

**MINUTES**  
**BIKE, PEDESTRIAN, AND TRAILS COMMISSION**  
**October 3, 2022**

**CALL TO ORDER**

Matt Gworek called the in-person/virtual meeting to order at 6:02 pm on October 3, 2022, in Room 1 at Town Hall.

**ROLL CALL**

The following members were present for roll call:

BPTC Members:	Matt Gworek, Chairperson Michael Gorman, Member Laurie Loeb, Member David Clair, Member
Town Staff Present:	Kevin Schorzman, Staff Liaison Kae McDonald, Boards and Commissions Clerk
Guests:	Alex Rawal (Prospective Member) Brad Tucker (Prospective Member) Rick Blauvelt (Prospective Member) Will Buzzard (Sopris Sun Representative) Frederick Smith Joan Matranga

**CONSENT AGENDA**

***Motion Passed:*** Michael ***moved*** to approve the Bike, Pedestrian, and Trail Commission meeting minutes from June 27, 2022. David ***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.

**8<sup>TH</sup> STREET: ASSESSMENT OF PHASE 1 AND STATUS OF PHASE 2**

Matt explained that the Commission had spent much of 2020 gathering public feedback regarding 8<sup>th</sup> Street as well as providing guidance on the proposed design. He added that Phase 1 encompassed improvements to the west side of the street in 2022 and Phase 2 will complete improvements to the east side. He asked Kevin if there were any updates on Phase 2.

Kevin replied that there is support from the Board of Trustees to include the Phase 2 costs in the 2023 budget.

Matt pointed out that in his observation there was a long stretch where there weren't any bulb-outs and asked if more were included in Phase 2.

Kevin explained that bulb-outs on the east side of the street would mirror those installed on the west side of the street. He noted that at the Merrill intersection there is a painted bulb-out on the west side of 8<sup>th</sup>, but there will be a physical bulb-out on the east side.

Matt asked for a total count of bulb-outs.

Kevin replied that there will be three on the east side of the street.

Laurie asked why the stop signs were removed at the 8<sup>th</sup> Street intersection with the Rio Grande Trail.

Kevin replied that the stop signs had been installed illegally based on Model Traffic Code regulations.

Laurie commented that she has observed a lot more people riding on the sidewalk.

Matt noted that when driving south on 8<sup>th</sup> Street, there are no visual cues to indicate that the road narrows before crossing the Rio Grande Trail. He wondered if something could be done to improve that situation. He also asked if there was anything in the 8<sup>th</sup> Street infrastructure that would prevent the addition of speed tables if they were deemed necessary in the future.

Kevin replied that there wasn't anything in the infrastructure that would prevent speed tables. He also suggested with regards to visual cues that it is advisable to have a wait-and-see perspective until the project is completed.

Matt replied that because this is an ongoing safety and improvement project, he thought it was worthy of discussion.

Kevin pointed out that it depends if the feature is making travel safer or if it is perceived to be safer. He added that the installation of those features will interfere with other actions that need to be completed – such as snow plowing – and it isn't something he would recommend.

Laurie reiterated that cyclists on the sidewalk make it less safe for other users.

Michael commented that until the project is complete interim management is hard to do. He added that residents along the street have wondered if drivers are going faster because there isn't a reason to stop at the Rio Grande Trail but related that when he drove it there is the pinch point and bump, so he wanted to slow down.

Kevin commented that they have installed the speed trailer along the street and have traffic counters on both sides of the Rio Grande to collect data mid-project and will collect more data when the project is complete. He noted that anecdotally

of the 15,000 data pieces collected, only five percent exceed the 25 mile per hour speed limit.

Michael commented that the streetlights are a nice feature, and the projected light isn't overly obtrusive.

Kevin agreed that it is passive light and noted that there will be lighting at the mailbox bank which will be a nice feature during the winter months.

### **BPTC LIGHT GIVEAWAY AND BUDGETING FOR 2023**

Matt commented that the August 1<sup>st</sup> Friday light giveaway was a great success and thanked David for the supplied visual material. He related that in addition to Niki, two other members of the Carbondale Age-Friendly Community Initiative helped man the table and they gave away all 50 lights within 30 minutes. He noted that the recipients were very appreciative and suggested increasing the Commission's budget request to fund one or two events in 2023.

Kevin replied that in the 2023 budget, the Commission will have a specific line item for funding.

Laurie wondered if advertising could be lumped in with another line item, so it doesn't draw down their funding.

Kevin replied that any work the Public Information Officer completes is charged to the respective department budget. He suggested communicating with Chris Hassig if the Commission would like a larger budget. He added that Niki had secured some grant money through the Walking College and thought that she would be donating a portion to the Commission's budget to purchase bike lights.

### **CAFCI/BPTC WALKING COLLEGE UPDATE**

Matt noted that Niki wasn't in attendance but provided a brief background on the Walking College for members of the audience. He explained that part of the curriculum was to submit a project proposal and Niki has chosen to work on safety issues along Highway 133 north from the Main Street roundabout. He added that a few of the safety concerns they have cited include the amount of traffic, feeling unsafe while walking and biking, and people jaywalking and once the project proposal is complete, they will address both the BPTC and the Board of Trustees.

Laurie suggested including the intersection of Highway 133 and Wendt as another problem area.

Matt thought it best to let Niki communicate the scope of their project and anticipated it will be on November's meeting agenda.

### **BPTC FOCUS FOR 2023: WECYCLE, TRANSPORTATION MASTER PLAN, WALK AUDITS**

Matt explained that in 2021 and early 2022, the BPTC collaborated with CAFCI on walking audits of most of the Town's sidewalks that entailed photographs and notes on locations that might present safety issues.

Kevin replied that there was good information contained in the audits and Public Works has addressed between 80 and 85% of the identified issues.

Matt noted that the Board of Trustees recently approved the WeCycle program.

Kevin replied that the project will start later this fall and explained that Town staff will refine the Board of Trustees proposed locations to workable options. He related that WeCycle staff would like to present a status report at the November meeting. He agreed to share the WeCycle kiosk map once it has been refined.

Matt thought it was a great program and thought the partnership would be a positive contribution. He added that another project for 2023 is to ensure that the BPTC outlines what they would like to see in the proposed Transportation Master Plan.

Michael thought the proposed focus for 2023 was a good list. He thought the WeCycle partnership would be a good opportunity for education.

Laurie commented that she would like to see more signage on the Rio Grande Trail regarding audible signals.

Michael suggested that because of the increased use of E-Bikes, reducing the speed limit on the trail through town might be a good conversation to have with RFTA.

Matt suggested trail maintenance as another topic to discuss with RFTA.

Kevin noted that in terms of the Master Transportation Plan, the new Planning Director will need to understand what the community is expecting. He asked the commission members to consider what is the first thing they would look for and where they might look for it in that such a document.

Michael asked if the timeline for the Transportation Master Plan was ever finalized in the Comprehensive Plan Update.

Kevin replied that funding has been allocated in the upcoming 2023 budget, so the timeline in the Comprehensive Plan Update doesn't matter.

Joan Matranga noted that she had attended a workshop sponsored by the Colorado Energy Office and that the recent federal legislation will make more money available for electric vehicles. She encouraged everyone to consider creative approaches to support less advantaged communities in accessing such opportunities.



### **NEW MEMBER APPLICATION: ALEX RAWAL**

Matt noted that Alex Rawal had submitted his application for the BPTC and noted that he had experience living in Amsterdam, which is a bike and pedestrian-forward community.

Alex asked what the mission of the Commission was.

Matt replied that it was essentially to promote a strong and safe bike and pedestrian community. He explained that the Commission was advisory to the Board of Trustees and much of the work is done during the monthly meeting.

Michael added that they serve as the eyes and ears of cyclists and pedestrians to identify what is working and what is missing.

Alex noted that he found the intersection of cars, bikes, and pedestrians in Amsterdam very interesting. He added that he rides a bike and has an e-bike and used to teach children's bike safety education.

***Motion Passed:*** Laurie ***moved*** to recommend Alex Rawal to the Board of Trustees as a regular voting member of the Bike, Pedestrian, and Trail Commission. Michael ***seconded*** the motion, and it was ***unanimously approved***.

### **ADJOURNMENT**

The October 3, 2022, regular meeting adjourned at 7:00 p.m. The next regular meeting is scheduled for November 7, 2022, at 6:00 pm.

Respectfully submitted,  
Kae McDonald