

Transportation Commission
Meeting Minutes
Tuesday, February 5, 2019
7:40 A.M. City Hall - First Floor - Council Chambers

1. Attendance & Receipt of Minutes:

Commissioners Present: Robert Gavrell; Sandy Lowell; Roger Poirier; Jared Rains; Charlie Willman; and John Stephens

City Council: Jonathan Godes, City Council Member

City Staff: Terri Partch, City Engineer; Tanya Allen, Transportation Manager; and Terry Wilson, Police Chief

The meeting commenced at 7:40 A.M.

It was moved and seconded to adopt the January 8, 2018 Transportation Commission minutes. The minutes were approved.

3. Parking Discussion.

- The Transportation Commission briefly reviewed the 2013 parking study. It was noted the 2013 parking study was conducted prior to the completion of the parking garage. Other shortcomings and suggestions for improvement in a new study were noted.
- It was suggested to divide the downtown area into zones.
- The potential for redevelopment in the downtown area, as well as north and west of downtown should be considered as well as all city projects including the Confluence, 27th Street Bridge, South Midland, and South Bridge as well as any potential redevelopment of the airport property that may or will have an impact on Glenwood Springs. Identifying potential redevelopment in the downtown area including the parking needs for the Hotel Colorado is also important. The West Glenwood Mall has the potential of being redeveloped with possibly adding a parking facility.
- RFTA will be working with the city on parking facilities in Glenwood and is interested in an underground pedestrian path at 27th Street. RFTA has also suggested the possibility of utilizing the Rio Grande Trail as it exists in Glenwood as a possible by-pass from the downtown area to 27th Street, in the form of commuter rail, light rail or BRT. Understanding RFTA's needs in the downtown area and Confluence area and understanding its future plans would be helpful in analyzing the needs for parking in the downtown area.
- Terry Wilson said it would be good to have a third party with expertise come in and have some extra planning because there have been a significant changes what with the construction of the Grand Avenue Bridge, and after opening the parking garage at 9th and Cooper. DDA projects have also taken away parking downtown, and other city projects have taken away main access points and parking. Also, the downtown area has expanded To include North Glenwood, and with the Confluence plan there will be a massive change

in use and need. Terry feels a study would help to see a broader view of the parking issues downtown and management issues. The downtown parking has been burdensome because of the density of residential housing. Terry would like to identify a broader philosophy surrounding the parking in Glenwood with an understanding of the increasingly high density of residents and in keeping with goals everyone wants to achieve.

- RFTA is increasing the frequency of the Hogback service from Rifle to Glenwood all the way to 27th Street. RFTA might consider building a BRT Station downtown, so the city could use this opportunity of expansion to better utilize their ideas and leverage that expansion to downtown parking and circulation. RFTA has a parking problem at 27th Street. Tanya said RFTA will want to build in the next three to five years. The city should work with RFTA to guide RFTA of what the city thinks the downtown needs are as well as some of the needs along the corridor. City staff plans to meet regularly with RFTA about parking and other issues.
- Inter-related issues discussed were parking, operation, and residential density.
- Some of the parking issues discussed in the downtown are: there is very little on-street parking for residents, with many people leaving in the morning for work and then using the parking at night after 5 pm and on the weekends; there is a lack of parking for citizens who serve as jurors; businesses should have short term parking spaces for customers; and parking is scarce for downtown employees.
- Once new parking regulations are established users will be able to utilize available parking technologies. Parking enforcement will improve and equalize enforcement by using management strategies with enforcement across all zones.
- The downtown core has a large concentration of offices, municipal services, dining and retail uses, in addition to a high concentration of downtown residences.
- The Transportation Commission wants to identify what the balance of the parking study will entail, decide how a new study will help with parking issues, determine how to develop resources for parking and access, and maximize the efficiency of downtown parking.
- The new parking study should analyze parking needs and ideas for facilities using different scenarios that include a high density of residents in the area, determine what the existing parking garage might look like, and analyze different sizes of parking garages using different scenarios to accommodate parking.
- Jared Rains commented on the college campus of CU. The college campus of CU has between 16,000 and 20,000 students. They have to walk to the campus or ride a bike. With this in mind, mass transit is a way to look at the downtown parking needs. This is an extreme and may not be exactly what is needed in Glenwood, but with mass transit passengers need to be able to rely on it and the transit needs to be reliable to make it work.
- There will be changes occurring at the parking lot on 7th and Colorado. Residential parking will be prohibited. Residents will be notified of changes in current parking areas next month, with changes to occur prior to this summer. The city is also in the process of placing signage reflecting the changes.
- The Transportation Commission wants to analyze the parking needs, want to avoid building more parking garages, and maximize the use of current parking lots and spaces. They also want to define and analyze businesses, visitors, employees, and residents who park downtown.

- Ideas for changes to downtown parking include: considering paid parking, allowing business owners to give employees a permit for the parking garage for all day parking, allowing Forest Service employees permitted parking in the parking garage, managing and better enforcing existing parking regulations, and discussing parking needs of jurors with the Judicial Department to determine the number of jurors and days they will need all day parking spaces.
- Other ideas and issues that were discussed are: how to determine when and where special events will be held and taking into account where these people will park; possibly building parking structures out of the downtown core and using a shuttle service to move people to downtown; prioritizing who is using parking; prioritizing users for different zones; allowing flexible controls to adapt to the zones; identifying the usage of the city and county parking area understanding that their peak hours of usage are usually from 8am-5pm; possibly metering the highest demand on-street parking; revising parking regulations and aligning times and durations of regulations with periods of demand; and providing some curbside short term free parking downtown.
- Any future study needs to take into account differing users of downtown parking spaces on weekdays vs. weekends, and during business hours and non-business hours, and during different seasons.
- Terri suggested several management ideas are to have city employees park their vehicles at the WWTP, which could be included in the new structure of the site, and to incentivize employers to have their employees' park in designated parking areas.
- It is important to implement flexible controls, look at the physical things that can be done, implement administrative controls, update and revise signs, and adopt responsive management. It will be a good idea to integrate parking areas into GIS Mapping.
- User groups include short term parking (visitors), employees, residents, and delivery drivers. Prioritization of user groups for certain times and areas should be included.
- Some goals pertaining to parking issues in the downtown core are: 1) focus on circulation; 2) look at paid parking in the core area; 3) craft enforcement management around goals for downtown; 4) avoid building parking areas for downtown; 5) involve the DDA in parking goals once the Transportation Commission has developed their recommendations; 6) prioritize residential and guest parking over employee parking; and 7) integrate transit and walking to mitigate.
- The area from 8th to 10th Street is angle parking and has parking issues along this area. 4th to 6th Street to the north has parking issues and needs to be addressed. Business owners want circulation, with turn-over of parking spaces in the immediate commercial core from Colorado to Cooper and 7th to 9th Streets. The areas at Blake and Pitkin could be for longer term parking. The study should include capacity of the parking garage, fire station lot for turnover, and evaluated to make the parking turn-over. Measures to consider would be to maximize the parking areas that are currently in place. Control of the parking areas is also a goal for parking management.
- The short term (1-3 years) goal for the study area includes expanding the boundaries of the study area and accommodates future development. Other goals include prioritizing residential, guest parking, and employee parking, possibly add paid parking in the core area, separate business and residential parking, shift employees out of the core area, and mitigate demand and facilitate transit and shuttle from parking areas to the downtown core.

- Both short-term and long-term parking needs will be evaluated as well as on-street and off-street parking. Short-term parking might be better for on-street parking, with off-street parking better for long-term usage.
- The updated parking study should include current conditions and then potential future needs and issues. The Transportation Commission will identify potential topics to be updated and/or added to a 2019 parking study. The downtown study area should use a cross comparison between data and findings. The new study should clearly define and establish parking needs.

5. Adjourn.

The Transportation Commission meeting adjourned at 9:40 A.M. The next Transportation Commission meeting will be on Tuesday, March 5, 2019.