

MINUTES
BIKE, PEDESTRIAN, AND TRAILS COMMISSION
January 9, 2023

CALL TO ORDER

Matt Gworek called the virtual meeting of the Bike, Pedestrian and Trails Commission to order at 6:03 pm on January 9, 2023.

ROLL CALL

The following members were present for roll call:

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| BPTC Members: | Matt Gworek, Chairperson David Clair, Member Alex Rawal, Member Rick Blauvelt, Member Michael Gorman, Member Brad Tucker, Member |
| Town Staff Present: | Kevin Schorzman, Staff Liaison Chris Hassig, Board of Trustees Liaison Kae McDonald, Boards and Commissions Clerk |

CONSENT AGENDA

Motion Passed: Matt ***moved*** to approve the Bike, Pedestrian, and Trail Commission meeting minutes from December 5, 2022. Rick ***seconded*** the motion, and it was ***unanimously approved***.

PERSONS PRESENT NOT ON THE AGENDA

There was no one present, not on the agenda, to address the Commission.

DISCUSS CONTENT FOR A TRANSPORTATION PLAN OR COMPLETE STREETS POLICY AND DISCUSS PRESENTATION OF TRANSPORTATION PLAN IDEAS TO THE BOARD OF TRUSTEES

Matt opened the conversation by asking commission members for their input into what they would like to see in the plan. He explained that it is best understood in the context of what the community wants.

David asked how it would be presented to the Board of Trustees.

Matt thought it would be an in-person presentation accompanied by a bulleted hand-out limited to one sheet of paper. He would like to keep it short and simple with guidance that isn't too specific – for example, he thought it would be helpful to the consultant to point out those streets that need sidewalks, but not get so specific as to dictate the width of those sidewalks.

Chris suggested distilling the information from last meeting's presentations on Complete Streets policy and Transportation Master Plans into an organized outline

that would provide “modules” a consultant could work on. He thought the information that Rick provided last month during the Transportation Master Plan presentation was great vision material.

Matt added that the Town has been clear on their vision and now needs a detailed road map on how to get there. He thought Carbondale shared similarities in vision and goals with other municipalities but has some unique needs, as well. He suggested avoiding transit and parking issues because although they are listed in the Comprehensive Plan and do impact cyclists and pedestrians, those topics are outside the Commission’s purview and more appropriately decided upon by the Board of Trustees.

Chris commented that while those topics don’t need to be reviewed in-depth, there should be some acknowledgement – for example, stating that the Town expects to partner with the Roaring Fork Transit Authority for transit-related undertakings. He also thought there should be a live mapping component and asked if Town staff has direct access to a geographic information system portal.

Kevin replied that staff does have access to GIS, but it is generally intended for internal work. He pointed out that they have a consultant that maintains all the public-facing maps.

Chris noted that some municipalities host a GIS hub that allows the public to geo-locate issues or concerns. He referred to a youth mapping project that detailed those locations where they felt comfortable walking or riding their bikes versus those where they felt challenged and many of those items would fall under the BPTC purview. He thought they could use a similar concept, but focus primarily on ADA, pedestrian, and bike topics.

Matt thought that was a good idea and pointed out that the Carbondale Age Friendly Community Initiative is focused on safety issues found along the Highway 133 corridor. Matt shared the items on his list:

- Safe routes to schools, promoting walking and biking. He thought a mapping project would dovetail with this item.
- Design features for multi-modal corridors – these could also be applicable to other types of streetscapes around town.
- Highway 133 – as he mentioned above, CAFCI is working on this item and the BPTC has committed to working with them.
- Identify locations for infrastructure improvements.
- Commit to an education or public relations campaign for drivers and cyclists; Matt acknowledged that David had contributed this idea.
- Develop a system to communicate issues or problems; Matt acknowledged that David also contributed this idea.
- Utilize these ideas as a springboard for funding opportunities.

Brad commented that regarding the topic of driver and bicycle education, Bicycle Colorado has created a digitized platform “Shift Driving” to teach and certify

bicycle-friendly drivers. He noted that, as the President of Bicycle Colorado Board of Directors, he has observed the evolution of this program and heartily endorsed the updated version. He pointed out that because it is a digital program, it can be distributed statewide without having to send personnel across the state. He noted that, in addition to understanding safe driving from different perspectives, one possible benefit might be a reduction in people's car insurance.

Matt asked if the program was intended to inform safe driving habits or to encourage people to get out of their cars.

Brad thought it would do both – he pointed out that one of the truisms of bike advocacy is that the more people that are biking and/or walking it creates a “raw numbers” awareness among motorists. He noted that while it is primarily focused on teaching people how to safely share roads, the program also informs non-drivers of the challenges motorists might face.

Kevin suggested refocusing on what ideas are necessary to develop a Request for Proposals for the Transportation Master Plan/Multi-Modal Mobility and Access Plan.

Matt replied that education would fall under the Complete Streets part of the plan and would be paired with a PR campaign centered on safe driving or biking as well as using alternative forms of transportation.

Kevin commented that when he thinks of the Transportation Master Plan/Multi-Modal Mobility and Access Plan it identifies gaps in the system and the education piece is more likely to result from something that happens because of the plan.

Alex added that for the purposes of the RFP, Matt's list is a great approach to the strategy, and it could be layered with the goals of said master plan. He suggested putting the list into the context of what they want to achieve with the master plan – for example, developing a pedestrian-first policy or reducing single-occupancy vehicles. He noted that when you add the context with list, it would inform an action plan, which could then be applied to the RFP.

Michael agreed with Alex and thought Matt's list was helpful in directing towards potential outcomes. He reminded the group that last month's presentations had a statement accompanied by outcomes and those might be used to round out the RFP. He reminded the commission members that the Comprehensive Plan recommendation states:

“Develop a town-wide Transportation Master Plan (TMP) that creates a long-term vision for multi-modal transportation based on broad community outreach, forecasting of future growth, and a comprehensive analysis. The TMP will help inform the Town's Capital Improvements Program (CIP) for short and near-term project identification and potential funding opportunities.”

Rick thought the vision statement was most important. He thought it could be divided into two pieces:

- Identify and fix problems in the existing infrastructure
- Bake the Transportation Master Plan into the system, bike/pedestrian transit decisions as part of every decision

Matt pointed out that Rick had also suggested incorporating bike/pedestrian needs into the building codes to further support the multi-modal concepts.

Rick read the passage from a past email:

“Strengthen our commitment to the integration of the Transportation Master Plan priorities into current building, land use and design, zoning and development approval processes.”

He noted that it is referred to in part in the Comprehensive Plan, pointing to the Comprehensive Plan Goal Topic 5. Rick noted that in comparing the Comprehensive Plan section against the Complete Streets and Transportation Master Plan presentations from the December meeting, they held up well, so there is already a framework in place.

David appreciated Rick’s statement and agreed that it is necessary to make sure the BPTC is part of the plan as it gets developed. He would like to have the BOT see their vision as they present the topic. In terms of education, David thought there were three aspects:

- Creating a budget for it
- Want people to know about it and/or get involved
- Funding should always be a question – goal to adopt Complete Streets and Vision Zero as a mechanism to access funding

Matt agreed and noted that having plans will be vital to accessing available funding. He noted that Brad introduced him to Rachael Hultin, Director of Sustainable Transportation for Bicycle Colorado, who also made the point that the funding is going to be there, and having a plan is a gating issue for funding. Matt was concerned that Vision Zero might be another program without a lot of guidance.

David confirmed Matt’s suspicion, but thought it was a program Carbondale could rally around. He thought it might help with funding efforts and pointed out that the website does have good content.

Matt suggested that it could be part of the Complete Streets plan.

Kevin commented that from the perspective of developing the RFP, in the RFP you could request consultants to develop Vision Zero concepts in the planning process.

Rick suggested that the consultant could help develop the PR campaign to take pride in Carbondale's sustained effort in supporting bike and pedestrian transportation.

Alex pointed out that the City of Boulder supports a "crash map" by type and incorporating both self-reported and police-reported data which then informs the signage that is produced. He noted that the data is the mechanism to explain the why in addition to what is being installed. He noted that from a public relations standpoint Carbondale doesn't have a good mechanism for communicating events or information and noted his willingness to help in that arena.

Matt supported the concept of pairing mapping with data to understand what the problems are and then use that to share why improvements are being made. He also thought it important to incorporate the use of data in public outreach and education efforts as a part of the RFP. Matt summarized the points discussed, noting that they need support from the BOT:

- Safe Routes to Schools
- Design features for multi-modal corridors – these could also be applicable to other types of streetscapes around town
- Prioritizing improvements to Highway 133
- Continue to identify projects that will improve infrastructure for pedestrians and cyclists
- Education
- Public Relations Campaign
- Develop a system to allow community feedback
 - Utilize data in a mapping format to identify problems and understand any changes that occur due to infrastructure improvements
- Incorporate plan in funding endeavors
- Expand the Comprehensive Plan Goal 5.2.1 to incorporate building and zoning codes
- Utilize Vision Zero for content and/or as part of a PR campaign

Kevin pointed out that the BOT all supported the idea of a Transportation Master Plan/Multi-Modal Mobility and Access Plan at the November meeting, noting that although everyone wants to get this underway, there is still some time to pull it together. He suggested meeting with Matt and Chris to develop the RFP language for review at the February BPTC meeting.

Chris commented that he still sees the process in two parts, the first being an editing role of defining the vision and the second being data gathering to produce a map at the end of the plan.

Matt committed to meet with Kevin and Chris.

Chris commented that he still struggles with the semantics, preferring “Safe and Green Streets Plan” to Transportation Master Plan or Multi-Modal Mobility and Access Plan.

ADJOURNMENT

The January 9, 2023, regular meeting adjourned at 7:14 p.m. The next regular meeting is scheduled for February 6, 2023, at 6:00 pm.

Respectfully submitted,
Kae McDonald