

**Transportation Commission
Meeting Minutes
Tuesday, January 8, 2019
7:40 A.M. City Hall - First Floor - Council Chambers**

1. Attendance & Receipt of Minutes:

Commissioners Present: Lee Barger; Robert Gavrell; Sandy Lowell; Roger Poirier; Jared Rains; and John Stephens

City Council: Jonathan Godes, City Council Member

City Staff: Terri Partch, City Engineer; and Tanya Allen, Transportation Manager

The meeting commenced at 7:40 A.M.

It was moved and seconded to adopt the December 6, 2018 Transportation Commission minutes. The minutes were approved.

2. Discussion – Street Tax Measure – Vote to Support or Not Support.

- Matt Langhorst presented the 0.75 percent street sales tax measure to the City Council on January 3rd.
- The current 0.5 percent tax generates approximately \$2.5 million with \$1.8 million dedicated toward maintenance of city streets with the estimated 0.75 percent sales tax generating approximately \$3 million.
- The council supported a 0.75 percent sales tax for twenty years with the idea of keeping the 0.5 percent current sales tax in order to maintain and reconstruct current city roads.
- There was a poll last year showing support of a 0.50 percent sales tax measure of a 69 percent vote of Yes in favor and 61 percent vote of Yes in favor of the 0.75 percent sales tax measure. Money from both funds is needed solely for road construction and repair.
- Matt Langhorst, Public Works Director, will have a public meeting to show citizens the progress of the city street reconstruction.
- The plan is to keep the city's website updated showing progress of the projects so the public can actually see where the tax money is being spent and so they can see the progress of the street. The current projects are being updated on the city's website and will be frequently updated as they progress.
- The attorney is in the process of writing the language for the street tax measure. After the city attorney has written the language of the upcoming tax measure it will be easier to understand the complete language and then be able to understand the intended use of the tax.
- Four new city council members will be elected in April.
- Approximately 30 percent of the revenue collected for sales tax is paid for by city residents.
- The .075 percent tax will be used solely for existing roadway construction and does not include bridges and bike paths, which will need to be funded from Capital Improvement funds or A & I funds.

- The Transportation Commission supports transportation, utilities, and street reconstruction as presented and defined by the road reconstruction priority list.
- They also want to see other funds continue to go towards street maintenance and other projects that are needed. Money out of the street sales tax for capital projects and current funding should remain as it is now.
- The current funding streams should remain as they are and the .075 percent sales tax should be used strictly for the streets pending final language.

It was moved and seconded to support the 0.75 percent street sales tax, which would sunset after 20 years provided other funds continue to be spent on street maintenance without any reduction in funding from other sources, as well as using the defined street reconstruction priorities list, including utility infrastructure on street reconstruction. The Transportation Commission supports the proposed 0.75 percent street sales tax going directly toward street reconstruction pending final language of the street tax measure. The motion passed.

3. Discussion – Downtown Parking Spaces.

- There has been a lot of conversations and quite a bit of concern regarding the long-term residential parking in the downtown area. In the past, anyone living downtown has been allowed an unrestricted long-term parking permit. There are regular vehicles left on the street for long lengths of time without any consequences to the owner of the vehicle. The council would like to add restrictions to the residential parking permits and enforce limits as well as restricting guest permits. The council has asked the city manager to clamp down on residential passes and hand out only two passes for residents' downtown only after they have shown proof of living in the downtown area. The parking garage may be restricted.
- There is some concern that downtown employees and employers use parking spaces which limits available parking spaces.
- With new technology it may be possible to track the drivers which may be able to encompass a violation for those who choose to park on the street and then move their vehicles a couple of space down the street to avoid getting a parking violation.
- The parking study in 2013 discussed time limits, possibly adding paid parking, and recommended other parking restrictions to be set in place.
- Downtown businesses do not have dedicated spots for parking.
- Terri will e-mail the Transportation Commission the parking study completed in 2013-2014 for review. The focus of that study was capacity, with the conclusion of the study that compactly was not an issue.
- The Transportation Commission will review and evaluate the previous parking study and revisit the discussion of the downtown parking issues adding various ideas and recommendations of parking solutions such as parking limits, paid parking, additional parking structures, satellite parking, or other solutions. This will take an extensive amount of time to research and evaluate downtown parking.
- The next meeting will include a focused review of the downtown parking, an evaluation of the existing parking study, which should identify some of the short-comings and the gaps, and should look at other research together with a general overview of other neighboring communities and solutions to parking they have implemented to address parking problems.

- The Transportation Commission will ask the Chamber and the DDA to send a representative from each group who will be involved in the discussion about downtown parking issues.
- Terri will send the Transportation Commission members a copy of the previous parking study. She also will identify perceived parking problems, identify current revenue sources, research various ways to accommodate and implement parking and parking regulations, and bring information in regarding solutions to parking implemented by neighboring communities at the next Transportation Commission meeting.

4. Review of the LoVa Trail Alignment.

- Terri showed a live video of the LoVa Trail route and passed around a hand-out.
- The Transportation Commission reviewed the new LoVa Trail Alignment.
- There will be a meeting with the consultants about the viability of a section called the Chatfield bench, located by the West Glenwood Sanitation District and build a bridge that will take the LoVa Trail and then run the trail along the Chatfield bench.
- Plans are to run the trail along the Chatfield bench, which has some historic structures and will take the LoVa Trail away from I-70.
- However, getting access with UP access is difficult and may not be cost effective. UP said they would allow access, but it would be more expensive to cross over the UP.
- The use of dual cranes is necessary to set the 200 foot bridge over the rail essentially like the Grand Avenue Bridge was constructed.
- The design to separate the LoVa Trail from I-70 is to use a chain link fence.
- The Chatfield bench is identified as a historical site. There have been discussions to develop this land for ADA fishing access.
- There will be three bridges built if the LoVa Trail crosses onto the Chatfield bench.
- The entire project as a whole from Glenwood Springs to New Castle is approximately \$25 million. The platform is on the south side of I-70 and the water. The embankment is extremely steep.
- There is a Federal Land Access Program (FLAP) fund which generally awards large grants to Colorado. The city applied for this grant in 2016. However, when it came back, the project was not funded. Even though they thought it was a great project it needed to be developed further. Terri feels there is a fair chance of receiving funding for the LoVa Trail this time.
- It might not be possible to gain access for the trail through the UP corridor because of time and cost constraints.
- Another idea is to use the funding from the FLAP grant for South Bridge. There are two side boxes that run all along the South Bridge area under the tunnels by the airport and across South Bridge. It might be possible to use the trail connection with the Red Mountain system. The city will ask the grant administrators to evaluate this aspect of the grant process the projected costs to determine either to advocate for South Bridge or the LoVa Trail Alignment.
- There is a lot of momentum for the LoVa Trail. The cost of gaining access through UP to cross into the Chatfield bench is also a consideration. The City owns the Chatfield property so it wouldn't be an ongoing cost. They would also add ADA fishing access and also being able to identify the Chatfield property as a historical site. There needs to be an evaluation of costs to build three bridges to gain access the Chatfield property or stay on

I-70 with a separation using a chain link fence with very steep slopes and a sea barrier by the river.

- The completion of a cost analysis is necessary with this section of the trail and also from the water treatment plant to where the trail would connect as well as crossing would costs.
- Another design idea for the LoVa Trail would be to use the waste water treatment plant road access, then come across Midland on the pedestrian bridge, with this design keeping the trail on the side of Red Mountain. It would then cross the railroad with an underpass once and then across the river. This would vacate the trail by Red Mountain Motors, and would keep the trail south all the way through the Chatfield property. This change in design would take one bridge out of the scenario and take it off-line of the I-70 corridor. This would save time and costs of one bridge adding an underpass rather than an overpass through the UP.
- The LoVa Trail Alignment is an extreme project with each section being completed in ½ mile stretches. There also will be chunks of the project that need individual attention. If the City receives a FLAP grant for the LoVa Trail Alignment, the project would not be completed by the city, which is worth considering.
- The Storm King Mountain Memorial Trail is located near Glenwood and in close proximity of the LoVa Trail, which is also a draw for the LoVa Trail.

5. Review of List D from the RTFA Access Control Plan.

- The Transportation Commission members will individually prioritize the top five crossing priorities with the commission members sending their priorities list to Terri for the next meeting's discussion. Once the Transportation Commission compiles the top five crossings they will be able to address the priorities list with RFTA. It will be better for the Transportation Commission to come to RFTA as a group and will have a better chance of success for negotiations once the prioritized list is compiled.
- Some of the crossings on List D will not need to be addressed because they were included in RFTA's tax measure that recently passed. Some of the crossings that were addressed in RFTA's tax measure are: the 7th Street crossing (currently in the process of reconstruction); the 23rd Street crossing; and the 27th Street crossing.
- The multi-modal crossing on 8th Street does not need to be on the list because the City has already acquired easements from RFTA.

6. Other – Transportation Commission members whose terms are expiring in February.

- Transportation Commission members whose terms are expiring in February are Sandy Lowell and Charlie Willman as well as an open position for an alternate member who needs to be appointed.

7. Adjourn.

The Transportation Commission meeting adjourned at 9:25 A.M. The next Transportation Commission meeting will be on Tuesday, February 5, 2019.