

| New Rank | Previous Rank | Project Name | Status Update | Relative Change in Ranking? (Y/N) | If Yes, Justification | Comments/Next Steps |
|----------|---------------|--|--|-----------------------------------|--|--|
| 1 | 1 | 8th Street Extension | The temporary 8th Street extension was completed by CDOT in Fall of 2016. \$500,000 has been included in the FY2017 budget to continue design and engineering for the permanent connection. | N | | Putting the connection in place permanently requires the resolution of right of way issues with RFTA and the UPRR. |
| 2 | 2 | South Bridge | The Environmental Assessment is currently being finalized. The FY2017 budget includes \$2.12 million for continuing land acquisition and 30% design. | N | | Seeking to build partnerships and identify sources of funding for construction. |
| COMPLETE | 3 | Midland Avenue shared-use path (Loves-Deveraux) | Path is currently under construction from Loves to the Whitewater Park, with an expected completion of late Spring 2017. | N | Project is on track for completion in 2017 and can be removed from list. | |
| COMPLETE | 4 | Relocate Grand Avenue Pedestrian Bridge to 15th Street over the Roaring Fork River | Bridge spans are in place as of December of 2016. | N | Bridge is expected to open in February 2017 and can be removed from list. | |
| 3 | 5 | Sunlight (27th Street) Bridge Replacement | Completion of the design and environmental process to replace the 27th Street Bridge is anticipated in 2017. The approved 2017 Budget includes \$1,202,854 in funding for the project, of which \$620,828 is Federal Highway Administration off-system bridge funding. 30% design is complete. | N | This project was identified in the A&I tax measure, and could be reprioritized based on available bond funding. | |
| | 6 | Midland Avenue on-street bike facilities (8th Street to 27th Street) | No action in FY2017 | N | | This portion of Midland Avenue will be subject to unusually heavy traffic volumes during the Grand Avenue Bridge detour from August-December of 2017. |
| | 7 | Hwy-6 Corridor shared use path Laurel-Mel Ray | No action in FY2017 | N | | Could be developed further as a part of the 6th Street corridor planning process |
| | 8 | Wayfinding Map at Two Rivers Park | ? | N | | |
| REMOVE | 9 | 7th Street Rectangular Rapid Flashing Beacons (RRFBs) | No action in FY2017 | Y | The future configuration of 7th Street as determined by the ongoing planning process will impact the need for this project. | The need for safe pedestrian crossings on 7th Street should be incorporated into the larger 7th Street redesign (#19). Traffic volumes on 7th Street will drop, eliminating the need for this project. |
| | 10 | 14th Street multi-modal bridge | City has acquired the Raymond parcel. | N | | |
| | 11 | Hwy 6 RRFB at Soccer Field Road bus stop | No action in FY2017 | N | | Installation would require CDOT approval, or devolution of the corridor. |
| | 12 | Blake Ave sidewalk improvements | No action in FY2017 | N | | |
| | 13 | Mt. Sopris Drive RRFB at Midland Ave | There is a large need for this project. It will be wrapped into a Safe Routes to School project in 2017. | N | | Awaiting response on grant funding. If grant is awarded, installation should begin in Summer of 2017. |
| | 14 | RRFBs crossing Hwy 6 and 135 Road Bus Stop | No action in FY2017 | N | | Crossing HWY 6 will require approval from CDOT, or devolution of SH 6. |
| | 15 | South Blake Ave sidewalk improvements and facilities | No action in FY2017 | N | | |
| | 16 | Bike boulevard through North Glenwood Springs neighborhood | The 6th Street Master Plan effort began in January of 2016 and will continue into 2017. | N | | |
| REMOVE | 17 | 27th St and S. Grand Ave traffic operations | The City re-timed traffic signals at this intersection in 2016 to improve flow through this intersection. CDOT also adjusted signals at the intersection of 27th St and SH-82. Potential re-design of this intersection is a component of the 27th Street Design Project. | N | | Improvements made, future improvements a component of 27th Street redesign |
| | 18 | Donegan Road (GarCo) pedestrian (sidewalk) and bicycle (bike lanes) improvements | City has initiated discussions with Garfield County in the context of Safe Routes to School discussions. | N | | Area of need is within Garfield County's jurisdiction. |
| HIGHER? | 19 | 7th St shared roadway | The design process for an enhanced 7th Street is currently in progress. The City has budgeted received a \$400,000 FMLD grant and an additional \$400,000 in DOLA funding to support this project in FY2017 and FY 2018. | Y | The 7th Street project has both transportation and economic development implications. 7th Street will still provide two vehicular lanes, however, the area is intended to become a pedestrian plaza. 7th street will still provide a critical cross-town local transportation link, particularly for bikes and pedestrian links. | |
| HIGHER? | 20 | Deveraux Rd multimodal bridge | \$50,000 was included in the FY2017 budget for design. | Y | Potential interest in public/private partnership. | RFQ to be issued in early 2017. |

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| REMOVE | 21 | Hwy 6 on street bike facilities (Laurel to Mel Ray) | No action in FY2016 | Y | A project for a shared multi-use path on this corridor is included as priority 7. Bike facilities would be redundant if this path, which is preferable, were constructed. | Consider Hwy 6 devolution |
| | 22 | RRFB crossing Midland Ave at 4 mile Road | No action in FY2016 | N | | |
| | 23 | Enhance connection: Two Rivers Park-Glenwood Canyon Recreation Trail | A portion of this area was included in an FMLD-funded bike/pedestrian wayfinding signage program. | N | | The GAB project is currently constructing a pedestrian tunnel from the 116 off ramp to 6th street. The sixth street corridor should pick up this path and enhance the connection to Glenwood Canyon. Limited signage to be installed in Spring of 2017. Additional signage may be considered following the completion of GAB related work in the area. Work with 6th street corridor planning process to emphasize/ensure the connection |
| Remove? | 24 | School Street sidewalks | ? Is this impacted by the school construction project? | N | | The GSES campus project is building sidewalk on the west side of the street from 8th to 10th or 11th Street. |
| HIGHER? | 25 | Grade separated bicycle and pedestrian crossing of SH-82 and 27th Street | No action in FY2016 | N | Critical bike/ped connection for internal circulation, through traffic, and access to transit. Dangerous area with significant potential for user conflicts. | A consolidated list of the City's desired crossings of SH-82 is being discussed with CDOT. |
| | 26 | 27th street side path | No action in FY2016 | | | Location of this path will be influenced by 27th Street design process. |
| | 27 | LoVa Trail | A GoCo Planning grant was awarded to the City of Glenwood Springs in December 2016. This grant will fund planning for a 2.6 mile section of the trail through the Chatfield property, including 2 river crossings. | | | The City of New Castle received funding for from the Town of New Castle to Canyon Creek. Glenwood Springs applied for but did not receive a FLAP grant for LoVa trail construction in 2016. |
| HIGHER? | 28 | Atkinson Trail Connection to Park East trail | No action in FY2016 | Y | | Completing this link would allow residents of Park West area to safely access the trail network without traveling on Midland Ave. Estimated cost in 2015 LRTP \$108k. Also included in Garfield County Built Environment Needs Assessment |
| | 29 | Rio Grande Trail connection at 10th Street | No action in FY2016 | | | RFTA's access control plan when adopted will determine the feasibility of additional RGT/street network connections. RFTA's desire to consolidate access points may require City to prioritize desired RGT connections. |
| | 30 | Grade separated pedestrian crossing of SH-82 at 15th Street | No action in FY2016 | | | A consolidated list of the City's desired crossings of SH-82 is being discussed with CDOT. This crossing might better be placed at 14th Street to facilitate connection with the new pedestrian bridge. |
| | 31 | 6th and Laurel pedestrian and bicycle improvements (in conjunction with GAB improvements) | The 6th Street Master Plan effort began in January of 2016 and will continue into 2017. | | | Same as connection with #23? |
| | 32 | 12th St. Ditch Underpass | No action in FY2016 | | | A consolidated list of the City's desired crossings of SH-82 is being discussed with CDOT. |
| | 33 | Rio Grande Trail and 11th Street Connection | No action in FY2016 | | | RFTA's access control plan when adopted will determine the feasibility of additional RGT/street network connections. RFTA's desire to consolidate access points may require City to prioritize desired RGT connections. |
| | 34 | Four mile road on-street bicycle facilities | No action in FY2016 | | | |
| | 35 | Colorado River shared use path (Rivertrail segment) | No action in FY2016 | | | Also included in Built Environment Needs Assessment. Other (possibly) less costly upgrades might be considered here such as continuing the existing sidewalk to make the connection and/or adding sidewalk width. |
| | 36 | Grade separated pedestrian crossing of Grand at 23rd | No action in FY2016 | | | A consolidated list of the City's desired crossings of SH-82 is being discussed with CDOT. |
| COMPLETE | 37 | Rio Grande Trail Connection at 14th Street | Connection made at Coach Miller drive between 14th and 15th as a component of 14th Street ped bridge project. | Y | A connection to the Rio Grande Trail via Coach Miller Drive (in between 14th and 15th Street) is included as a component of the 14th Street Ped Bridge Project. Connection at 14th Street is redundant, although bike/ped improvements would be desirable on Coach Miller Drive. | Evaluate sidewalks and or bike lane on Coach Miller Drive |
| | 38 | Roaring Fork Bridge Mt. Sopris Dr- CR 154 | No action in FY2016 | | | |
| | 39 | Midland on-street bicycle facilities 27th- four mile road | No action in FY2016 | | | Component of overall Midland Ave reconstruction (#43) |
| | 40 | Atkinson Trail to Rio Grande Trail "22nd Street Bridge" connection | No action in FY2016 | | | Bridge connection is now complete at 14th Street. Does an additional crossing at 22nd make sense? Are there other options to provide equivalent connectivity (e.g. continuation of Atkinson Trail to 14th) |

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| HIGHER | 41 | Coach Miller Drive Sidewalk | No action in FY2016 | Y | Coach Miller Drive provides an essential link between the new pedestrian bridge, Pitkin Avenue, and 14th Street. | |
| | 42 | 23rd Street and SH-82 intersection Improvements | No action in FY2016 | | | A consolidated list of the City's desired crossings of SH-82 is being discussed with CDOT. |
| | 43 | Midland sidewalk 27th to Park West Drive | RFQ for South Midland Design will be issued in early 2017. | | | Would be included in the South Bridge project. |
| | 44 | SH-82 shared use path to commercial areas | No action in FY2016 | | | |
| REMOVE | 45 | Midland Avenue on-street bike facilities (I-70 to 8th Street) | No action in FY2016 | Y | Completion of the Midland Avenue Shared Use Path in Spring of 2017 meets the need for bike travel in this corridor | |
| | 46 | Grade separated pedestrian crossing of SH-82 at 9th Street | No action in FY2016 | | | A consolidated list of the City's desired crossings of SH-82 is being discussed with CDOT. |
| | 47 | Whitewater Activity Area underpasses | No action in FY2016 | | | |
| New Projects Added - FY17 | | | | | | |
| | <i>Not Ranked</i> | 14th Street Sharrows | | | | Creates a designated, cross-town route from the new ped bridge to the Blake Avenue Bike Lanes and CMC. |
| | <i>Not Ranked</i> | 23rd Street Sharrows | | | | Links the Rio Grande and Atkinson Trails to the Blake Avenue Bike Lanes |
| | <i>Not Ranked</i> | | | | | |