature Date

Ryan T. Kane, MAI
Colorado Certified General Appraiser #CG100029568
Principle, Eagle Appraisal Group, LLC
PO Box 5504, Eagle, CO 81631
720-839-7928
EagleAppraisalGroupLLC@gmail.com

QUALIFICATIONS

For

Ryan T. Kane, MAI
Colorado Certified General Appraiser

Licensing State of Colorado – CG.100029568; Expires 12/31/2025

Formal Education University of Colorado - Boulder; Graduated May 2007
 BA in Business Administration



Appraisal Institute

Designated June 2019

Employment History
 November 2022 – Present

Principle

EAGLE APPRAISAL GROUP 

Ryan T. Kane, MAI
 PO Box 5504
 Eagle, CO 81631
 Website: EagleAppraisalGroup.com
 Phone: 720-839-7928
 Email: EagleAppraisalGroupLLC@gmail.com

June 2011 – November 2022

Appraiser IV, Commercial Litigation Specialist
 Eagle County Assessor's Office, Eagle, CO

September 2010 - June 2011

Real Estate Appraiser
 Ebert Appraisal, Breckenridge, CO

September 2009 - September 2010

Commercial Appraiser
 The Jamison Group, Denver, CO

March 2009 - September 2009

Associate Appraiser
 Kane Appraisal Services, Dubuque, IA

Professional Education

*All courses taken through *The Appraisal Institute* unless otherwise noted.

April 2024 Condemnation Appraising
 December 2023 Commercial Land Valuation (McKissock)
 December 2023 USPAP 7-Hour Update for 2024

****Continued on the following page****

****Ryan T. Kane's Qualifications - continued from the previous page****

November 2023	Business Practices & Ethics
August 2022	Residential Appraiser Forum (CATA)
August 2022	Valuation of Fast-Food Restaurants (CATA)
August 2021	Commercial Appraiser Forum (CATA)
August 2021	USPAP 7-Hour Update (CATA)
August 2021	Complex Residential and GRM (CATA)
August 2021	Valuation of Lodging Properties (CATA)
June 2020	Condominium Valuation (DPT)
December 2019	USPAP 7-Hour Update (DPT)
August 2019	<i>Expert Panel Member</i> , Commercial Appraiser Forum (DPT)
August 2019	Advanced Income (DPT)
August 2019	Hotel / Motel Valuation (CATA)
December 2018	REALTOR Code of Ethics (Learning Library)
December 2018	Quantitative Analysis
August 2018	Analyzing Market Trends Using Excel (Kaplan)
August 2018	Valuation of Big Box Properties (CATA)
August 2018	<i>Expert Panel Member</i> , Commercial Appraiser Forum (DPT)
August 2018	Rate Development (DPT)
August 2018	Golf Course Valuation (DPT)
November 2017	USPAP 7-Hour Update (McKissock)
September 2016	Ad Valorem Mass Appraisal Review (DPT)
August 2016	Allocating Components in Going Concern Appraisals (CATA)
August 2016	Appraisal of Owner-Occ. Commercial Property (McKissock)
August 2016	Assessor Blueprint Reading Plans (CATA)
May 2016	Maintaining Appraisal Integrity - Society of Chief Appraisers
May 2016	Hotel & Resort Summit (Colorado Real Estate Journal)
March 2016	How to Understand and Analyze Financial Statements (CLE)
February 2016	General Demonstration Report – Capstone Program
January 2016	Introduction to the Capstone Program & FMA
November 2015	USPAP 7-Hour Update (DPT)
September 2015	HOA Issues and Concerns (DORA / VBR)
September 2015	General Demonstration Report Writing
August 2015	Adjustments – The Good, the Bad, and the Ugly (CATA)
August 2015	Restructuring Income & Expense Statements (IAAO)
August 2015	Environmental (Contaminated) Property Appraising (DPT)
August 2015	Valuing Vacant Land & Sites (McKissock)
August 2014	Rate Development (DPT)
August 2014	How to Critique an Appraisal (IAAO)
August 2014	Assessment, Statistics and Excel (CATA)
August 2014	Marshall & Swift – I Love the Cost Approach (CATA)
May 2014	Hotel & Resort Summit (Colorado Real Estate Journal)
March 2014	Advanced Concepts & Case Studies
December 2013	Hotel / Motel Valuation Workshop (DPT)

*****Continued on the following page*****

****Ryan T. Kane's Qualifications - continued from the previous page****

November 2013	USPAP 7-Hour Update (DPT)
August 2013	Avoid Pitfalls in Foreclosures, Short Sales & REOs (CATA)
August 2013	Golf Course Valuation (DPT)
August 2013	Bed & Breakfast Valuation (DPT)
August 2013	Commercial Portfolio Modeling (CATA)
August 2012	Time Trending (CATA)
August 2012	Evaluating Commercial Construction (CATA)
August 2012	Sales Confirmation (DPT)
May 2012	Appraising the Appraisal
May 2012	Inter-Relationships of an Appraisal Report
December 2011	Advanced Education Diagnostic Test
November 2011	USPAP 7-Hour Update (DPT)
September 2011	Introduction to Assessment (DPT)
September 2011	Logic and Critical Thinking of Appraising (CATA)
August 2011	Understanding Conservation Easements (CATA)
August 2011	Evaluating Residential Construction (CATA)
August 2011	Property Classification (DPT)
June 2011	Advanced Income Capitalization
June 2011	General Appraiser Income Approach Part 2
June 2011	General Appraiser Sales Comparison Approach
August 2010	General Appraiser Market Analysis & Highest And Best Use
June 2010	General Appraiser Report Writing & Case Studies
April 2010	General Appraiser Income Approach Part 1
January 2010	General Appraiser Site Valuation & Cost Approach
October 2009	Business Practices & Ethics
September 2009	Appraising FHA Today (McKissock Appraisal School)
September 2009	REO & Foreclosures (McKissock Appraisal School)
August 2009	Intro to Green Buildings for Appraisers (McKissock)
July 2009	Real Estate Finance, Statistics & Valuation Modeling
May 2009	Basic Appraisal Procedures
May 2009	Basic Appraisal Principles
January 2009	15-Hour USPAP

Qualified as an Expert Witness

2024 Garfield County District Court	Case Number: 2020CV030012; Bailey, Michael L v. Geoffrey S Bailey Revocable Trust et al
2019 Eagle County District Court	Case Number: 2019CV030203; Arrabelle At Vail Square LLC v. Board of Equalization of Eagle County CO et al
2019 Eagle County District Court	Case Number: 2019CV030204; Lodge Properties Inc. v. Board of Equalization of Eagle County CO et al

*****Continued on the following page*****

****Ryan T. Kane's Qualifications - continued from the previous page****

2019 Board of Assessment Appeals Trial	Docket 75457, SPI Golf Inc.
2018 Board of Assessment Appeals Trial	Docket 70454, Lodge Properties
2018 Board of Assessment Appeals Deposition	Docket 70454, Lodge Properties
2018 Board of Assessment Appeals Trial	Docket 70438, Ferruco Vail Ventures
2018 Board of Assessment Appeals Deposition	Docket 70438, Ferruco Vail Ventures
2018 Board of Assessment Appeals Trial	Docket 70433, Austria Haus
2018 Board of Assessment Appeals Trial	Docket 70430, Christiania
2015 Board of Assessment Appeals Trial	Docket 64769, Country Club of the Rockies
2014 Board of Assessment Appeals Trial	Docket 62711, Lodge Properties
2014 Board of Assessment Appeals Trial	Docket 62578, Bachelor Gulch Properties
2014 Board of Assessment Appeals Trial	Docket 62668, Vail Corporation

Hearing Officer, and/or Arbitrator for the following counties:

Routt County	Tax Year 2024
Summit County	Tax Year 2024
Pitkin County	Tax Year 2023
Routt County	Tax Year 2023
Summit County	Tax Year 2023
San Miguel County	Tax Year 2023
Grand County	Tax Year 2023
Ouray County	Tax Year 2023
Park County	Tax Year 2023

Professional Presentations

April 2023	Vail Board of Realtors – Edwards, CO <i>“2023 – Taxes Are Going Up”</i>
October 2021	Appraisal Institute – Colorado Chapter <i>“Emerging Trends in Alternative Lodging in 2021”</i>
April 2021	IAAO Conference – Chicago, IL <i>“Hotel Condo Rental Income – Intangible or Real Property?”</i>
August 2019	CATA Conference – Breckenridge, CO Expert Panel Member, <i>Commercial Appraiser Forum</i>

1441 Riverside Dr.

- 1441 Riverside Dr.
- City-Owned Property
- Garfield County Parcels

0 250 500 Feet



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item: July 17, 2025 Council Minutes

Action Requested: July 17, 2025 City Council Minutes

Department: City Clerk

Presented By:

Strategic Goals: Provide Efficient and Responsive City Government

Background Info:

Issues:

Fiscal Impact:

Legal Review:

Staff Recommendation:



MINUTES
CITY OF GLENWOOD SPRINGS
CITY COUNCIL MEETING
JULY 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

Item 1. 5:47 Roll Call

Present: Councilor Smith, Councilor Schachter, Councilor Weimer, Mayor Pro Tem Zalinski, Councilor Schmahl.

Absent: Mayor Dehm, Councilor Townsley.

Staff Present: Also present were City Manager Steve Boyd, City Clerk Ryan Muse, City Attorney Karl Hanlon, Finance Director Yvette Gustad, Director of Economic and Community Development Hannah Klausman, Chief of Public Safety Joseph Deras, and City Engineer Ryan Gordon.

Item 2. 6:06 Agenda Changes or Councilor conflicts of interest

None were noted.

Item 3. 6:11 Council Announcements

Councilor Smith made announcements about the following: Takeaways from having attended the RFTA Board meeting and the Historic Preservation Commission meeting. The Garfield Clean Energy Board will meet on Friday and will discuss the transportation management organization project and grant opportunities.

Mayor Pro Tem Zalinski made announcements about the following: Stage Two Fire Restrictions are in place. The Community Town Hall webinar regarding our unhoused population will be held on July 24th at 6pm. Riverfest will take place on August 2 from 9am-3pm.

Item 4. 12:22 Citizens Appearing Before Council and Council Response (for items not on the agenda - comments limited to 3 minutes)

There were none.

Item 5. 12:33 Consent Agenda

Councilor Schmahl moved to approve the consent agenda as written. Councilor Schachter seconded the motion, and it passed unanimously.

Item 6. 13:35 Presentation by Middle Colorado Watershed Council

Kate Collins, Executive Director of the Middle Colorado Watershed Council, presented.

Councilor Smith asked questions and made comments.

Mayor Pro Tem Zalinski opened the item for public comments.

There was none.

Mayor Pro Tem Zalinski made comments.

Item 7. 31:20 Presentation by Mountain Family Health

Dustin Moyer, CEO of Mountain Family Health Centers, presented.

Councilor Schachter and Councilor Smith asked questions and made comments.

Mayor Pro Tem Zalinski opened the item for public comments.

There was none.

Item 8. 54:21 Public Safety Fee Presentation

Joseph Deras, Chief of Public Safety, shared remarks.

Dr. Michael Verdone, Managing Director of BBC Research and Consulting, presented

Councilor Schachter, and City Manager Steve Boyd, Councilor Schmahl, Councilor Smith, City Attorney Karl Hanlon, Councilor Weimer and Mayor Pro Tem Zalinski asked questions and made comments.

Mayor Pro Tem Zalinski opened the item for public comments.

There was none.

Item 9. 1:51:40 Project Updates

a. Ride Glenwood

b. South Bridge

c. Blake Avenue

d. 6th Street

e. North Landing

Ryan Gordon, City Engineer, and Lee Barger, Transportation Engineer, presented on the items.

Councilor Schmahl, Councilor Schachter, Councilor Smith, and Mayor Pro-Tem Zalinski asked questions and made comments.

Mayor Pro Tem Zalinski opened the item for public comments.

There was none.

Item 10. 2:38:45 Ordinance 2025-22; Amending Model Traffic Code Section 1816 Regarding Impoundment of Vehicles

Karl Hanlon, City Attorney, presented the item.

Mayor Pro Tem Zalinski, Councilor Weimer, and Councilor Smith asked questions and made comments.

Mayor Pro Tem Zalinski opened the item for public comments.

There was none.

2:41:46 Councilor Weimer moved, seconded by Councilor Schachter, to approve amending the Model Traffic Code Section 1816 regarding the impoundment of vehicles as written and as presented.

2:42:09 The motion passed unanimously.

Item 11. 2:42:17 Ordinance 2025-24; Budget Amendment #4

Steve Boyd, City Manager, presented the item.

Councilor Smith made a comment.

Mayor Pro Tem Zalinski opened the item for public comments.

There was none.

2:43:15 Councilor Schachter moved, seconded by Councilor Weimer, to pass Ordinance 2025-24 Budget Amendment #4.

2:43:44 The motion passed unanimously.

Item 12. 2:43:52 Council Comments

Councilor Smith made a comment about heaved sidewalks. There are 14 known locations and possibly 6 more, with 9 in the process of repair by Public Works. Counselor Smith also commented on the many remarkable programs being done by Parks and Recreation, particularly those for youth.

Counselor Smith requested information on bear-proof waste containers. Steve Boyd, City Manager, will provide.

Counselor Smith asked a question about the homeless seminar next week. Steve Boyd, City Manager, responded.

Item 13. 2:48:27 Report from City Administration

City Manager Steve Boyd thanked Hannah Klausman for her service to the city. He also reported on the welcome sign on the south end of town. He also reported that current fire restrictions have closed the gun range. The Gun Club has been allowed one specific exception. He also reported that the city is launching a tourism promotion RFP on Monday. He requested any additional comments on the strategic plan in advance of next week's meeting. He also reported that ColoraDough has been asked to move the buses on the outside of their property. He reported on the results of the CIRSA audit. He also reported on the annual employee appreciation barbeque.

Mayor Pro Tem Zalinski, Councilor Smith and Councilor Schmahl made comments.

City Attorney, Karl Hanlon, will be absent from the next council meeting. Richard Peterson-Cremer will attend the meeting, but not the work session, virtually in his place. He also expressed appreciation for Hannah Klausman.

Mayor Pro Tem Zalinski made comments.

Item 14. 2:57:53 Correspondence

There were letters from Literacy Outreach Veterans Coalition, and Access After School thanking the council for grant funding.

Item 15. 2:58:00 Social Event Announcement

The social event will take place at Doc Holiday's following the meeting.

Adjournment

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



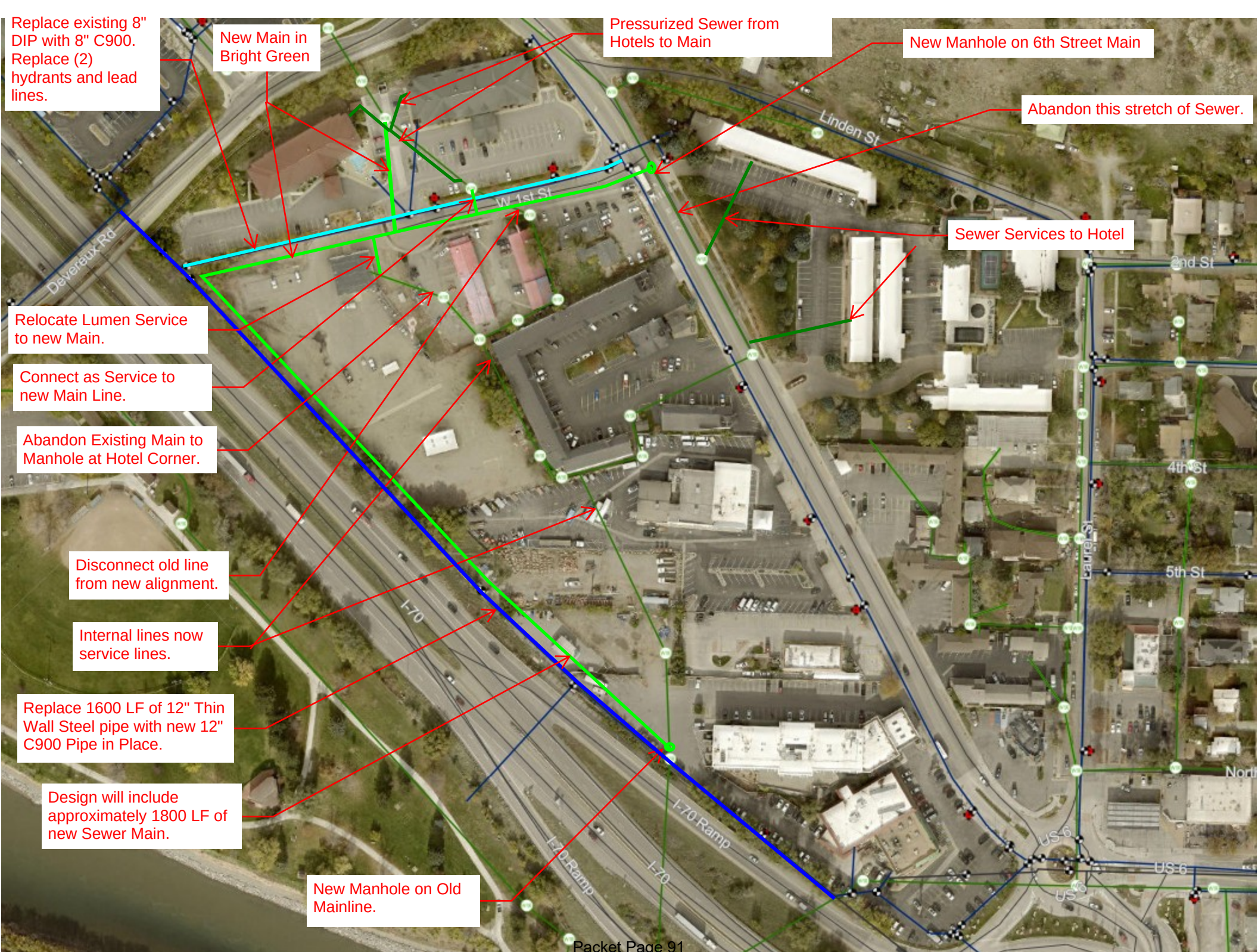
City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item:	Award Request for Proposal 2025-24P Sewer Lining Project
Action Requested:	Council Approval to Award Request for Proposal (RFP) 2025-24P Sewer Lining Project to Insituform for \$313,622 for the Base Bid and Alternative #1 Project Scope.
Department:	Public Works
Presented By:	Matthew Langhorst
Strategic Goals:	Preserve and Improve Infrastructure
Background Info:	The City's wastewater department solicits proposals each year for sewer pipe lining projects in line with our pipe rehabilitation project planning. Within these bids we generally ask for one or two alternates to be priced. This year we added 33 sewer service top hats as bid alternate #1 and 363 linear feet of 24-inch storm pipe as alternate #2. Due to budget constraints within the Street and Infrastructure tax, we are not moving forward with the storm sewer alternate. It is not a critical pipe to be lined this year, and we have other storm sewer issues in town that need attention, such as the Oasis Creek culvert. With the inclusion of the base bid and the alternate #1 Insituform is the low bidder on the project. They were also the low bidder, with only the base bid item considered. Keeping the hats as part of the project is important. After the sewer main pipe is lined, the company comes back in to cut out service connections, and then a hat liner is installed into that service line one foot to help line the sewer connection to the mainline. We see most of our root intrusion at this service to main connection, thus why the hat process is important to complete if funds allow. The Street and Infrastructure tax is funding this project and the \$313,622 fits within the approved budget. The second low bid with Alt. #1 was \$336,840, the third low bid was \$343,730 and the final bid was \$440,215.
Issues:	None at this time.
Fiscal Impact:	The bid amount fits within the budget for 2025.
Legal Review:	None at this time.
Staff Recommendation:	Staff is Recommending Council Approve the Award for Request for Proposal (RFP) 2025-24P Sewer Lining Project to Insituform for \$313,622 for the Base Bid and Alternative #1 Project Scope.



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item:	Award Request for Proposal 2025-28P Water and Sewer Line Reroute Design
Action Requested:	Council Approval to Award Request for Proposal (RFP) 2025-28P Water and Sewer Line Reroute Design to SGM, Inc. for \$126,906.
Department:	Public Works
Presented By:	Matthew Langhorst
Strategic Goals:	Preserve and Improve Infrastructure Ensure Public Safety
Background Info:	The city's water and sewer departments have historic issues with the water and sewer lines in the triangle area of West 1st Street, US-6, I-70 down to Village Inn. See attached exhibit. The 12" water main that runs parallel to I-70 is a thin wall steel pipe and needs to be replaced in kind, or possibly upgraded to a 16" line, with a C900 pipe material. The Grand Avenue Bridge project upsized this same line, running east, to a 16" main. The 8" ductile iron pipe (DIP) running down West 1st Street is sitting in hot water and alkaline soils, which is causing major corrosion. The line needs to be replaced with a more corrosive-resistant C900 pipe material and coated fittings. The sewer system in this area is not maintainable due to its proximity to the Pit Stop building, the hotel foundations and the pipe location through the parking lots of Tequilas and the old Toyota building. The staff are proposing to relocate the main line sewer starting at US6, run it down West 1st Street, and then parallel the waterline along the I-70 ROW to a connection point behind Village Inn. All of these changes will increase the capacity of the sewer system, make the system maintainable for staff and eliminate potentially serious issues in the future due to the main line sewer flows running so close to buildings. Staff received four proposals. The low qualified bidder was SGM at \$126,906 and the high bid was \$411,658. This project will be funded for construction in 2026.
Issues:	None at this time.
Fiscal Impact:	Within the Street and Infrastructure Tax, this Project had been Budgeted at \$250,000, so the Proposal is well under the Budgeted Amount. The 6th and Laurel waterline project scheduled for 2025 has been moved to 2026, so this \$650,000 in budget opened up other projects such as this.
Legal Review:	None at this time, this is a standard design contract.
Staff Recommendation:	Council Approval to Award Request for Proposal (RFP) 2025-28P Water and Sewer Line Reroute Design to SGM, Inc. for \$126,906.



Replace existing 8" DIP with 8" C900. Replace (2) hydrants and lead lines.

New Main in Bright Green

Pressurized Sewer from Hotels to Main

New Manhole on 6th Street Main

Abandon this stretch of Sewer.

Sewer Services to Hotel

Relocate Lumen Service to new Main.

Connect as Service to new Main Line.

Abandon Existing Main to Manhole at Hotel Corner.

Disconnect old line from new alignment.

Internal lines now service lines.

Replace 1600 LF of 12" Thin Wall Steel pipe with new 12" C900 Pipe in Place.

Design will include approximately 1800 LF of new Sewer Main.

New Manhole on Old Mainline.



City Council
STAFF REPORT
City of Glenwood Springs
July 11, 2025

Agenda Item:	Ordinance 2025-22; Amending MTC 120.040.020 – Section 1816 Vehicle Impound Hearing
Action Requested:	Review and adoption of updated MTC Section 1816
Department:	Police Department
Presented By:	John Hassell
Strategic Goals:	In line with Glenwood Springs Council goals to ensure public safety and provide efficient and responsive service, streamline effectiveness for owners of impounded vehicles to have the opportunity to request a probable cause hearing in a reasonable time for both the owner of the impounded vehicle and Glenwood Springs Municipal Court.
Background Info:	Dating back to 1994, Glenwood Springs Municipal Code adoption of the MTC Section 1816 (Impoundment of Vehicles) required Glenwood Springs Municipal Court to conduct a probable cause hearing withing three days of a written request.
Issues:	The Glenwood Springs Municipal Court is in session only on Tuesdays (excluding Holidays). Currently, the existing Ordinance requires a hearing withing 3 days of request and does not consider the conflict of “Tuesday only” court days. In many situations, this quick turnaround may not give the Court sufficient time to gather police reports, based on current GSPD Records Management System (RMS) confinements. Increased reporting documents and computer-based data entry have increased the workflow for both officers and Records technicians to produce reports in such a short period. Presented before you in Ordinance NO. 22 provides a solution outlined in the Staff Recommendation below.

Fiscal Impact: None

Legal Review: Yes

Staff Recommendation: City Staff has recommended an amendment to Section 120.040.020(17) of the Code changing the timing of municipal court hearings related to the impoundment of vehicles to the next available court date at least 48 hours after the incident, upon written request

ORDINANCE NO. 22

Series of 2025

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING SECTION 120.040.020 OF THE GLENWOOD SPRINGS MUNICIPAL CODE REGARDING SCHEDULING OF IMPOUNDMENT HEARINGS.

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, C.R.S. § 42-4-110 provides for uniform traffic regulations throughout the state and C.R.S. § 31-16-201 *et seq.* authorizes local governments to adopt uniform codes by reference, including the Model Traffic Code; and

WHEREAS, by Ordinance No. 14, Series of 2023, the City adopted by reference the 2020 Model Traffic Code for Colorado as Section 120.040.010 to the Glenwood Springs Municipal Code (the “Code”); and

WHEREAS, Section 120.040.020 of the Code sets forth local additions, deletions, or modifications to the Model Traffic Code; and

WHEREAS, Section 120.040.020(17) “Section 1816. Impoundment of Vehicles” of the Code requires probable cause hearings regarding the impoundment of vehicles to be conducted within 3 days of receipt of a written request; and

WHEREAS, the Glenwood Springs Municipal Court is in session only on Tuesdays; and

WHEREAS, City Staff has recommended an amendment to Section 120.040.020(17) of the Code changing the timing of municipal court hearings related to the impoundment of vehicles to the next available court date at least 48 hours after the incident, upon written request; and

WHEREAS, the City Council finds and declares that the Code amendments as set forth in **Exhibit A** attached hereto are in the best interests of the City.

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. **Amendment.** The Code is hereby amended as set forth in the attached **Exhibit A**.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED PUBLISHED BY
TITLE ONLY THIS ____ DAY OF _____ 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

EXHIBIT A

The following sections of the Municipal Code are amended as follows with double underlined text added and ~~strike through text~~ deleted.

TITLE 120 – CRIMINAL PROVISIONS

ARTICLE 120.010 – TRAFFIC REGULATIONS

Section 120.040.020– Additions, deletions, or modifications to the Model Traffic Code.

* * * *

- (17) Part 18 of the Model Traffic Code is hereby amended, by the addition of Sections 1815 and 1816 to read as follows

"Section 1816. Impoundment of Vehicles."

"(a) Notice. Whenever a police officer orders the towing of a vehicle pursuant to C.R.S. § 42-4-1803, the Police Department shall follow the procedures for determination and notification of the owner as set forth in C.R.S. § 42-4-1804. Notification of the owner shall be made upon forms supplied by the Colorado Department of Motor Vehicles pursuant to C.R.S. § 42-4-1804(5), and shall include the following statement:

"A Police Officer has ordered the towing of your vehicle. If you feel that the impoundment of your vehicle is improper, you have ten (10) days from the date of this notice to file a written request with the Glenwood Springs Municipal Court located at 101 W. 8th Street, for a hearing regarding the propriety of this impoundment. Such hearing shall be scheduled within three (3) days, excluding Saturday, Sunday and City holidays, of the date at the next available court date at least 48 hours after the incident upon your written request is received by to the Glenwood Springs Municipal Court. The Court shall be empowered to waive the towing and storage fees if it is found that the impoundment was improper. The retrieval of your vehicle from impoundment does not waive your right to a subsequent hearing and reimbursement. In conjunction with a request for a hearing, you are encouraged to also contact the Police Department of the City of Glenwood Springs for purposes of resolving a dispute concerning the impoundment of your vehicle without the necessity of having a formal hearing.

"(b) Hearing. A hearing shall be conducted before the Glenwood Springs Municipal Court within three (3) days of at the next available court date at least 48 hours after the incident upon receipt of a written demand therefor from the person seeking the hearing, unless such person waives the right to a speedy hearing in writing. ~~Saturdays, Sundays and City holidays are to be excluded from the calculation of the three day period.~~ The sole issue before the Court shall be whether there was probable cause to impound the vehicle in question.

"Probable cause to impound' shall mean such a state of facts as would lead a person of ordinary care and prudence to believe that there was sufficient breach of law to grant legal authority for the removal of the vehicle.

"The Court shall conduct the hearing in an informal manner and shall not be bound by technical rules of evidence. The person demanding the hearing shall carry the burden of establishing that such person has the right to possession of the vehicle. The City shall carry the burden of establishing that there was probable cause to impound the vehicle in question. The burden of proof shall be by a preponderance of the evidence. Failure of the registered or legal owner or their agent to request or attend a scheduled post-seizure hearing shall be deemed a waiver of the right to such hearing.

* * * *



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item:	West Mountain Regional Alliance Presentation
Action Requested:	This presentation will be to update Council and inform new members of WMRA services for the homeless. They will discuss previous lessons learned, new services such as Permanent Supportive Housing, and new solutions.
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 Ensure Public Safety
Background Info:	The City has been discussing the government's role in homelessness, both with Council and the community, particularly focusing on the safety of the community. This is an opportunity for the Council to hear about economic and social services that are offered to help the homeless community.
Issues:	NA
Fiscal Impact:	NA
Legal Review:	NA
Staff Recommendation:	NA



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item:	Workforce Housing Fund Advisory Board / Council Joint Work Session
Action Requested:	Whether to combine the Housing Commission and the Workforce Housing Fund Advisory Board
Department:	Economic and Community Development
Presented By:	Kevin Rayes
Strategic Goals:	Protect and Preserve our Quality of Life Generate Sustainable Economic Development
Background Info:	In 2022, Glenwood Springs voters approved a 2.5 percent accommodations tax (AKA ballot measure 2c) to establish a Workforce Housing Fund to address housing affordability challenges. The tax generates approximately 1.7 million dollars per year. The Workforce Housing Fund Advisory Board (WHFAB) was commissioned by City Council in 2023 to assist with managing funds. In 2024, WHFAB worked with City Council to adopt the 2024-2027 Implementation Plan. As the name suggests, the implementation plan sets forth a list of goals and strategies to complete over a 3-4-year timeframe. WHFAB and Council have since completed a number of tasks on the list and continue to make meaningful progress towards housing affordability. Exhibit A includes the full list for Council's reference and Exhibit B breaks down the status of each goal/task. It is worth noting that the goals/tasks prescribed in the Implementation Plan were derived from the Glenwood Springs Strategic Housing Update that was adopted by Council in 2023. This document provides a holistic overview of housing in Glenwood Springs. It analyzes the nexus between employment, commuting patterns, and housing affordability, and sets forth a list of recommendations based on these findings. The Strategic Housing Update can be accessed at this link.
Issues:	Currently, there is a Housing Commission in addition to the WHFAB. Staff, in conjunction with the respective boards is pursuing the concept of joining the boards into one. This would cut down on staff time facilitating two boards and create a stronger volunteer pool for the board positions. Council may wish to discuss the manner in which the boards are joined to accommodate a larger than allowed number of positions, ie maintaining some members as alternates until their current term expires.
Fiscal Impact:	The majority of the programs in the Implementation Plan are funded from 2c lodging tax funds, with a couple of exceptions. Half of the Housing Development Manager position is funded via 2c lodging tax dollars with the other half funded by a Capacity Grant from the Colorado Department of Local Affairs (DOLA). Additionally, a large portion of the down payment assistance program is funded by a separate grant from DOLA.
Legal Review:	Ballot measure 2c included language that requires Workforce Housing Funds to benefit the local Glenwood Springs workforce. When the WHFAB Implementation Plan was considered for adoption in 2024, legal confirmed that the list of goals and strategies align with the original ballot language.
Staff Recommendation:	Staff requests high-level direction from Council regarding the Implementation Plan. As Council contemplates the future of the City's housing initiatives, it might be helpful to consider the following questions: • Which goals/strategies that are currently underway should be carried forward/prioritized over the next year? • Which goals/strategies should be prioritized over the coming year that have not been started?

- What concerns does Council have about the goals/strategies that are currently underway?
- What concerns does Council have about the goals/strategies that have not been started?
- What goals/strategies should be added to the list that are not currently included?

Exhibit A | WHFAB 2024 - 2027 Implementation Plan

Exhibit B | Implementation Plan Status Dashboard

Exhibit A | WHFAB 2024-2027 Implementation Plan



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.

Exhibit A | WHFAB 2024-2027 Implementation Plan



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>

WHFAB 2024-2027 Implementation Plan Status Dashboard

Provide a place to go and a person to talk to for people seeking housing solutions in Glenwood Springs.	
Complete	Build an affordable housing information and resource website by December 2024.
Complete	Hire a City of Glenwood Springs Housing Manager by August 2024.

Increase affordable housing by 3%, based on the City of Glenwood Springs 2023 Strategic Housing Plan's projected	
Ongoing	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.
Complete	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.
Complete	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.
Not Started	Establish property preservation pilot program(s) to facilitate rehabilitation and conversion of existing properties by December 2025.
Not Started	Implement funding opportunities with loans, incentives, cash subsidy and other gap financing that leverages private funding by December 2026.

Increased confidence and trust in Glenwood Springs commitment to addressing workforce housing.	
Complete	Provide CoGS Council a multi-year plan, priorities and resource allocation recommendations for the use of 2C funds, by February 2024.
Complete	Establish program/initiative working groups for design and implementation of pilot programs by April 2024.



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item:	Resolution 2025-14; Grant Funding Opportunity for Accessory Dwelling Unit Programs
Action Requested:	Consideration of a resolution supporting the City's application for the Department of Local Affairs' Accessory Dwelling Unit Grant Program.
Department:	Economic and Community Development
Presented By:	Watkins Fulk-Gray
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	Housing Commission has been focused recently on promoting accessory dwelling units, or ADUs. At City Council's March 6, 2025 meeting, Staff presented the concept of "pre-approved" ADU designs, in which the City would offer multiple construction plans for ADUs that would be already approved by the Building Department and free to Glenwood residents to download and use. City Council directed staff to implement free options that were identified, such as modular ADU plans, and declined options that would require expenditures. Staff have made progress establishing modular ADU options as pre-approved. The concept of pre-approved ADU designs has gained popularity around the nation because ADUs can play an important role in constrained housing markets and because pre-approved programs lower the barriers to ADU construction. To this end, the State's Department of Local Affairs (DOLA) is offering grants to "ADU Supportive" local governments to promote ADU construction. This opportunity would alleviate City Council's discomfort with the costs of creating pre-approved designs, which were estimated in early 2025 to be as much as \$50,000 per design, with a lower cost for licensing existing ADU designs. More information about potential pre-approved ADU programs can be found in the March 6, 2025 staff report.
Issues:	The City has been successful in recent years receiving grants from DOLA. This grant opportunity does not state a maximum or minimum, but \$1.6 million total is available. The following activities are eligible for funding: • Offsetting costs incurred in connection with developing pre-approved ADU plans; • Providing technical assistance to persons converting or constructing ADUs; and • Waiving, reducing, or providing financial assistance for ADU-associated fees and other required costs. The concept of using this grant to mostly offset the costs of creating custom ADU plans for Glenwood or to license existing ADU plans is therefore squarely within the scope of the grant, though there are tasks Community Development must complete before applying and requirements about the end product.
Fiscal Impact:	If successful, the grant will require a 25% match, meaning a \$37,500 commitment for a \$150,000 ask.
Legal Review:	Legal drafted the resolution.
Staff Recommendation:	Approval of the included resolution.

RESOLUTION 2025 - 14

A RESOLUTION OF THE CITY COUNCIL OF GLENWOOD SPRINGS, COLORADO, SUPPORTING AN ACCESSORY DWELLING UNIT GRANT PROGRAM APPLICATION TO THE DEPARTMENT OF LOCAL AFFAIRS AND THE ACCEPTANCE AND APPROPRIATION OF ANY GRANT FUNDS AWARDED

WHEREAS, the City of Glenwood Springs is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant administered by the Colorado Department of Local Affairs (“DOLA”); and

WHEREAS, the City of Glenwood Springs has filed a commitment via Proposition 123 to increase affordable housing by 3% annually; and

WHEREAS, accessory dwelling units reduce government capital and maintenance costs for infrastructure since accessory dwelling units are built in existing neighborhoods and have a relatively small impact on existing infrastructure; and

WHEREAS, compact infill development reduces water demand and infrastructure costs by using less piping, which reduces water loss; includes less landscaped space per unit; and makes better use of existing infrastructure; and

WHEREAS, accessory dwelling units generate rental income to help homeowners cover mortgage payments or other costs; and

WHEREAS, accessory dwelling units provide families with options for intergenerational living arrangements that enable child or elder care and aging in place; and

WHEREAS, the City of Glenwood Springs intends to submit a \$150,000 ADU Grant application to DOLA to fund the creation of pre-approved accessory dwelling unit plans; and

WHEREAS, the City will provide matching funds for the grant application of \$37,500; and

WHEREAS, the City Council strongly supports providing affordable housing opportunities and a diversity of housing options.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, THAT:

Section 1. The above recitals are hereby incorporated as findings by the City.

Section 2. The City strongly supports the DOLA DPA Grant application and has appropriated \$250,000 in matching funds from the Workforce Housing Fund.

Section 3. The City Council of the City of Glenwood Springs will authorize the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with DOLA.

Section 4. If a grant is awarded, the City Council of the City of Glenwood Springs hereby authorizes the Mayor or Mayor Pro Tem to sign a Grant Agreement with DOLA.

INTRODUCED, READ, AND PASSED THIS 7th DAY OF AUGUST 2025.

CITY OF GLENWOOD SPRINGS, COLORADO

Marco Dehm, Mayor

ATTEST:

Ryan Muse, City Clerk



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item: Project Updates

Action Requested:

Department: Engineering

Presented By: Ryan Gordon

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

Background Info: Staff to provide an update to council on citywide projects

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: NA



City Council
STAFF REPORT
City of Glenwood Springs
August 7, 2025

Agenda Item:	Resolution 2025-15; Adopting the Comprehensive Safety Action Plan
Action Requested:	Adopt the Comprehensive Safety Action Plan.
Department:	Engineering
Presented By:	Lee Barger
Strategic Goals:	Provide Efficient and Responsive City Government Preserve and Improve Infrastructure Protect and Preserve our Quality of Life Ensure Public Safety
Background Info:	Staff and the CSAP consultant team presented the draft CSAP to Council on May 1, 2025. Staff will discuss key outcomes and takeaways from the process and the resulting plan.
Issues:	NA
Fiscal Impact:	NA
Legal Review:	Legal drafted the resolution.
Staff Recommendation:	Staff recommends adopting the Comprehensive Safety Action Plan.

RESOLUTION 2024-38

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF GLENWOOD SPRINGS, COLORADO, APPROVING
COMPREHENSIVE SAFETY ACTION PLAN.**

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; and

WHEREAS, the City received funding from a 2023 Safe Streets and Roads for All (SS4A) grant to develop a Comprehensive Safety Action Plan (“CSAP”).

WHEREAS, the City hired Consor Engineers (“Consor”) to develop the CSAP; and

WHEREAS, working in collaboration with City Staff, Consor developed a draft CSAP which was presented to City Council at the May 1, 2025, regular Council meeting; and

WHEREAS, City Staff recommends approval of the CSAP; and

WHEREAS, the Glenwood Springs City Council finds and believes it is in the best interest of the City to adopt the CSAP attached as **Exhibit A**; and

WHEREAS, the Plan will be on file with the City’s Public Information Officer.

**NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY
OF GLENWOOD SPRINGS, COLORADO, THAT:**

Section 1. The above recitals are hereby incorporated as findings by the City Council of the City of Glenwood Springs.

Section 2. The City Council of the City of Glenwood Springs hereby adopts the Comprehensive Safety Action Plan attached as **Exhibit A**.

INTRODUCED, READ AND PASSED THIS 7TH DAY OF AUGUST 2025.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

Marco Dehm, Mayor

Ryan Muse, City Clerk



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, AICP, 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

CONSULTANT TEAM

Conсор North America, Inc.

Jenny Godwin, AICP
Sylvia Lopo, PE, PTOE
Amanua Osafo, PE
Ben Waldman, PE, PTOE

Alta Planning & Design

Chris Cannon
Jordyn Jones
Callie Orsini
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.

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



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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

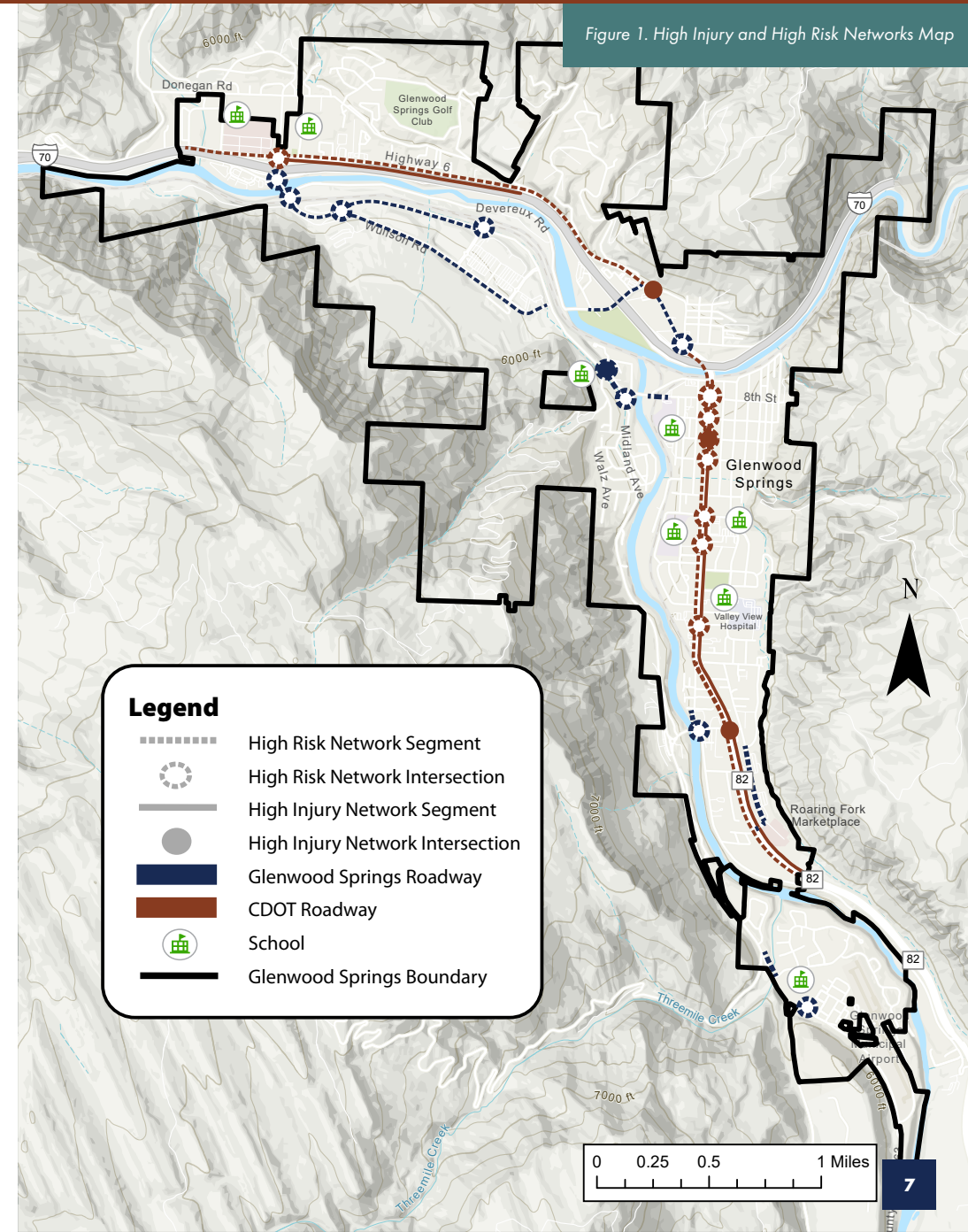
A detailed safety analysis of all roadways within the City of Glenwood Springs was conducted using five years of Colorado Department of Transportation (CDOT) crash data (2019-2023) to identify crash hotspots and trends. Key findings include:

- **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. The project team received a total of **751 survey responses** (total for the Phase 1 and Phase 2 surveys) and **674 pins** placed on interactive maps (including a map noting safety locations of concern and another for noting areas to implement safety solutions). 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.

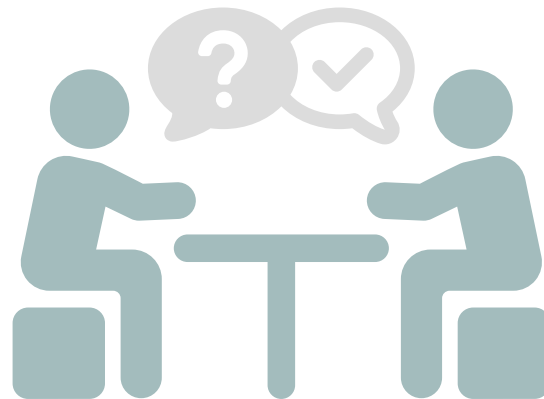
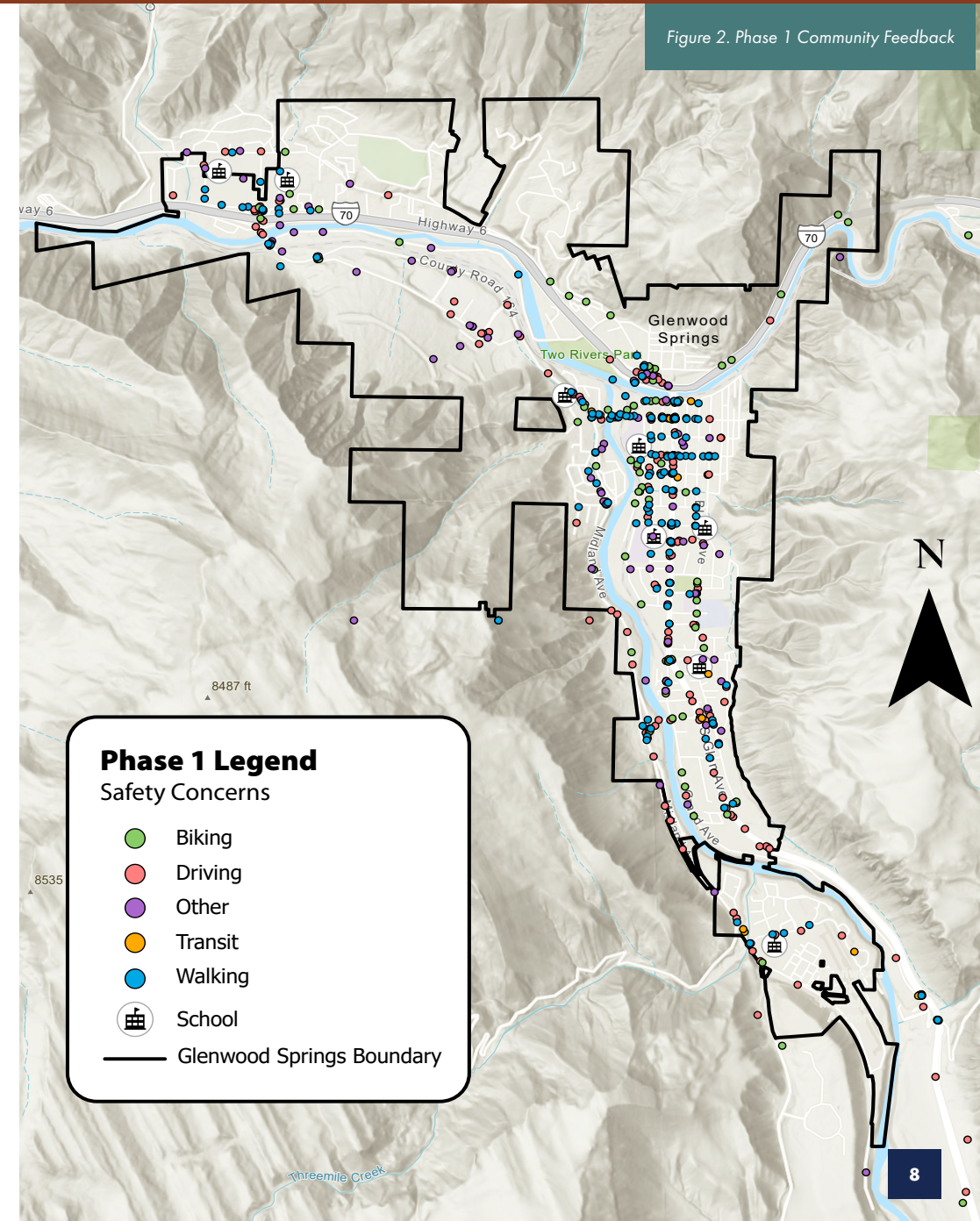


Figure 2. Phase 1 Community Feedback





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 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 enhanced multimodal pavement markings.	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 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 to enhance crossing safety.	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, and investigate the ability to meet Pedestrian Right of Way Access Guidelines (PROWAG), further realizing 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

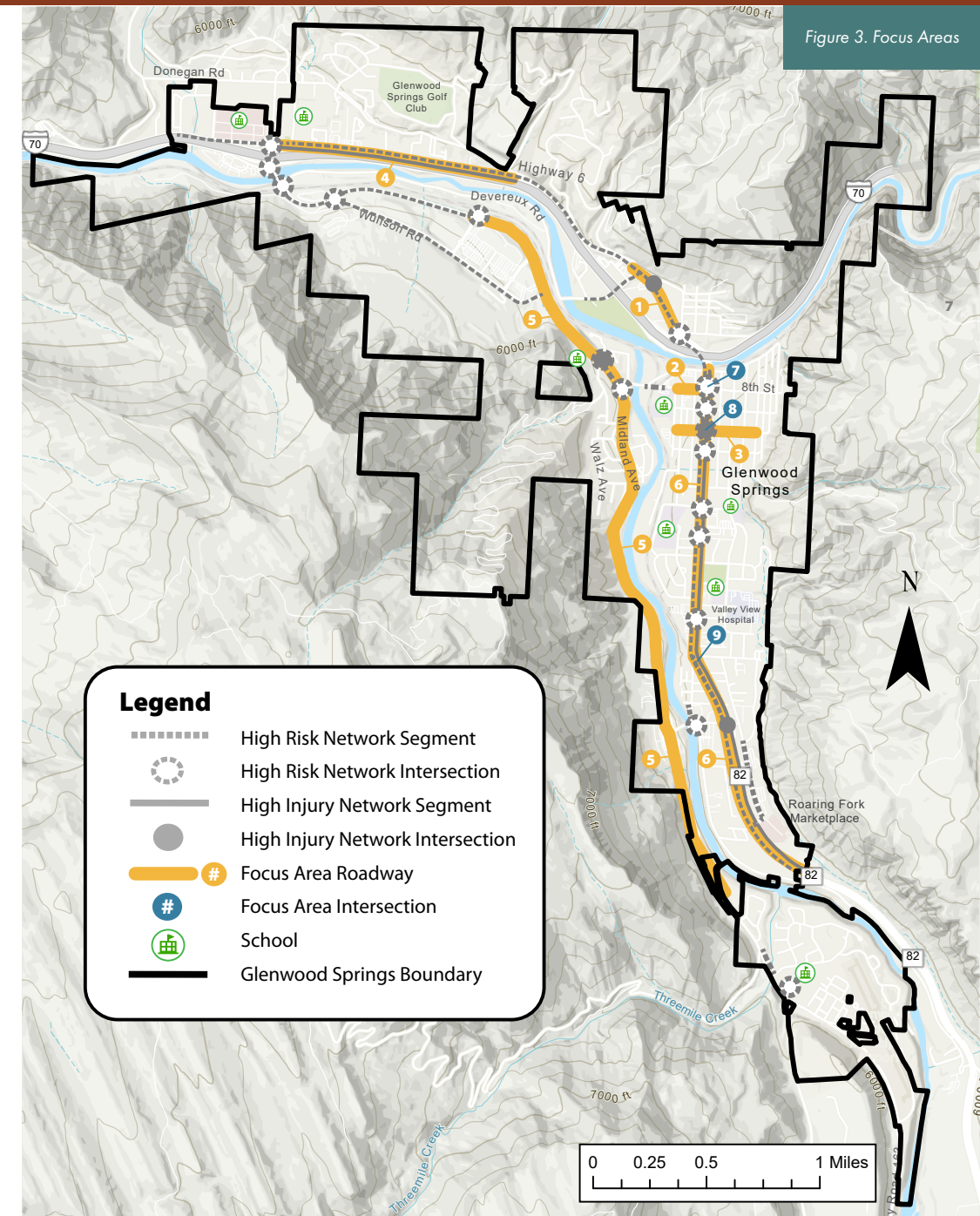


FOCUS AREAS

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.



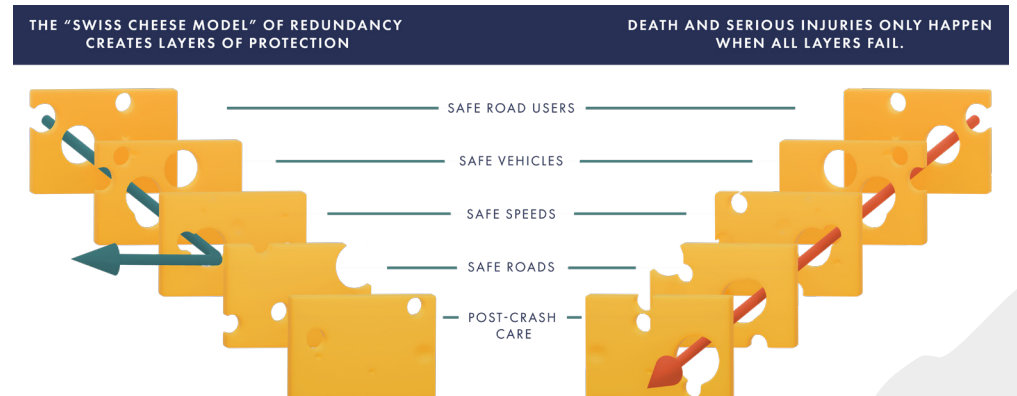
Figure 5. Safety System Approach Principles
(Source: United States Department of Transportation (USDOT))

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

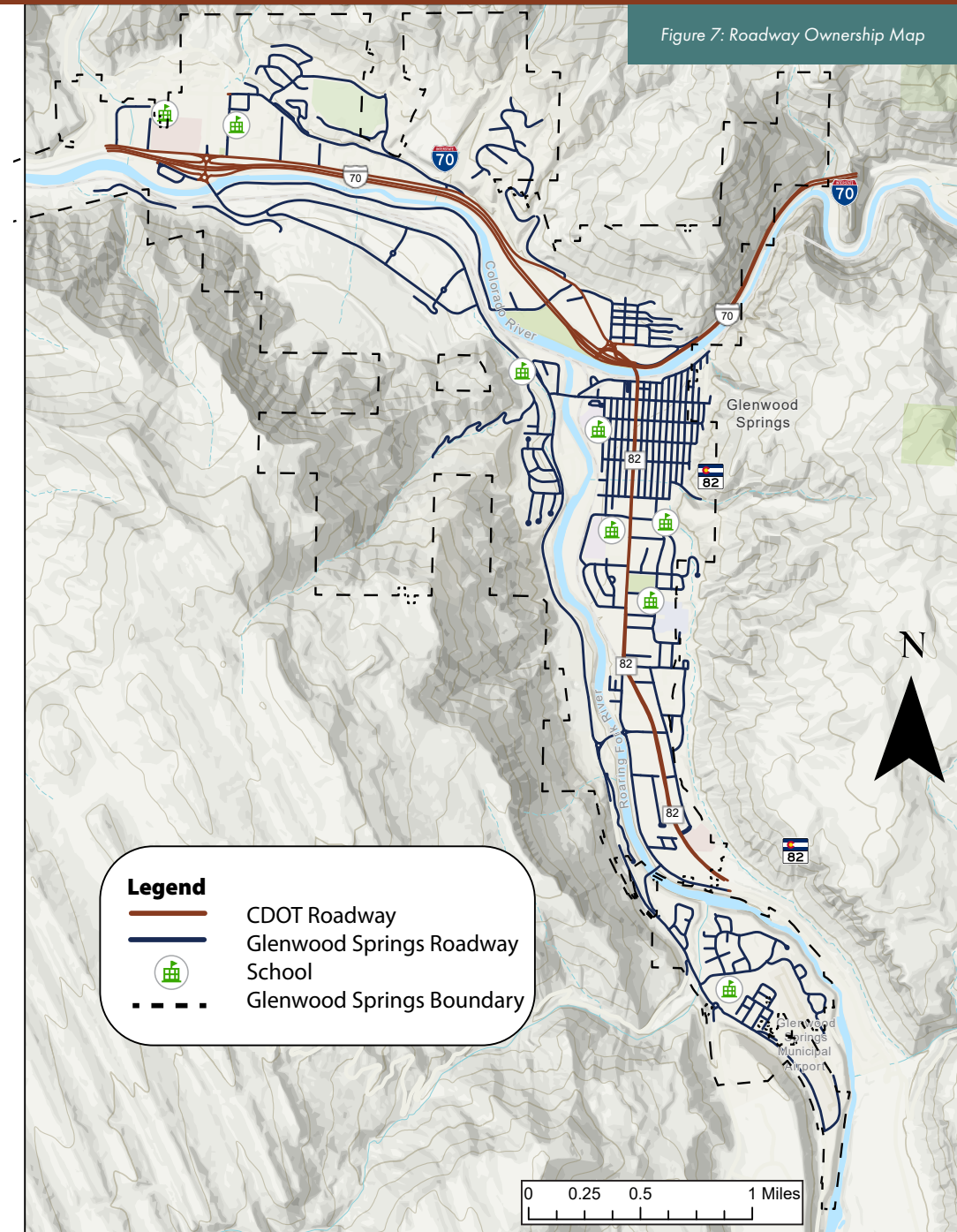
The City of Glenwood Springs is the county seat of Garfield County, Colorado with a population of 10,250 and over 36% of residents identifying as Hispanic or Latino (U.S. Census Bureau, 2024). Glenwood Springs' local economy was historically fueled by coal mining, farming and ranching, commerce, and 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.

Figure 7: Roadway Ownership Map



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:

CRASH DATA EVALUATION

(JULY – NOVEMBER 2024)

This phase included compiling, cleaning, and analyzing crash data to document major crash trends. The High Injury Network (locations where the most crashes occur) and the High Risk Network (preemptively identifying roadway and land use characteristics that signify a higher propensity for crashes) were also developed.

FOCUS AREAS & COUNTERMEASURES TOOLBOX

(DECEMBER 2024 – FEBRUARY 2025)

Targeted recommendations were identified for specific roadway segments and intersections in this phase of the project. The recommendations were prioritized by location (High Injury Network and High Risk Network) and community feedback. A countermeasures toolbox of systemic recommendations was developed to document the applicability of safety enhancement recommendations citywide.

ACTION PLAN

(MARCH – MAY 2025)

The draft and final CSAP was developed during this phase. The development included creating detailed and actionable metrics of specific actions, noting responsibility, next steps, and achievement timeframe.

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).



Statewide Transportation Plan

Adopted August 20, 2020



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.

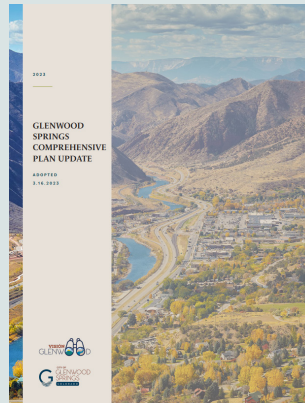
For further details on CDOT's commitment to safety, see the [2020-2023 Colorado Strategic Transportation Safety Plan \(STSP\)](#).

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.

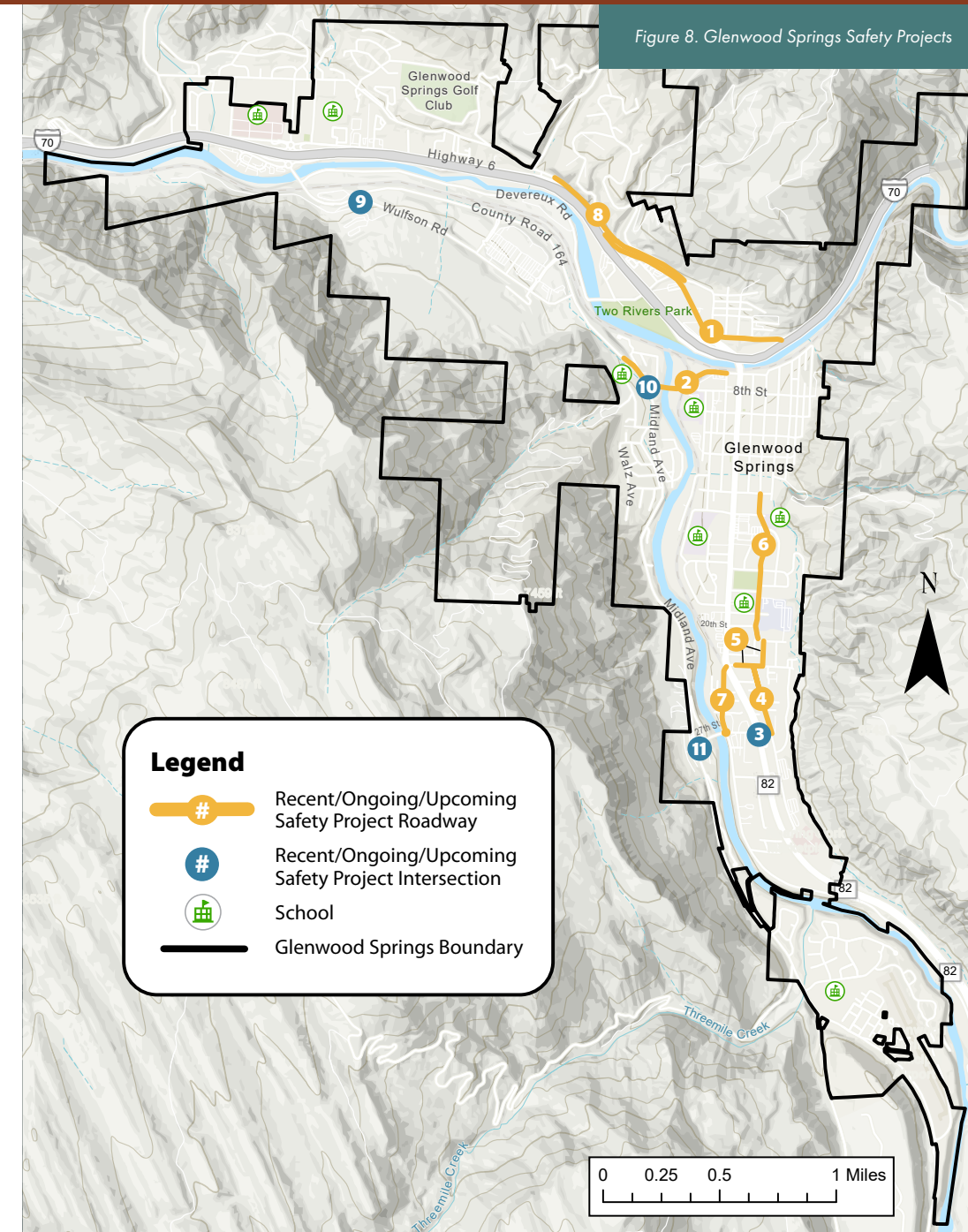


RECENT, ONGOING, AND UPCOMING SAFETY PROJECTS

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**.

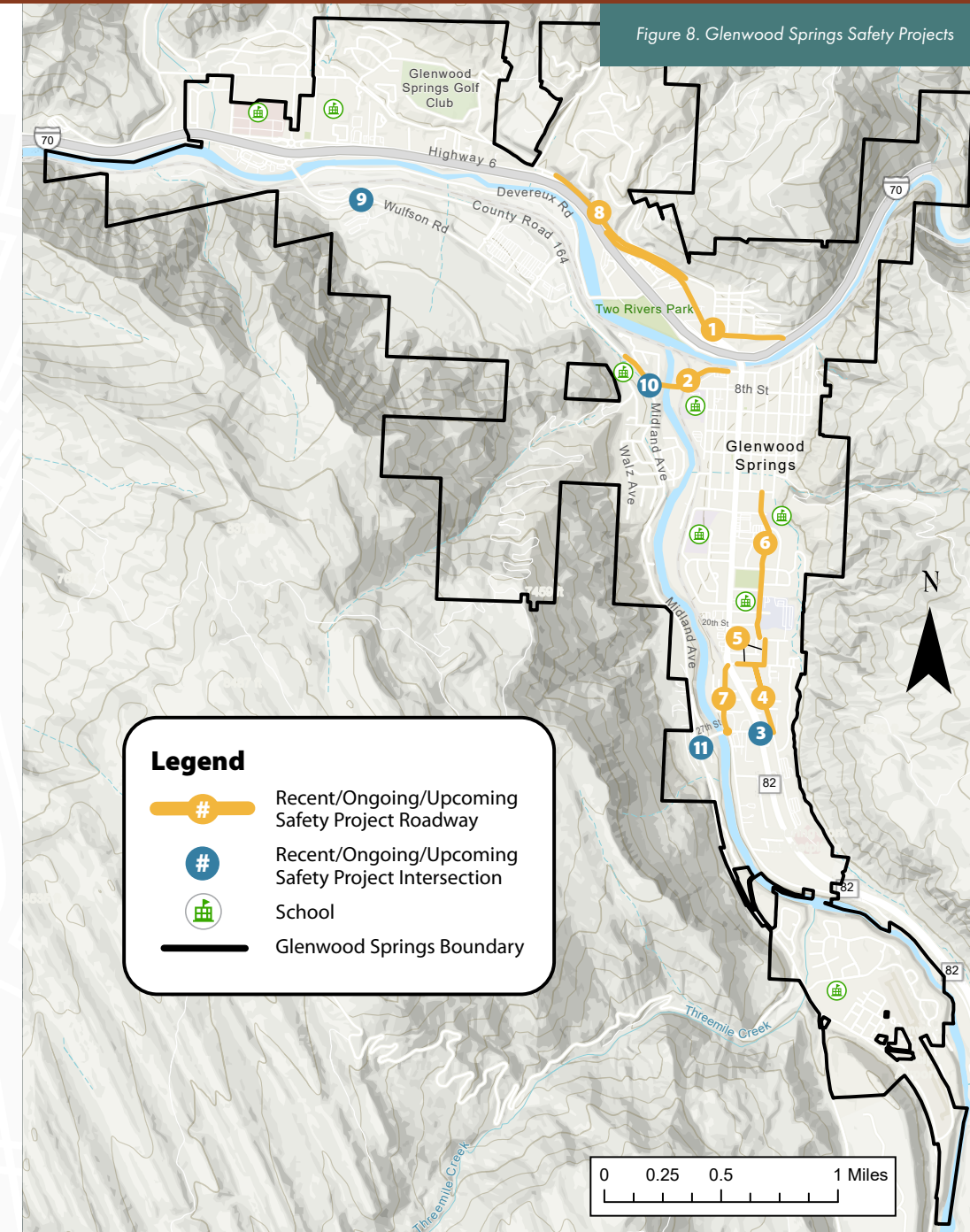
- 1 6th Street Corridor Complete Street Improvement Project:** Phase I (Laurel Street to Pine Street) is underway and successive phases will be completed as funding allows.
- 2 7th/8th/Midland Project:** This project (upcoming within the next few years) will design wider sidewalks, address drainage issues, 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



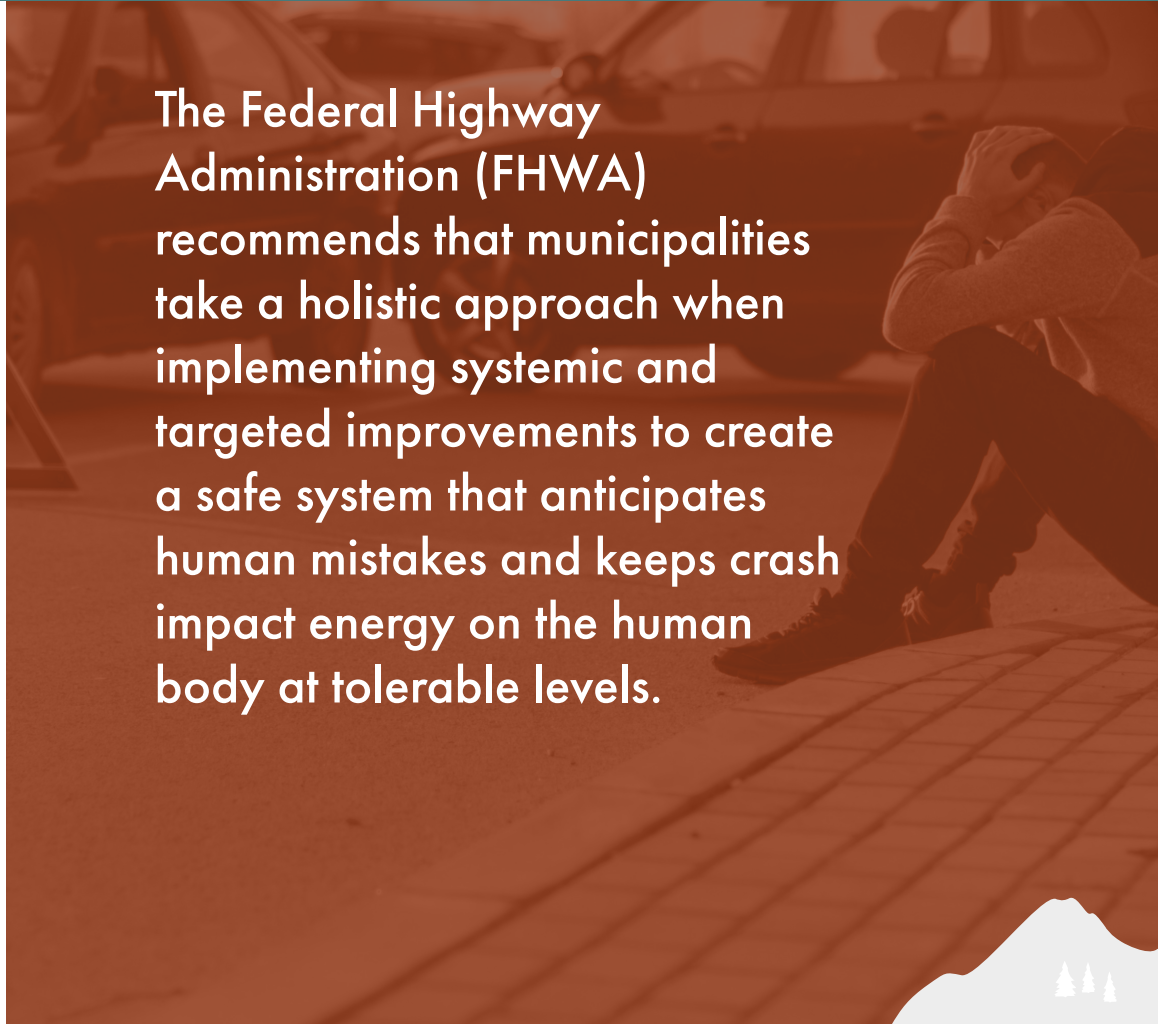
Chapter 2: Safety Analysis Findings

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.

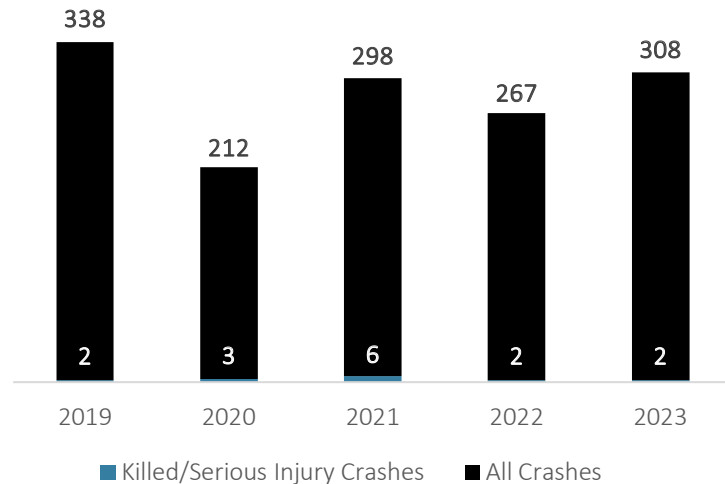


Figure 9. Crashes Over Time in Glenwood Springs

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.

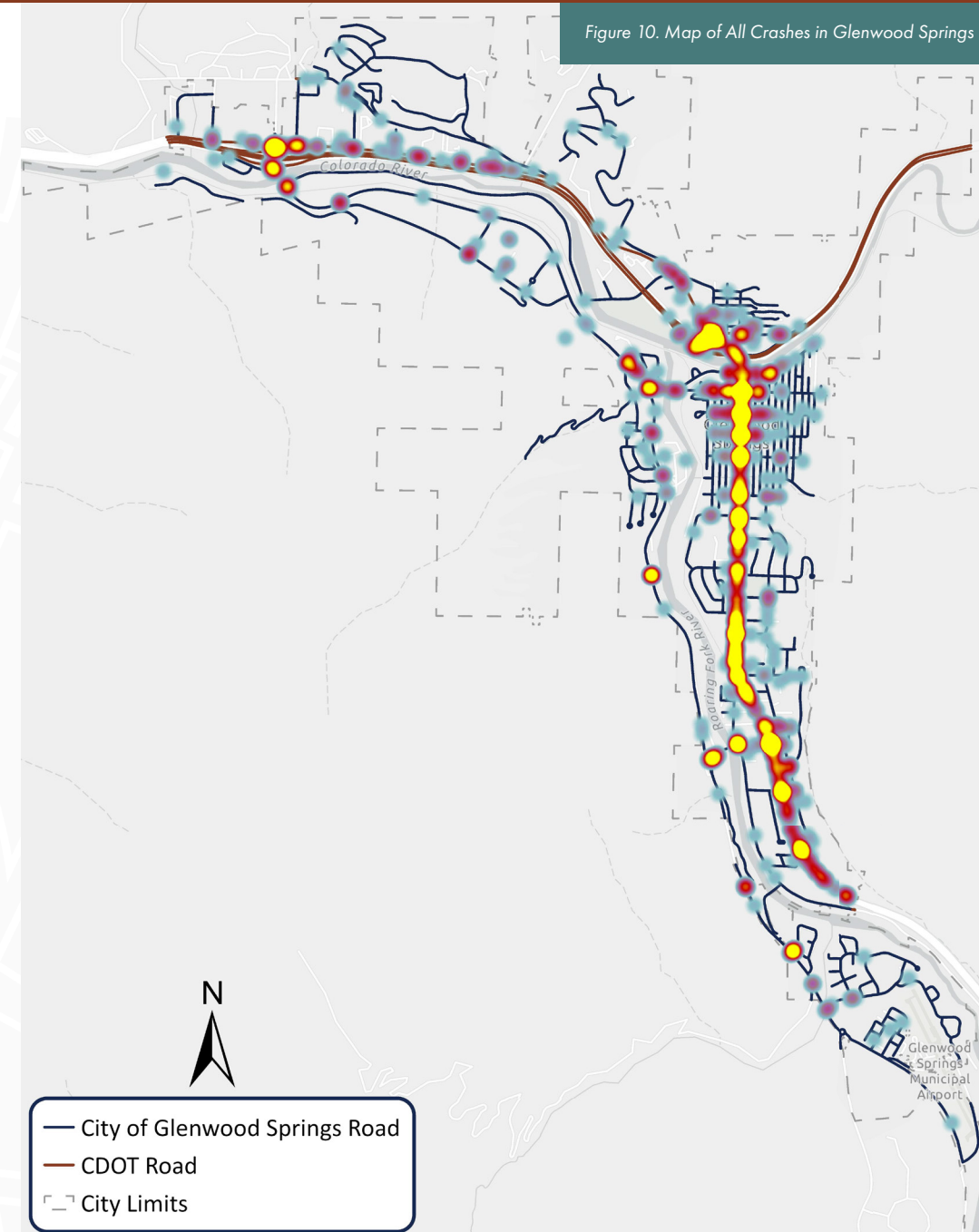
WHEN CRASHES ARE OCCURRING

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.**

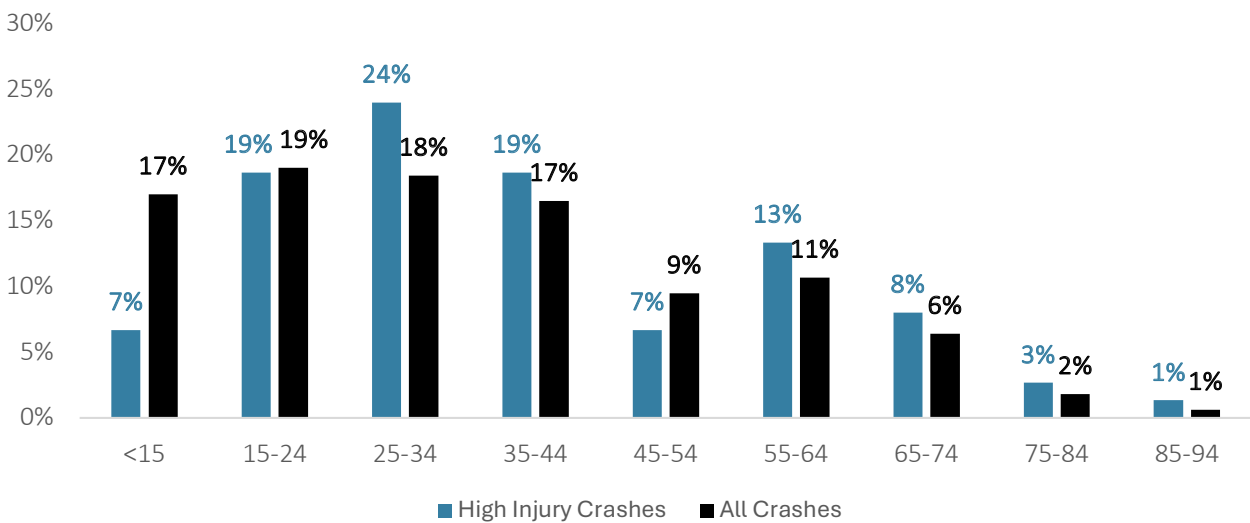


Figure 11. Summary of Driver at Fault Age

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.

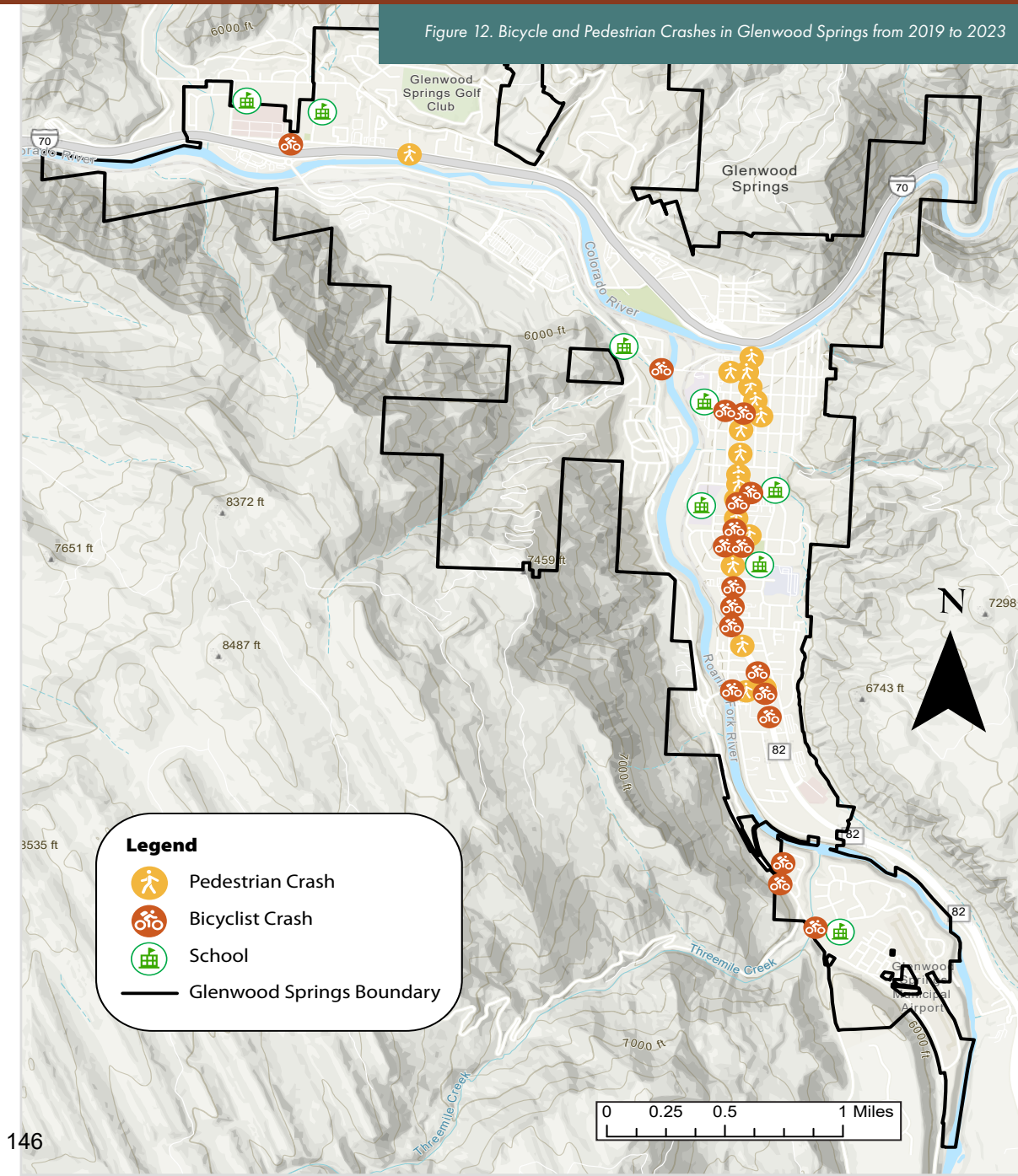
Driver Actions & Contributing Factors

- **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.

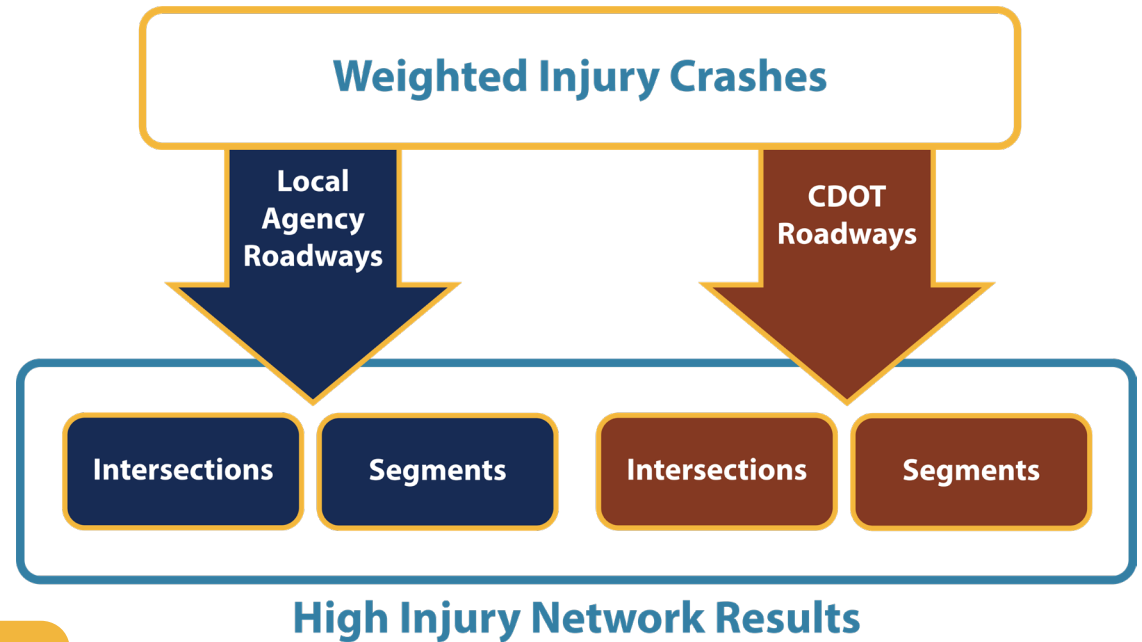


Figure 13. High Injury Network Development Process

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.

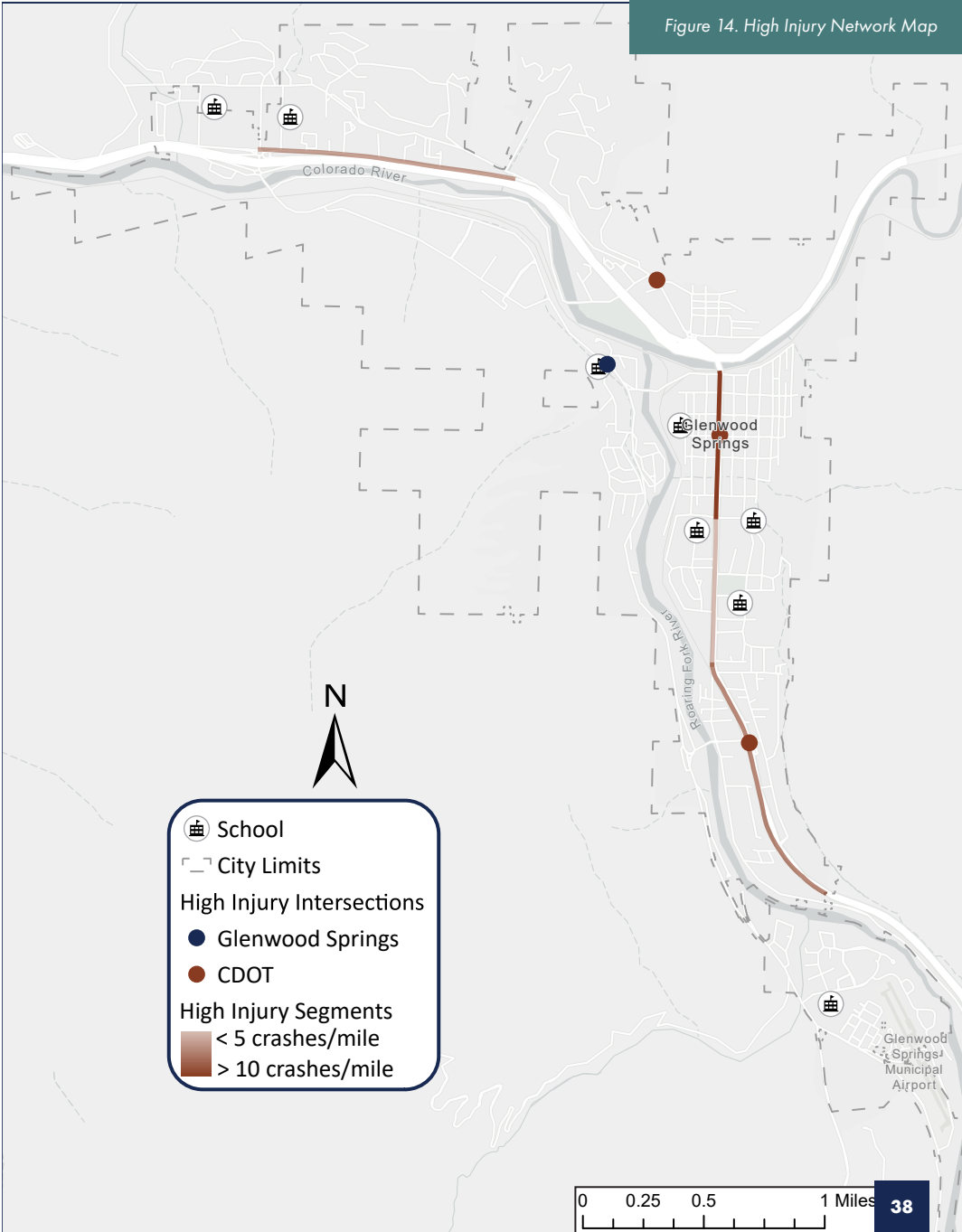
To maintain a focus on areas with high rates of fatalities and serious injuries, crashes were weighted according to their severity with minor injuries receiving a weight of one, serious injuries a weight of two, and fatalities a weight of four.

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

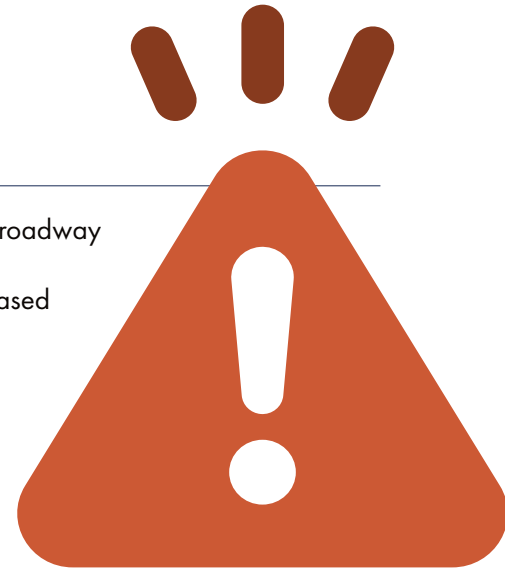




HIGH RISK NETWORK

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.

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
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

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

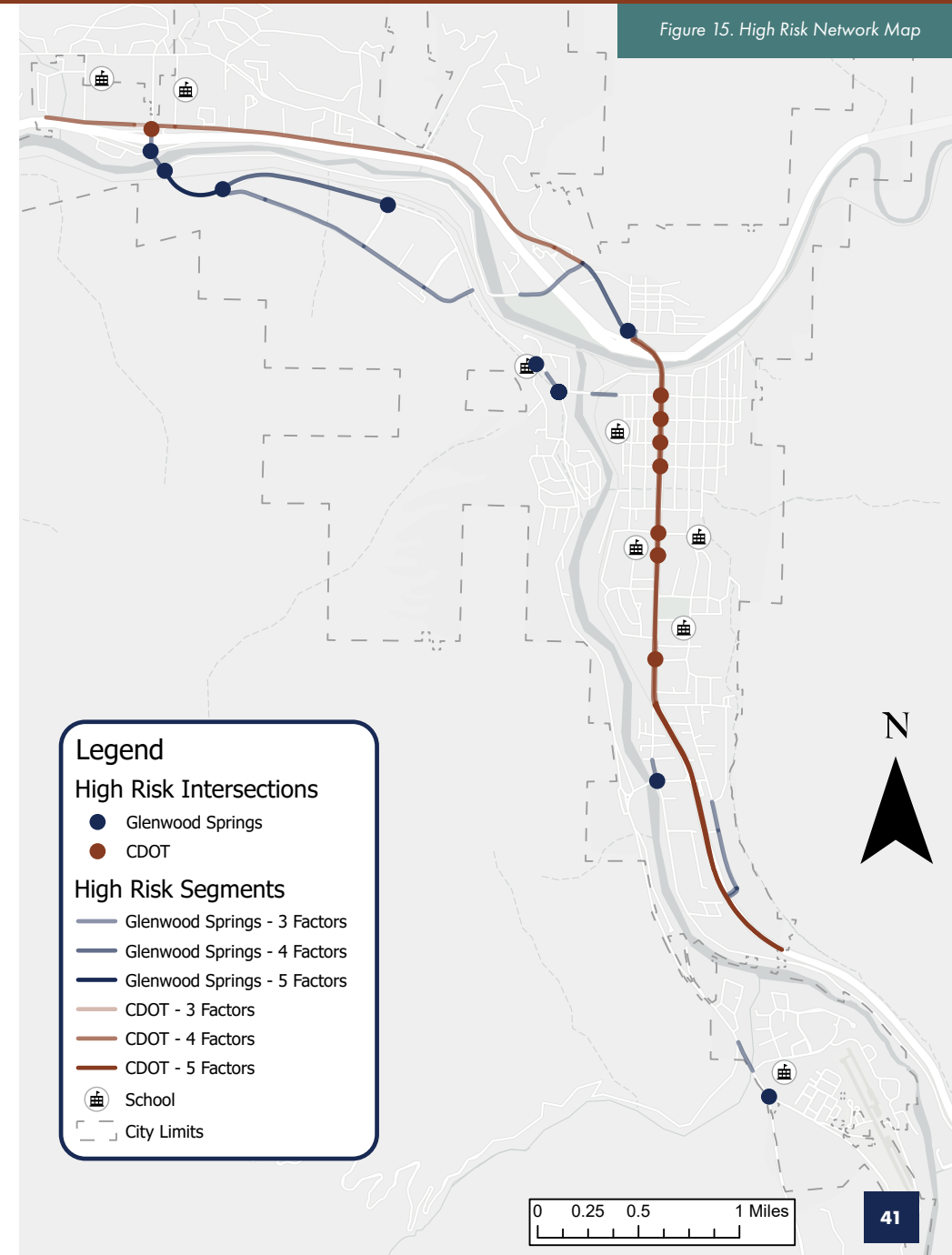
Table 8: High Risk Segment Factor Thresholds

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**.

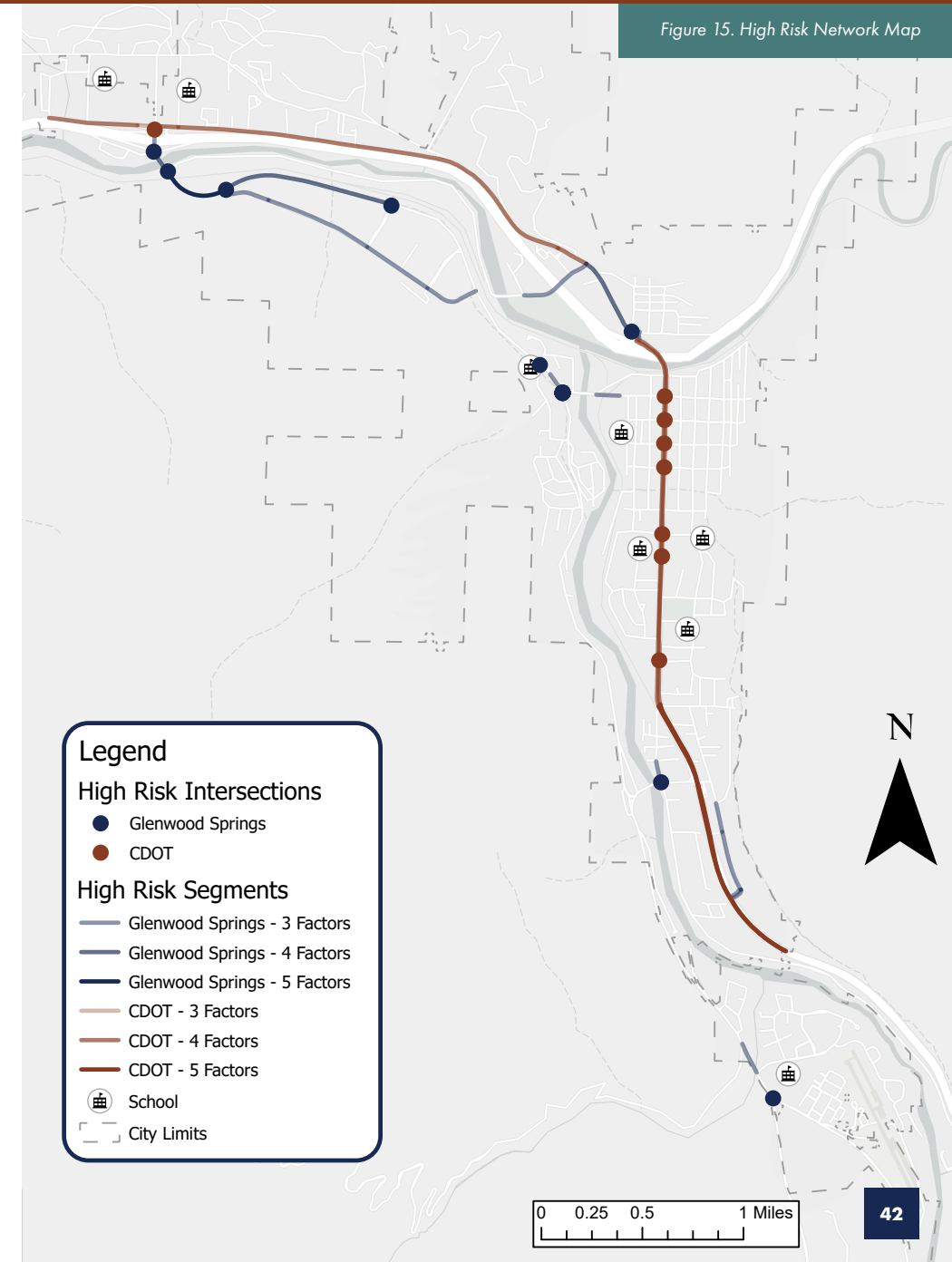
Intersection Name	Roadway Ownership	# of Risk Factors Meeting Threshold
Mel Ray Road/Highway 6 roundabout	CDOT	6
Riverine Road/Midland Avenue roundabout	City	5
SH 82 & 9th Street	CDOT	4
SH 82 & 10th Street	CDOT	4
SH 82 & 14th Street	CDOT	4
SH 82 & 20th Street	CDOT	4
Midland Avenue & 8th Street	City	4
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 (CFGJ)
- 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 anticipates adopting 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!

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.**

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

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.

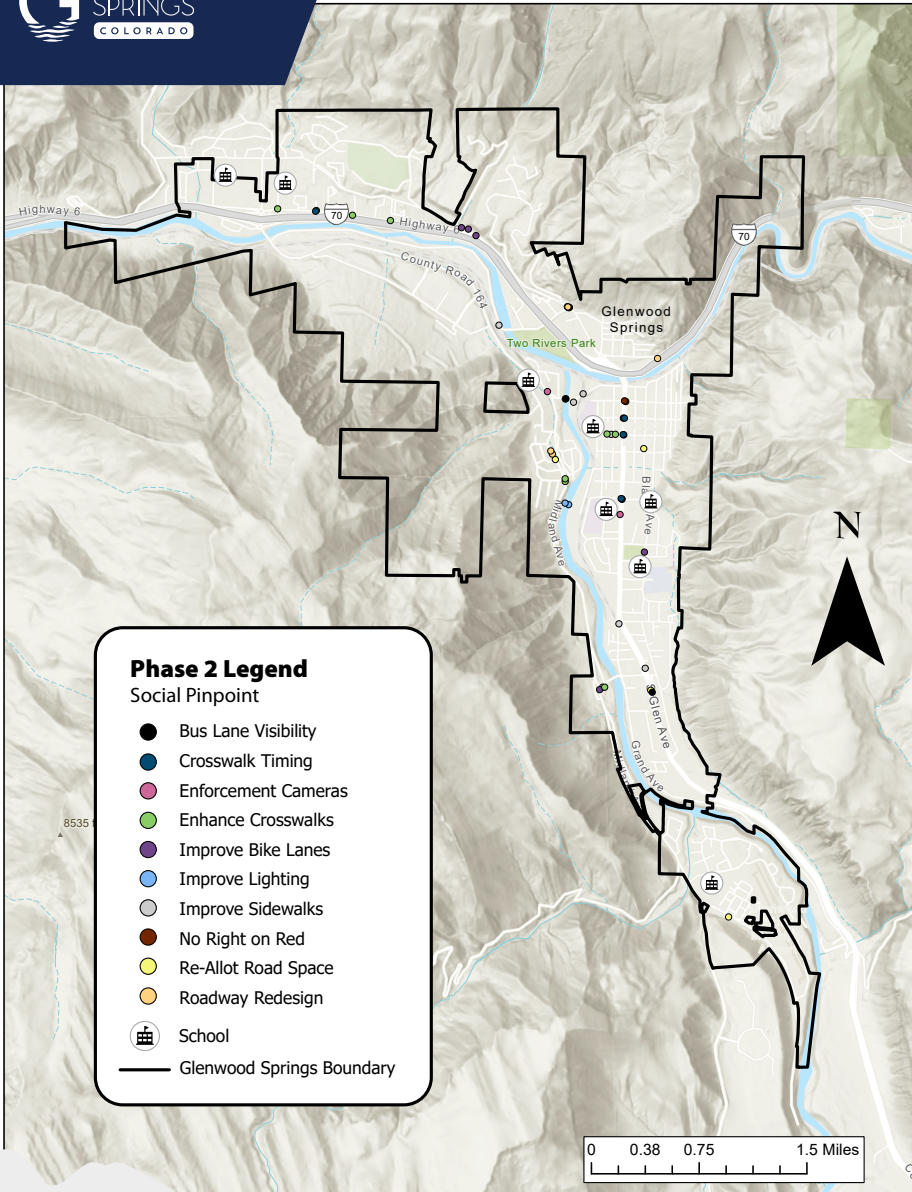


Figure 19. Phase 2 Feedback Map

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: Countermeasures 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.



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.

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

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



ACCESS MANAGEMENT	56
CENTER MEDIAN BARRIER	57
IMPROVE CHANNELIZED RIGHT-TURN LANE GEOMETRY	58
ROADWAY LIGHTING	59
SPEED RADAR ENFORCEMENT	60
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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.

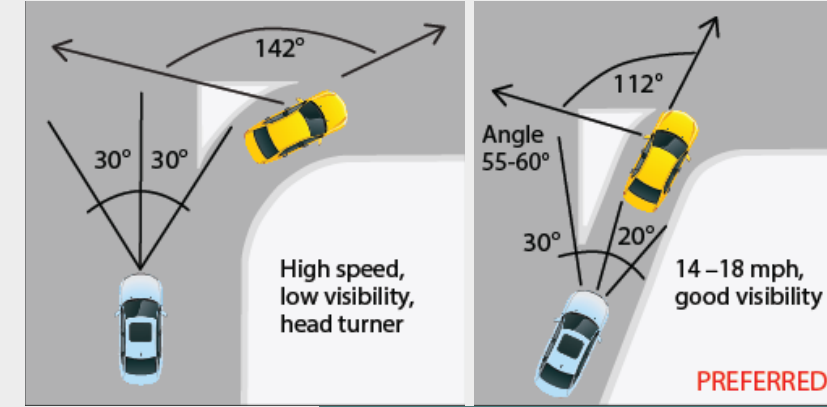


Figure 22. Right-Turn Lane Geometry (Source: FHWA)

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.

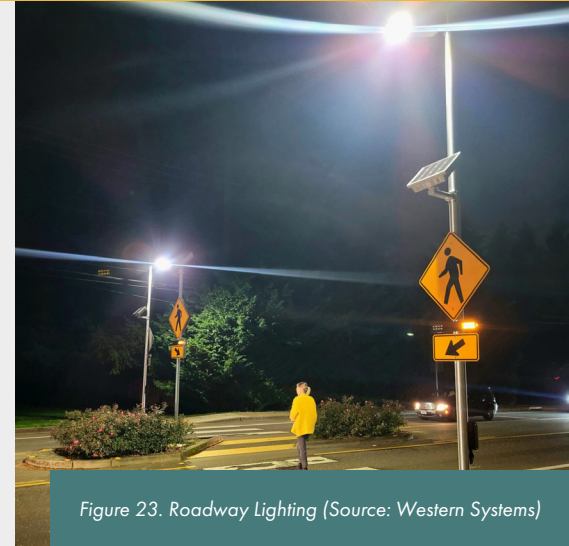


Figure 23. Roadway Lighting (Source: Western Systems)

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.

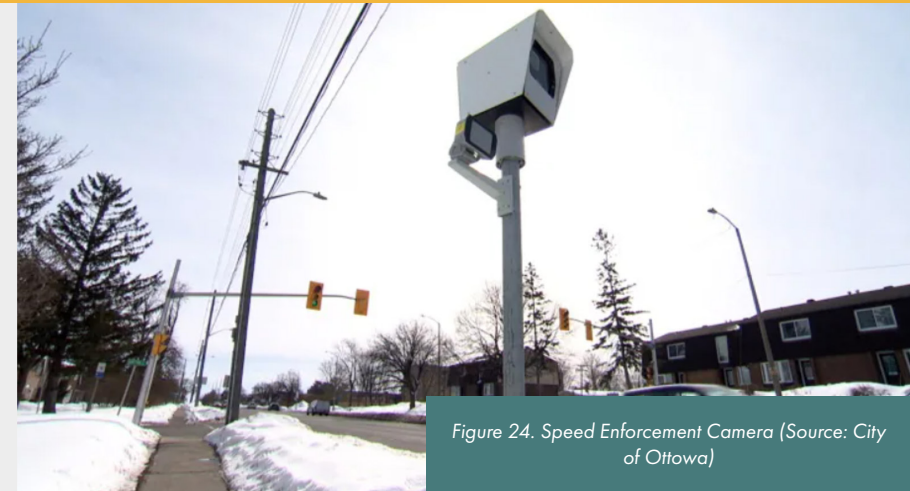


Figure 24. Speed Enforcement Camera (Source: City of Ottawa)

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



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.

DESIGN CONSIDERATIONS

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

CRASH TYPES ADDRESSED

Bicycle | Pedestrian | Speed-related

APPLICABILITY BY FACILITY OWNERSHIP

✓ City Roadway



Figure 25. Speed Hump (Source: Adobe Stock)

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.



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.

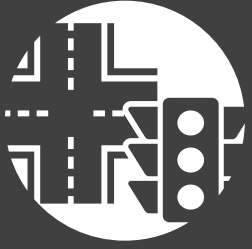
CRASH TYPES ADDRESSED Approach Turn | Bicycle | Broadside | Pedestrian

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

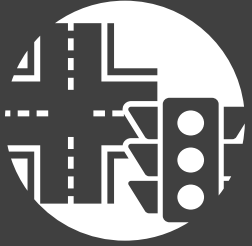
- Allows pedestrians or bicyclists to begin crossing the intersection prior to vehicles entering the intersection.
- This countermeasure can reduce all crashes by up to **10%** and KSI crashes by up to **17%**.

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.

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

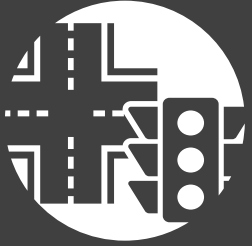
APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

✓ City Roadway



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



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.

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.

CRASH TYPES ADDRESSED Broadside | Red Light Running

APPLICABILITY BY FACILITY OWNERSHIP

✓ CDOT Roadway

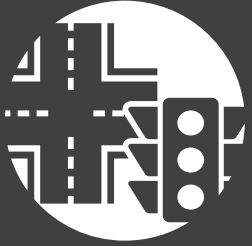
✓ City Roadway



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

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.



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

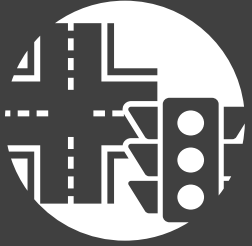
Removes conflict between pedestrians and bicyclists crossing the street with the right-of-way and vehicles attempting to turn red.

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.

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.



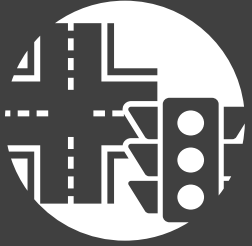
Figure 31. Retroreflective Backplates (Source: National City Projects)

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.

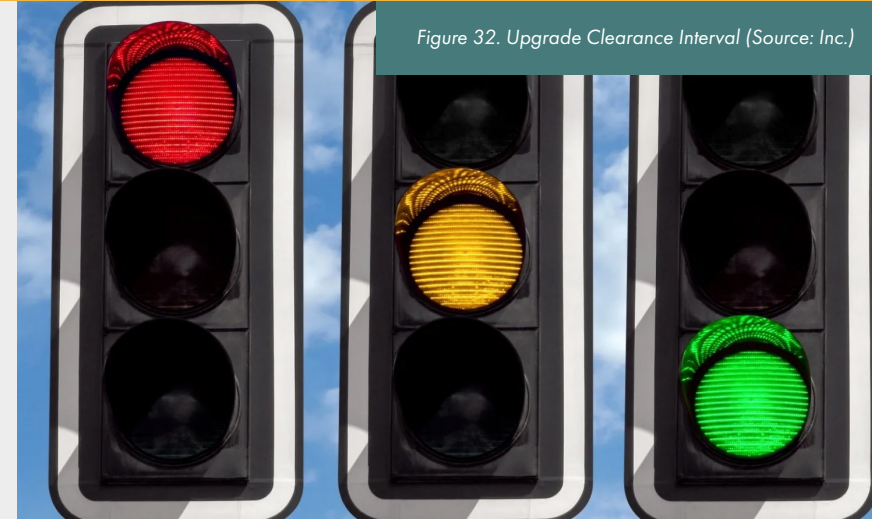


Figure 32. Upgrade Clearance Interval (Source: Inc.)

DESIGN CONSIDERATIONS

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

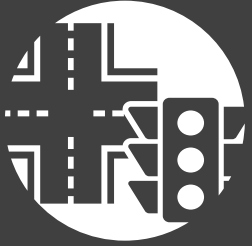
CRASH TYPES ADDRESSED

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



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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.

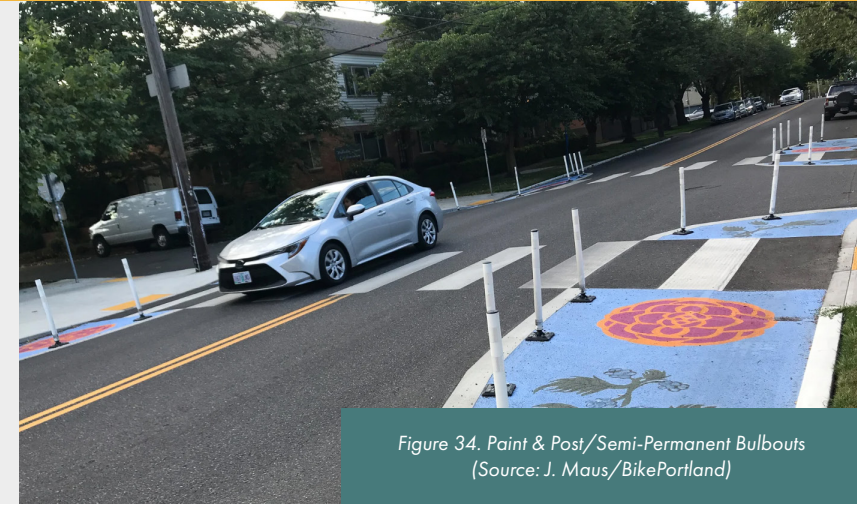


Figure 34. Paint & Post/Semi-Permanent Bulbouts
(Source: J. Maus/BikePortland)

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.

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



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



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.

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.



Figure 39. Raised Pedestrian Crossing (Source: Carmanah)

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.

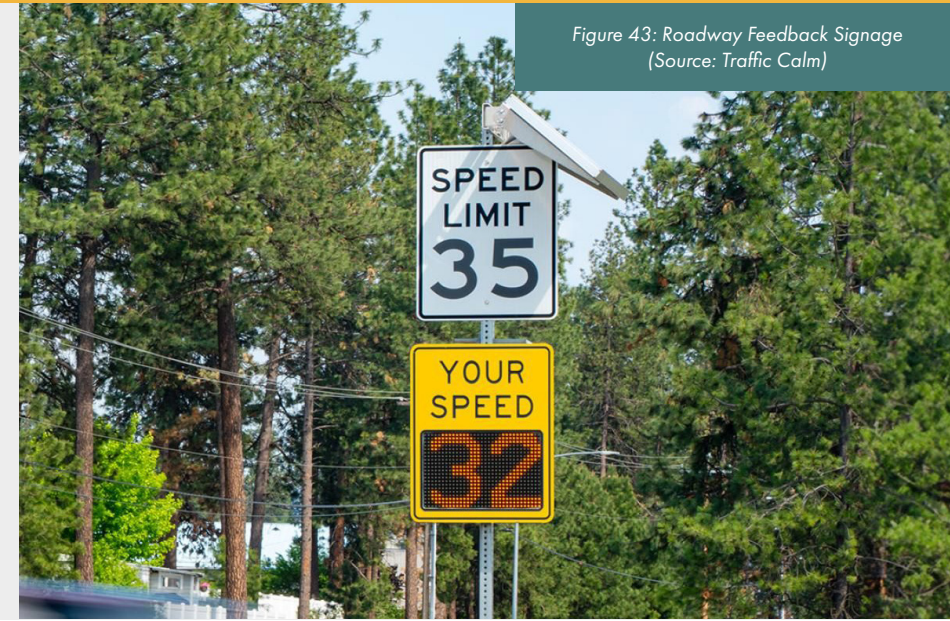


Figure 43: Roadway Feedback Signage
(Source: Traffic Calm)

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.

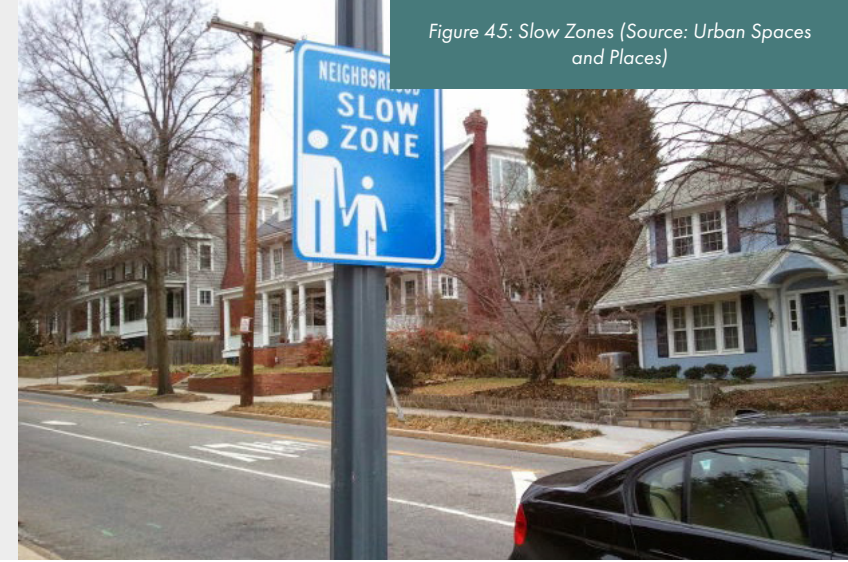


Figure 45: Slow Zones (Source: Urban Spaces and Places)

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

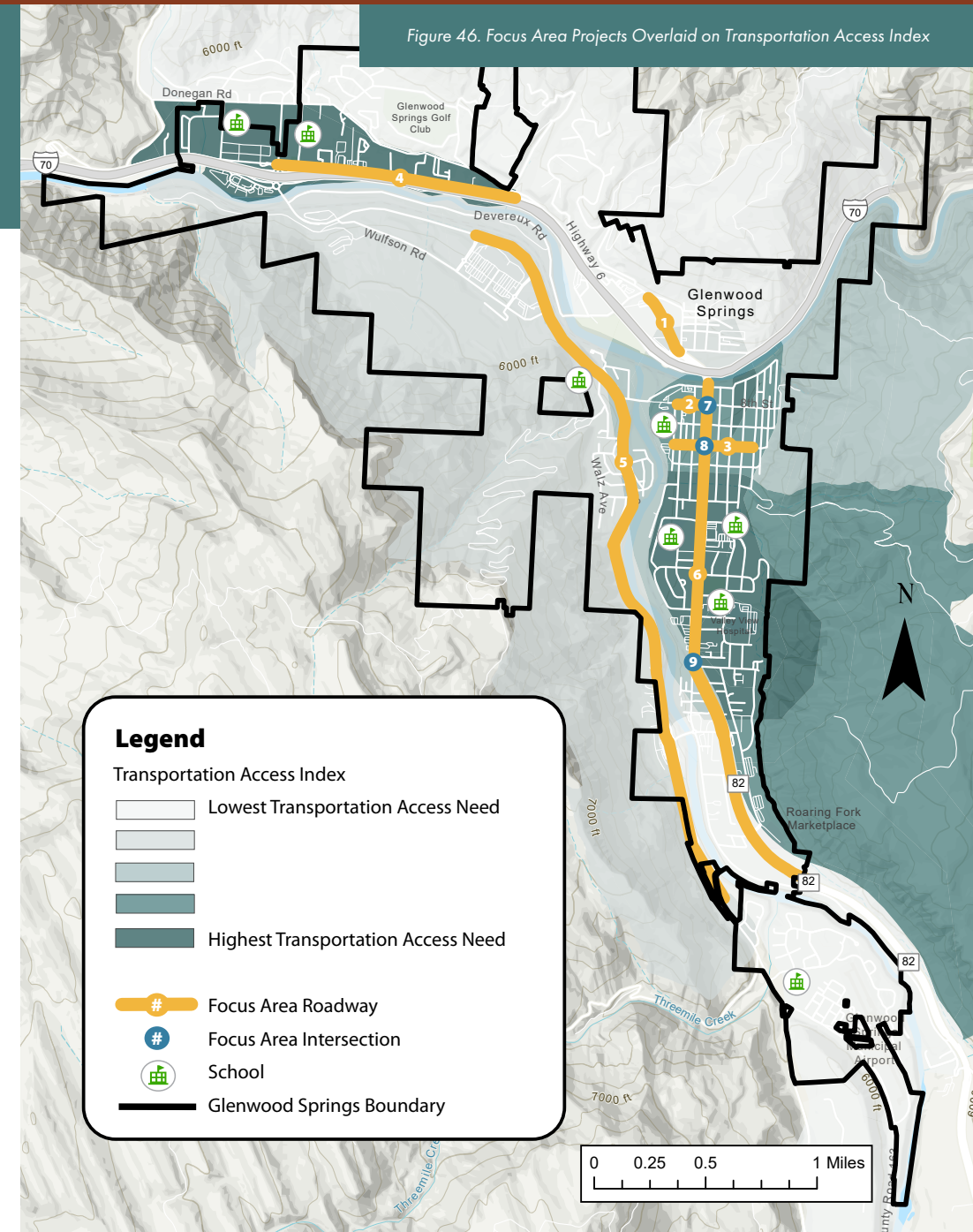
To ensure a holistic approach to improving transportation safety, the project team developed a targeted set of **Strategies and Actions**. These focus on citywide recommendations to **address the top crash types** in Glenwood Springs, with a focus on **improving safety for vulnerable roadway users**.

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.

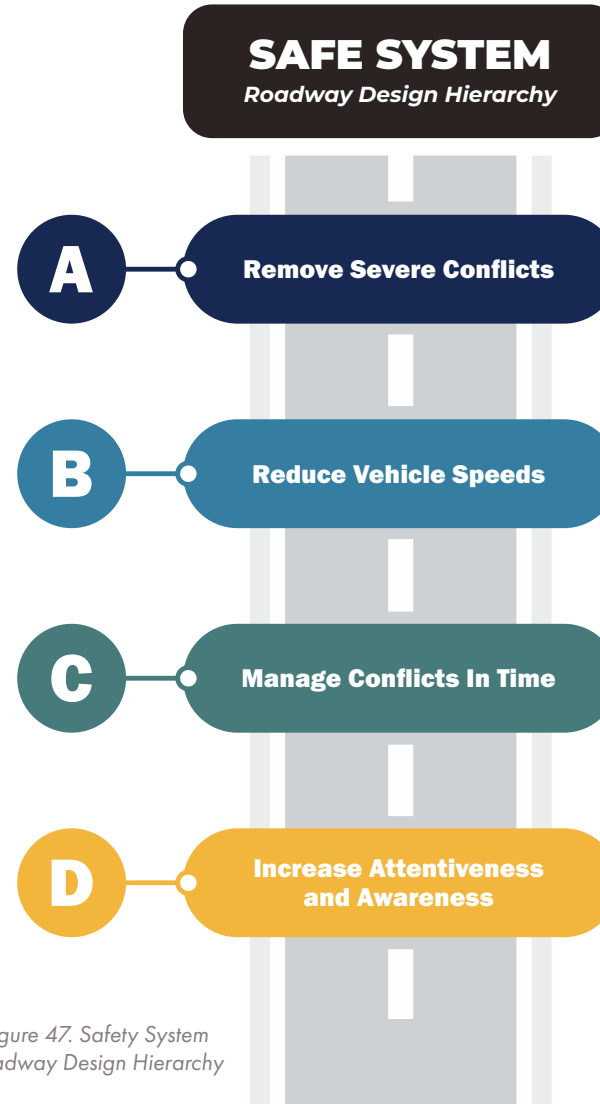


Figure 47. Safety System
Roadway Design Hierarchy

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: - SH 82 and 10th Street. - 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: - SH 82: 7th Street to southern city limits. - 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 enhanced multimodal pavement markings.	1. Create inventory of existing multi-use path crossings to determine candidates for upgrades. 2. Coordinate with Streets Department on feasibility of implementation given available resources. 3. Coordinate with CDOT on crossings of state highways to determine feasibility.	Engineering Department Parks & Recreation Department CDOT Streets Department	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, and investigate the ability to meet PROWAG too, 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 to enhance crossing safety.	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 (restrict parking near intersections) 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.

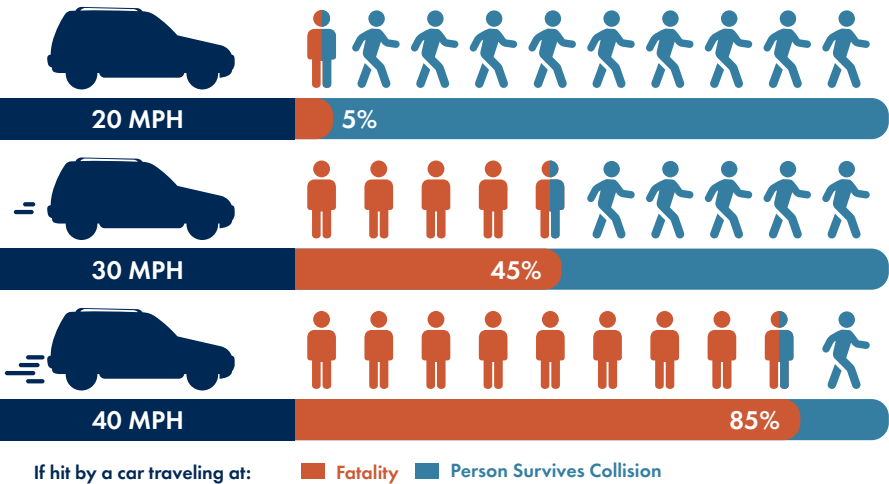


Figure 48. Speeding-Related Crashes Involving Passenger Vehicles
(Source: Data from National Traffic Safety Board)

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

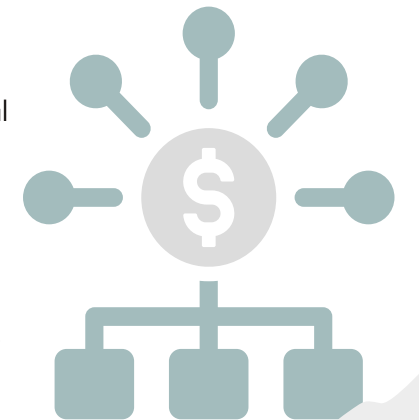
The CSAP is the City of Glenwood Springs' roadmap of safety commitments to realize a transportation future where no one is seriously injured or killed while traveling in or through the city. The CSAP envisions a safer transportation network where travelers of all ages and abilities feel confident completing 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:

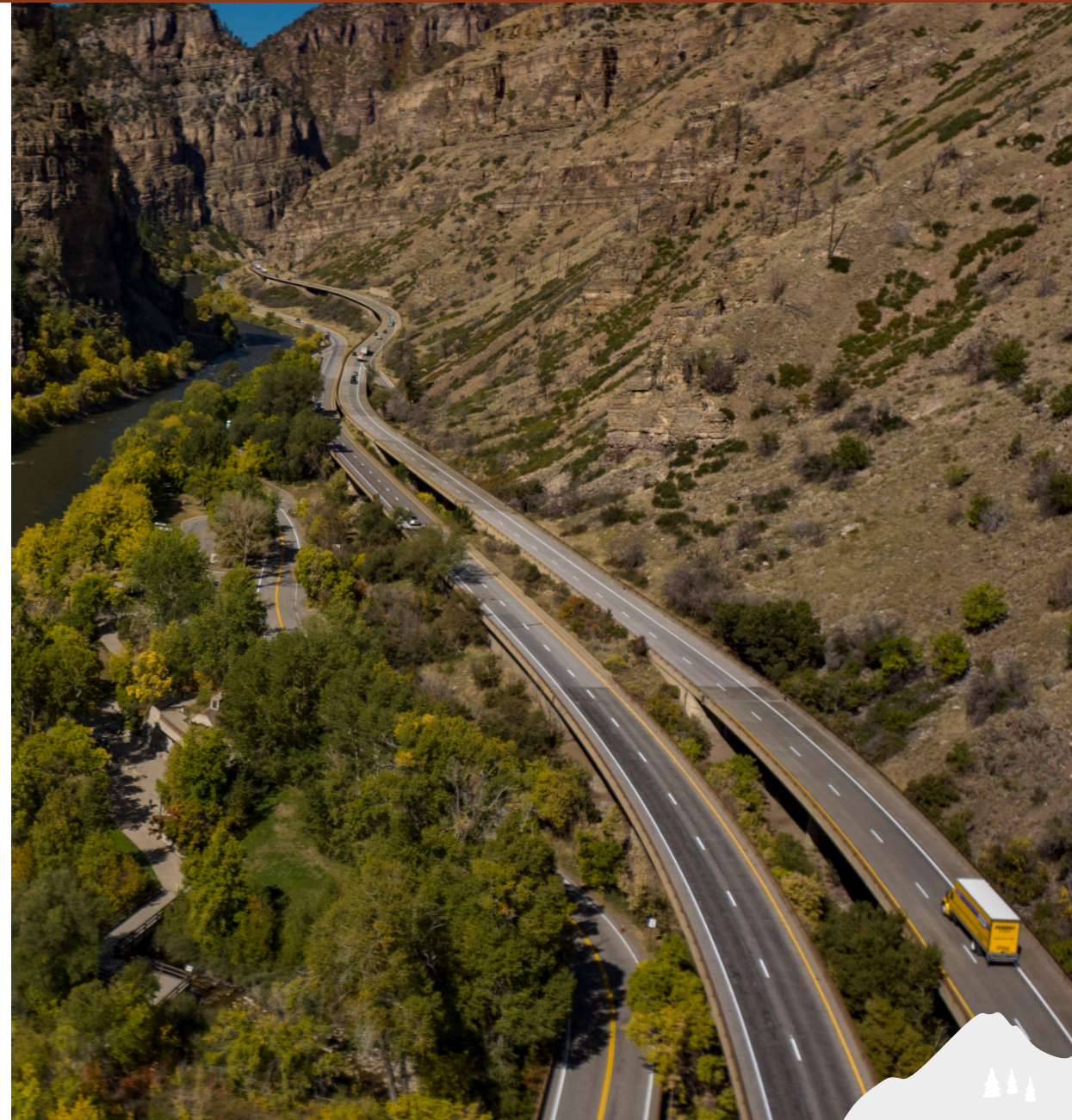
- Bike Facilities
- Pedestrian Crossing Enhancements
- Transit Improvements
- Striping and Signage
- Signal Modification or Improvement
- Other (Education, Enforcement, etc.)

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.





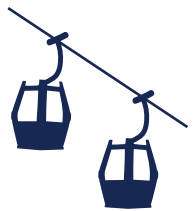
Appendices

Appendix A - Phase 1 & 2 Engagement Summaries

Appendix B - Focus Area Fact Sheets and Preliminary Exhibits

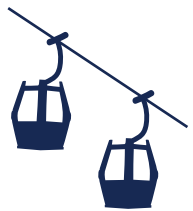
Appendix C - Funding Opportunities Summary

Appendix D - Safety Marketing and Resources





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.

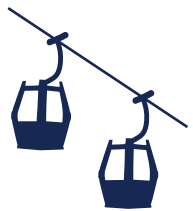
PHASE 2 ENGAGEMENT (CONTINUED)

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



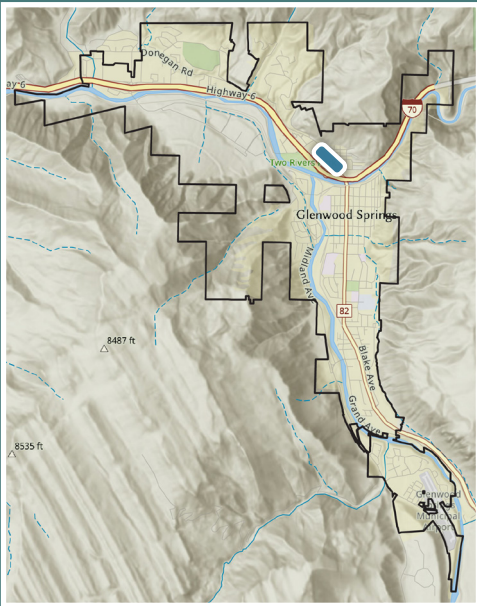
Appendix B: Focus Area Fact Sheets and Preliminary Exhibits

The following Focus Area exhibits are initial conceptual plans. City of Glenwood Springs staff will conduct outreach with businesses, property owners, and the general public to further refine these concepts before any final decisions are made.



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

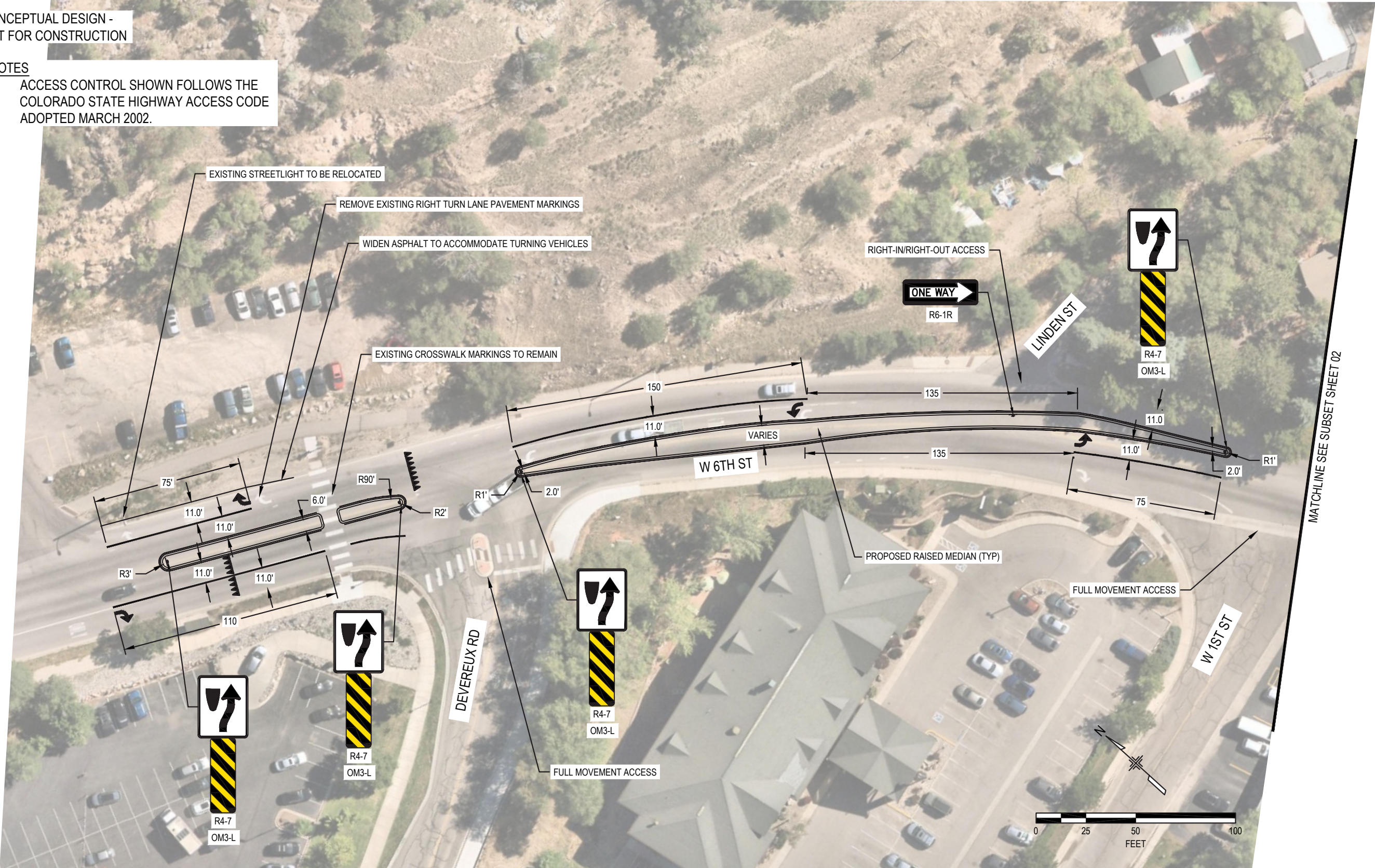
- Center Median Barrier (see page 57)
- Pedestrian Refuge Islands (see page 76)

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

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION

- NOTES
1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.



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GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

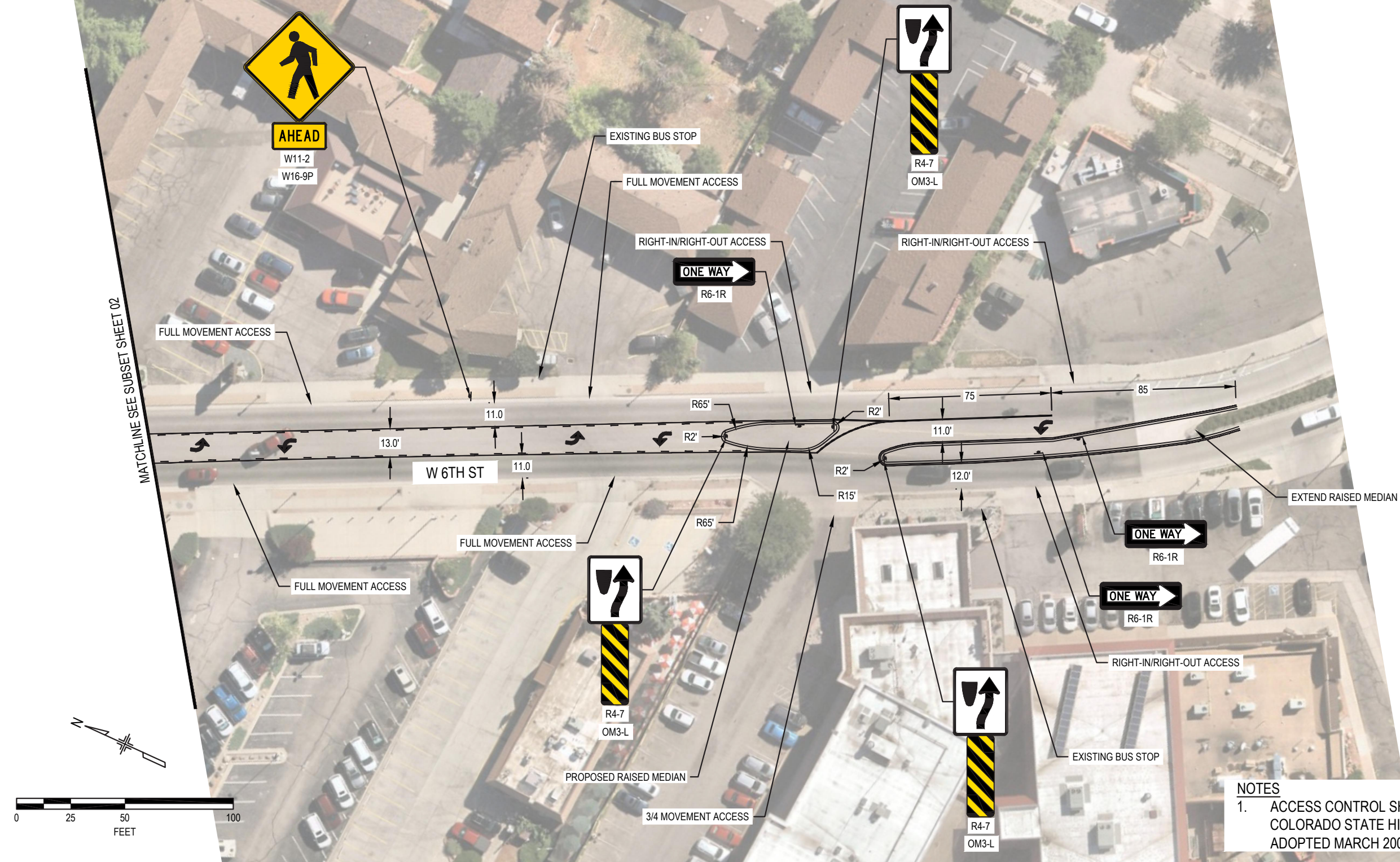
GLENWOOD SPRINGS CSAP
CONCEPT
W 6TH ST

DATE: May 15, 2025
SHEET NO: 01 OF 03

1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.



CONCEPTUAL DESIGN -
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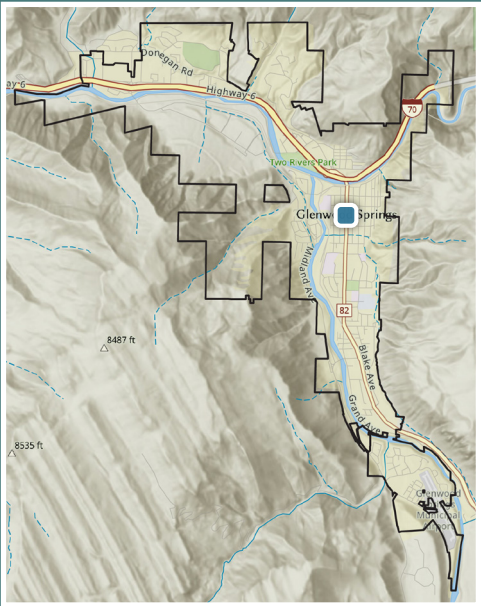
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CONCEPT
W 6TH ST

DATE: May 15, 2025

SHEET NO: 03 OF 03

SH 82 & 10TH STREET INTERSECTION FACT SHEET



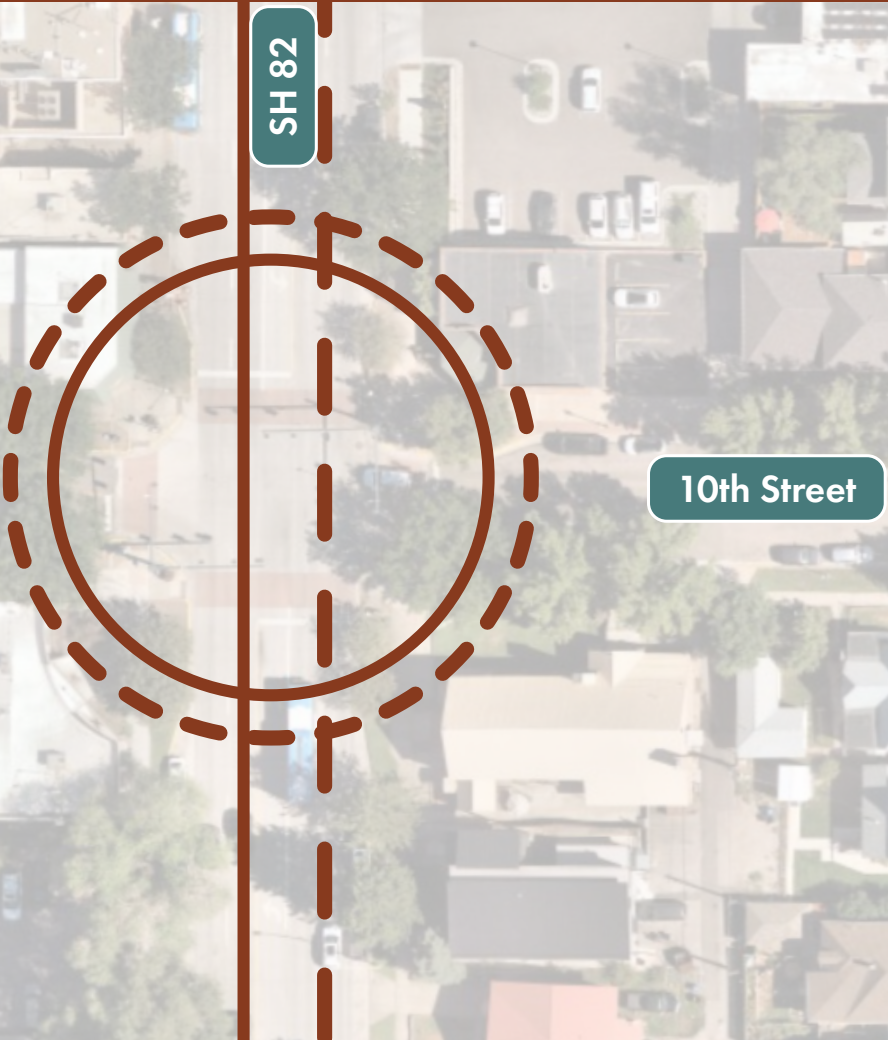
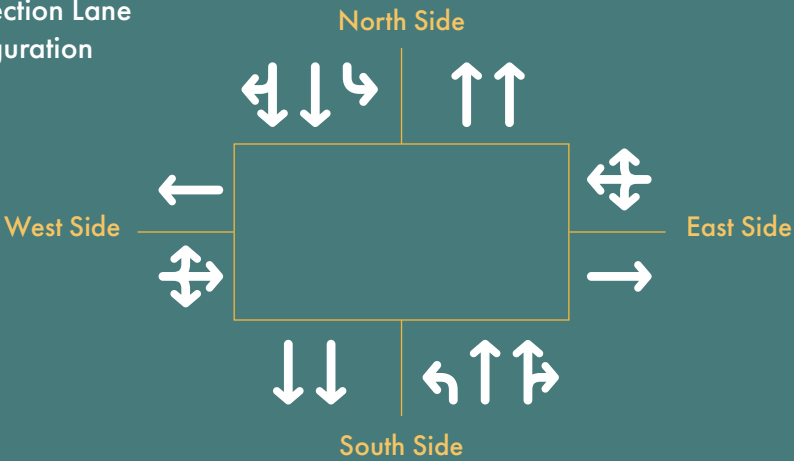
INTERSECTION FACTS

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



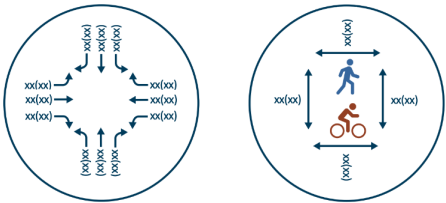
CRASH DATA



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

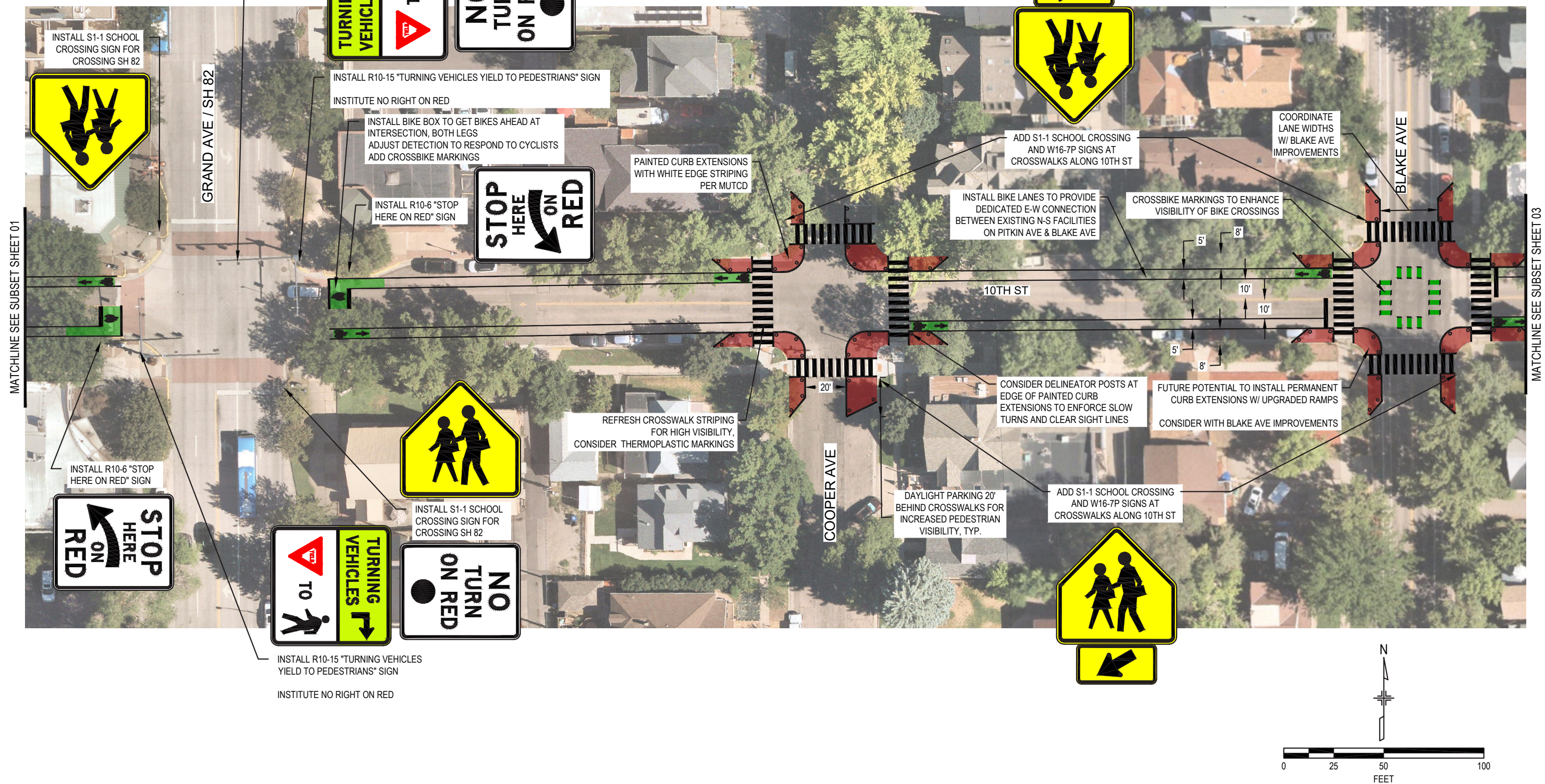
- 6th Street Corridor Master Plan (Phase 4 segment)
 - » Timeline: Within the next few years
 - » Scope: A shared use path will be installed from Donegan Road to Linden Street, creating a connection from West Glenwood

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

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION

REPLACE LEFT TURN SIGNAL HEADS W/ 4-SECTION
HEADS TO ALLOW FLEXIBILITY IN SIGNAL PHASING
ADD REFLECTIVE SIGNAL BACKPLATES (TYP. ALL LEGS)



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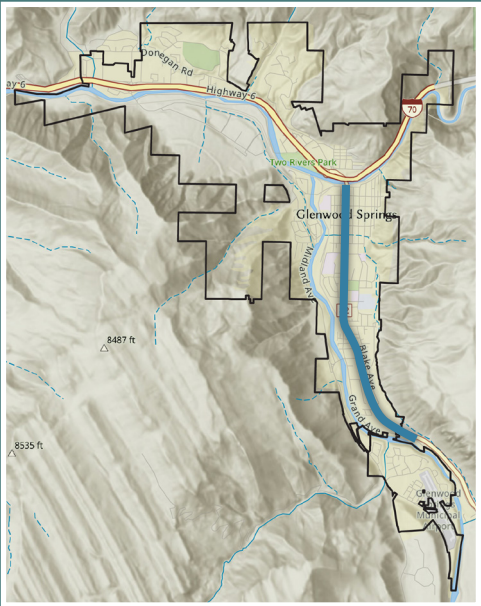
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GLENWOOD SPRINGS, CO 81601
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FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
10TH ST - SCHOOL ST to PALMER AVE: GSES SRTS ROUTE

DATE: May 19, 2025
SHEET NO: 02 OF 03

SH 82: 7TH STREET TO CITY LIMITS

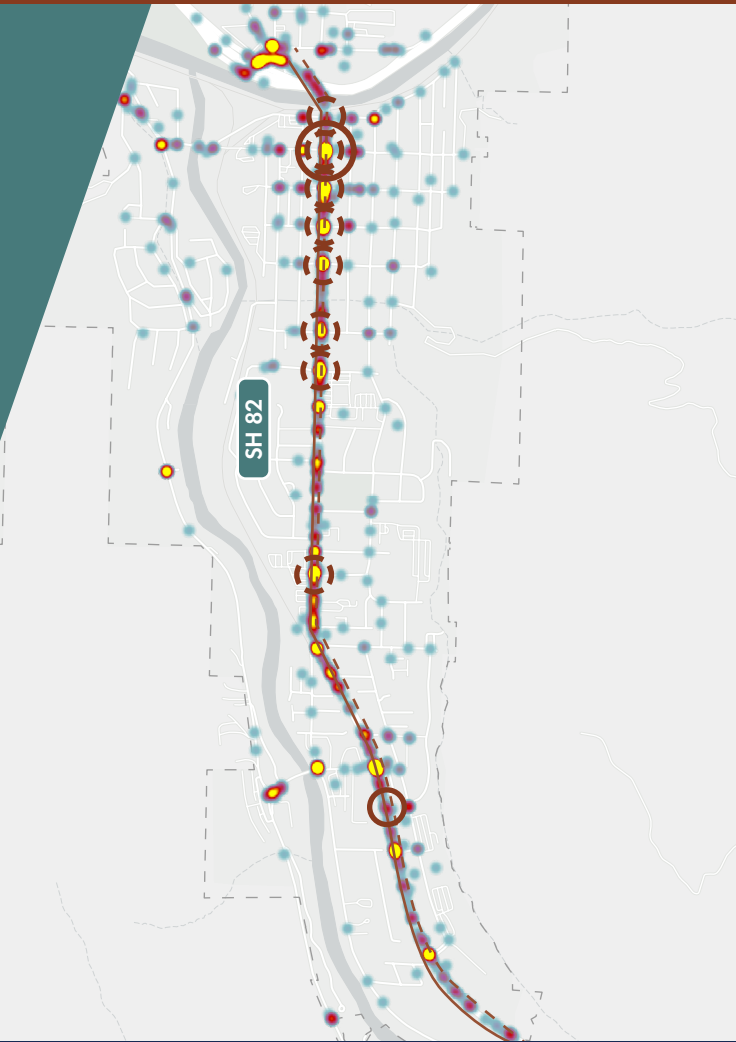
FACT SHEET



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

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



RIGHT LANE
BUSES AND
RIGHT TURNS
ONLY
R3-11q_CO
SEE NOTE 1

RIGHT LANE
MUST
TURN RIGHT
BUSES
EXEMPT
R3-7R
R15-3bP

ONE WAY
R6-1R

RIGHT LANE
BUSES AND
RIGHT TURNS
ONLY
R3-11q_CO

PROPOSED RAISED MEDIAN (TYP)

SH 82 (GLEN AVE)

RIGHT-IN/RIGHT-OUT ACCESS

NOTES

1. EXTENSION OF BUS-ONLY LANE TO THUNDER RIVER MARKET SHOULD BE EVALUATED AND COORDINATED WITH ROARING FORK TRANSPORTATION AUTHORITY AT TIME OF FINAL DESIGN.
2. ACCESS CONTROL SHOWN FOLLOWS THE SH 82 ACCESS CONTROL PLAN ADOPTED JULY 2013.

MATCHLINE SEE SUBSET SHEET 02



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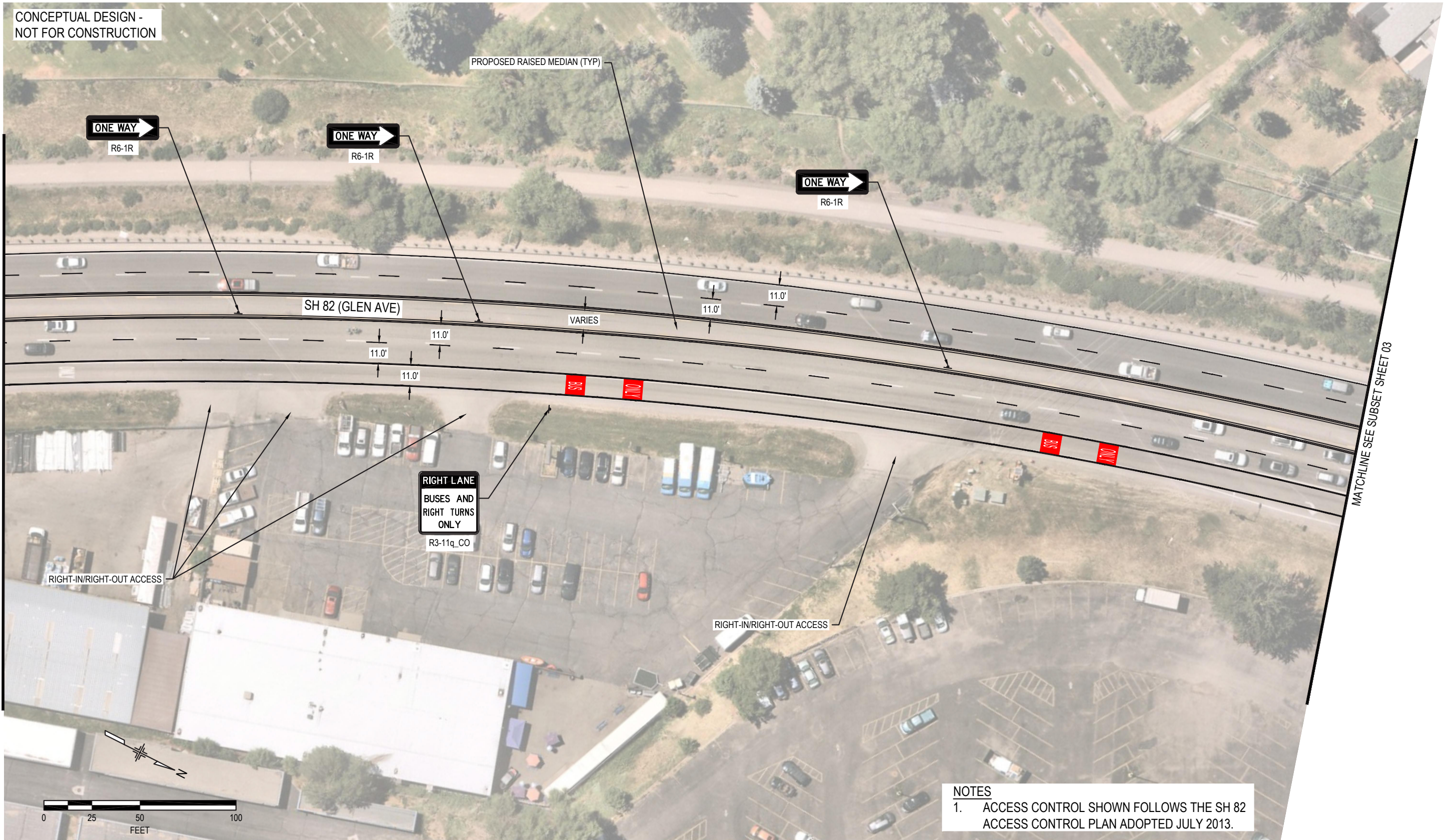
GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 01 OF 14

CONCEPTUAL DESIGN -
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MATCHLINE SEE SUBSET SHEET 01



NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82 ACCESS CONTROL PLAN ADOPTED JULY 2013.



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CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 02 OF 14

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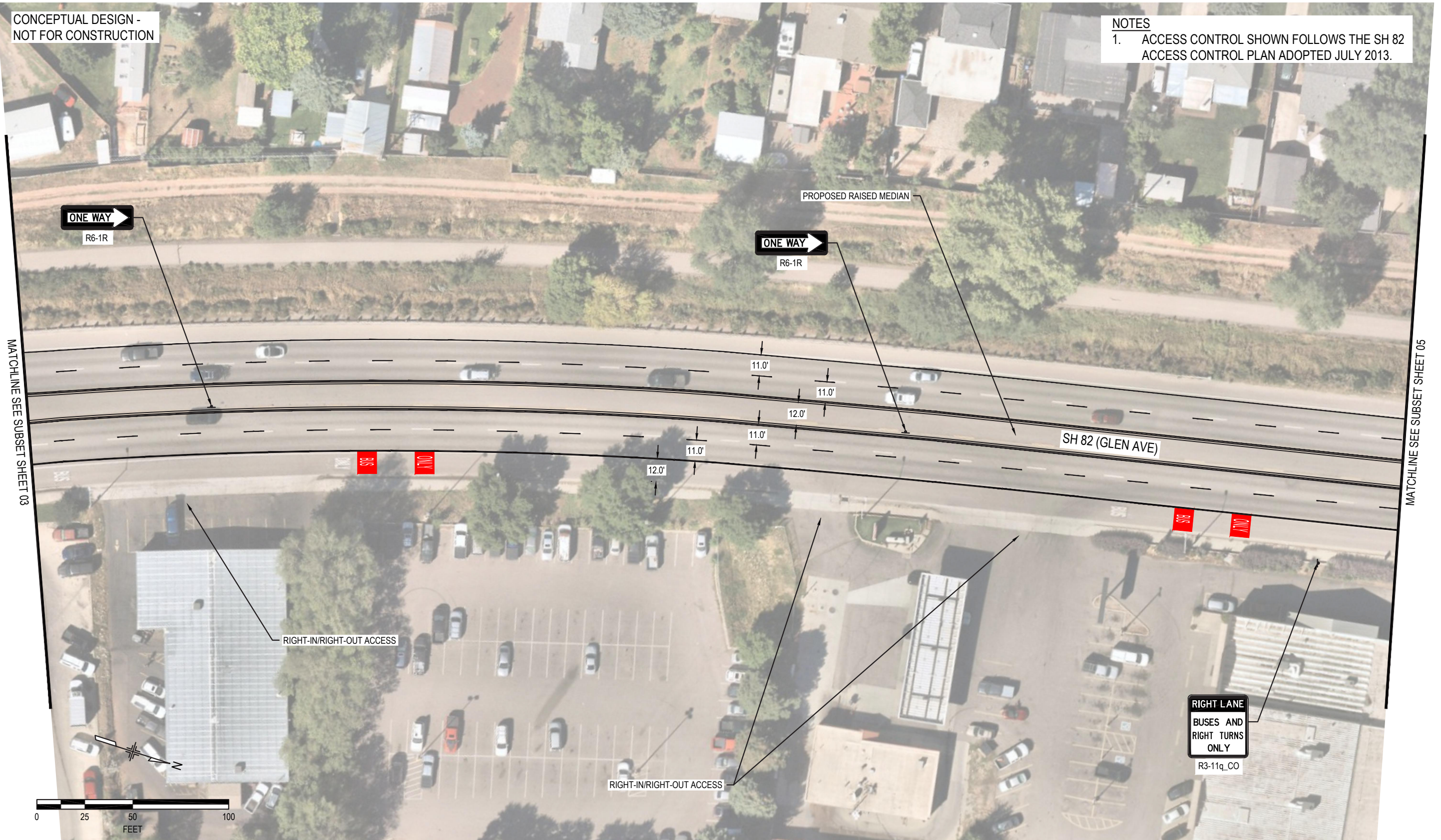
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NOTES

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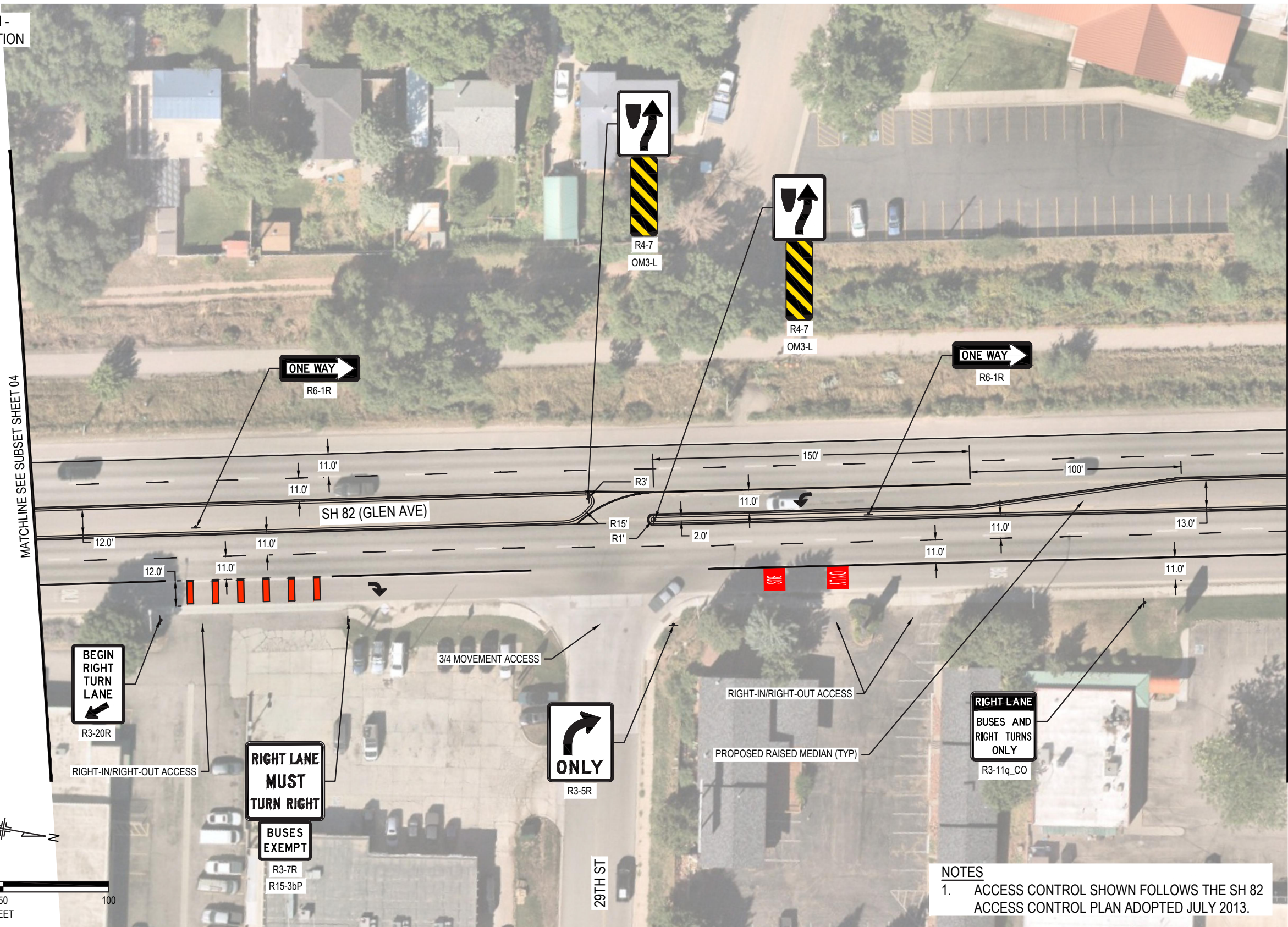
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GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

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NOTES
1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82
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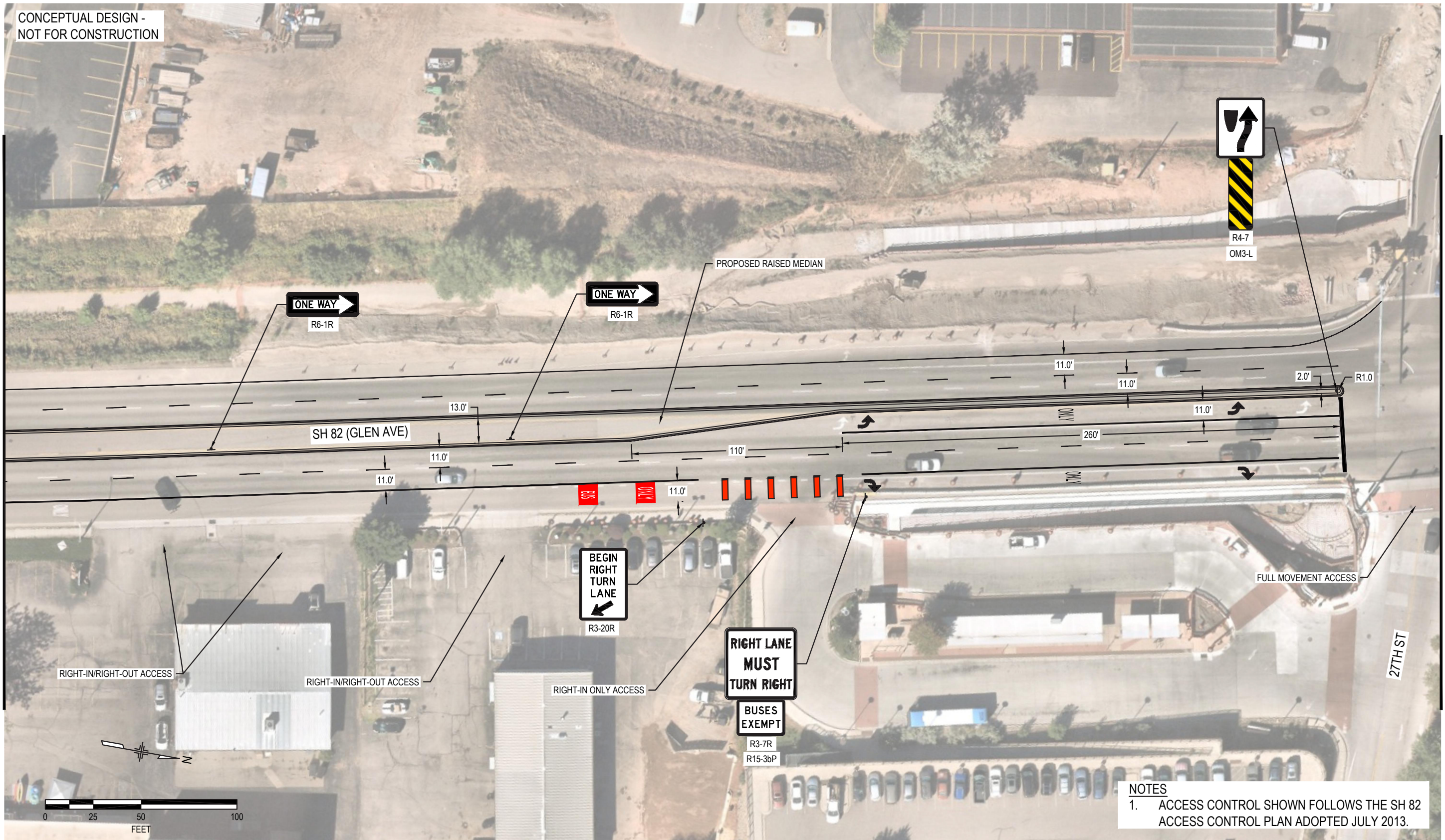
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GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025
SHEET NO: 05 OF 14

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MATCHLINE SEE SUBSET SHEET 05



MATCHLINE SEE SUBSET SHEET 07



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GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 06 OF 14

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION

NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82
ACCESS CONTROL PLAN ADOPTED JULY 2013.



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GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 07 OF 14

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION

NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82
ACCESS CONTROL PLAN ADOPTED JULY 2013.



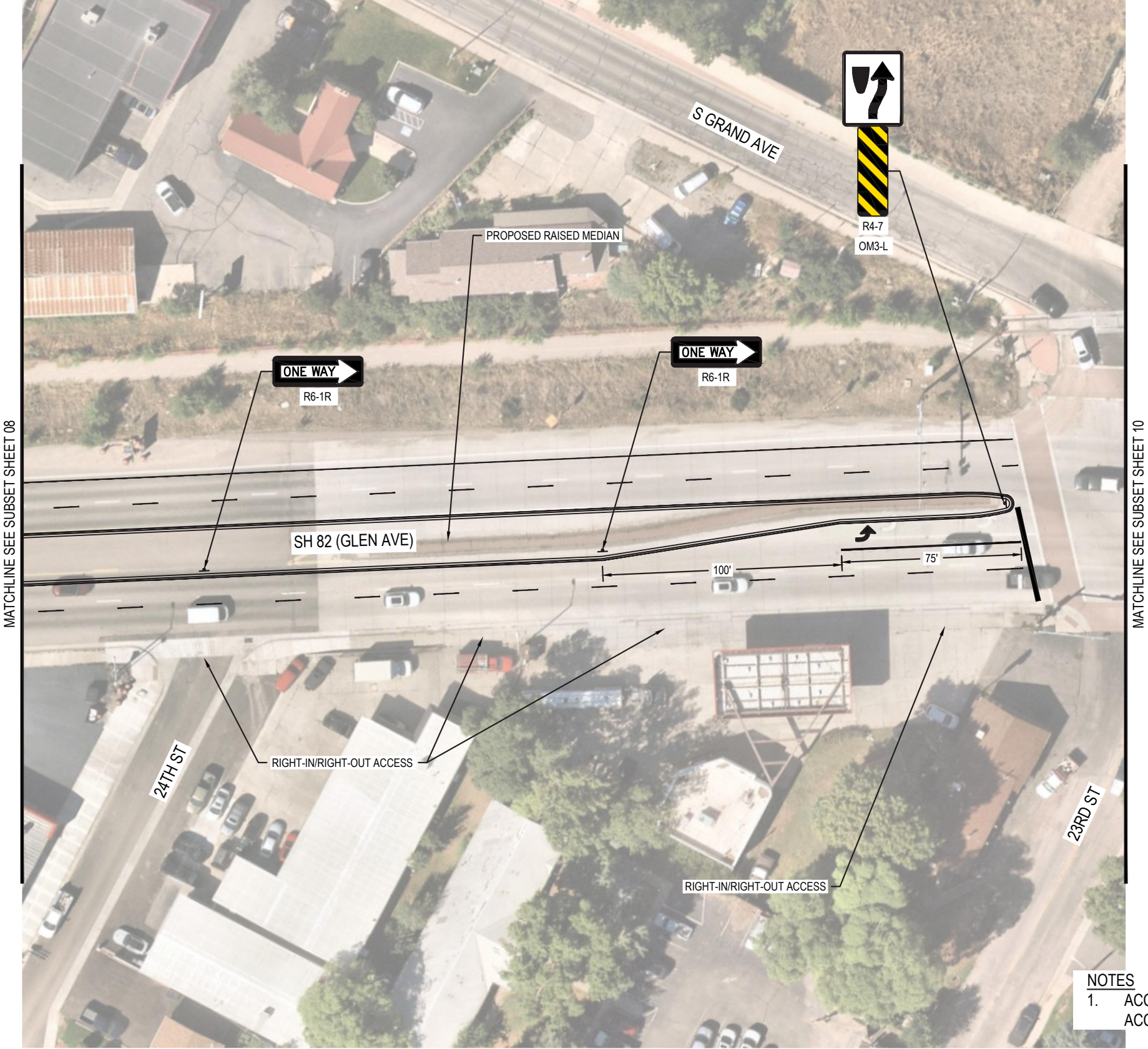
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GLENWOOD SPRINGS, CO 81601
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FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 08 OF 14

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82 ACCESS CONTROL PLAN ADOPTED JULY 2013.



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CONCEPT
SH 82

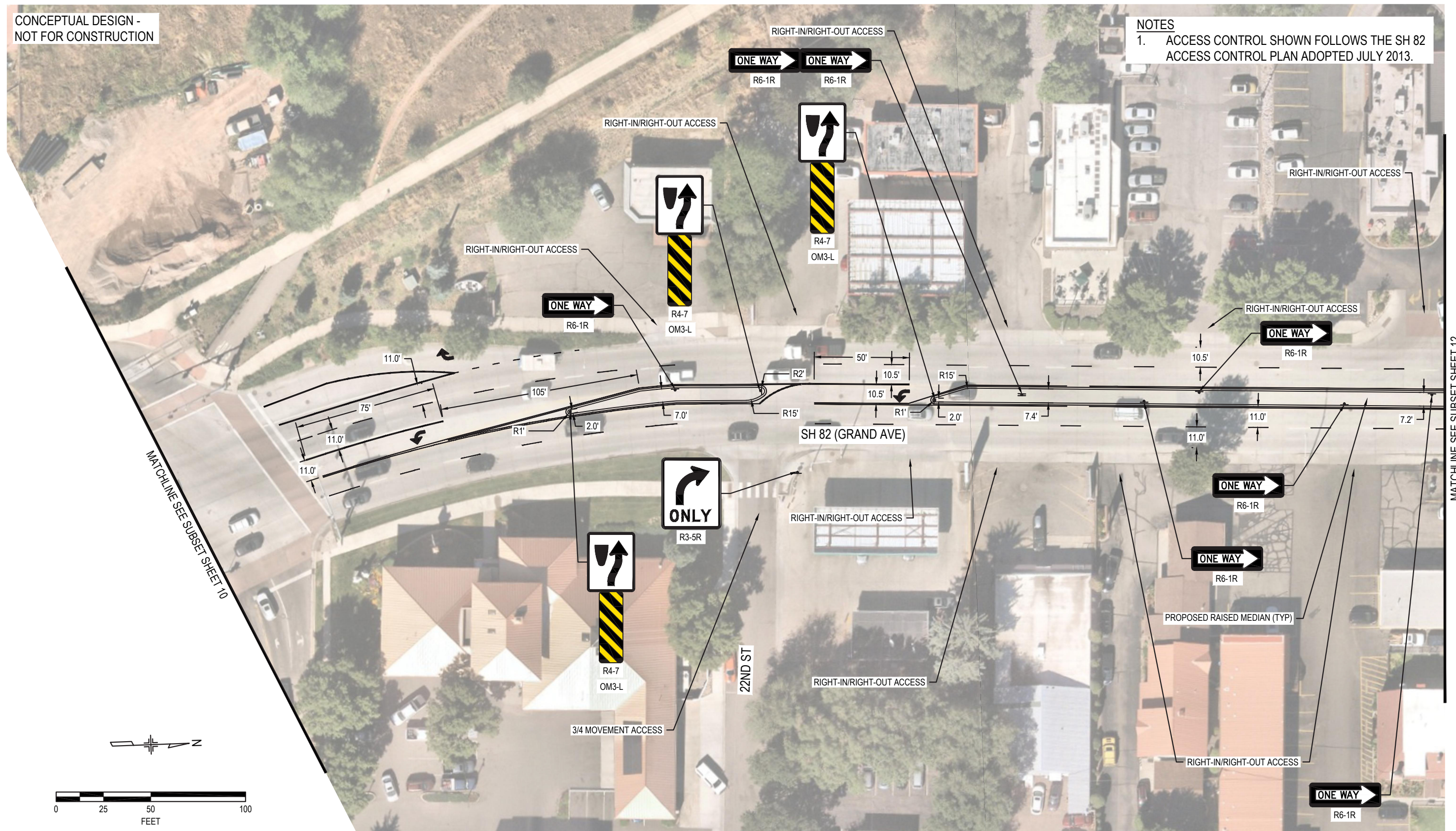
DATE: May 15, 2025

SHEET NO: 09 OF 14

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION

NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82
ACCESS CONTROL PLAN ADOPTED JULY 2013.



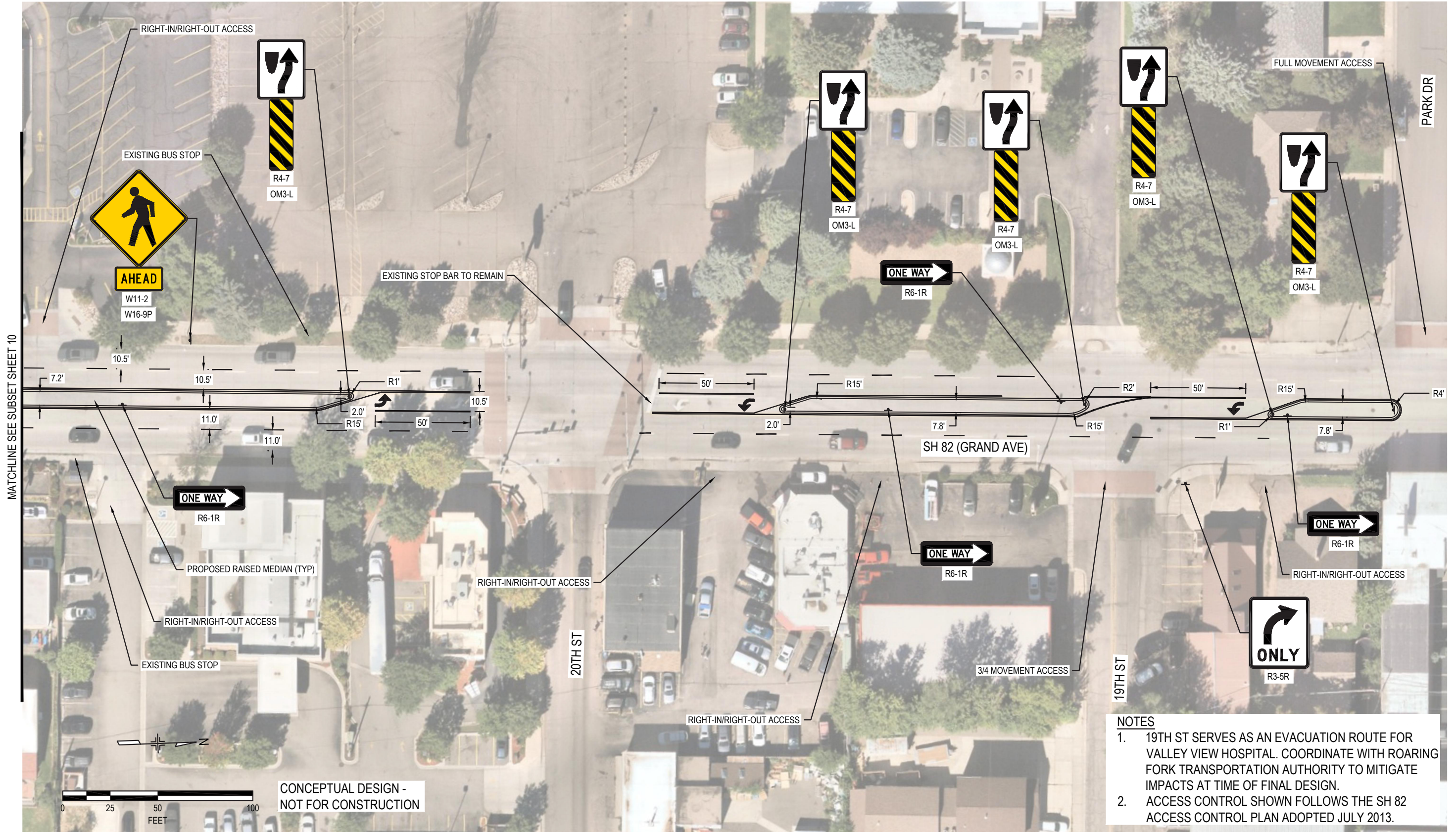
DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 10 OF 14

A:\V-TPD\Projects\CO\Glenwood Springs\2024\ID241586CO.002_Design\500_CADD\Concepts\ SH82-Medians.dwg



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101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 10 of 14

[illegible]

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82
ACCESS CONTROL PLAN ADOPTED JULY 2013.

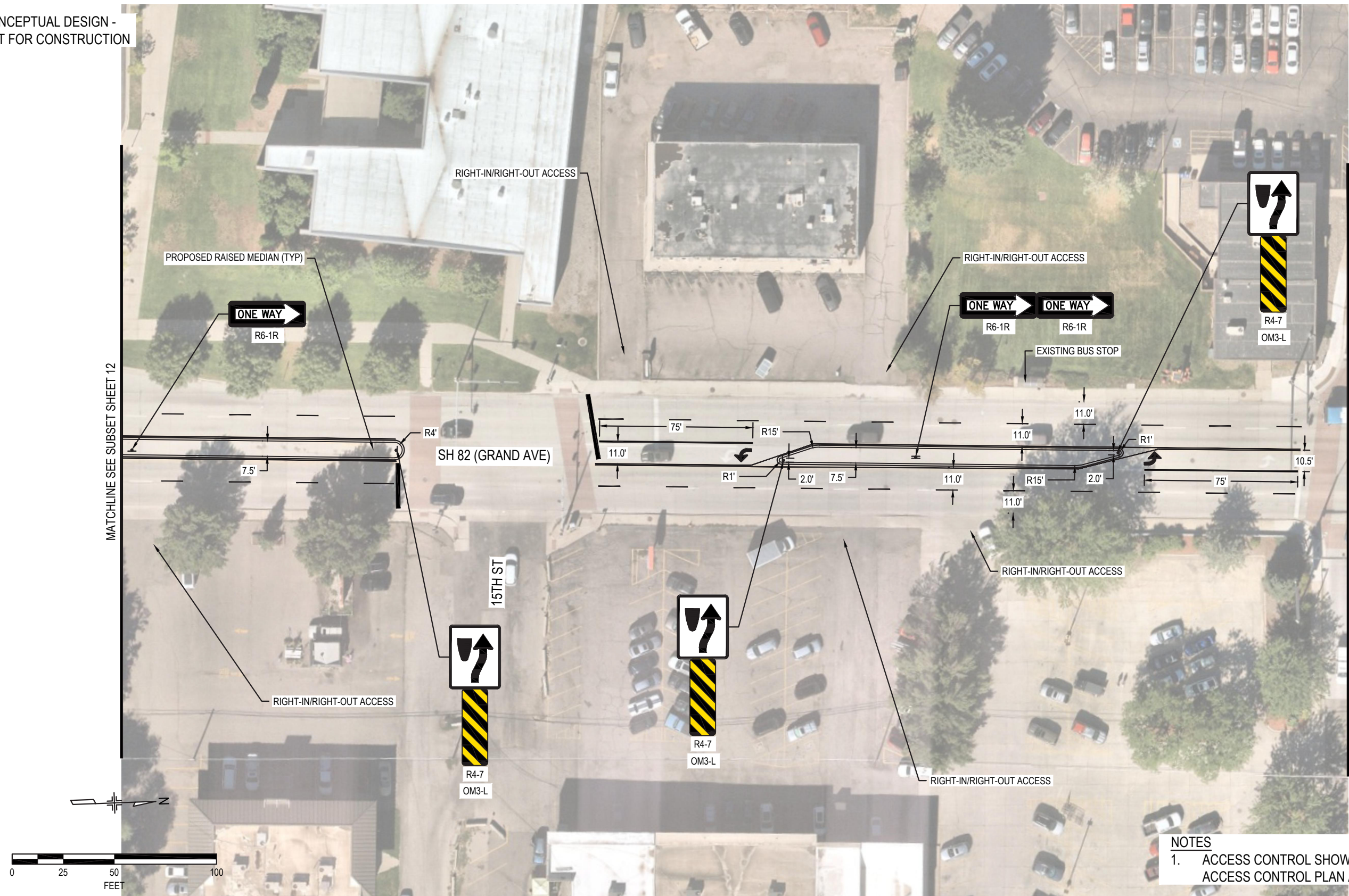


consor alta



DATE: May 15, 2025
SHEET NO: 12 OF 14

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82
ACCESS CONTROL PLAN ADOPTED JULY 2013.



DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

DATE: May 15, 2025

SHEET NO: 13 OF 14

[illegible]

1. ACCESS CONTROL SHOWN FOLLOWS THE SH 82 ACCESS CONTROL PLAN ADOPTED JULY 2013.

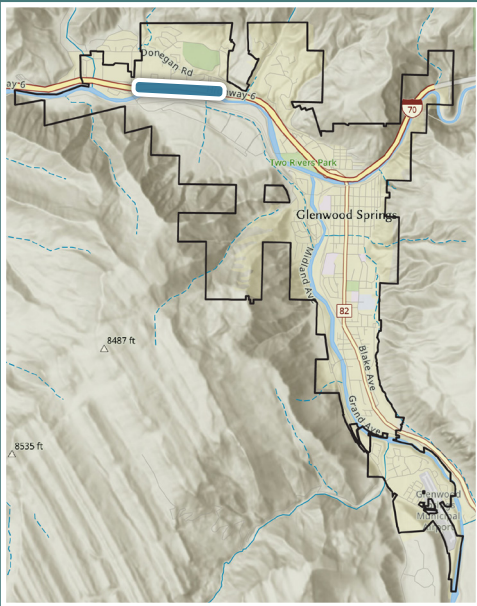


GLENWOOD SPRINGS CSAP
CONCEPT
SH 82

SHEET NO: 14 OF 14

HIGHWAY 6: MEL RAY ROAD ROUNDABOUT TO DONEGAN ROAD

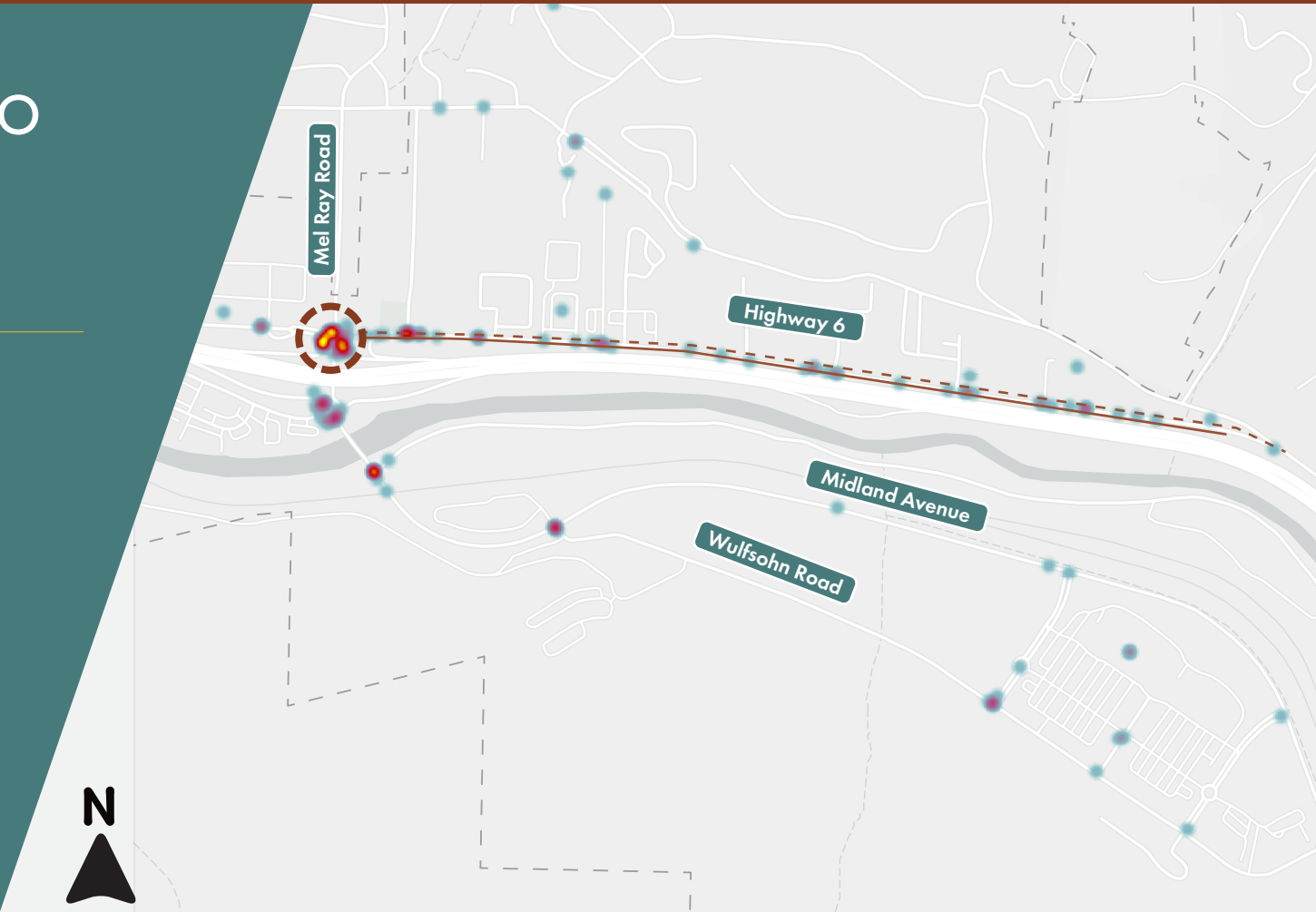
FACT SHEET



CORRIDOR FACTS

Functional Classification:
Principal Arterial

Corridor Length:
1.2 Miles



LEGEND

ALL CRASHES - HEAT MAP

◀ 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

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)

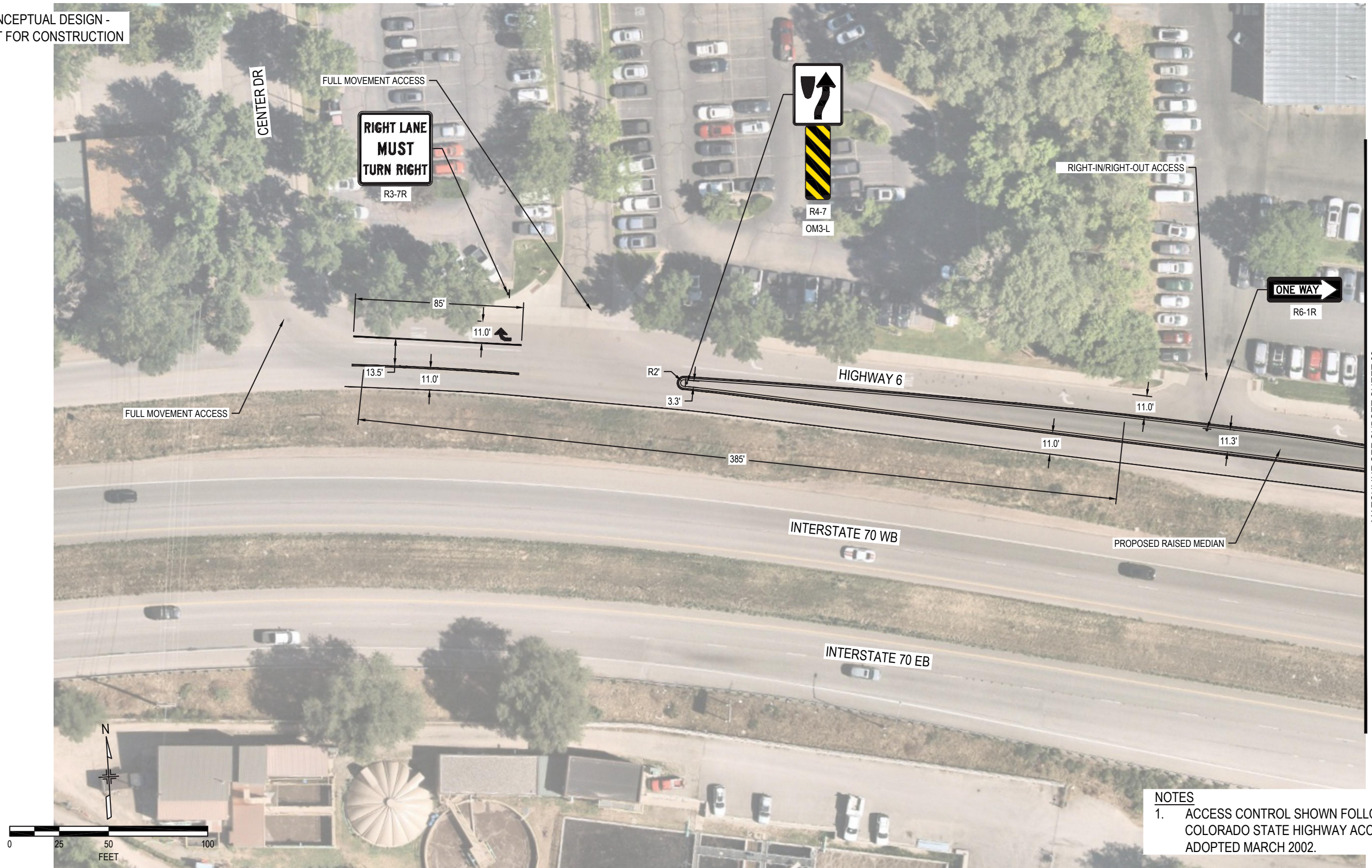
RELATED PLANNED/ONGOING PROJECTS

- **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

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.



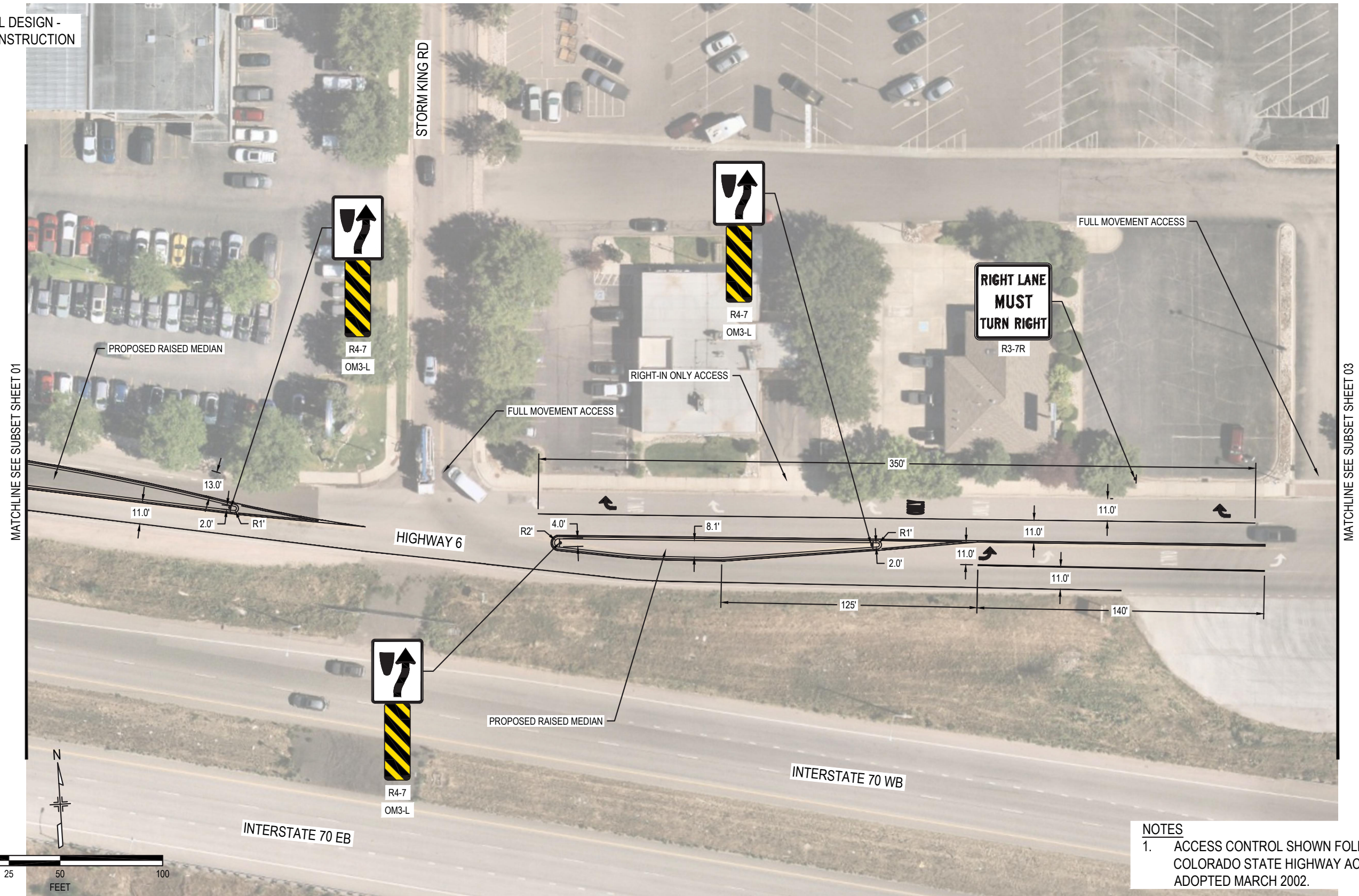
DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

DATE: June 2, 2025

SHEET NO: 01 OF 11

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



NOTES
1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.

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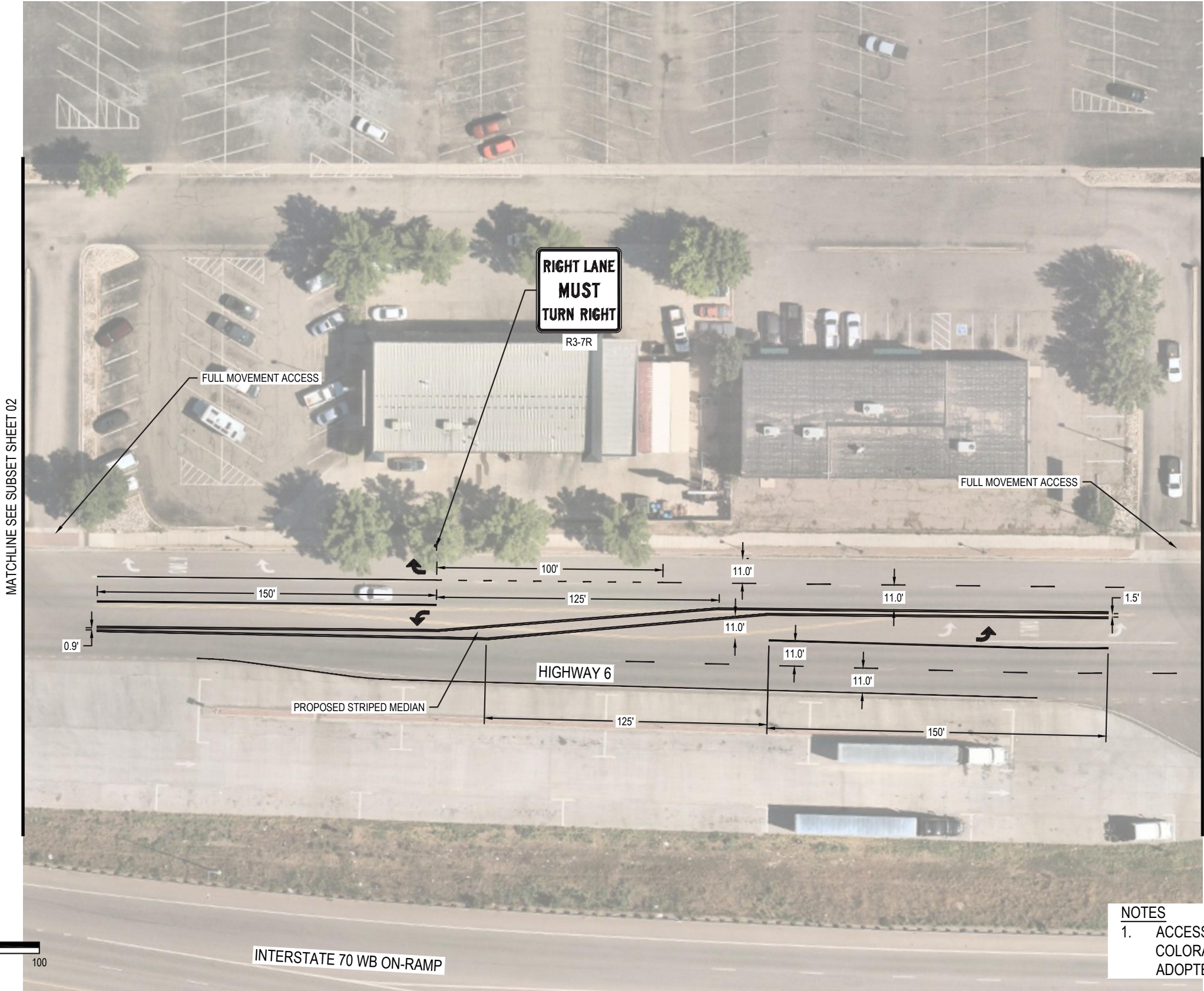
DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

DATE: June 2, 2025

SHEET NO: 02 OF 11

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



- NOTES
1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.

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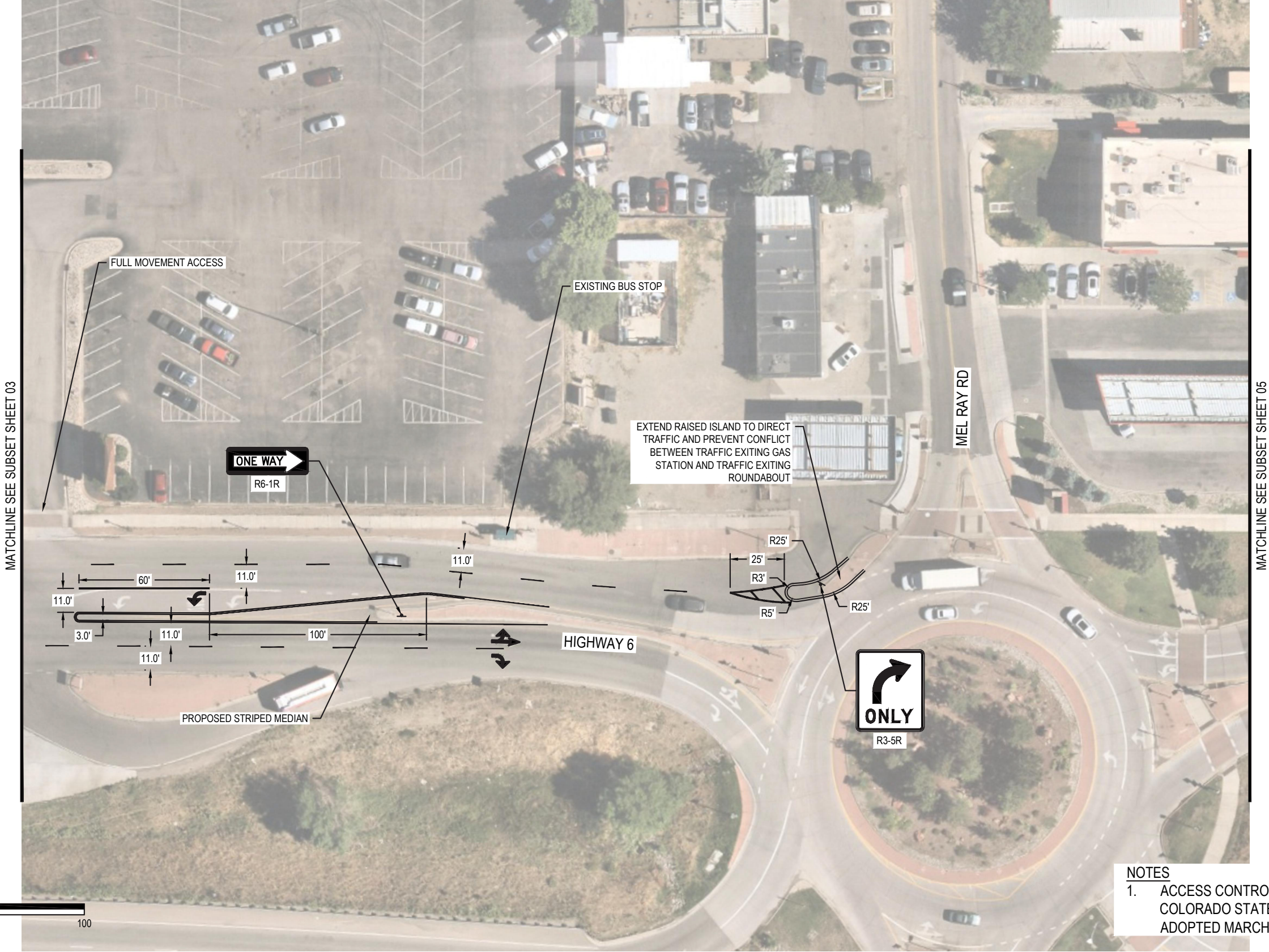


DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

DATE: June 2, 2025
SHEET NO: 03 OF 11

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



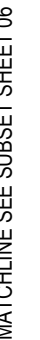
DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

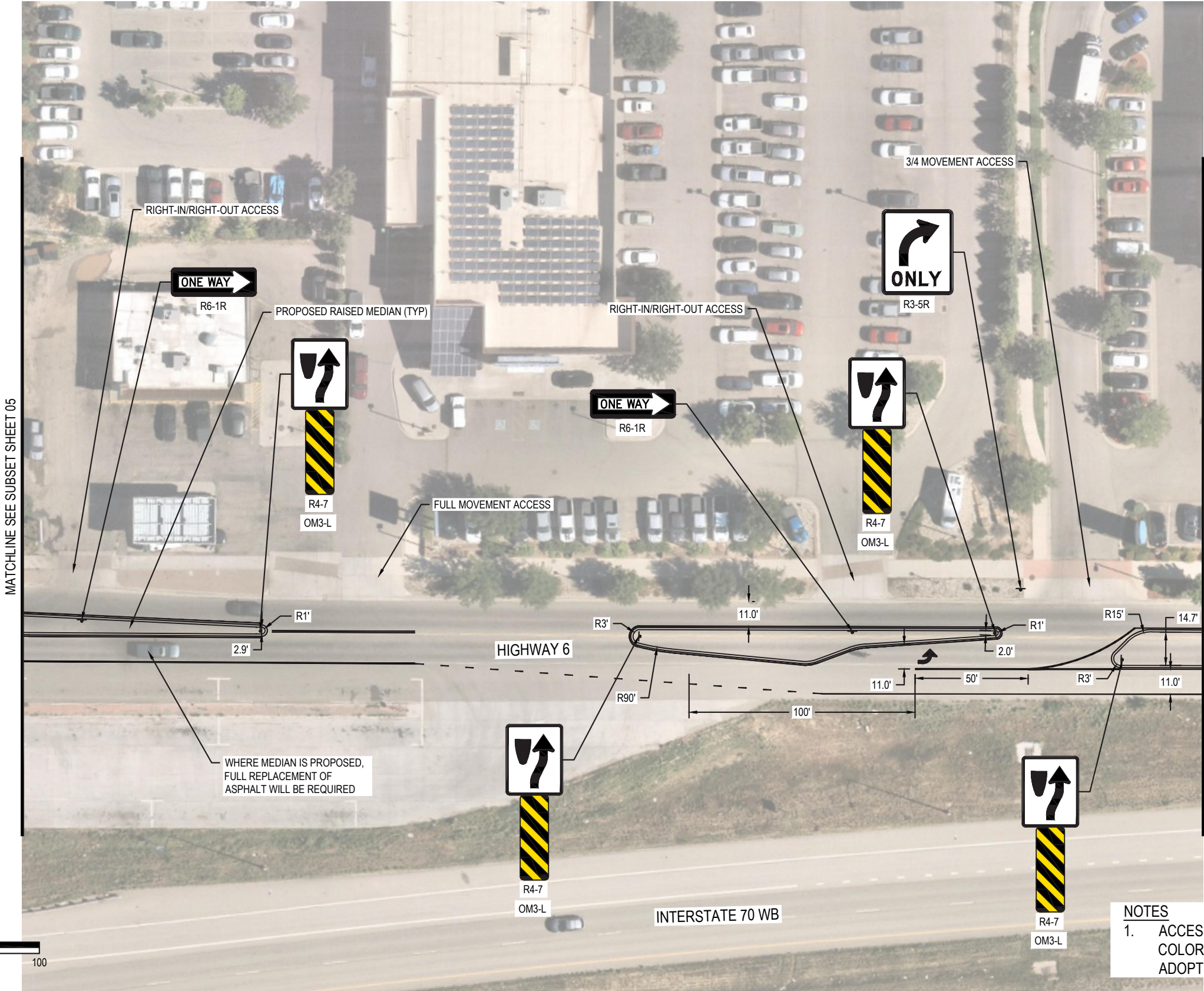
DATE: June 2, 2025

SHEET NO: 04 OF 11

1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.



CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



- NOTES
1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.



DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

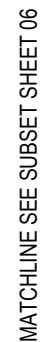
GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

DATE: June 2, 2025

SHEET NO: 06 OF 11

NOTES

1. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.



MATCHLINE SEE SUBSET SHEET 08



GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

SHEET NO: 07 OF 11

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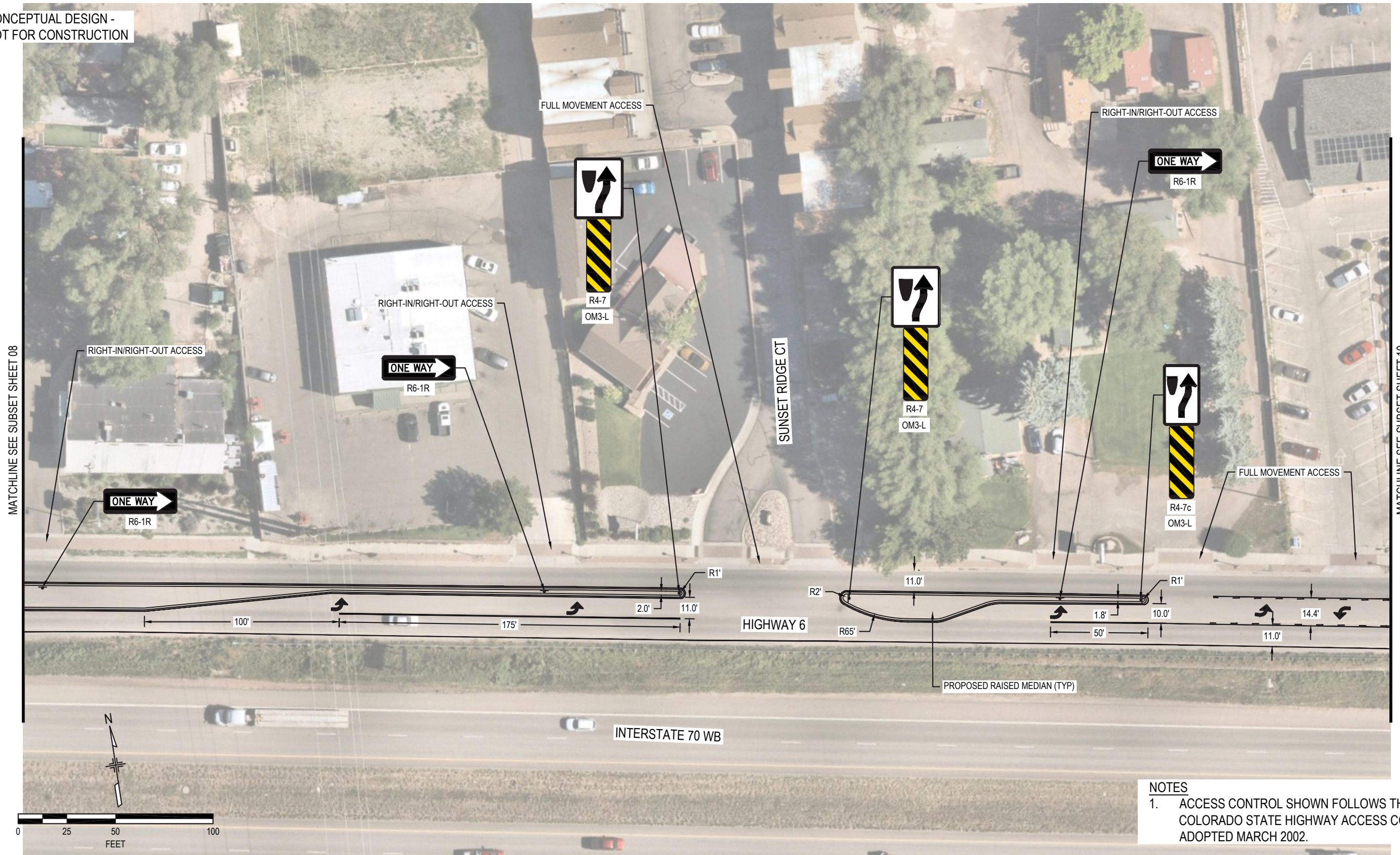
DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

DATE: June 2, 2025

SHEET NO: 08 OF 11

CONCEPTUAL DESIGN -
NOT FOR CONSTRUCTION



DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

DATE: June 2, 2025

SHEET NO: 09 OF 11

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DEPARTMENT OF PUBLIC WORKS
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GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

DATE: June 2, 2025

SHEET NO: 10 OF 11

NOTES

1. FINAL CROSSING LOCATION TO BE DETERMINED AT TIME OF FINAL DESIGN. CROSSING LOCATION IS RECOMMENDED TO BE LOCATED ON THE EAST SIDE OF THE INTERSECTION TO LIMIT THE NUMBER OF TRAVEL LANES PEDESTRIANS NEED TO CROSS. PLACEMENT OF CROSSING SHOULD NOT BE ADVERSELY IMPACTED BY THE FUTURE BUS STOP.
2. ACCESS CONTROL SHOWN FOLLOWS THE COLORADO STATE HIGHWAY ACCESS CODE ADOPTED MARCH 2002.

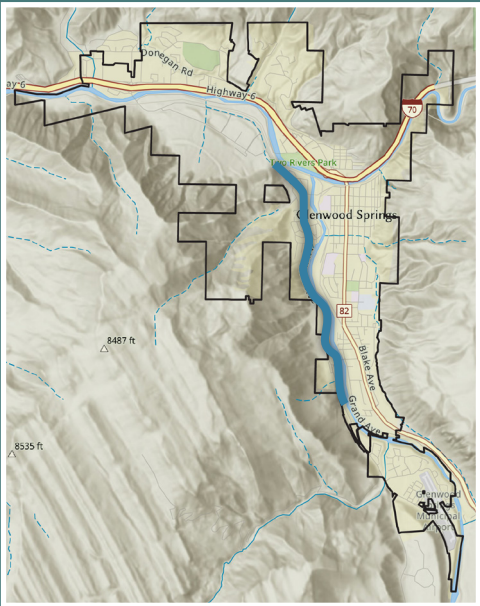


GLENWOOD SPRINGS CSAP
CONCEPT
HIGHWAY 6

SHEET NO: 11 OF 11

MIDLAND AVENUE: W MEADOWS DRIVE TO OLD CARDIFF BRIDGE ROAD

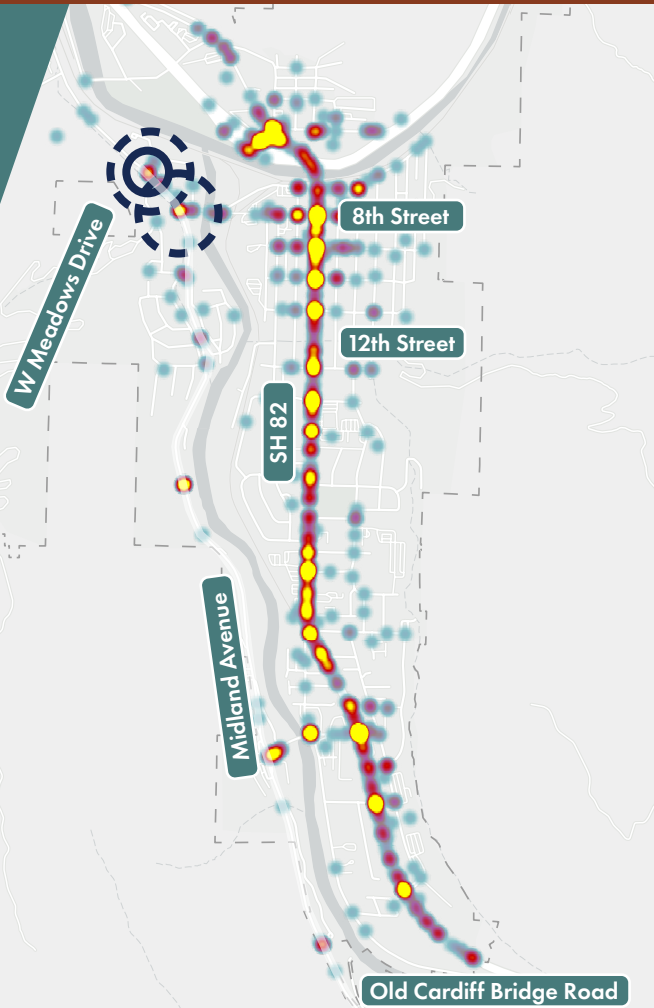
FACT SHEET



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

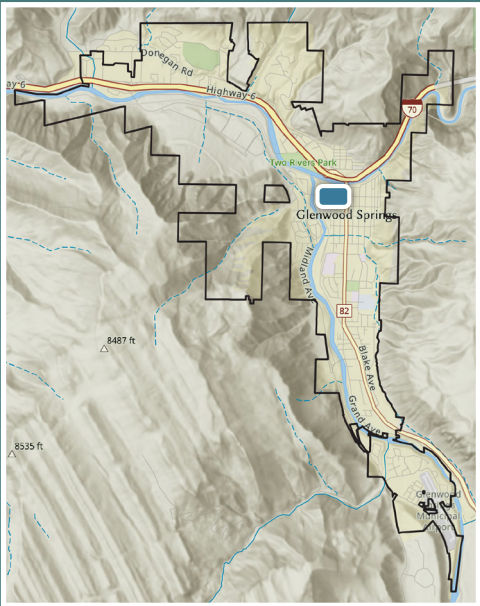
East of Wulfsohn Road Posted Speed Limit: 35 MPH April 2024	North of 27th Street Posted Speed Limit: 25 MPH July 2024	North of Old Cardiff Bridge Posted Speed Limit: 25 MPH November 2023	West of Red Mountain Drive Posted Speed Limit: 25 MPH November 2024	South of 13th Street Posted Speed Limit: 25 MPH 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

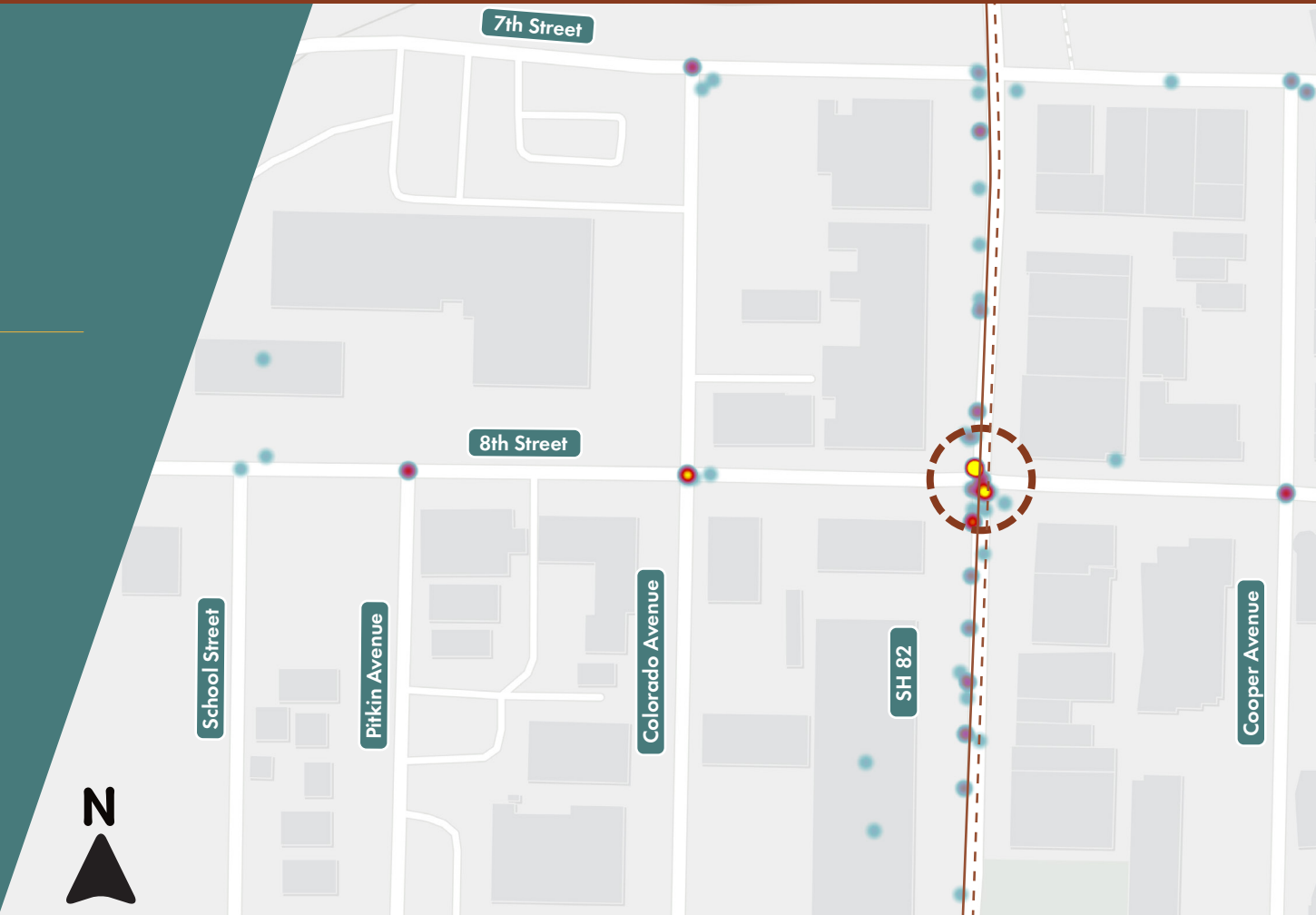


CORRIDOR FACTS

Functional Classification:
Local

Corridor Length:
585 Feet

Posted Speed Limit:
25 MPH



LEGEND

ALL CRASHES - HEAT MAP

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)

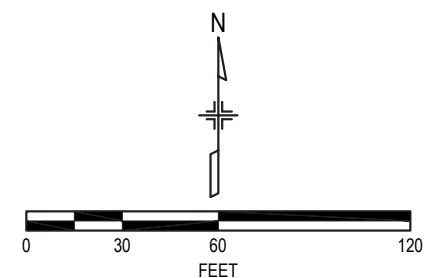
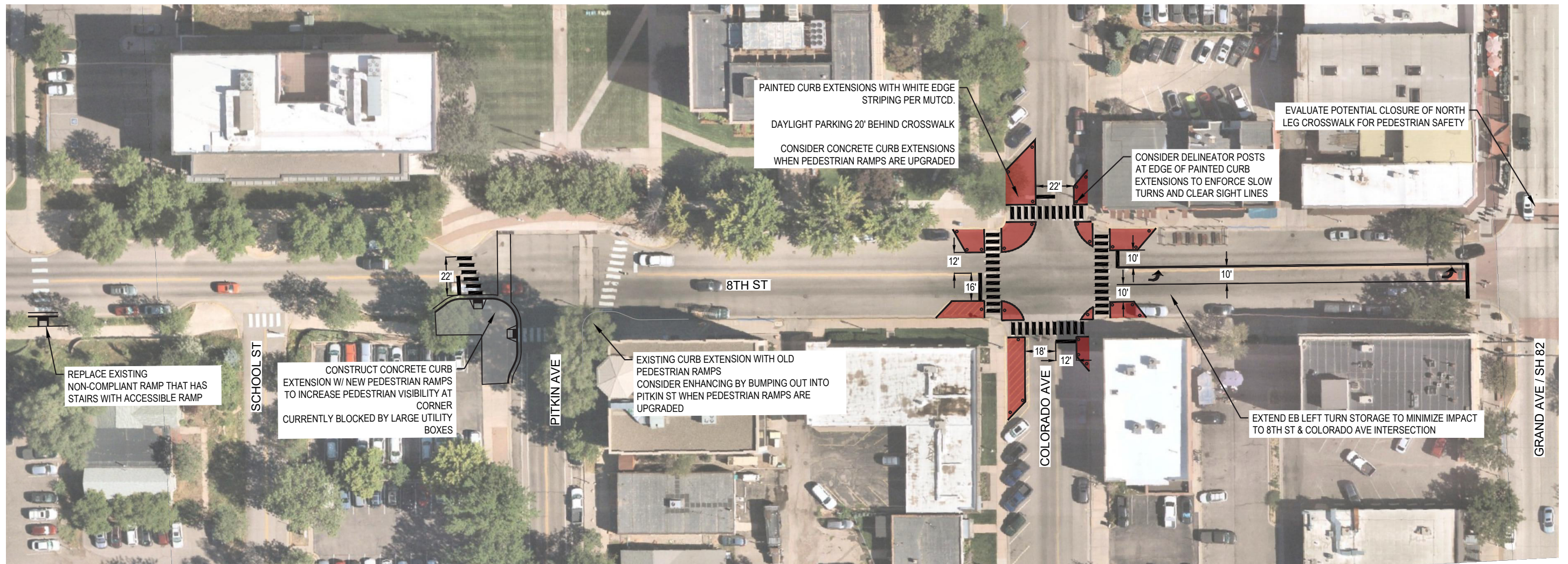
RELATED PLANNED/ONGOING PROJECTS

- **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

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION



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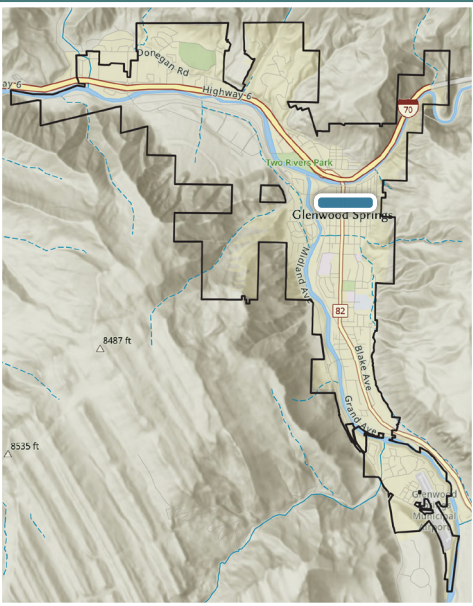
DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
8TH STREET - PITKIN AVE TO GRAND AVE/SH 82

DATE: May 19, 2025
SHEET NO: 01 OF 01

10TH STREET: SCHOOL STREET TO PALMER AVENUE

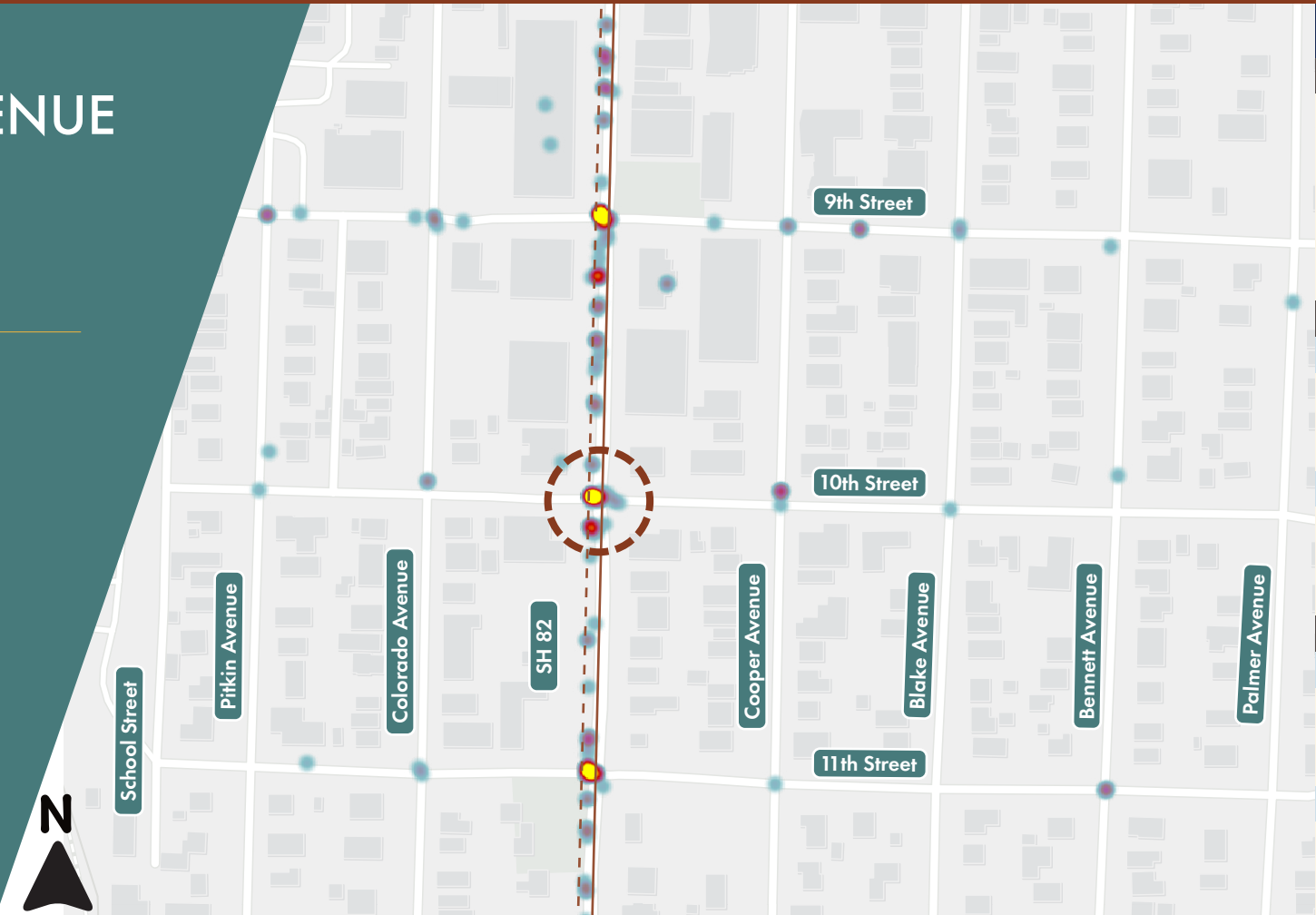
FACT SHEET



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)

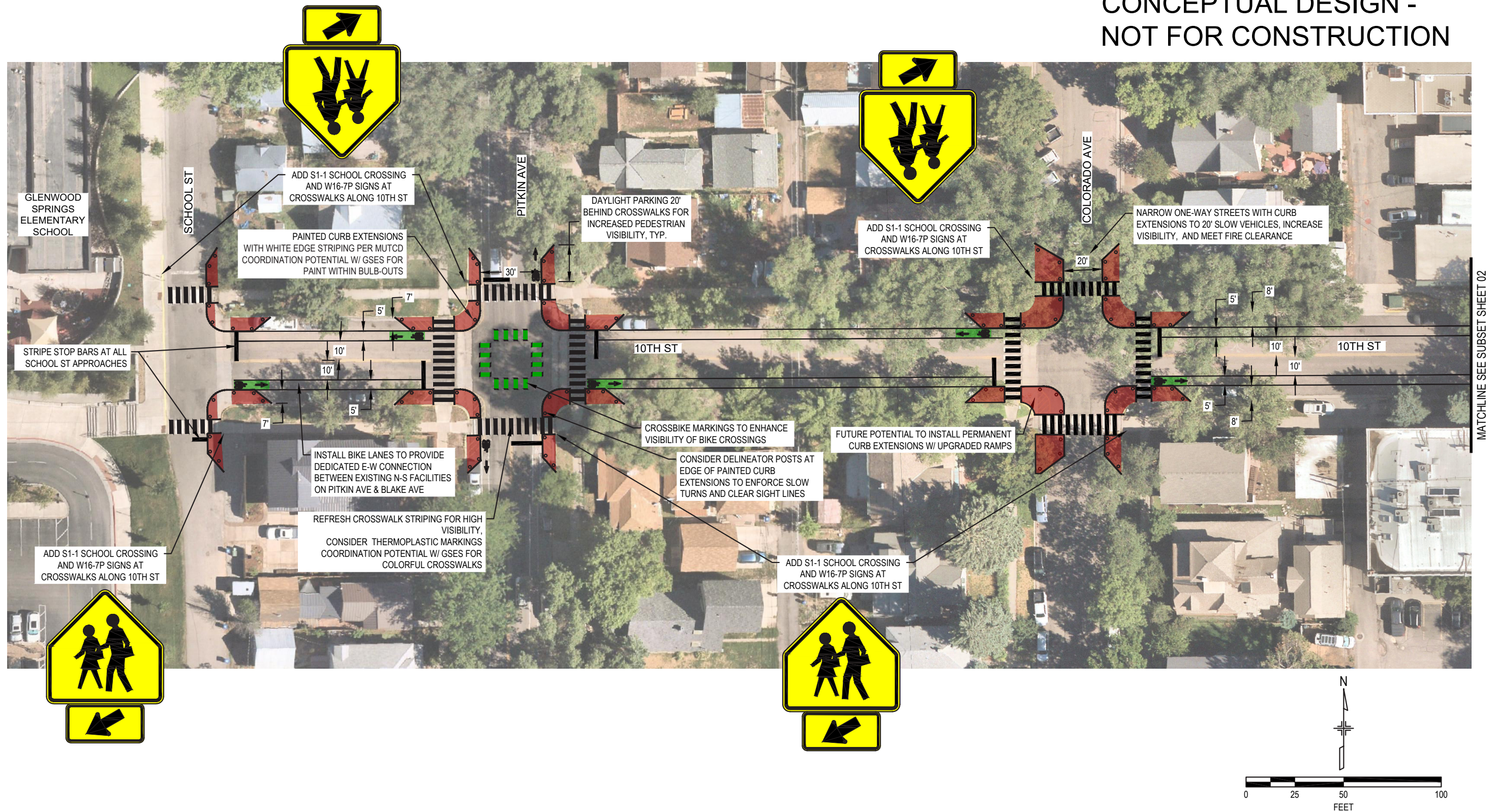
COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- 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

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION



MATCHLINE SEE SUBSET SHEET 02

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GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
10TH ST - SCHOOL ST to PALMER AVE: GSES SRTS ROUTE

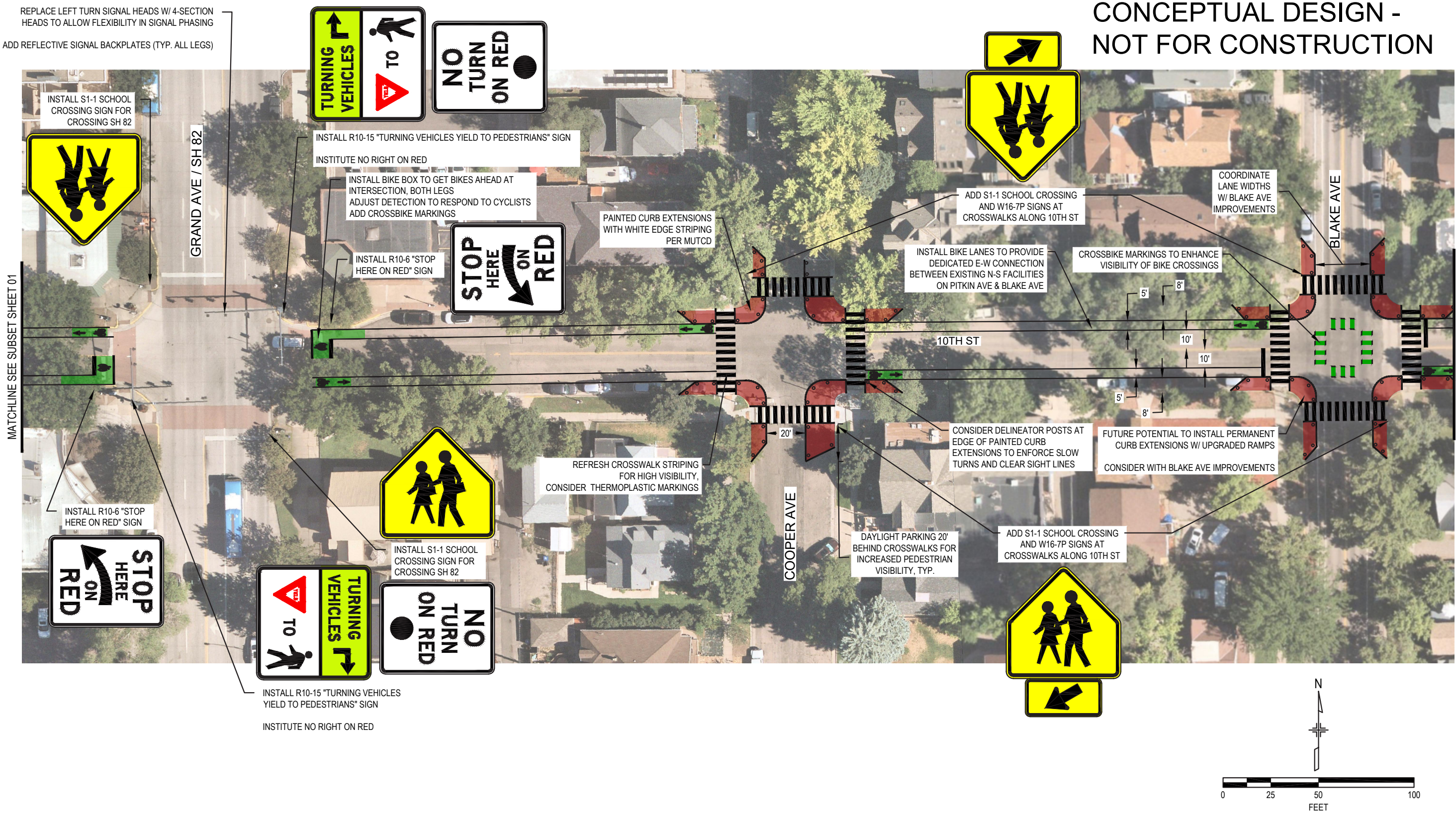
DATE: May 19, 2025
SHEET NO: 01 OF 03

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MATCHLINE SEE SUBSET SHEET 01

MATCHLINE SEE SUBSET SHEET 03

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION



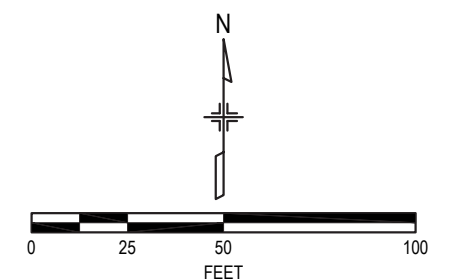


GLENWOOD SPRINGS
COLORADO

DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP CONCEPT 10TH ST - SCHOOL ST to PALMER AVE: GSES SRTS ROUTE	DATE: May 19, 2025
	SHEET NO: 02 OF 03

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION



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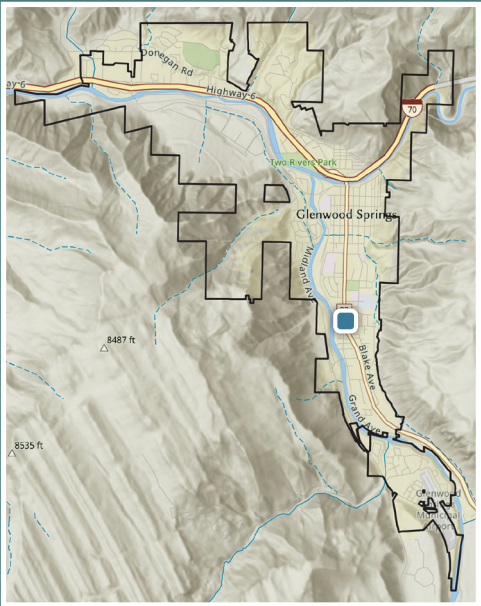
DEPARTMENT OF PUBLIC WORKS
GLENWOOD SPRINGS CITY HALL
101 W 8TH STREET
GLENWOOD SPRINGS, CO 81601
PHONE: 970-384-6435
FAX: 970-945-8582

GLENWOOD SPRINGS CSAP
CONCEPT
10TH ST - SCHOOL ST to PALMER AVE: GSES SRTS ROUTE

DATE: May 19, 2025
SHEET NO: 03 OF 03

SH 82 & 23RD STREET INTERSECTION

FACT SHEET



INTERSECTION FACTS

Functional Classification:

SH 82: Principal Arterial
23rd Street: Commercial Collector

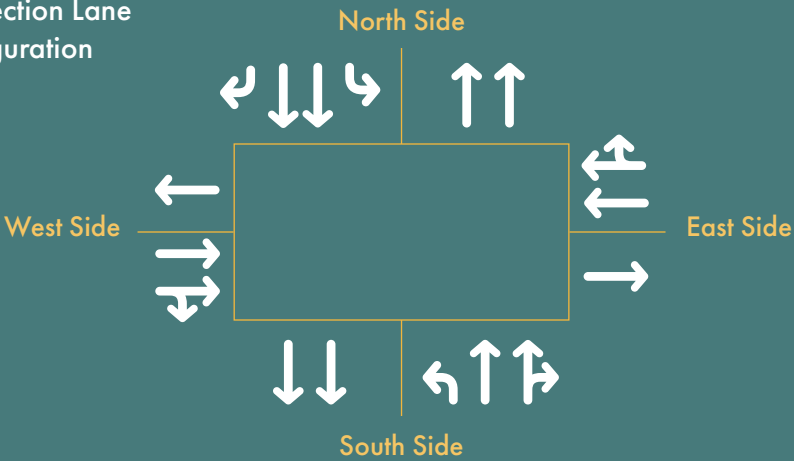
Posted Speed Limits:

Northbound/Southbound
25 MPH
Eastbound/Westbound
25 MPH

Left-Turn Operations

Northbound: Permitted-Protected
Westbound: Permitted-Protected
Southbound: Permitted-Protected
Eastbound: Permitted-Protected

Intersection Lane Configuration



CRASH DATA

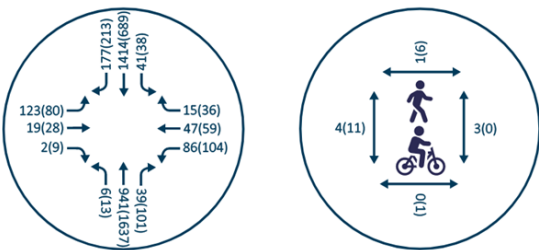


LEGEND

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

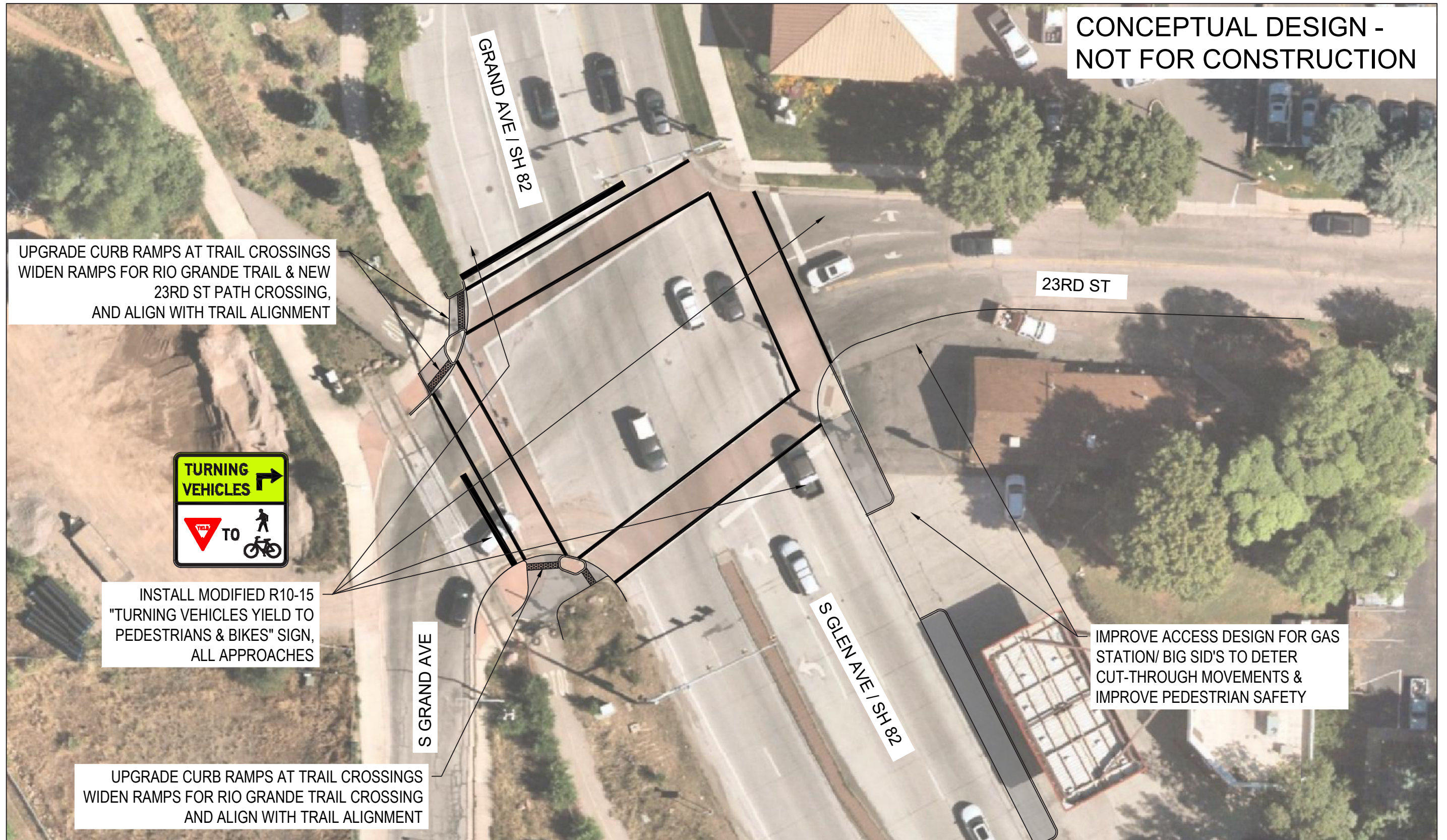


COUNTERMEASURES TOOLBOX RECOMMENDATIONS

- 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)

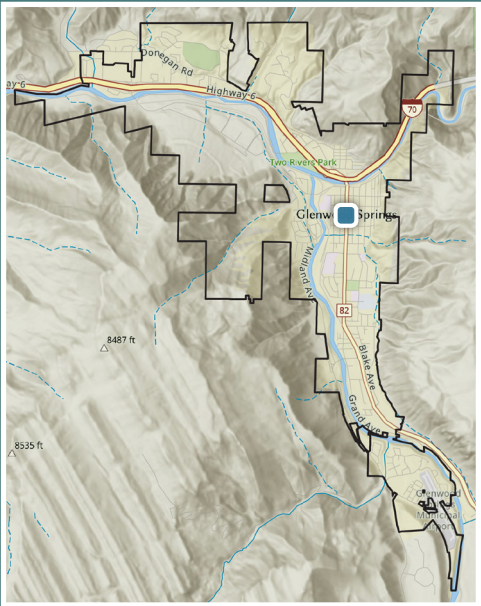
COMMUNITY FEEDBACK THEMES

- 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

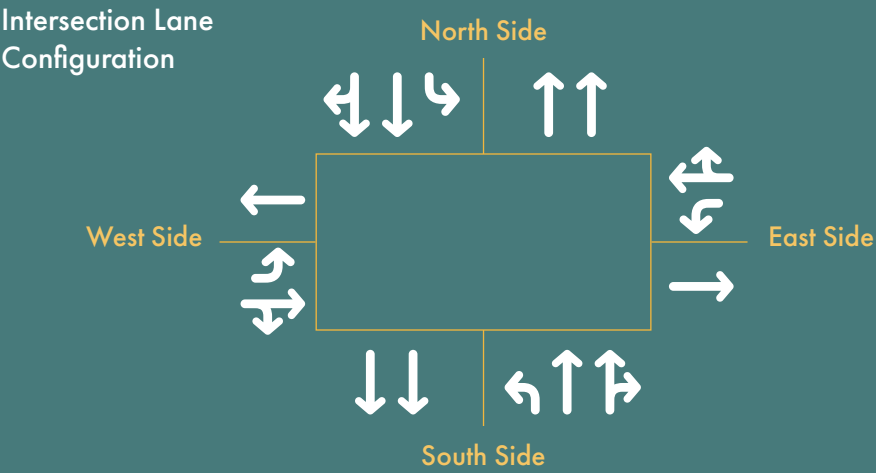
Functional Classification:
SH 82: Principal Arterial
8th Street: Local Street

Posted Speed Limits:
Northbound/Southbound
25 MPH

Eastbound/Westbound
25 MPH

Left-Turn Operations

Northbound: Permitted-Protected	Westbound: Protected
Southbound: Permitted-Protected	Eastbound: Protected



CRASH DATA

TOTAL CRASHES
37

MINOR INJURY
2

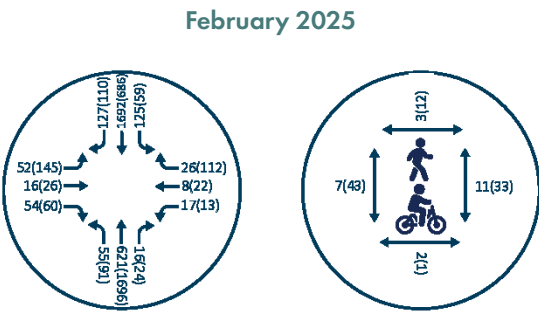
SERIOUS INJURIES
0

FATALITIES
0

VULNERABLE USER CRASHES
2 (2) (0)

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



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

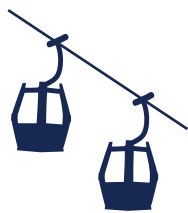
- High pedestrian and vehicle traffic leads to conflicts and near-misses
- Red light running concerns
- Visibility concerns approaching bridge
- Concerns with north side pedestrian crosswalk and request for removal



GLENWOOD
SPRINGS

COLORADO

Appendix C: Funding Opportunities Summary



Comprehensive Safety Action Plan

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

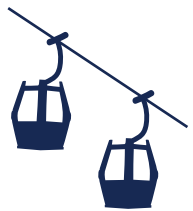
Funding Program	Description	Funding Amount	Match Requirement	Status/ Anticipated Funding Release Date	Links	Bike Facilities	Pedestrian Crossing Enhancements	Transit Improvements	Striping and Signage	Signal Modification or Improvement	Maintenance and Operations	Other (Education, Enforcement,
CDOT Transportation 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.

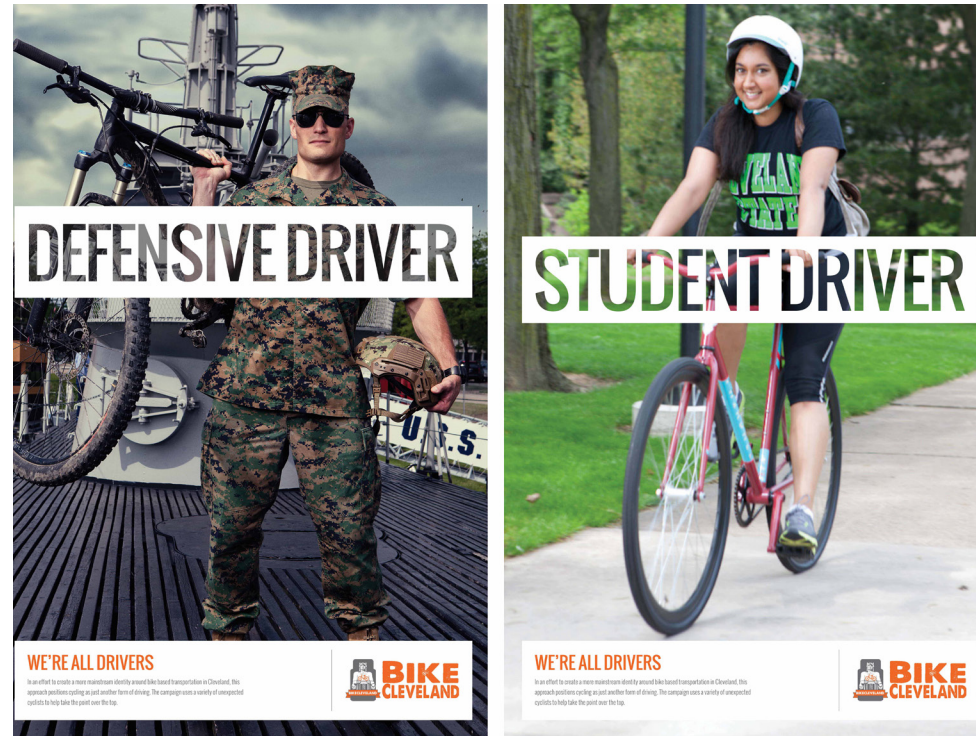


Figure 11: Bike Cleveland's "We're All Drivers" Campaign



July 7, 2025

City of Glenwood Springs
101 W 8th Street #206
Glenwood Springs, CO 81601

Dear Friends of Hospice

Thanks for your recent grant award of \$7,500.00 to our agency. Your commitment to helping us serve patients in Pikin County is appreciated by the Board of Directors and staff of HomeCare & Hospice of the Valley, and most importantly, by the patients and families themselves.

Caring for all patients in this community is our pleasure and our promise, regardless of age, diagnosis, or ability to pay. I thank you for your support for those who need it most, and for helping us keep our promise alive. Because of generous supporters, like you, HomeCare & Hospice of the Valley provides care to nearly 1,000 hospice patients and home health patients and their families in the three counties we serve each year.

If you have any questions please feel free to reach out to me at 970-930-6008 or khorvath@hchotv.org. Again, thank you for your ongoing support.

With warm regards,

Sincerely,

A handwritten signature in black ink that appears to read "Tom".

Tom Heald, Ed. D.
Executive Director

There were no goods or services provided in exchange for your donation. Our Federal Tax Identification Number under Section 501(c)(3) is 26-3651313. Your gift is tax-deductible to the fullest extent of the law.

823 Grand Avenue, Suite 300 | Glenwood Springs, CO 81601
970-930-6008 | www.HCHOTV.org | info@HCHOTV.org



Kiwanis Club of Glenwood Springs
PO Box 1598
Glenwood Springs, CO 81602

Glenwood Springs City Council
101 W. 8th Street
Glenwood Springs, Colorado 81602

Dear Members of City Council,

The Kiwanis Club of Glenwood Springs would like to whole-heartedly thank you for the \$500 grant you awarded to us for purchase of equipment for our annual Pancake Breakfast to be held September 6. This is an important tradition for us and for our community. We enjoy providing a nourishing breakfast for our community at a reasonable price. Thank you to the Financial Advisory Board for this decision. Our club hopes to provide this important morning of fellowship with the people of Glenwood Springs well into the future.

Dick O'Connell

A handwritten signature in cursive script, appearing to read 'Dick O'Connell'.

President of Kiwanis Club of Glenwood Springs

Jan O'Connell

A handwritten signature in cursive script, appearing to read 'Jan O'Connell'.

Secretary of Kiwanis Club of Glenwood Springs