

**MINUTES**  
**BIKE, PEDESTRIAN, AND TRAILS COMMISSION**  
**November 7, 2022**

**CALL TO ORDER**

Matt Gworek called the virtual meeting of the Bike, Pedestrian and Trails Commission to order at 6:03 pm on November 7, 2022.

**ROLL CALL**

The following members were present for roll call:

BPTC Members:	Matt Gworek, Chairperson Niki Delson, Member Laurie Loeb, Member David Clair, Member Alex Rawal, Member
Town Staff Present:	Kevin Schorzman, Staff Liaison Jared Barnes, Planning Director Chris Hassig, Board of Trustees Liaison Kae McDonald, Boards and Commissions Clerk
Guests:	Brad Tucker (Prospective Member) Rick Blauvelt (Prospective Member) Sue Zislis, Carbondale Age-Friendly Community Initiative James Currie (WE-cycle) Matt Farrar (Colorado Planning)

**CONSENT AGENDA**

***Motion Passed:*** Matt Gworek ***moved*** to approve the Bike, Pedestrian, and Trail Commission meeting minutes from October 3, 2022. David ***seconded*** the motion, and it was ***unanimously approved***.

**PERSONS PRESENT NOT ON THE AGENDA**

Jared Barnes, the Town of Carbondale Planning Director, introduced himself to the Commission. He noted that he is meeting with the various boards and commissions and assured them that with the upcoming work on the multi-mobility and access plan there is a good likelihood for additional interaction.

Matt Gworek noted that this was Alex's first meeting as a voting member of the Commission and that Rick and Brad are prospective members. He thanked them for their willingness to serve on the Commission.

Matt Gworek also noted that Niki and Sue Zislis were each awarded a grant for their participation in the Walking College, and Niki procured a grant from the

Rebekah Lodge. He added that the grants, totaling \$2,100.00, were donated to the Commission.

### **DISCUSSION WITH WE-CYCLE**

Kevin began the discussion and shared his screen showing a map of the proposed WE-cycle locations and summary information about the program:

- Total Stations: 17
  - Solar Stations: 15
  - Solar E-bike Charging Stations: 2
- Total Docking Points: 2227
  - Charging Docks: 40
  - Standard Docks: 187
- Total Bikes: 80
  - Pedal Powered Bikes: 40
  - E-bikes: 40
- Skyhook Solar Units: 2
- Stations Locations on:
  - Town Property/ROW: 15
  - RFTA Property: 2
  - Private Property: 0
- Follow up Site Visits Needed: 6
- Parking Spaces Used: 11 (Final TBD, +/- 3)
- Pads to be built: 10 (Final TBD, +/- 2)



Kevin asked for feedback from the commission members, specifically if there were areas missed that might benefit from a station.

James introduced himself as the Director of Operations for WE-cycle and noted that he was excited for WE-cycle to serve as Carbondale's transit system. He explained that finding the safe routes through the community is key for safe bike riding and commuting.

Matt Gworek asked if the 17 stations will all be installed at the same time.

James answered in the affirmative and pointed out that there will be 15 standard stations and two electric-recharging stations. He added that users will be able to drop a bike off at any station. He explained that they must find a balance that provides operational viability, and the 17 stations represent a good number to provide reliable service.

Niki asked if there will be any adult tricycles available.

James replied that while he is aware of the trend towards adult tricycles, they will only be offering standard pedal and e-bikes because there isn't a compatible tricycle design that fits the station docks. He also noted that the location at the library will be omitted.

Matt Gworek pointed out the proximity between the two stations near Main Street at 2<sup>nd</sup> (KDNK) and 4<sup>th</sup> (the Launchpad) and wondered if those locations provide redundant services.

Niki asked if there would be a station near the Ross Montessori school. She highly recommended a station in this area because many of the students jaywalk across Highway 133 and noted that if there were bikes available it would allow them to get to a safer crossing in a shorter amount of time.

James noted that the closest station is on Holland but pointed out that the bikes aren't sized for children younger than 8<sup>th</sup> grade and you must be 16 to rent a bike.

Rick wondered if there were a map showing where concentrations of AirBnB's were because that might provide a good service for tourists.

Matt Gworek commented that they should consider stations near the schools because there is a concentration of working adults in those areas.

James agreed with Matt's point and noted that the station at 4<sup>th</sup> and Main is close to Colorado Mountain College. He also pointed out that there will be a station near the RFTA Park-n-Ride and another station along Meadowood Drive that is in proximity to Roaring Fork High School.

Chris suggested moving the station at the Third Street Center to the intersection with Capital because it would be more visible, and it would split the difference between the library and the Third Street Center. He acknowledged that it is hard to

balance where the stations are located but thought that they had stations in all the necessary spots.

Matt Gworek thought that the stations at 2<sup>nd</sup> and 4<sup>th</sup> were redundant.

James replied that the downtown area is the core of commerce, and a lot of trips begin and end in these locations. He pointed out that if there aren't enough docking points – either to pick up and/or leave a bike – it will discourage use.

Matt Gworek asked if WE-cycle will have the ability to move the stations after they are installed.

James answered in the affirmative and noted that they can adjust the locations based on the planned public outreach program in 2023.

Matt Farrar thought it would be helpful to understand what data points were used to guide the station location decisions.

Laurie asked if there would be any signage at the stations regarding bike etiquette and responsible riding.

James explained that the signage hadn't been determined yet. He noted that there will be two panels at each station and while one panel will be used to display a map, the community can help determine what is displayed on the other panel.

Matt Gworek commented that the Commission will discuss what could be displayed on that second panel and get that information to James.

Laurie asked about Skyhook solar.

James explained that it is a mobile charging station – there is an example at the Third Street Center – and they are partnering with the company to provide electric bike charging at two stations. He added that the electric bikes have a range of approximately 45 miles per charge and the bikes can recharge in approximately four hours.

Kevin noted that one of the recharging stations will be located near the roundabout, but the second location hasn't yet been determined.

### **WALKING COLLEGE ACTION PLAN**

Matt Gworek noted that Niki and Sue developed a well thought out action plan to improve walkability along Highway 133 and how the Bike, Pedestrian and Trails Commission can help.

Niki acknowledged Matt Farrer's attendance at the meeting and explained that he had been helpful in developing the action plan. Niki also acknowledged that while she had represented the BPTC, Sue Zislis had participated in the Walking College

as a representative of the Carbondale Age-Friendly Community Initiative (CAFCl). Niki gave a brief overview of the Walking College for the benefit of the new and prospective BPTC members. She noted that the Action Plan is in draft form because CAFCl is an advocacy group that plans to partner with the BPTC and the BOT in enacting the plan. She explained that the Highway 133 corridor is the focal point of the plan with numerous unsafe crossings along the corridor. She noted that they plan to gather community input in the spring.

Kevin shared his screen for a short video regarding pedestrian safety and vehicular traffic.

Matt Farrar introduced himself and explained that he is a planning consultant in the Carbondale area and has developed many transportation-related projects. He noted that not unlike the scenarios portrayed in the video, Highway 133 is dangerous by design. He added that part of the information-gathering process has included procuring the official crash data from the Colorado Department of Transportation for the Highway 133 corridor between Highway 82 and the traffic light at the Meadowood Drive intersection. He pointed out that a glaring omission in the official record is the lack of close calls between vehicles and pedestrians/cyclists. He explained that the near-miss information is a key piece of the overall story and part of the community engagement strategy will be to gather those anecdotal recollections. He noted that that data will be a key part of the transportation master plan and any grant applications.

Niki commented that the community engagement is something that the BPTC and CAFCl can work together on.

Matt Gworek agreed and thought it was a good example of community interaction. He thought that improving safety along Highway 133 was important but noted that it was important to connect the east and west sides of Carbondale that are divided by the highway.

Sue added that there are plans for a proposed roundabout at the intersection of Highway 133 and Industry Way that will improve safety, but since construction won't begin for several years, they plan to petition the Town of Carbondale to sponsor a temporary crosswalk near Carbondale Marketplace that will be outside the proposed roundabout construction zone.

Matt Gworek commented that it is a complicated process to collect data and suggest improvements to Highway 133. He cautioned that there are many areas that need improvement besides the proposed roundabout and that progress will take time.

Kevin clarified that the proposed roundabout will be located at the intersection on the south side of the Roaring Fork Coop, and they are finalizing a design that will not only fit in that area but will also service the businesses that utilize that roadway. He explained that once the design is complete, they will approach CDOT. He

pointed out that currently the roundabout is listed as a 2024 Capital Improvement Project, which is ambitious, and given a projected cost of \$3.5 million there will be a need to seek out grant opportunities.

### **TRANSPORTATION MASTER PLAN (AKA MULTI-MODAL MOBILITY AND ACCESS PLAN)**

Matt Gworek explained that a transportation master plan evolved as part of the Comprehensive Plan Update recommendations. He noted that the Board of Trustees have earmarked funding in the 2023 budget to develop the plan in 2023 and it will be on the Board of Trustee's November 8<sup>th</sup> meeting agenda.

Chris explained that while the need for a Transportation Master Plan has been acknowledged, the scope has not yet been detailed, and the BOT hopes that the BPTC can help define it. He added that Highway 133 is a big part of the plan, and it will be beneficial to incorporate the Walking College Action Plan. He thought it was also important to re-examine and expand upon the 2019 Pedestrian and Bicycles Corridor map.

Matt Gworek asked the commission members to consider what a transportation master plan is and pointed out that although the Comprehensive Plan Update defines it as multi-modal transportation it encompasses much more than that. He pointed out that it should take the long vision for how everything moves around town and itemize concrete ways to achieve that.

Matt Farrar commented that the Comprehensive Plan takes a high-level view of the Town's direction and agreed with Matt Gworek that the Transportation Master Plan should focus more on concrete ideas such as conceptual street design, clearly identified design details and a vision for how to incorporate those through a detailed action plan. He also agreed that Highway 133 is a key piece.

Chris suggested that with the Comprehensive Plan Update on an upcoming BOT agenda for approval, that everyone carefully review it.

Sue asked what the mechanism will be for oversight and whose responsibility it will be to make it all work together.

Niki added that what surprised her was the number of traffic studies that have been conducted in recent years along with corresponding suggestions. She suggested reviewing them all side-by-side to determine what was still viable, to be accountable for all the money spent on developing those plans.

Matt reiterated his question regarding whether a Transportation Master Plan was designed specifically for walkers and cyclists or whether it should encompass more than that.

Sue, Laurie, and Brad agreed it should be all-encompassing.

Kevin shared his screen to show what is contained in the November 8<sup>th</sup> BOT packet related to items to be included in a Request for Proposal for consultant services to prepare a Multi Modal Mobility and Access Plan:

1. Revisit the community long-term vision for multi-modal transportation based on a comprehensive community outreach process.
2. Program for short and near term project identification and potential funding opportunities.
3. Conduct a bicycle and pedestrian facility inventory and identify missing gaps in Carbondale.
  - a. Using the 2019 Priority Bicycle and Pedestrian Corridors Map, identify the appropriate facility type and prioritization for each corridor based on the unique context of each corridor (i.e. rights of way, adjacent land uses, crash history, vehicle speed and volumes and community input).
  - b. Identify locations for bicycle/pedestrian cut throughs where roadways do not provide connectivity. Consider changes to development code to require bicycle/pedestrian cut throughs.
  - c. Through outreach and inputs (such as access to key destinations, crash history and vehicle volumes/speed), identify high priority sections of roadway where sidewalks should be completed or upgraded. Considerations should be made for certain sections or roadway where sidewalks may not be constructed due to tradeoffs such as parking loss or community character.
4. Develop a Complete Streets policy that includes strategies for traffic calming.
5. Develop an interconnected, integrated and safe multi-modal (bicycle, pedestrian and transit) system.
  - a. Develop a bicycle and pedestrian wayfinding plan to make walking and biking across town more accessible and intuitive.
6. Improve safety and convenience for pedestrians and cyclists crossing Highways 133 and 82.
7. Improve safety and convenience for pedestrians in town.
  - a. Promote pedestrian connectivity between Downtown and Downtown North (including open space).
  - b. Identify safe routes to school projects and prioritize improvements at key corridors and crossings.
8. Optimize the existing trail network by creating new connections and improving existing trails for the comfort of people walking and biking.
9. Identify projects that enhance 1<sup>st</sup>/Last Mile connectivity.
  - a. Determine local options for providing additional transit service.

Kevin noted that this list is not meant to be the final product but a conversation starter. He encouraged the commission members to share any ideas that they don't see listed.

Matt Gworek encouraged the commission members to think about the topic and what they would like to see from the BPTC perspective.

**NEW MEMBER APPLICATION: RICK BLAUVELT AND BRAD TUCKER**

Matt Gworek thanked Rick and Brad for their complete and thoughtful applications. He asked the commission members if they had any specific questions for either applicant.

***Motion Passed:*** Matt Gworek ***moved*** to recommend Rick Blauvelt and Brad Tucker to the Board of Trustees for approval as regular voting members of the Bike, Pedestrian, and Trail Commission. Niki ***seconded*** the motion, and it was ***unanimously approved***.

**ADJOURNMENT**

The November 7, 2022, regular meeting adjourned at 7:30 p.m. The next regular meeting is scheduled for December 5, 2022, at 6:00 pm.

Respectfully submitted,  
Kae McDonald