



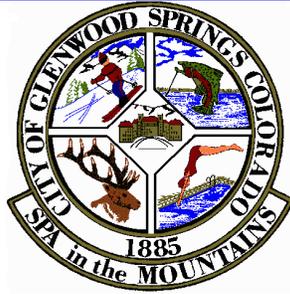
Agenda

City of Glenwood Springs Transportation Commission

Tuesday, April 2nd, 2019, 7:40 – 9:00 am

City Hall, Second Floor, Engineering Conference Room

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1. Introduction – Transportation Commission members and staff
 2. Adopt minutes from the February 2019 meeting
 3. Review “Take a Minute” traffic calming campaign
 4. Review of the Long Range Transportation Plan to prepare for Council adoption and preparation for the 2020 budget cycle.



Agenda Items (attached)

City of Glenwood Springs Transportation Commission

Tuesday, April 2nd, 2019, 7:40 – 9:00 am

City Hall, Second Floor, Engineering Conference Room

“Take a Minute” traffic calming campaign
The Long Range Transportation Plan

“TAKE A MINUTE” CAMPAIGN

Background:

Several months ago Imagine Glenwood convened a group of interested parties to discuss ways to promote slower, safer driving in the City of Glenwood Springs. This group included representation from Valley View Hospital, Alpine Bank, the DDA, CDOT, the City of Glenwood Springs, and other interested parties. City Councilor Ingraham has already voiced his support for this initiative.

This group’s efforts have gelled into a proposal for a community-driven safe driving campaign for which they are seeking support from the City. Feedback and, ideally, endorsement from the Transportation Commission would generate additional momentum for this effort. More detailed information on the campaign follows.

Campaign Theme:

The theme is “Take a Minute.” The idea is to encourage people to drive the posted speed limit on Grand Avenue and elsewhere. The “minute” is the time supposedly “saved” by driving 10mph faster through the core of Glenwood.

Activities:

- 1) The group plans to distribute two surveys (one before the campaign, one after the campaign) asking people to think about how they drive on Grand Avenue/in town. A sample survey is attached. The campaign time/length is still TBD, but they are aiming for June-July. The survey will be housed at one electronic link with information distributed by partner organizations through their internal communications, social media, etc. Chief Wilson has suggested the Police Department may also be willing to distribute the survey at traffic stops and to high school students via the SRO.
- 2) In addition, the group will print and distribute election-style yard signs with the campaign logo and encourage people to put them up in their yards, especially along SH-82, during the campaign. The logo is attached.
- 3) They may also develop op-ed or web/radio PSAs based on educational talking points developed by CDOT and the City of Glenwood Springs. These talking points are attached.

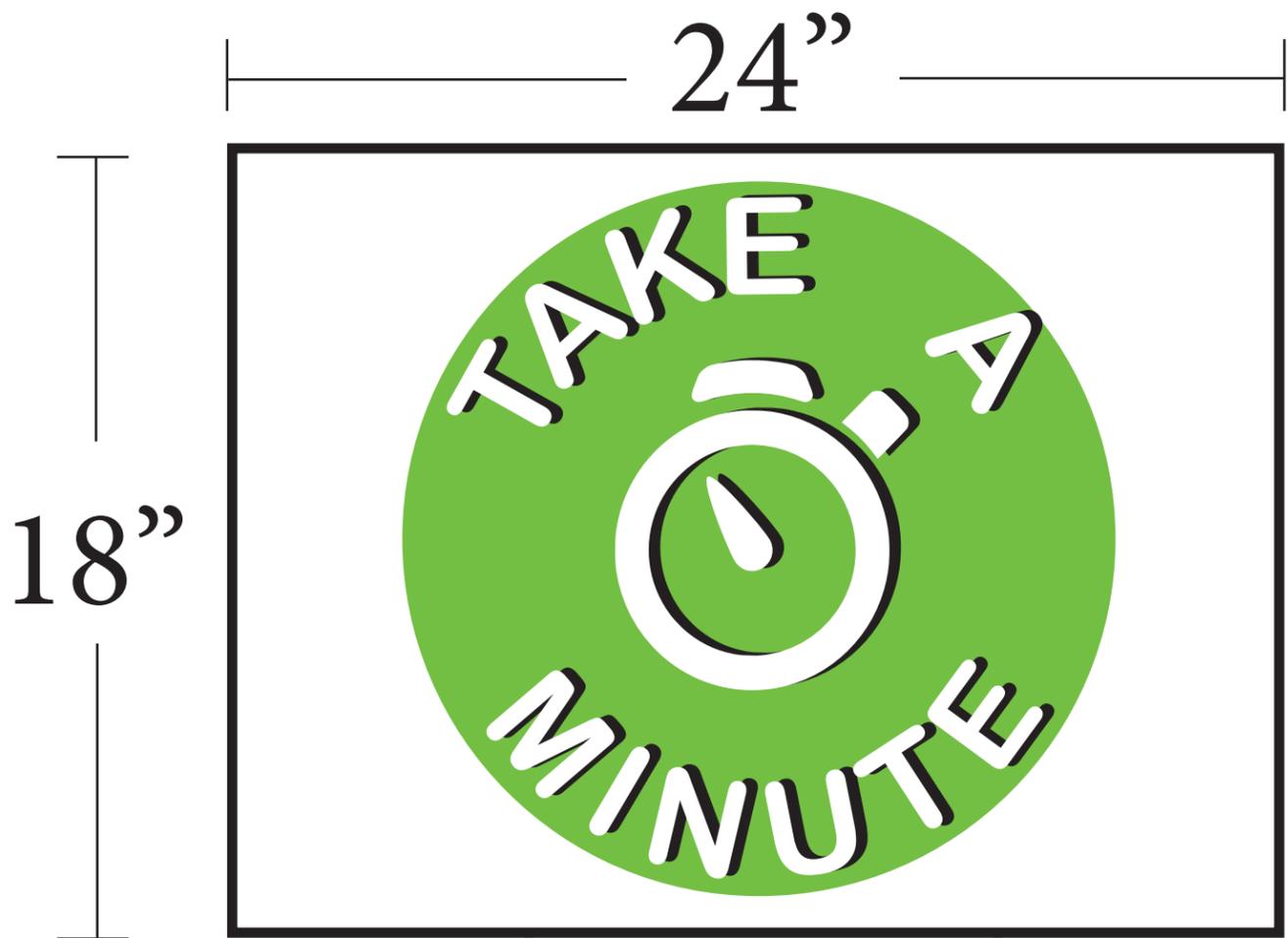
Role of the City:

The group is developing a budget and finalizing a discretionary grant proposal for City Council. In addition, they are looking for the following:

- 1) A Council proclamation supporting the campaign/campaign goals. This would be timed to kick off the campaign.
- 2) A financial contribution (amount still be TBD) from the City’s Traffic Calming budget. The 2019 Engineering Budget includes \$50,000 earmarked for traffic calming projects. According to the City’s new Traffic Calming Policy, the Transportation Commission reviews and makes recommendations regarding Traffic Calming requests.
- 3) Commitment to sharing campaign materials (e.g. op-eds or PSAs) on our website/social media.

- 4) Permission to place signs in specific locations in City right of way along Grand Avenue (e.g. Sayre Park)

Other possible requests they might have including co-signing op-eds, voicing PSAs, and requesting additional police visibility on Grand Avenue. Chief Wilson has given them some advice/suggestions regarding what they can feasibly do.



Front



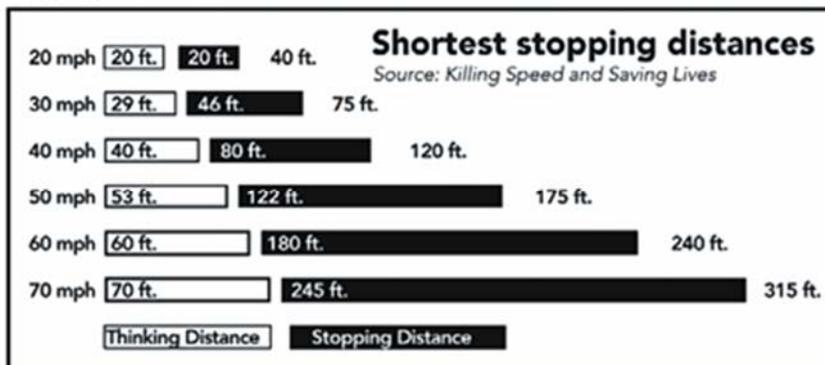
Back

Educational Talking Points

- The distance between 23rd street and the exit 116 on-ramp is approximately 1.5 miles. Assuming a free flow of traffic, the trip would take:
 - 3:36 @ 25mph
 - 2:34 @ 35 mph
- Driving 5-10 mph slower can literally save a life. Pedestrian fatality rates increase exponentially for speeds above 20mph.
 - In a crash at 20 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 18 percent;
 - In a crash at 30 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 50 percent;
 - In a crash at 40 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 77 percent

(Tefft, 2011; see also Rosen & Sander, 2009, and Leaf & Preusser, 1999, quoted in https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812502_pedestrian-and-bicyclist-data-analysis-tsf-research-note.pdf).

- Driving a little slower reduces your stopping distance and improves your ability to react to unpredictable drivers, bicyclists, and pedestrians in the busy commercial areas along Grand Avenue. On average, a driver takes 1.5 seconds to react before making a decision to stop. The chart below illustrates the effect of speed on stopping distance.



Taken from https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch4.cfm

- Grand Avenue is both a Main Street and a highway. On average 28,000 cars per day travel the section between the Grand Avenue Bridge and 23rd Street. (per CDOT OTIS)
- These cars and trucks travel past more than 100 access points (driveways, intersections, etc.) where drivers may need to enter/exit the roadway between 23rd Street and the Grand Avenue Bridge. (per SH-82 Access Control Plan)

- Slower driving speeds encourage more people to walk and bike in downtown areas. This means less automobile congestion, a smoother trip for those just passing through, and more foot traffic for our downtown businesses. (multiple studies, for example <http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf>)

**The Take a Minute Campaign is focused on the impact of traffic on the town of Glenwood Springs.
Your input will be of great help.**

Please take a minute to respond to these short questions.

I am fully aware of my speed while driving through Glenwood Springs

- Seldom
- Sometimes
- Often
- Always

I drive the speed I do through Glenwood Springs

- To get through town as quickly as possible
- I drive as fast as the cars around me
- I never really thought about it, I just drive
- Other _____

I value driving through Glenwood at 25 mph

- Not really
- Sort of
- Totally
- Other _____

I drive 25 mph through Glenwood Springs

- Seldom
- Sometimes
- Often
- Always
- Not sure

I feel my actions can influence the speed of other drivers

- Not really
- Sort of
- Totally
- Other _____

Projects Greater than \$1m

Version Dated 3/5/2019

Top 10 Project Priorities - FY 2020								
FY2019 Rank	FY2018 Rank	Project Name	FY18 Status	Action By	Anticipated Completion Date	Additional Comments	Estimated Cost	Possible Funding Sources
1	2 (formerly combined with S. Bridge)	South Midland Ave Reconstruction	In progress		Summer 2020	City received \$7m in BUILD Grant funding. Project is currently at 90% design. Construction expected during 2020 season.		
	3 (formerly combined with 27th St)	<i>Pedestrian and bicycle accommodation from 27th Street to 4 mile Road</i>				Included in South Midland Design		
2	2 (formerly combined with S. Midland Ave.)	South Bridge	In progress		TBD	The Environmental Assessment is currently being finalized. An A&I bonding measure was passed in 2017 that will likely be used for a portion Seeking to build partnerships and identify sources of funding for construction.	49 million	Garfield County, A&I, potential funding agreement with the State
3	1	8th Street Extension - Legal Acquisition	In progress		Summer 2018	The temporary 8th Street extension was completed by CDOT in Fall of 2016. The City is in the process of legally acquiring the ROW from UPRR via a condemnation payment/agreement. The City will improve the existing roadway following legal acquisition.	1.7 million	City bond funds
4	3	Sunlight (27th Street) Bridge Replacement	In progress		Summer 2019	Project is underway with expected completion in summer of 2019.	6-8 million	A&I, Garfield County, FMLD
5	7	7th St shared roadway	In progress		Summer 2019	First phase construction is underway as of 3/2019.		FMLD, DOLA, A&I funds (not bonded)
6	11	6th Street Reconstruction	In progress		TBD	City has acquired ROW from CDOT and will be installing new striping/parking in summer 2019.		
		<i>Bike boulevard through North Glenwood Springs</i>	In progress		Summer 2019	Sharrows, bike lane, and signage to be placed in 2019 as part of 6th street interim condition project.		
		<i>Enhance connection: Two Rivers Park-Glenwood Canyon</i>	In progress		Summer 2019	Sharrows, bike lane, and signage to be placed in 2019 as part of 6th street interim condition project.		
		<i>6th and Laurel pedestrian and bicycle improvements (in conjunction with GAB improvements)</i>	In progress		Summer 2019	Sharrows, bike lane, and signage to be placed in 2019 as part of 6th street interim condition project.		
7	15	LoVa Trail	In progress		TBD	The City of Glenwood Springs and the City of New Castle are working with LoVA and RFTA to prepare for a 2020 FLAP grant application.		GoCo, future FLAP application
8	9	Hwy-6 Corridor shared use path	No action			No action	\$1,934,600 (LRTP estimate)	

FY2019 Rank	FY2018 Rank	Project Name	FY18 Status	Action By	Anticipated Completion Date	Additional Comments	Estimated Cost	Possible Funding Sources
9	12	Grade separated bicycle and pedestrian crossing of SH-82 and 27th Street	No action			This project was included in RFTA's successful 2018 ballot measure. RFTA is currently undertaking a feasibility study. Critical bike/ped connection for internal circulation, through traffic, and access to transit. Dangerous area with significant potential for user conflicts.	\$7,240,400 (LRTP estimate)	TAP
		27th street side path				No action in FY2016. No action currently planned for FY2017. Future Location of this path will be influenced by 27th Street design process (#3).	\$1,247,900 (LRTP estimate)	Potentially it could be included in the 27th Street Bridge to enhance ped safety and connectivity. We may need an easement from the school district.
10	13	14th Street multi-modal bridge	On hold			City acquired ROW in 2017. No design or construction work is currently budgeted.	\$7,568,100 (LRTP estimate)	
ERM PROJECTS - UNRANKED								
N/A	1 (formerly combined with 8th Street - Legal Acquisition)	8th Street Extension - Reconstruction	In progress		TBD	Roadway design is completed. Construction timeline is contingent on funding and outcome of legal acquisition negotiations.	1.7 million (total for ROW and construction)	City bond funds
N/A	8	Devereaux Rd multimodal bridge	complete			Amec and Benesch evaluated multiple alignments. Costs range from 20-30M.	\$23,094,800 (LRTP estimate)	Public Private Partnership
		Pedestrian Improvements- Devereaux Connection						
		Colorado River shared use path (Rivertrail segment)				No action in FY2016. No action currently planned for FY2017. 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.	\$2,849,100 (LRTP estimate)	
N/A	18	Grade separated pedestrian crossing of SH-82 at 14th Street (formerly 15th St)	No action				\$4,638,900 (LRTP estimate)	
N/A	19	12th St. Ditch Underpass - Full Construction	No action				\$1,738,900 (LRTP estimate)	
N/A	20	23rd Street and SH-82 intersection Improvements	No action					
		Grade Separated Pedestrian Crossing	No action			No action in FY2018. RFTA is adding this connection into a potential tax measure for 2018. Critical bike/ped connection for internal circulation, through traffic, and access to transit. Dangerous area with significant potential for user conflicts.		
		Realignment of S. Grand intersection	No action					
		Beautification and Creation of "Gateway" to Glenwood	No action					
N/A	21	Midland Avenue on-street bike facilities (8th Street to 27th Street)	No action					
N/A	23	SH-82 shared use path to commercial areas	No action					
N/A	24	Grade separated pedestrian crossing of SH-82 at 9th Street	No action			GSES' pedestrian access route is being reconfigured as part of School Street redesign project.		

FY2019 Rank	FY2018 Rank	Project Name	FY18 Status	Action By	Anticipated Completion Date	Additional Comments	Estimated Cost	Possible Funding Sources
N/A	25	Atkinson Trail to Rio Grande Trail "22nd Street Bridge" connection	No action			No action	\$1,874,300 (LRTP estimate)	
N/A	27	Future Connections between Donegan Road and US 6/24	No action					

Projects Less than \$1m

Version Dated 3/5/2019

FY2019 Rank	FY 2018 Rank (Consolidated List)	Project Name	FY18 Status	Anticipated Completion Date	Additional Comments	Estimated Cost	Possible Funding Sources
1	9	Highway 6 Bike Path Interim Improvements			Improve surface, signage, and separation of existing bike path on Highway 6 between Donegan Road and Laurel Street		
2	N/A	12th Street Ditch - Interim Improvements			To include improved grading and or/surface, lighting, signage, curb cuts or grinding		
3	8	City-wide Wayfinding	In progress		Approximately 75 bicycle wayfinding signs were installed in spring 2017 using FMLD grant funds. Additional vehicle and bicycle wayfinding signage is planned as part of the Grand Avenue bridge and 7th street projects.		
	8	Wayfinding Map at Two			Wayfinding signage at new trail connection		
4	6	Rectangular Rapid Flashing Beacons (RRFBs)	In progress		RRFBs installed at Exit 114 and 2 locations on Midland Avenue prior to GAB detour.		
	6	8th Street					
	6	RRFBs crossing Hwy 6 and 135 Road Bus					
	6	Hwy 6 RRFB at Soccer Field Road bus stop					Safe Routes to School
5	17	Rio Grande Trail Connections	In progress		RFTA approved a new access control plan in 2018 which includes a mechanism for creating desired crossings.		
	17	10th Street					
	17	11th Street					
	17	14th Street					
6	10	Blake Ave sidewalk improvements (14th Street area)	No action			\$147,600 (LRTP estimate)	
	10	Coach Miller Drive Sidewalk Parking along Coach Miller				\$511,900 (LRTP estimate)	
	10						
7	4	South Blake Ave improvements and facilities	No action		Opening of Blake Gate to coincide with development of Bell Rippy property	\$454,000 (2015 LRTP estimate)	
8	14	Donegan Road (GarCo) pedestrian (sidewalk) and bicycle (bike lanes) improvements	No action		City has initiated discussions with Garfield County in the context of Safe Routes to School discussions. Area of need is within Garfield County. GarCo has said the City can make improvements if the area is annexed.	\$483,300 (LRTP estimate)	SRTS, Garfield County, Livewell BEWG grant
9	16	Atkinson Trail Connection to Glenwood Park	No action		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.	\$107,700 (LRTP estimate)	
10	21	Midland Avenue on-street bike facilities (8th Street to 27th Street)	No action				
11	23	SH-82 shared use path to commercial areas	No action		No action		
12	24	School Street sidewalks	Underway		Sidewalk is being added by RFSD from 9th to 11th. Sidewalk will be added on the City's exchange parcel with redevelopment. Traffic calming is being added at intersections at 10th and 11th with assistance from GarCo	\$127,800 (LRTP estimate)	
13	29	14th Street Sharrows	No action		Creates a designated, cross-town route from the new ped bridge to the Blake Avenue Bike Lanes and CMC.		
14	30	23rd Street Sharrows	No action		Links the Rio Grande and Atkinson Trails to the Blake Avenue Bike Lanes		
N/A	N/A	Ramp at intersection of W Midland trail and Wulfsohn Road	N/A		Bicycle/handicapped ramp at southwest corner creates dangerous, very sharp turn; connection to and from new trail and bicycle-ped bridge is awkward and dangerous for many riders Recommend widen paved surface west of ramp to provide safer approach. (submitted by GSBA)		
N/A	N/A	Devereaux Road Connection to HWY6	N/A		Existing sidewalk ends with steep drop off onto gravel shoulder as path transition from City to UP property. (submitted my GSBA)		