

Transportation Commission

Meeting Minutes

Tuesday, June 4, 2019

7:40 A.M. City Hall – Second Floor – Engineering Conference Room

1. Attendance & Receipt of Minutes:

Commissioners Present: Sandy Lowell; Robert Gavrell; John Stephens; and Ralph Trapani.

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

City Council: Charlie Willman, Liaison; and Shelley Kaup, Alternate for City Council Liaison.

The meeting commenced at 7:40 A.M.

There were no minutes from the May meeting because of a malfunction from the City Council recording equipment.

2. Review of the joint RFTA/City Parking and Transit Operation Study - Discussion.

Ralph Trapani recused himself during the joint RFTA/City Parking and Transit Operation Study discussion.

- Terri updated the Transportation Commission on the parking study progress. There have been a couple of meetings with discussion regarding the parking study. The background behind the parking study came from RFTA had a tax measure passed last year election, with specific projects being funded with a few of the projects being in Glenwood, starting with South Bridge. \$4 allocated toward South Bridge, they also allocating funding toward parking at the 27th Street BRT station, trying to find a solution to the overflow parking there as well as pedestrian walkways there as well as needing grade separated crossings on 27th and SH 82, with safety issues. Another issue was the downtown transit facility and having different locations for that particularly with our confluence. The city has had three or four meetings with RFTA with the scope and parking issues in the downtown core. Before these meetings the city had been discussing various needs in the downtown core concerning parking and potentially adding parking at the Confluence.
- Transportation Commission members and staff felt the transit coming from the west needs to have a catcher for vehicles to park in West Glenwood. There would also be a substantial benefit to the mall by using a parking area and bus pick-up/drop-off near the North Mall area. It was suggested to add specific language of the needs of an alternative in West Glenwood and North Glenwood.
- The Confluence Plan includes show a need for additional parking downtown because they are adding condominiums, employee housing, and has a commercial area. Downtown parking is critical and is scarce. The idea is to bring people to the downtown area.

- Transportation Commission members will send comments to Terri, who will take notes of their comments and concerns.
- RFTA helped to develop the scope and is interested in changing the Rio Grande Corridor. They see a potential in the corridor to change the transit area. The transit connection would be necessary downtown, and this could be a feeder station. Wherever they have a BRT they need a transit station.
- 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 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 and Northside of Glenwood Springs and then transporting them into the downtown area with examining a transit hub downtown.
- The scope of ideas needs to be considered with the corridor still belonging to RFTA's. Should they choose to use this corridor and needs discussion as well as other discussion about a downtown parking garage.
- Part of the goal of the study is to capture the transit and there will be discussion concerning a potential location as well as a West Glenwood Park and Ride. BRT is limited and must be allowed to move through Glenwood.
- There have been multiple by-pass corridor studies. If there is a highway corridor and would like to capture traffic on the far north end and west end of town.
- New technologies for parking strategies will move beyond chalking tires that will include sustainable technologies.
- The study will include evaluating the use and peak periods and will include capacity in the study.
- There will be both short-term and long-term traffic analysis in the study.
- E-bikes and other bicycles parking stations and usage in the downtown core and design of the access is imperative.
- There needs to be electronic parking spaces to re-charge cars with additional enforcement.
- Terri discussed the operations. The traffic signals are a level service F – There is a lot of delay on the side streets. CDOT is resistant to changing the flow of traffic on SH 82.
- There are different scenarios at the intersections on 8th, 9th, and 14th Street. The discussion with CDOT should take place to re-evaluate the traffic timing. A couplet movement would be channeling the streets, so they function to one-way traffic on specific streets, which needs to be re-considered. 8th Street is a problem with pedestrian traffic and the light needing to be re-evaluated.
- When 7th Street is open it will alleviate some traffic, but the 30 second movement of pedestrians should be evaluated.
- A large transportation and engineering firm will have different interests, and this should not be a public/private venture.
- Terri will finalize the comments and scope and go to City Council in July.

- The scope and study should start in October and miss the peak time. The first study may be completed from September to June.
- Traffic counts need to be started and will overreach through next summer.
- RFTA is talking about additional adding parking and overpasses by next year and the city needs to ask when and how they are collecting data that should include during the school year.
- There was a short discussion about delivery trucks schedules on Cooper and Colorado. The Transportation Commission feels they cannot construct streets for deliveries into the City study, so delivery schedules should not be on the study.

3. Integration of the Large Capital Project List and Street Reconstruction List - Discussion.

- Charlie Willman asked the Transportation Commission to consider the 2010 Long Range Transportation Plan and if they would include Street Reconstruction Projects into the Large Capital Projects Lists. From a staff perspective the projects have different goals from street reconstruction projects. The South Midland Project is more along the lines of reconstruction, but does have some safety benefits, and improves drainage. South Bridge is a Safety project, and from an economic development standpoint has multiple funding sources which have been identified for specific uses. 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. If Matt Langhorst is aware of these small projects, he should be able to roll those projects into the street projects and repairs. There are limited funds, however. The 2019 Street Reconstruction List shows all failed streets. Street maintenance is on-going, and costs continue to rise. The Transportation Commission understands there are streets that are failing, and the City Council as well as the community need to understand there are some critical maintenance needs that need to be reflected.
- The Transportation Commission will need to decide what their view is on additional revenue, which is a threshold question that needs to be discussed.
- South Bridge's Federal Earmark Grant was discussed, and the money spent on the project, as well as the City's responsibility concerning South Bridge. Concerns were voiced regarding the City's role in the project. Discussion included how the City should be partnered with the County, State, and Federal agencies as well as the acknowledgment of the importance of the South Bridge Project by members and staff.
- Terri discussed the 2002 Corridor Optimization Study Process conducted by the City of Glenwood Springs and CDOT. The Corridor Optimization Study was finally adopted by the State Transportation Commission and the City Council in 2010. The initial problem that they wanted to solve was the large amount of congestion on SH 82. They had several solutions in the study including building new bike paths, transportation demand management, additional bus service, and six or seven core circulation ideas, such as Devereux, the Blake Street extension, an interchange close to the Grand and Avenue Bridge were included in the list. South Bridge was not on the list but incorporated in the transportation model. Both the City and the State thought it was such a critical project and felt it must be built. It was incorporated into the transportation model as a project already completed and without it the whole study fails. South Bridge is a core component of the circulation system of the City of Glenwood Springs. It is a safety priority, and affects South Midland, it affects the 27th Street Bridge, it affects 1/3 of the city's population with at least 8,000 trips a day on the south leg of the round-a-bout today, and this is not a twenty-year projection. It is one of our highest use intersections. There will

be continued issues on the south corridor regardless of the 27th Street Bridge and South Midland rebuild projects. There will be increased requests and volume continuing through this section. Without South Bridge the 27th Street Bridge needs to be a four-lane bridge. If South Bridge isn't built FHWA will require that the Federal Earmark funds be returned in 2023.

The Transportation Commission discussed the Long-Range Transportation Plan at the April 2, 2019 Transportation Commission meeting. Following are the revisions of the items from this meeting:

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 an additional meeting to re-rank the rest of the large projects and re-rank the small projects list.

4. Adjourn.

The Transportation Commission meeting adjourned at 9:28 A.M. There will be an additional Transportation Commission to finish discussing Agenda items not discussed at this meeting.