

Transportation Commission
Meeting Minutes
Tuesday, April 2, 2019
7:40 A.M. City Hall – Second Floor – Engineering Conference Room

1.Attendance & Receipt of Minutes:

Commissioners Present: Lee Barger; Sandy Lowell; Roger Poirier; John Stephens; Ralph Trapani; and Charlie Willman

City Staff: Terri Partch, City Engineer; Tanya Allen, Transportation Manager; and Matt Langhorst, Director of Public Works.

The meeting commenced at 7:40 A.M.

It was moved and seconded to adopt the Transportation Commission February 5, 2019 minutes with a few small changes. The minutes from February 5, 2019 were approved.

2.Parking Study - Discussion.

- Terri updated the Transportation Commission on the parking study progress that was reviewed and discussed at the last meeting in February. Terri, Tanya, the city manager, and the assistant city manager discussed the full scoping of a long-term and short-term parking study several times with RFTA. Items being discussed with RFTA were: 1) a better way to travel through Glenwood Springs; 2) downtown vehicular operations at 8th and 9th Street; 3) upcoming developments like the planning of the confluence; and 4) the employee housing element at Vogelaar Park which will include additional parking.
- RFTA is considering using the Rio Grande Trail as a transit facility and that will probably be a BRT along with analyzing other corridors like Grand Avenue, Pitkin Avenue, and Blake Avenue as through corridors so RFTA can improve their service downtown.
- Terri said they will discuss the scope of the comprehensive study with the Downtown Development Authority, the Transit Commission, and the RFTA Board. Part of the driver of the study is the recently passed RFTA property tax measure. The discussion will also include the possibility of adding an inline transit station somewhere in the downtown area, improvements to their Glenwood Springs Maintenance Facility (GMF) as well as adding parking at 27th Street and pedestrian under or overpasses at a 27th Street and SH-82. The transit element of potentially intercepting traffic by parking them on the Westside or Northside of Glenwood Springs and then transporting them into the downtown area and adding a transit hub downtown is a possibility.
- Ride Glenwood will also have an RFP that will be incorporated into the transit study. Ride Glenwood will be reconfigured to compliment the study instead of being redundant.
- A large transit study will be part of the discussion with the Confluence Plan showing parking areas. There will be more discussion and clarification of the study at the next Transportation Commission meeting and then the transit plan will be discussed with the Downtown Development Authority.

3. “Take a Minute” Campaign - Discussion.

- Imagine Glenwood brought together members of the community including Alpine Bank, Valley View Hospital, and the city to talk about ways to encourage safer driving within the City of Glenwood, particularly to encourage safe driving and asking drivers to follow the posted speed limit on SH-82. After some discussion they decided to focus on positive reinforcement and education of why it is important to drive the posted speed limits in Glenwood Springs. They are putting together a small public relations campaign, which will include a public safety message regarding implications of driving the speed limit or faster than the speed limit on SH-82 and will involve campaign signs posted on private property on SH-82, as well as asking drivers to complete a survey of a before and after campaign in an effort to get people to be more conscience of what they are thinking when and where they drive.
- The “Take a Minute” campaign group will be going in front of the city council to ask for a proclamation and a contribution of approximately \$5,000.00 from the city. They are preparing a formal grant request, but may need additional funding as well. They may also ask for a small grant from the county, which would be another funding option.
- The Transportation Commission supports the goals of the “Take a Minute” Campaign but prefers money for the campaign be funded through the city council and not from the traffic calming budget. The Transportation Commission also recommends that the “Take a Minute” campaign also asks for funding for a grant from the county.
- The Transportation Commission feels the traffic calming measures should extend further than along SH- 82 and include the neighborhoods and side streets like 8th Street and Blake Avenue. Traffic calming measures should also include the police department’s participation and enforcement of consciousness of the speeds while driving. Traffic calming should be used for traffic calming throughout neighborhoods with the use of speed humps, flashing lights, or beacons in effective areas. There is \$50,000.00 allocated for traffic calming, which is allotted for The Long Range Transportation Plan (LRTP) small projects.
- Matt Langhorst, Director of Public Works, said the Transportation Commission should think about the small traffic calming projects within the city that the street department could help with in the near future and then they will be able to roll those projects into the street projects and repairs.

4. The Long Range Transportation Plan - Discussion.

- The Long Range Transportation Plan (LRTP) came from the original 2015 LRTP Projects list. Every year the Transportation Commission revisits the projects on the LRTP and either updates them, revises them, removes them, or adds new projects to the list. This is specifically a projects list and does not include maintenance. The goal of reviewing the LRTP is to see if it still valid.
- In 2018, the LRTP was separated into two categories –Large projects list over \$1M and a Small project list under \$1 M.

Discussion of the Large Project LRTP list included:

- **South Bridge** –The city has had several meetings with RFTA concerning the intersection of CR 154. The South Bridge Environmental Assessment (EA) should be finalized in June or July, 2019. RFTA is changing CR 154 from a full channelized intersection to a ¾ sized channelized intersection and removing the left-hand turn out of CR 154. RFTA’s concern is to not change the grade at CR 154. This will narrow the movement. There was a public meeting to inform the public regarding updates to the EA and changes to the South Bridge Project, held on March 20, 2019. CR 154 will impact the Rio Grande Trail which is also known as the Rail Banked Corridor. They will add some medians that will function as pedestrian refuges for the trail, which will be a cut-through for bicyclists to access to the trail. This was originally designed for vehicular movement and for channelization, but could be designed for a dual purpose as bicycle refuges. The option is to put a cut-through so bicyclists have a place to stage in the middle and would be designed to be a smooth transition for bicyclists. Another option would be to change the alignment of the Rio Grande Trail, move it away from the intersection further toward the Mobile Home Park and transition off the trail further to the west so there would be more sight distance for the bicycles. The original intent was not to stage bicycles in the middle, but is for vehicular channelization. Terri said it would be similar to 27th Street where you would have a pedestrian signal where you push the button and this would change the light to cross and a smooth transition. If you were potentially in the intersection and a car is turning across the intersection on a green light the bicyclist or pedestrian would have a place to stage in the middle. Terri will bring a diagram for the Transportation Commission to review at the next meeting. The EA is showing an airport tunnel at the airport with the cost of \$6.2 M. The EA will be finalizing the plans showing the tunnel on the North side at the airport and will complete a re-evaluation of the South Bridge EA later if needed showing options for the property.
- **South Midland** - The city received a \$7 M Federal Build Grant. In the previous process they had not completed an EA, but South Midland will need to complete an EA according to Federal and State requirements. CDOT is running the environmental process which will take more time, but it is necessary. The historical issues on the south side of the property from SHIPO will be needed with a few property acquisitions. They have not been approved to go to right-of-way yet, but this should be completed in approximately six months. The largest cost of the project is in time. This will set the project back with the project going to bid in November, 2019, and start soil nails in the winter. The formal hardscape potentially going into the spring of 2021. The design plans will be on the city’s website with the public being able to view them. The plan for the summer will be to complete 30,000-40,000 feet of pole and replace and will separate the barricades and make South Midland usable for at least a year to a year and half until the project starts. Soil nails will be started in the winter and start the major excavation the summer of 2020. Matt said the city can re-use the asphalt when the South Midland Project starts, and he will add it in the bid package that the city will get the asphalt back and reuse it for other projects. The South Midland Project Plans will be published for the public to be aware of and the transparency of what is going on. They have options for phasing the project and will have budget controls. They will be completing a detailed construction schedule of a timeframe with dollars to milestones to incentivize the construction schedule along with night time construction options as well as evaluating other options, such as the schedule and the implementation stages. The city plans to have other public meetings with further communications of the logistics of the project.

- **27th Street Bridge Project (Sunlight Bridge)** - The overall general contractor is RL Wadsworth. The BMS boards sign doesn't change because there were issues with the signs from the beginning of the project. People understand the project will be ongoing, but feel they need to change the sign to show lane closures as much as possible. The sub-contractor is doing the soil mill walls and has been doing unplanned closures, which is a problem. The provisions the traffic controls were written very tightly and really allowed a lane closure during off-hours, only at night. They have now allowed one lane closures on off hours, but they are supposed to have both lanes open during business hours. They need a daily message with the traffic control messages being changed daily. Terri is working on this and trying to help with communications.
- **6th Street Reconstruction** – The city is constructing temporary work on 6th Street with some upgrades. In the permanent plan the bike lane is on the north side. There were multiple meetings with the stakeholders on 6th Street. This will help develop permanent plans and address problems and issues on 6th Street. On 6th Street it is easier to get around for pedestrian traffic, but for bicycles it is difficult to travel safely. Diagonal parking is dangerous by Sioux Villa Curio. From a bike & pedestrian perspective it is dangerous to travel on 6th Street and the need to construct a sidewalk with a bike path. If possible, they might add RFBs or blinking yellow lights for pedestrian traffic. Currently, 6th Street has a variety of phases. The pole and string lights were replaced with traditional white lights in the trees. The city felt the pole and string lights were too expensive. The plans for 6th Street are stripping for parking and adding bike lanes. The permanent plan will relocate the bike path on the north side. Tanya also mentioned that stakeholders on 6th Street had some other ideas so the layout has changed somewhat. Some of the temporary plans will help to test the concepts that need to be addressed in the permanent plans. John feels the bike lanes need to be traveling with the traffic on the south side. Matt said the right of way (ROW) is 70 – 75 feet, and the ROW is past the curve part of the Burns property.
- **8th Street Extension - Reconstruction**– The 8th Street Extension - Reconstruction Project will increase the roadway platform, is a gateway to downtown, and will be the completion of 8th Street from a temporary connection to a permanent connection. The point in widening 8th Street is to add the multi-modal pass on both sides and to address the Grand Avenue Bridge EA where we acknowledged the rail corridor to resolve the EA issues and create turn pockets for the upcoming confluence development. This will include some traffic calming elements in the center median isle with some planting and will increase the roadway platform for turn lanes but also create landscape medians in the middle. On a temporary basis they will need to add a sidewalk with better protection for pedestrians with crossings and build the slope drain because drainage is a problem. There are significant drainage plans with the new project. They could add some RFBs and put in some type of a table for a short-term measure. This could be placed on the small projects list for interim traffic calming on 8th Street. The last leg is at the new street, Defiance, and the rest of the area is the rail corridor. The Confluence's Master Developer needs to look at drainage and possibly look at relocating utilities into 8th Street. Brad and Terri have had discussions about relocating the utilities on to 8th Street. The west intersection of the loop and turn pocket affects the bridge. The operations at the Confluence and on 8th Street at both intersections need to be considered as well as the width & length of the corridor. Terri has concerns about the west intersection of the planned loop, is it a right in and right out, and will there need to be a turn pocket associated with that. This would affect the existing 8th Street Bridge. Terri will need to find out where the turn pockets are and revisit the utilities relocation with Brad. Terri is interested to find out what happens with the Master Developer conversation because if this project moves forward 8th Street needs to be tied to

it. Terri only needs from the Master Developer are the planned uses along the turn pockets and to consider both intersections and traffic operations to move forward with 8th Street.

- Tanya will also add a temporary project for 8th Street Interim Project to the LRTP small projects list, so it will be on both the large and small projects list.

Items removed from the 2020 LRTP list are: 8th Street Extension Legal Agreement; 27th Street Bridge (Sunlight Bridge); and 7th Street Shared Roadway Beautification.

The top ten large projects on the 2020 LRTP were ranked as follows:

1. South Midland Avenue Reconstruction
2. South Bridge
3. 6th Street Reconstruction
4. Grade Separated & Pedestrian Crossing of SH-82 & 27th Street
5. Highway 6 Corridor Shared Use Path
6. LoVa Trail
7. 8th Street Extension – Reconstruction
8. 14th Street Multi-Modal Bridge
9. Midland Avenue On-street Bike Facilities (8th Street to 27th Street) – adding paving and Sharrows.
10. 12th Street Ditch Underpass – Full Construction

The Transportation Commission will continue with the 2020 LRTP at the next meeting to re-rank the rest of the large projects and re-rank the small projects list.

The LRTP needs to be adopted by the commission in June so they can take the completed 2020 LRTP to City Council to begin discussion.

5.Other Business.

- Matt briefly discussed the Streets Master Reconstruction Plan with a variety of projects starting soon. Red Mountain, Cedar Crest, Cardiff glen, and others were briefly discussed. Matt tried to weave in the utility needs using the Paser study which showed which areas have failed utilities and added the street conditions into the plan.
- The CR154 Plans will be available for review and discussion at the next Transportation Commission meeting.
- SGM is working on a hydraulic analysis and a global view from water/sewer/cable etc.

6.Adjourn.

The Transportation Commission meeting adjourned at 9:28 A.M. The next Transportation Commission meeting will be on Tuesday, May 7, 2019.