



City of Glenwood Springs Transportation Commission Final Minutes, regular meeting - July 6, 2021

The meeting convened at 7:30am and adjourned at 9:20am.

Participants included:

Commission members: Rob Gavrell, Sandy Lowell, Steve Smith, John Stephens, Ralph Trapani

City council members: Shelley Kaup, Charlie Willman, Ingrid Wussow

City staff: Linda DuPriest, Debra Figueroa, Jenn Ooton, Sara Weigel

RFTA staff: Kurt Ravenschlag

Minutes

Proposed minutes for June 1, 2021 meeting were approved unanimously, after one correction.

South Midland bicycle-pedestrian design revisions

Steve reported that city engineering staff has delivered memo confirming bicycle-pedestrian safety adjustments to South Midland reconstruction design (memo included in commission meeting packet). All recommendations were accepted, and corresponding adjustments are being made (crosswalks dimensions, multiple-use path surface treatment and signage, bicycle access to roundabout).

MOVE study, managed parking

Jenn reported that downtown managed parking will be on city council July 15 regular agenda. Terri Partch will ask the council whether to proceed now with more discussion and/or action on managed parking. The commission's parking recommendations will be included in the council meeting packet.

Parking management and enforcement will be part of annual city budget discussions, which the council will begin in August. Potential budget issues include license plate-reader technology, additional staff, additional enforcement, and paid parking.

Debra and Jenn reported difficulties faced by some downtown businesses in recruiting and retain staff, as well as other management issues that distract from active participation in discussions of a managed parking program.

Managed parking will also be discussed at the next *Downtown Development Authority* meeting, July 20.

Conclusions/next steps

- Attend/monitor city council July 15 work session and regular meeting discussing managed parking and related policy and budgeting issues
- Arrange managed parking tour and discussion with Aspen city staff
- Attend/monitor DDA July 21 about downtown managed parking

MOVE study, other

Jenn reported that MOVE report components will be presented to city council separately: parking August 19; traffic September 16; Ride Glenwood Springs October 21; BRT later.

Parking management as part of Transportation Demand Management (TDM)

Linda reported that current TDM focus is on potential for managed (paid) parking. City staff have issued a questionnaire to downtown businesses, employers, and building owners. She reported an initial concern is accommodating employees—where can/should park, incentives for using designated parking or other modes of travel, late-night safety, impacts on personal costs, and other considerations. The survey process will continue for two weeks (until approximately mid-July).

Ralph commented that city is not obliged to ensure free parking for employees. Rob added that permit system should be used to direct and assist both employees and downtown residents.

Shelley commented that considerations for employees (and thus for employers) is not in conflict with TDM. Employee and employment needs need to be considered as part of program design.

Conclusions/next steps

- Same as noted above for managed parking: city council July 15 meeting; aspen tour; DDA July 20 meeting

TDM general

Linda reported that decisions on potential funding and staffing for a comprehensive TDM effort will be considered in the city council's annual budgeting process, beginning in August. Managed/paid parking will be the leading TDM feature considered in that budgeting review.

Linda also reported that some small grants for TDM may be available through State of Colorado (CDOT). Also, \$1 million in potential transit funding is available from *Federal Transit Administration* (that program requires expenditures, followed by reimbursement).

Sandy commented that longer-term commitment is needed for effective TDM, including specific staff time dedicated to managing the program. Debra responded that that will be considered in 2022 budgeting, using existing staff meanwhile.

Ralph noted that the commission has recommended an FTE staff for TDM, and it is important to get indication of city council interest soon.

Conclusions/next steps

- Monitor/advise city council budgeting process *re* TDM
- (from June minutes) Discuss and design TDM consultation with CDOT

RFTA first mile-last mile study

Linda (who is a member of the technical advisory committee for the study) reported that the study combines two topics: a) whether *We-Cycle* (bike share program) should be expanded more regional, possibly including Carbondale, Glenwood Springs, and Snowmass Village; b) other transit-connection measures.

The study consultants conducted focus group meetings with bicycling advocates and municipal managers, and with bicycle shops. Potential governance structures for expanded bike share are being considered by the technical advisory committee. Linda commented that bike share can be a component of first mile-last mile network, but it is expensive.

She also noted that effectiveness of bike share relies on properly functioning bicycling network, including correction of system gaps such as at 8th & Midland and in connections to 27th Street RFTA station.

Linda is preparing an update memo for city council in anticipation of discussion at next RFTA board meeting. Discussion of other first mile-last mile measures will be taken up later in the study.

Sandy asked if city money is being used for the bike share/first mile-last mile study.

Linda: No.

Rob asked what styles of bike share are being considered. Linda: Only fixed stations/racks so far.

Ralph questioned whether bike share is an effective service for commuters; it seems more suited to tourist use. Linda: Difference is in length of trip; bike share is generally used for short, generally practical trips, while bicycle rentals are generally used for tourist excursions.

Steve asked about public outreach and comment opportunities, as described during focus group meeting. No details are offered yet.

Conclusions/next steps

- (update) Public survey re RFTA first-last-mile study was published July 15; public (virtual) meetings planned for August

6th Street corridor

Jenn reviewed that the *6th Street Corridor Master Plan* was adopted by city council in 2017 (developed by DDA, citizen committee, and consultant). The full plan spans 6th Street from Vapor Caves to Devereux Road, plus north Glenwood neighborhoods. She presented some street-profile excerpts from the master plan.

Jenn reported that the city is seeking (has hired) a consultant to complete detailed design for the plan portion from Pine to Laurel streets. She also reported that city and DDA staff have discussed list of design refinements submitted by citizen groups; she described reasons for not incorporating those changes in the final design, but she acknowledged that some of the proposals can be revisited once design consultant is contracted.

Steve stated that the commission, beginning with Bicycle-pedestrian Subcommittee, is willing to research and refine the citizen recommendations. The topic will be included on the subcommittee's July 13 meeting agenda.

Jenn reported the total estimated cost for Pine-to-Laurel segment is \$1.5 million. The city is seeking \$1.2 through *State of Colorado (CDOT) Main Streets* program, plus additional funding from federal RAISE program (combined with funding with request for 8th Street improvements).

Ralph asked why the funding requests and design are limited to Pine-to-Laurel, suggesting a more comprehensive approach would be better.

Conclusions/next steps

- Bicycle-pedestrian Subcommittee will revise recommendations for implementation design, for consideration by Transportation Commission or for direct delivery to staff and consultant; seek meeting with city staff, DDA staff, and/or design consultant

Updates, on-going capital projects

South Midland

Jenn reported that the project is one-third complete, and the related gas line installation is completed.

More way-finding measures will be added near Old Cardiff Bridge Road, particularly for bicycles and pedestrians. North entrance to Park West is closed during current work, intending to complete new multiple-use path along Park West in time for first day of school.

Managers are considering a reduced posted speed limit and other measures to constrain motorist speeding through the work zone.

27th Street underpasses

Jenn reported that city council will consider, at its July 15 meeting, \$250,000 supplemental funding for the project (combined with \$2.5 million from RFTA 2040 initiative, and funding from other sources, including CDOT).

6&24 bus service

Mention of RFTA funding prompted question about operation of local bus service along Highway 6&24 (downtown-West Glenwood). Kurt reported that RFTA has not declined operating the local service, but staff has recommended that it be operated instead as part of Ride Glenwood Springs.

South Blake/Palmer

City is seeking funding for implementing one-way and other measures along Blake between 27th and 23rd—installation either 2021 or 2022.

Devereux/Centennial

Jenn reported (and later clarified) that new sidewalk has been installed along Centennial. Related sidewalk along west wide of Devereux is under design in partnership with *Glenwood Caverns/Iron Mountain*. Project is partially funded by CDOT (as part of access to its new Centennial building); design is coming from SGM. Connection from existing Two Rivers Park bicycle-pedestrian bridge to 6&24 is not part of this project.

South Bridge

Debra reported that the city did not receive *Federal Emergency Management Agency* grant (\$30 million). The city has requested FEMA explanation for rejection; the city might appeal the decision.

Transit Subcommittee

Rob reported that the subcommittee continues to recommend that RFTA take over operation of local bus service along 6&24; the subcommittee will review and revise its recommendations in the context of city council consideration of MOVE study reports. Linda noted difficulty keeping late-day RFTA regional buses (northbound) on schedule, thus compromising capacity for reliable local service.

John noted that the subcommittee will also review and report on census data provided by Jenn, anticipating report and recommendations to full commission.

Bicycle-pedestrian Subcommittee

Steve confirmed that the subcommittee will next discuss 6th Street design details; assess and report on recommendations in MOVE bi-ped plan, Appendix D; seek details of public outreach/comment opportunities for RFTA first-last mile study; and request and review update on 8th Street reconstruction design.

Parking Subcommittee

Members will attend and otherwise monitor city council discussion of downtown parking (July 15) and DDA managed parking outreach meeting (July 20).

Next meeting, potential topics, scheduling

- Recruit Transportation Commission applicants
- Managed parking – city council actions, other measures
- 6th Street design – revisit/refine ad hoc recommendations
- Census predictions, population and traffic
- RFTA first-last mile mobility study
- TC as referral or review agency, development proposals
- Aspen tour, managed parking & TDM
- Capital projects updates

The next regular meeting of the Transportation Commission will be **August 10, 7:30am** (change from normal), with both virtual and in-person options (in-person at Community Center).