The Roaring Fork Transportation Authority (RFTA) conducted a regional travel patterns study in 2014 of the Colorado River Valley and Roaring Fork Valley from Parachute to Aspen. Previous studies were completed in 1998 and 2004. The project was a cooperative effort of RFTA, Colorado DOT, and area counties and municipalities. The project was conducted to provide local jurisdictions and planning agencies with information on travel demand within the study area. This includes information about current and future needs for motor vehicles, for public transit and for walking and bicycling. Data from the study was also used to develop travel forecasts and will help companies and agencies design commuter support programs to address needed changes in travel choices.

The data collection methodology included two rounds of surveys, a winter and summer survey. The winter survey targeted employees and employers within the study area. The summer survey targeted residents. A total of 1,879 surveys of residents and employees were collected (1,352 in the winter and 327 in the summer) and 110 employer surveys were completed. The region was divided into 23 transportation analysis zones (TAZs) and all data will be available at the TAZ level. A comprehensive report of the study’s findings will be available through RFTA in early 2015.

Mode share is displayed above for the two trips purposes other than commute trips (shown on page 2 in the “Commuting” section). These include work-related trips, which are trips made during work by employees for business purposes, and personal trips, which cover all other trips that are not commute or work-related trips.

The “Region” encompasses all 23 TAZs in the region, including all of Garfield and Pitkin Counties and the portion of Eagle County within the Roaring Fork Valley. All data presented was collected from the 2014 Winter and Summer Roaring Fork Transportation Authority (RFTA) Travel Patterns Survey unless otherwise indicated.

### COMMUNITY GEOGRAPHY

The Rifle community profile includes data collected for the following transportation analysis zone(s) (TAZ) mapped at right:
- North Rifle
- Central Rifle
- South Rifle

The “Region” encompasses all 23 TAZs in the region, including all of Garfield and Pitkin Counties and the portion of Eagle County within the Roaring Fork Valley. All data presented was collected from the 2014 Winter and Summer Roaring Fork Transportation Authority (RFTA) Travel Patterns Survey unless otherwise indicated.

### HOUSING/DEMOGRAPHIC DATA

<table>
<thead>
<tr>
<th></th>
<th>Rifle</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Population</td>
<td>9,257</td>
<td>82,227</td>
</tr>
<tr>
<td>Population residing year-round</td>
<td>96%</td>
<td>94%</td>
</tr>
<tr>
<td>Lived in region &gt; 1 year</td>
<td>95%</td>
<td>93%</td>
</tr>
<tr>
<td>Households with children under 16</td>
<td>39%</td>
<td>31%</td>
</tr>
<tr>
<td>Households receiving housing assistance</td>
<td>2%</td>
<td>12%</td>
</tr>
<tr>
<td>Median annual household income</td>
<td>$60,000</td>
<td>$66,000</td>
</tr>
</tbody>
</table>

1. U.S. Census Bureau, 2012 American Community Survey (ACS)

### COMMUTING DATA OF RESIDENTS

<table>
<thead>
<tr>
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<th>Rifle</th>
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</table>
| Where Rifle residents work | Glenwood Springs 26%
|                          | Rural Garfield County 3%
|                          | Aspen 2%
|                          | Snowmass Village 1%
|                          | Carbondale 1%
|                          | Rural Pitkin County 1%
|                          | New Castle 1%
|                          | Silt 1%
|                          | Parachute 1% |

### COMMUTING DATA OF WORKERS

<table>
<thead>
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<th>Rifle</th>
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</table>
| Where Rifle workers live  | Battlement Mesa 63%
|                          | Glenwood Springs 6%
|                          | Silt 5%
|                          | Parachute 4%
|                          | New Castle 4%
|                          | Rural East Garfield Co. 3%
|                          | Rural West Garfield Co. 3% |
### Commuting Data of Residents

#### Winter Resident Commute Mode Share
- **Drove Alone**: 62%
- **Carpool**: 11%
- **Bus**: 3%
- **Walk**: 19%
- **Bike**: 2%

#### Winter Resident Commute Mode Shift
- **Drove Alone**: 81%
- **Carpool**: 13%
- **Bus**: 3%
- **Walk**: 2%
- **Bike**: 2%

#### Summer Resident Commute Mode Share
- **Drove Alone**: 51%
- **Carpool**: 15%
- **Bus**: 8%
- **Walk**: 9%
- **Bike**: 5%

#### Summer Resident Commute Mode Shift
- **Drove Alone**: 60%
- **Carpool**: 15%
- **Bus**: 9%
- **Walk**: 17%
- **Bike**: 5%

### Commuting Data of Workers

#### Winter Employee Commute Mode Share
- **Drove Alone**: 48%
- **Carpool**: 32%
- **Bus**: 6%
- **Walk**: 2%
- **Bike**: 2%

#### Winter Employee Commute Mode Shift
- **Drove Alone**: 49%
- **Carpool**: 11%
- **Bus**: 19%
- **Walk**: 3%
- **Bike**: 2%

#### Summer Employee Commute Mode Share
- **Drove Alone**: 66%
- **Carpool**: 25%
- **Bus**: 3%
- **Walk**: 0%
- **Bike**: 2%

#### Summer Employee Commute Mode Shift
- **Drove Alone**: 77%
- **Carpool**: 16%
- **Bus**: 3%
- **Walk**: 0%
- **Bike**: 0%

### Transit Data

#### % of Residents who...
- **Drove Alone**
- **Carpool**
- **Bus**
- **Walk**
- **Bike**

#### Barriers to riding the bus
- **Other factors**
- **Bus stop is far from work**
- **Need to make stops during commute**
- **Bus takes too much time**
- **Job requires use of personal vehicle**
- **Bus stop is far from home**

#### Would ride the bus more frequently if...
- **Increase service frequency**
- **Reduce fares**
- **Other changes**
- **Add more bus stops**
- **Add new routes**
- **Increase public education**

### Walking in Rifle

#### % of residents who agree/strongly agree that...
- **Crosswalk/Crossings Available**
- **Comfortable/Pleasant**
- **Safe Environment**
- **Sidewalks are Continuous**
- **Bus Stop in Walking Distance**

### Bicycling in Rifle

#### % of residents who agree/strongly agree that...
- **Easy Access to Paths/Trails**
- **Safe**
- **Convenient**