



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
SEPTEMBER 1, 2022
101 W. 8TH STREET
6:15 PM

The agenda is subject to *change, including the addition of items 24 hours in advance or the deletion of items at any time.*
The order and times of agenda items listed are approximate and intended as a guideline for the City Council.

ATTENTION: To ensure your written comments are included in the City Council packet, public comments must be received by 4 p.m. on the day before City Council meetings. Comments may be submitted to ryan.muse@cogs.us.
Written comments may be submitted after this deadline and will be shared via email to City Council but are not guaranteed to make it into the meeting packet. Submit comments at any time directly to City Council via email at citycouncil@cogs.us.

MORNING WORK SESSION

- | | | |
|------|-------------------------|------------------------|
| 8:30 | 1. Budget | Information/Discussion |
| 9:30 | 2. Davis Drive Outreach | Information/Discussion |

REGULAR SESSION

- | | | |
|------|---|------------------------|
| 5:00 | 3. Executive Session on City Manager Search | Information/Discussion |
|------|---|------------------------|

Executive Session pursuant to CRS 24-6-402(4)(f)(I) regarding personnel matters which no employee has requested be in an open meeting more specifically regarding the City Manager's search.

ZOOM INSTRUCTIONS

You are invited to a Zoom webinar.

When: Sep 1, 2022 06:15 PM Mountain Time (US and Canada)

Topic: 2022/09/01 Regular Council Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88238306814?pwd=aVhZc2h1SW5Mb2wwNTY2TlNUc3dldz09> Passcode: 899107

Or One tap mobile: US: +17193594580,,88238306814# or +16694449171,,88238306814#

Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 719 359 4580 or +1 669 444 9171 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 301 715 8592 or +1 309 205 3325 or +1 312 626 6799 or +1 386 347 5053 or +1 564 217 2000 or +1 646 931 3860 or +1 929 205 6099

Webinar ID: 882 3830 6814

International numbers available: <https://us02web.zoom.us/j/kzieDUgpL>

- | | | |
|------|--|--------------------------|
| 6:15 | 4. Roll Call | |
| | 5. Pledge of Allegiance | |
| | 6. Agenda Changes & Conflicts | |
| 6:20 | 7. Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes) | |
| 6:30 | 8. Proclamation on Constitution Week | |
| 6:33 | 9. Consent Agenda | Discussion and/or Action |
| | A. August 18, 2022 Council Minutes | |
| | B. Resolution 2022-33; Support for the 2022 Safe Streets and Roads for All Grant Program - Request to dedicate matching funds in the 2023 budget | |
| | C. Ordinance 2022-20; Amending Title 070 regarding standards for extended-stay hotels; Second Reading | |
| | D. Ordinance 2022-21; Citizen Comment Requirements; Second Reading | |
| | E. Fuel Station Easement | |
| | F. Award Request for Proposal 2022-26P; Traffic Counting | |

G. Downtown Development Authority Easement Bethel Lot Dumpsters

ACTIONS AND/OR PRESENTATIONS

6:35	10. Geogrid Easement for BLD Meadows Development	Discussion and/or Action
6:50	11. Adopt the Local Road Safety Plan	Discussion and/or Action
7:05	12. Resolution 2022-34; Ballot Language	Discussion and/or Action
7:35	13. Ordinance 2022-22; Enabling Legislation for New Ballot Measure	Discussion and/or Action
8:00	14. Endorse "Make Colorado Affordable" Ballot Issue	Discussion and/or Action
8:10	15. Approval of Request for Proposal 2022-07P Community Center Tennis Court Restoration Change Order	Discussion and/or Action
8:20	16. Sopris View Update	Discussion and/or Action
8:50	17. Council Comments	
9:00	18. Report from City Administration	
	A. City Manager	
	B. City Attorney	
	C. Correspondence Incoming/Outgoing	
	19. Adjournment	



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Budget

Action Requested: None

Department: City Administration

Presented By: Steve Boyd, Yvette Gustad

Strategic Goals:

Background Info: Overview of the following draft budgets:
-Marijuana Tax
-Tobacco Tax
-General Improvement District (GID)
-Fire Equipment Replacement
-Tourism Promotion Fund
-Downtown District Authority (DDA)
-Bus Tax Fund

Issues: The work session on September 15 will cover the remaining budgets; General Fund including Fire/EMS, Capital Projects and A&I. The budget will be submitted by staff on October 6th, the public hearing will be October 20th and Council will vote to approve the budget on November 3rd.

Fiscal Impact:

Legal Review: NA

Staff Recommendation: NA



2023 BUDGET

SEPTEMBER 1, 2022

DRAFT

Draft Budget 2023 September 1, 2022
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TOURISM FUND

	2020	2021 Actual Actual (Estimated)	2022 Forecast	2023 Budget
Revenue	\$846,596	\$1,464,954	\$1,355,337	\$1,589,851
Expenditures	<u>(\$1,127,323)</u>	<u>(\$1,009,434)</u>	<u>(\$1,366,112)</u>	<u>(\$1,470,421)</u>
Change in Fund Balance	(\$280,727)	\$455,520	(\$10,775)	\$119,430
Beginning Fund Balance	\$495,905	\$215,178	\$670,698	\$659,923
Ending Fund Balance	\$215,178	\$670,698	\$659,923	\$779,353
Reserves:				
7.5% of Revenue for Tourism Impact		(\$109,872)	(\$101,650)	(\$170,889)
15% of Revenue; Council imposed	(\$126,989)	(\$219,743)	(\$203,301)	(\$238,478)
Available Fund Balance	\$88,189	\$341,083	\$354,972	\$369,986

**Reserves as a % of revenue are calculated from cash receipts from 9/1/2021 through 8/31/2022*

Cash Balance as of 6/30/22 \$278,574

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
05 TOURISM PROMOTION - 00						
0500020-41410	ACCOMODATIONS TAX	\$846,111	\$1,464,683	\$1,354,337	\$1,589,351	Receipts from 9/1/2021 through 8/30/2022
		\$846,111	\$1,464,683	\$1,354,337	\$1,589,351	
05 TOURISM PROMOTION - 00						
0500060-43510	INTEREST	\$485	\$271	\$1,000	\$500	
		\$485	\$271	\$1,000	\$500	
		\$846,596	\$1,464,954	\$1,355,337	\$1,589,851	

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
05 TOURISM PROMOTION - 111 TOURISM PROMOTION FUND						
05111-56410	MKTG DIRECTOR SALARY	\$87,780	\$87,780	\$93,000	\$98,580	
05111-56411	MARKETING ASSTISTANT	\$59,850	\$55,000	\$57,200	\$60,632	
05111-56412	PAYROLL TAXES-BENEFITS	\$29,526	\$28,556	\$30,040	\$31,842	
05111-56413	VISITOR SERVICES	\$115,000	\$75,000	\$100,000	\$150,000	This line item increased by a non-recurring \$50,000 contribution to the construction of a welcome center at 802 Grand.
05111-56414	PUBLIC RELATIONS	\$18,611	\$2,999	\$10,500	\$9,500	
05111-56415	BROCHURE PRINTING & DIST	\$36,456	\$0	\$36,400	\$38,400	
05111-56416	PRINT & OTHER ADVERTISING	\$629,758	\$614,442	\$716,088	\$804,845	
05111-56417	HOSTING	\$23,050	\$24,443	\$23,564	\$24,304	
05111-56418	CONNECTIVITY SERVICES LISTINGS	\$20,154	\$23,585	\$20,000	\$30,000	
05111-56419	DIRECT MAIL/FULLFILLMENT	\$6,025	\$6,394	\$9,000	\$7,000	
05111-56420	TRADE SHOWS	\$5,634	\$2,500	\$2,500	\$1,500	
05111-56421	ASSOCIATION MEMBERSHIPS	\$4,240	\$4,060	\$5,300	\$4,905	
05111-56422	MISC. ADS AND PROMO	\$3,535	\$708	\$1,380	\$1,000	
05111-56423	TRAVEL	\$9,065	\$4,748	\$15,490	\$14,140	
05111-56424	SPECIAL EVENTS & MARKETING	\$5,495	\$1,947	\$16,800	\$0	
05111-56425	BOOKKEEPING SERVICES	\$10,400	\$10,400	\$10,500	\$12,300	
05111-56426	TRANSFER TO OTHER FUNDS	\$0	\$0	\$50,000	\$50,000	This \$50,000 is part of the FAB grant funds and is transferred to the General Fund to assist with the costs of major events including the 4th of July and New Year's.
05111-56427	INTERFUND COST OF SERVICE	\$11,199	\$11,423	\$11,651	\$12,234	
05111-56428	OTHER EXPENSE	\$1,544	\$2,438	\$100,000	\$0	
05111-56429	CONSULTANTS	\$0	\$0	\$5,000	\$50,000	Destination Stewardship Strategic Planning and professional Facilitation. May have some grant funding.
05111-56430	COMMUNITY PROMOTION	\$50,000	\$55,323	\$51,699	\$69,239	Tourism Fund revenue is split to allocate 85% to the Tourism Management Fund. The remaining 15% is split equally between the Financial Advisory Board (FAB) grant process and a reserve to offset the impact of tourism on the City. This line item represents the FAB grant amount less \$50,000 transferred to the General Fund for events. The 7.5% to offset tourism impact can be found as an increase in the reserve.
TOTAL 111 - TOURISM PROMOTION FUND		\$1,127,323	\$1,011,745	\$1,366,112	\$1,470,421	
		\$1,127,323	\$1,011,745	\$1,366,112	\$1,470,421	

MARIJUANA TAX FUND

	2020 Actual	2021 Actual (Estimated)	2022 Forecast	2023 Budget
Revenue	\$458,236	\$447,137	\$450,000	\$401,000
Expenditures	<u>(\$326,998)</u>	<u>(\$435,059)</u>	<u>(\$286,000)</u>	<u>(\$460,500)</u>
Change in Fund Balance	\$131,238	\$12,078	\$164,000	(\$59,500)
Beginning Fund Balance	\$177,388	\$308,626	\$320,704	\$484,704
Ending Fund Balance	\$308,626	\$320,704	\$484,704	\$425,204
Reserves:				
Detox Center			(\$50,000)	\$0
Available Fund Balance	\$308,626	\$320,704	\$434,704	\$425,204
Cash Balance as of 6/30/22	\$312,660			

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
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15 MARIJUANA TAX FUND - 00

1500020-41510	MARIJUANA SALES TAX	\$390,044	\$382,681	\$375,000	\$350,000	Starting in 2019 this fund has generated revenues of \$325k, \$450k, \$38k and is forecasted at \$350,000 in 2022.
1500020-41520	MARIJUANA EXCISE TAX	\$68,193	\$64,208	\$75,000	\$50,000	In all 4 years of collections the ration of sales to excise tax has been 15%.

\$458,237	\$446,889	\$450,000	\$400,000
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15 MARIJUANA TAX FUND - 00

1500060-43510	INTEREST	(\$0)	(\$0)	(\$0)	\$1,000
		(\$0)	(\$0)	(\$0)	\$1,000
		\$458,237	\$446,889	\$450,000	\$401,000

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
15 MARIJUANA TAX FUND - 510 MARIJUANA TAX FUND						
15510-51710	PROFESSIONAL SERVICES	\$726	\$0	\$1,000	\$500	
15510-52510	GRANTS	\$0	\$150,000	\$0	\$0	
15510-53710	CONTRIBUTIONS/DONATIONS	\$50,000	\$0	\$0	\$100,000	Contribution to detox center. There is already \$50k in a reserve for this that will be released when the contribution is made.
15510-55925	TRANSFER TO STREET TAX FUND	\$0	\$0	\$175,000	\$0	
15510-55950	TRANSFER TO GENERAL FUND	\$276,272	\$185,000	\$200,000	\$185,000	For police department and public safety
					\$75,000	To Community Center for school passes. Expanded this year from \$25k to \$75k.
	TOTAL TRANSFER TO GENERAL FUND	\$276,272	\$185,000	\$200,000	\$260,000	
15510-55960	TRANSFER TO FIRE & EMS	\$0	\$100,000	\$85,000	\$100,000	For fire department and public safety
	TOTAL 510 - MARIJUANA TAX FUND	\$326,998	\$435,000	\$461,000	\$460,500	
		\$326,998	\$435,000	\$461,000	\$460,500	

TOBACCO TAX FUND

	2020 Actual	2021 Actual (Estimated)	2022 Forecast	2023 Budget
Revenue	\$956,641	\$909,421	\$805,000	\$711,000
Expenditures	<u>(\$751,617)</u>	<u>(\$983,282)</u>	<u>(\$662,000)</u>	<u>(\$761,000)</u>
Change in Fund Balance	\$205,024	(\$73,861)	\$143,000	(\$50,000)
Beginning Fund Balance	\$0	\$205,024	\$131,163	\$274,163
Ending Fund Balance	\$205,024	\$131,163	\$274,163	\$224,163
Reserves:				
Youth Mental Health Reserve			(\$70,000)	(\$70,000)
Social Services			(\$70,000)	(\$70,000)
Available Fund Balance	\$205,024	\$131,163	\$134,163	\$84,163
Cash Balance as of 6/30/22	\$210,222			

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
16 TOBACCO TAX - 00						
1600020-41530	TOBACCO SALES TAX	\$939,141	\$899,921	\$800,000	\$700,000	Revenues were \$950k in 2020, \$900k in 2021 and are forecasted to be \$800k in 2022.
		\$939,141	\$899,921	\$800,000	\$700,000	
16 TOBACCO TAX - 00						
1600030-42140	SALES TAX/BUSINESS LICENSES	\$17,500	\$9,500	\$5,000	\$10,000	
		\$17,500	\$9,500	\$5,000	\$10,000	
16 TOBACCO TAX - 00						
1600060-43510	INTEREST	(\$0)	(\$0)	(\$0)	\$1,000	
		(\$0)	(\$0)	(\$0)	\$1,000	
		\$956,641	\$909,421	\$805,000	\$711,000	

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
16 TOBACCO TAX - 520 TOBACCO TAX						
16520-51710	PROFESSIONAL SERVICES	\$1,617	\$132	\$262,000	\$1,500	
16520-52510	GRANTS	\$0	\$233,150	\$0	\$0	
16520-52810	OTHER OPERATING EXPENSE	\$0	\$0	\$0	\$9,500	
TOTAL 520 - TOBACCO TAX		<u>\$1,617</u>	<u>\$233,282</u>	<u>\$262,000</u>	<u>\$11,000</u>	
16 TOBACCO TAX - 999 INTERFUND TRANSFERS						
16999-55950	TRANSFER TO GENERAL FUND	\$750,000	\$750,000	\$400,000	\$750,000	
TOTAL 999 - INTERFUND TRANSFERS		<u>\$750,000</u>	<u>\$750,000</u>	<u>\$400,000</u>	<u>\$750,000</u>	
		\$751,617	\$983,282	\$662,000	\$761,000	

General Improvement District

	2020 Actual	2021 Actual (Estimated)	2022 Forecast	2023 Budget
Revenue	\$44,949	\$45,915	\$42,669	\$42,500
Expenditures	<u>(\$63,053)</u>	<u>(\$29,978)</u>	<u>(\$14,580)</u>	<u>(\$64,582)</u>
Change in Fund Balance	<u>(\$18,104)</u>	\$15,937	\$28,089	<u>(\$22,082)</u>
Beginning Fund Balance		\$113,867	\$129,804	\$157,893
Ending Fund Balance	\$113,867	\$129,804	\$157,893	\$135,811
Reserves				
Parking Garage			<u>(\$100,000)</u>	<u>(\$100,000)</u>
Available Fund Balance	\$113,867	\$129,804	\$57,893	\$35,811
Cash Balance as of 6/30/22	\$174,148			

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
37 GENERAL IMPROVEMENT DISTRICT - 00						
3700020-41110	PROPERTY TAXES	\$60,456	\$42,645	\$42,669	\$40,000	Revenues were \$40k in 2019, \$60k in 2020 and \$40k in 2021.
3700020-41120	DELINQUENT PROPERTY TAXES	\$2	(\$0)	(\$0)	(\$0)	
3700020-41150	SPECIFIC OWNERSHIP	\$2,822	\$3,207	(\$0)	\$2,500	
		\$63,280	\$45,851	\$42,669	\$42,500	
37 GENERAL IMPROVEMENT DISTRICT - 00						
3700060-43510	INTEREST	\$154	\$52	(\$0)	(\$0)	
		\$154	\$52	(\$0)	(\$0)	
		\$63,433	\$45,904	\$42,669	\$42,500	

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
37 GENERAL IMPROVEMENT DISTRICT - 282 GENERAL IMPROVEMENT DISTRICT #						
37282-51710	PROFESSIONAL SERVICES	\$0	\$15,810	\$0	\$0	
37282-52750	TREASURER'S FEES	\$843	\$854	\$1,000	\$1,000	
37282-53710	CONTRIBUTIONS/DONATIONS	\$0	\$0	\$0	\$50,000	Colorado Mountain College has applied for an FMLD grant to build a welcome center at 8th and Grand that would include two unisex bathrooms available to the public. This contribution from the City would support the project which is budgeted at approximately \$1.5 million total.
37282-54310	INTERFUND COST OF SERVICE	\$13,053	\$13,314	\$13,580	\$13,582	
37282-60000	PROJECTS	\$13,325	\$0	\$0	\$0	
TOTAL 282 - GENERAL IMPROVEMENT DISTRICT #		\$27,221	\$29,978	\$14,580	\$64,582	
		\$27,221	\$29,978	\$14,580	\$64,582	

FIRE EQUIPMENT REPLACEMENT

	2020 Actual	2021 Actual (Estimated)	2022 Forecast	2023 Budget
Revenue	\$1,552,824	\$1,047,674	\$995,120	\$1,355,158
Expenditures	<u>(\$1,287,703)</u>	<u>(\$97,612)</u>	<u>(\$235,000)</u>	<u>(\$2,323,000)</u>
Change in Fund Balance	\$265,121	\$950,062	\$760,120	(\$967,842)
Beginning Fund Balance	\$1,898,764	\$2,774,225	\$3,724,287	\$4,484,407
Ending Fund Balance	\$2,163,885	\$3,724,287	\$4,484,407	\$3,516,565
Reserves:				
Station Replacement			(\$2,000,000)	(\$2,000,000)
Available Fund Balance	\$2,163,885	\$3,724,287	\$2,484,407	\$1,516,565
Cash Balance as of 6/30/22	\$2,314,705			

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
70 EMERGENCY SERVICES & EQUIPMENT - 00						
7020040-42310	GRANTS	\$918,214	(\$0)	(\$0)	(\$0)	
		\$918,214	(\$0)	(\$0)	(\$0)	
70 EMERGENCY SERVICES & EQUIPMENT - 00						
7000070-44370	TRANSFER FROM GENERAL FUND	\$370,635	\$623,795	\$659,577	\$915,090	
7000070-44380	TRANSFER FROM RURAL FIRE DISTR	\$202,070	\$213,563	\$240,543	\$340,068	
		\$572,705	\$837,358	\$900,120	\$1,255,158	
70 EMERGENCY SERVICES & EQUIPMENT - 20 PUBLIC SAFETY						
7020030-42950	FIRE IMPACT FEES	\$57,632	\$214,763	\$85,000	\$100,000	
		\$57,632	\$214,763	\$85,000	\$100,000	
70 EMERGENCY SERVICES & EQUIPMENT - 20 PUBLIC SAFETY						
7020060-43510	INTEREST	\$2,090	\$118	\$10,000	(\$0)	
		\$2,090	\$118	\$10,000	(\$0)	
		\$1,550,641	\$1,052,239	\$995,120	\$1,355,158	

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
70 EMERGENCY SERVICES & EQUIPMENT - 134 FIRE EQUIP REPLACEMENT						
70134-51810	MAINTENANCE & REPAIR	\$0	\$17,276	\$0	\$20,000	
70134-52510	GRANTS	\$918,214	\$0	\$0	\$0	
70134-59520	CAPITAL OUTLAY				\$875,000	Carryover on engine purchase
		\$362,190	\$86,259	\$1,138,467	\$60,000	Funds for purchase and up-fitting of replacement command vehicle
					\$48,000	Back-up generators for two fire stations
					\$20,000	New fire hose, hose roller, and rescue equipment
	TOTAL CAPITAL OUTLAY	\$362,190	\$86,259	\$1,138,467	\$1,003,000	
70134-59525	LAND ACQUISITION	\$7,300	\$0	\$0	\$1,300,000	
TOTAL 134 - FIRE EQUIP REPLACEMENT		\$1,287,703	\$103,535	\$1,138,467	\$2,323,000	
		\$1,287,703	\$103,535	\$1,138,467	\$2,323,000	

DDA FUND BUDGET

	2020 Actual	2021 Actual (Estimated)	2022 Forecast	2023 Budget
Revenue	\$930,796	\$373,772	\$790,000	\$1,100,000
Expenditures	<u>(\$463,693)</u>	<u>(\$202,853)</u>	<u>(\$807,286)</u>	<u>(\$1,728,756)</u>
Change in Fund Balance	\$467,103	\$170,919	(\$17,286)	(\$628,756)
Beginning Fund Balance	\$563,414	\$1,030,517	\$1,201,436	\$1,184,150
Ending Fund Balance	\$1,030,517	\$1,201,436	\$1,184,150	\$555,394
Reserves:				
Reserve Fund Balance			(\$350,000)	(\$350,000)
Project Reserves			(\$550,000)	\$0
Available Fund Balance		\$1,201,436	\$284,150	\$205,394
Cash Balance as of 3/31/22	\$1,249,586			

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
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86 DOWNTOWN DEVELOPMENT AUTHORITY - 00

8600020-41610	TIF PROPERTY TAXES	\$98,261	\$54,453	\$75,000	\$65,000	
8600020-41620	TIF SALES TAX	\$820,851	\$312,719	\$715,000	\$1,035,000	
		\$919,112	\$367,172	\$790,000	\$1,100,000	

86 DOWNTOWN DEVELOPMENT AUTHORITY - 10 GENERAL GOVERNMENT

8600060-43510	INTEREST	\$8,634	\$530	(\$0)	(\$0)	
8600060-43650	MISCELLANEOUS LEASE	\$3,050	\$6,070	(\$0)	(\$0)	
		\$11,684	\$6,600	(\$0)	(\$0)	
		\$930,796	\$373,772	\$790,000	\$1,100,000	

2023 DRAFT BUDGET

Account	Account Description	2020 Actual	2021 Actual	2022 Revised Budget	2023 Request	Description
86 DOWNTOWN DEVELOPMENT AUTHORITY - 000						
8610-60000	PROJECTS	\$44,010	\$54,560	\$0	\$0	
TOTAL 000 -		\$44,010	\$54,560	\$0	\$0	
86 DOWNTOWN DEVELOPMENT AUTHORITY - 000						
8630-60000	PROJECTS	\$4,925	\$0	\$0	\$200,000	Cooper streetscape design
					\$100,000	Block 45 trash collection project
					\$450,000	6th Street phase 3 master plan
					\$35,000	6th Street private property parklets
TOTAL PROJECTS		\$4,925	\$0	\$0	\$785,000	
TOTAL 000 -		\$4,925	\$0	\$0	\$785,000	
86 DOWNTOWN DEVELOPMENT AUTHORITY - 180 DOWNTOWN DEVELOPMENT AUTHORITY						
86180-51610	SUPPLIES	\$0	\$0	\$4,650	\$4,650	
86180-51710	PROFESSIONAL SERVICES	\$124,690	\$104,430	\$452,660	\$140,000	Executive Director, Legal, Minutes, Website
86180-52310	MISC. TRAVEL	\$0	\$0	\$5,000	\$8,000	Board meeting food, conferences, etc.
86180-52510	GRANTS	\$156,000	\$10,000	\$150,000	\$150,000	Façade grants
86180-52750	TREASURER'S FEES	\$929	\$1,089	\$1,200	\$1,200	
86180-52810	OTHER OPERATING EXPENSE	\$2,000	\$3,000	\$100,000	\$75,000	Economic development
					\$50,000	DDA contingency
TOTAL OTHER OPERATING EXPENSE		\$2,000	\$3,000	\$100,000	\$125,000	
86180-53520	LIABILITY AND CASUALTY INSURA	\$813	\$1,030	\$1,350	\$1,458	
86180-53940	INTEREST - OTHER DEBT	\$8,617	\$6,601	\$87,500	\$40,410	
86180-54310	INTERFUND COST OF SERVICE	\$21,709	\$22,143	\$22,586	\$23,038	
86180-55920	TRANSFER TO A&I	\$100,000	\$0	\$100,000	\$350,000	Contribution to 6th Street construction
					\$100,000	Contribution to downtown maintenance
TOTAL TRANSFER TO A&I		\$100,000	\$0	\$100,000	\$450,000	
TOTAL 180 - DOWNTOWN DEVELOPMENT AUTHORITY		\$414,759	\$148,293	\$924,946	\$943,756	
		\$463,694	\$202,853	\$924,946	\$1,728,756	



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Davis Drive Outreach

Action Requested: NA

Department: City Administration

Presented By: Bryana Starbuck

Strategic Goals: Ensure Public Safety

Background Info: Update on Davis Drive parking

Due to the significant concern over fire safety and emergency response, the city is re-striping and re-signing the on-street parking along Davis Drive to be compliant with the original development plan for this subdivision and to meet minimum fire lane widths.

This action is being taken in the interest of neighborhood safety. First responders like Fire and Police need to be able to access the neighborhood quickly and safely in cases of emergency. As is, current on-street parking severely prevents proper access for emergency vehicles and the roadway cannot be properly maintained (snow plowing, crack sealing, fire hydrant access).

This year, staff conducted a dual-language virtual neighborhood meeting, letters, door-to-door flyers, and other outreach to the neighborhood to explain the importance of sufficient emergency access, the on-street parking options on Davis and in the surrounding areas, and the consequences for violations. A map has been distributed to residents and shared online that illustrates where people may park on Davis Drive and in the surrounding neighborhood along Overlin Drive.

Next steps for this process include striping parking lines, an additional round of notices to residents, then enforcement.

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: NA



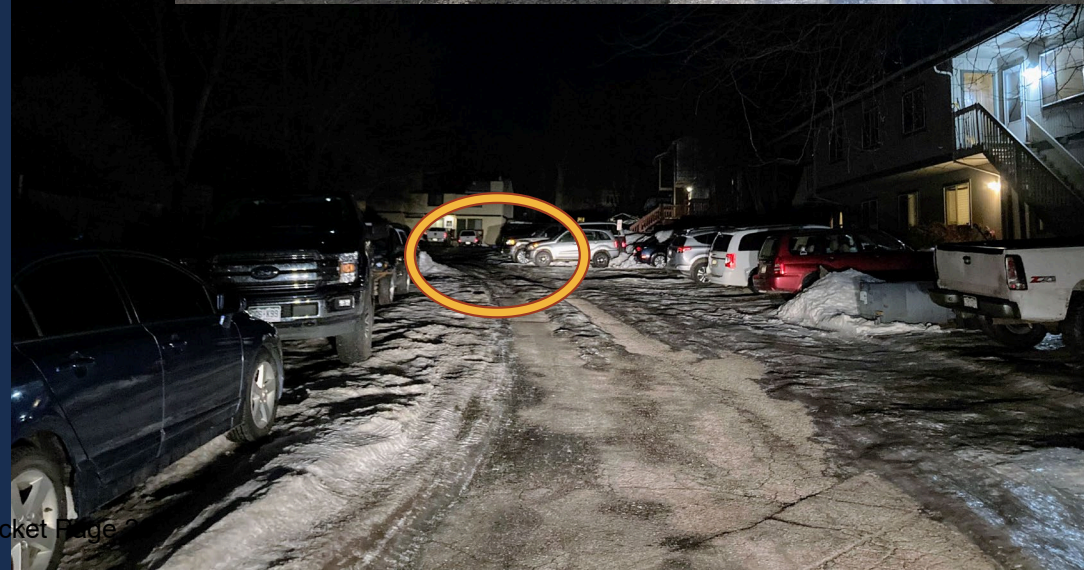
Davis Drive Parking Outreach

Estacionamiento en la calle Davis Drive

City Council Work Session

September 1, 2022 | 1 de septiembre de 2022







Neighborhood Outreach (in English and Spanish)

- 2020 – Door flyers, Neighborhood meeting
- January – Website landing page
- January – Door and car flyers invite to virtual meeting
- January – Virtual neighborhood meeting
- March – Letter to Mountain View Subdivision
- April - Mailer to Property Owners in wider Cowdin/Overlin neighborhood
- April - Certified mail parking notice to property owners and residents on Davis Drive
- Ongoing – Individual calls and emails with residents and property owners

Questions?
¿Preguntas?

www.cogs.us/Davis





City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Executive Session on City Manager Search

Action Requested: NA

Department: Attorney

Presented By: Karl Hanlon

Strategic Goals:

- Provide Efficient and Responsive City Government
- Preserve and Improve Infrastructure
- Protect and Preserve our Quality of Life
- Generate Sustainable Economic Development
- Ensure Public Safety

Background Info: Council will further review finalist information and prepare for interviews.

Issues: NA

Fiscal Impact: NA

Legal Review: NA

Staff Recommendation: NA



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Proclamation on Constitution Week

Action Requested: Proclamation on Constitution Week

Department: City Administration

Presented By:

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: This celebration of the Constitution was started by the Daughters of the American Revolution (DAR). In 1955, DAR petitioned Congress to set aside September 17-23 annually to be dedicated for the observance of Constitution Week. The resolution was later adopted by the U.S. Congress and signed into public law on August 2, 1956, by President Dwight D. Eisenhower.

Issues: None.

Fiscal Impact: None.

Legal Review: None.

Staff Recommendation: N/A

PROCLAMATION

Constitution Week

September 17-23, 2022

WHEREAS, It is the privilege and duty of the American people to commemorate the two hundred and thirty-fifth anniversary of the drafting of the Constitution of the United States of America with appropriate ceremonies and activities; and

WHEREAS, Public Law 915 guarantees the issuing of the proclamation each year by the President of the United States of America, designating September 17 through 23 as Constitution Week,

NOW, THEREFORE, I, Jonathan Godes, Mayor of the City of Glenwood Springs, Colorado, do hereby proclaim **September 17-23, 2022**, as **CONSTITUTION WEEK** in the City of Glenwood Springs, and urge all citizens to study the Constitution and reflect on the privilege of being an American with all the rights and responsibilities which that privilege involves.



Given under my hand and the official seal of the City of Glenwood Springs, in the State of Colorado, this 1st day of September, 2022.

Jonathan Godes, Mayor



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: August 18, 2022 Council Minutes

Action Requested: August 18, 2022 City Council Minutes

Department: City Clerk

Presented By: Ryan Muse

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: NA

Issues: NA

Fiscal Impact: None

Legal Review: NA

Staff Recommendation: NA



MINUTES
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
AUGUST 18, 2022
6:15 PM

Note: Official meeting minutes are located on the City website via YouTube video at the following link: <https://www.youtube.com/user/GlenwoodSprings1885/videos>. The times in agenda items indicate approximately where the item can be found on the YouTube video timeline.

REGULAR SESSION

Item 3. :00 Roll Call

Present: Mayor Godes, Mayor Pro-Tem Willman, Councilor Dehm, Councilor Stepp, Councilor Kaup, Councilor Wussow, and Councilor Hershey. Also present were; Steve Boyd, Acting City Manager; Jenn Ooton, Asst. City Manager; Ryan Muse, City Clerk; Matt Langhorst, Director of Public Works; Yvette Gustad, Finance Director; Terri Partch, City Engineer; and Karl Hanlon, City Attorney.

Item 4. :00 Pledge of Allegiance

Mayor Godes led the Pledge of Allegiance.

Item 5. :00 Agenda Changes or Conflicts

Comments were made by Mayor Pro-Tem Willman.

Item 6. :00 Citizens Appearing Before Council

Citizen comments were made.

:03 Councilor Hershey moved, seconded by Councilor Kaup, to permit Mayor Pro-Tem Willman to appear virtually due to illness.

Motion passed unanimously.

Comments were made by City Attorney Karl Hanlon.

Item 7. :03 Consent Agenda

:03 Councilor Stepp moved, seconded by Councilor Kaup, to approve the Consent Agenda.

Motion passed unanimously.

Item 8. :04 Support for Grant Application for a Welcome Center at 8th and Grand by Colorado Mountain College

Mary Boyd, Chief Operating Officer, and Vice President of Finance for Colorado Mountain College presented.

Comments were made by Councilor Stepp, Councilor Wussow, Acting City Manager Steve Boyd, Councilor Dehm, Councilor Hershey, Councilor Kaup, Mayor Godes, and City Attorney Karl Hanlon.

:18 Councilor Hershey moved, seconded by Councilor Stepp, for Council to sign a letter of support for Colorado Mountain College for the new visitor center combination store on the corner of 8th and Grand.

Comments were made by Mayor Godes.

Motion passed unanimously.

Comments were made by Acting City Manager Steve Boyd.

Item 9. :20 Planning Item 22-22 Right-of-Way Encroachment License, 716 Cooper Avenue, Western Hotel

Trent Hyatt, Long Range Senior Planner, presented.

Comments were made by Councilor Hershey, Long Range Senior Planner Trent Hyatt, Councilor Dehm, Councilor Kaup, Councilor Stepp, Mayor Pro-Tem Willman, Councilor Wussow, Developer of the project Candace Whipple, City Attorney Karl Hanlon, and Mayor Godes.

:30 Mayor Godes opened the item for public comment.

Public comment was taken.

Comments were made by the Developer of the Project Candace Whipple, Councilor Wussow, and Long Range Senior Planner Trent Hyatt.

:32 Mayor Godes closed the item for public comment.

:32 Councilor Wussow moved, seconded by Councilor Hershey, to approve Planning Item 22-22 Right-of-Way Encroachment License, 716 Cooper Avenue, Western Hotel, and give the right-of-way encroachment license to the applicant.

Comments were made by Councilor Dehm.

Ayes: Willman, Wussow, Kaup, Dehm, Stepp, Hershey

Nays: Godes

Motion passed 6-1.

Item 10. :33 2022-10; Raise Campaign Issue Spending

Karl Hanlon, City Attorney presented.

Comments were made by Councilor Stepp, City Attorney Karl Hanlon, Councilor Hershey, and Councilor Wussow.

:37 Mayor Godes opened the item for public comment.

There was no public comment.

:37 Mayor Godes closed the item for public comment.

Comments were made by Councilor Hershey, Councilor Kaup, Councilor Wussow, Mayor Pro-Tem Willman, and Mayor Godes.

:43 Mayor Pro-Tem Willman moved, seconded by Councilor Wussow, to increase the spending limits for issues, not candidates, to \$2000.

Ayes: Wussow, Willman

Nays: Stepp, Hershey, Dehm, Godes, Kaup

Motion Fails 5-2.

Item 11. :45 Ordinance 2022-20; Amending Title 070 Regarding Standards for Extended-Stay Hotels

Jenn Ooton, Assistant City Manager presented.

Comments were made by Councilor Stepp, Assistant City Manager Jenn Ooton, City Attorney Karl Hanlon, Councilor Dehm, Mayor Pro-Tem Willman, and Councilor Kaup.

:58 Mayor Godes opened the item for public comment.

There was no public comment.

:58 Mayor Godes closed the item for public comment.

Comments were made by Councilor Wussow, Councilor Dehm, Councilor Kaup, Mayor Pro-Tem Willman, and Assistant City Manager Jenn Ooton.

1:05 Councilor Kaup moved, seconded by Councilor Stepp, to adopt Ordinance 2022-20 with the change that we strike from the extended stay hotel kitchen standards the part of the sentence that says, "or a convection oven" and leave in everything else as proposed.

Comments were made by Councilor Dehm and Mayor Godes.

Ayes: Stepp, Dehm, Willman, Godes, Kaup

Nays: Hershey, Wussow

Motion Passes 5-2.

Item 12. 1:07 Ordinance 2022-21; Citizen Comment Requirements

Karl Hanlon, City Attorney presented.

Comments were made by Mayor Pro-Tem Willman, City Attorney Karl Hanlon, Mayor Godes, Councilor Wussow, and Councilor Stepp.

1:12 Mayor Godes opened the item for public comment.

Public comment was taken.

1:13 Mayor Godes closed the item for public comment.

Comments were made by Councilor Hershey and City Attorney Karl Hanlon.

1:16 Mayor Pro-Tem Willman moved, seconded by Councilor Kaup, to adopt Ordinance 2022-21 adopting Exhibit A with the following amendments: Starting on the second line it should read "shall limit his or her statements to no more than 3 minutes. The allocated period of 3 minutes may be increased by the presiding officer provided below- A period in excess of 3 minutes is requested and express permission must first be obtained from the presiding officer.

Comments were made by Councilor Dehm and Mayor Godes.

Ayes: Hershey, Kaup, Dehm, Willman, Godes,

Nays: Wussow, Stepp

Motion Passes 5-2.

Item 13. 1:17 Subsurface Utility Engineering Study Split for the Downtown Alleys

Terri Partch, City Engineer and Jillian Sutherland, Executive Director of the Downtown Development Authority presented.

Comments were made by Councilor Wussow, Executive Director of the Downtown Development Authority Jillian Sutherland, Councilor Hershey, Mayor Pro-Tem Willman, City Engineer Terri Partch, Councilor Dehm, and Acting City Manager Steve Boyd.

1:24 Councilor Dehm moved, seconded by Councilor Kaup, to approve a 50% split share of the cost up to \$62,000.

Ayes: Godes, Dehm, Kaup, Wussow, Stepp, Willman

Nays: Hershey

Motion Passes 6-1.

Comments were made by Mayor Godes.

Item 14. 1:26 Adoption of Small and Large Transportation Plan – Transportation Commission Priorities

Terri Partch, City Engineer presented.

Comments were made by Councilor Stepp, City Engineer Terri Partch, Councilor Hershey, Councilor Dehm, Mayor Godes, and Councilor Wussow.

1:38 Councilor Dehm moved, seconded by Councilor Hershey, to adopt the Small and Large Transportation Plan and the Transportation Commission priorities.

Motion passed unanimously.

Mayor Pro-Tem Willman left the meeting.

Item 15. 1:39 Council Comments

Comments were made by Councilor Kaup and Mayor Godes.

Councilor Kaup requested that Sopris View be added to the agenda for the first meeting in September. Councilor Stepp seconded the request.

Comments were made by Councilor Wussow.

Item 16. 1:42 Report from City Administration

City Manager

Comments were made by Acting City Manager Steve Boyd.

City Attorney

Comments were made by City Attorney Karl Hanlon.

Correspondence Incoming/Outgoing

There were none.

Item 17. 1:44 Adjournment

1:44 Councilor Dehm motioned, seconded by Councilor Stepp, to adjourn.

Motion passed unanimously.



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item:	Resolution 2022-33; Support for the 2022 Safe Streets and Roads for All Grant Program - Request to dedicate matching funds in the 2023 budget
Action Requested:	Approval of Resolution 2022-33
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Ensure Public Safety
Background Info:	In July, staff brought Council information about our work with FHWA in identifying and mapping crash data across the City. In addition, we discussed a potential Federal grant opportunity, Safe Streets and Roads for All (SS4A). This grant, if awarded, would allow us to further evaluate the crash data and develop a suite of projects, operational changes and public education campaigns to reduce the accident rates across the city, as well as reduce speeds along Grand Avenue.

Approval of the Resolution for the grant would indicate the Council's support for the project, and allocate up to \$120,000 in the city's General Fund engineering professional services or Acquisition and Improvements Fund (A&I Fund) in 2023 for the project, if awarded.

Additional background data on the FHWA accident rate analysis and potential safety projects is below:

The City began working with the Federal Highway Administration (FHWA) and Garfield County in 2018 to evaluate road safety issues across the county. CDOT provided crash data from 2017-2021 on state, county and city roadways for Glenwood Springs as well as peer cities (Aspen, Breckenridge, Frisco, Rifle and Steamboat Springs). Additionally, crash reports were examined for all fatal and severe crashes as well as pedestrian and bicycle crashes.

Overall between 2017 and 2021 the city had four fatal crashes and twenty-two crashes with suspected serious injuries. Midland and Grand Avenue have the majority of the total and severe injury crashes. Intersection and pedestrian crashes are also over represented compared to peer cities and state data in these areas. Significant statistics indicating areas where changes or improvements could be made include:

- 10.6% of crashes in Glenwood Springs involved a pedestrian. This number is higher than the percentage overall statewide (4.0%) and higher than our peer cities (8.3%)
- 7.5% of the crashes in Glenwood Springs involved a bicyclist. This is higher than the statewide average of 3.0% and the peer city rate of 5.4%
- Rear end crashes in Glenwood Springs were 40.7% of the overall crashes compared to the statewide average of 29.9% and the peer city average of 37.0%.
- 65.3% of the crashes in Glenwood Springs occurred when the speed limit was 25 miles per hour compared to the statewide average of 6.7% and 36.4 % in peer cities.
- The percentage of fatal collisions and severe injury collisions in Glenwood Springs is 2.0% compared to a statewide average of 1.8% and a peer city average of 0.9%.

Analysis was also performed for crashes during I-70 closure events. Rear end collisions, pedestrian, driveway/intersection and careless driving all increased significantly during major closure events.

In May, the Federal government announced one billion in funding to address state and local safety issues. The grant is called the Safe Streets and Roads for All Discretionary Grant Program. Here is a program link : [Safe Streets and Roads for All](#) The program requires strong safety data to support a project, regional partnerships and addressing safety issues comprehensively in a community.

These are some ideas for improving safety on SH 82/Grand, SH 6&24 between Laurel and Devereux and the intersection of West Wulfsohn and Midland:

- Evaluate the implementation of the Access Control Plan and place landscaped medians from 8th to some southern boundary (14th, 27th, city limits). The City receives a lot of complaints about speeding in the corridor. The hope for the landscaped medians would be to reduce speed through restricting the roadway section and improve safety by eliminating the cross traffic turning movements. In addition, pedestrian refuges could be created in the medians at the high pedestrian volume crossings.
- Evaluate the idea of eliminating two signals in the downtown core. The city's goal for eliminating the signals would be to allow additional signal timing both for pedestrians and vehicles at the two remaining signals. The goal for removing signals would be to smooth traffic flow and reduce rear end crashes.
- Evaluate placing an underpass or overpass of SH 82 somewhere between 9th Street and 12th Street to serve the kids crossing SH 82 to Glenwood Springs Elementary School. The school's designated safe route to school is at 10th Street, however we would like to poll parents to determine the most used crossing location. This project would likely be eligible for additional funding through the Safe Routes to Schools grant program.
- Evaluate the use of the parking along Grand between 8th and 14th. The business community values this area highly as parking. Alternative uses could include widened sidewalks for pedestrians and merchants and use as a bus lane for RFTA as evaluated in the recent MOVE Study.
- Evaluate the idea of implementing the 6th Street Master Plan on the 6th street corridor from Laurel to Devereux. The 6th Street Master Plan recommends reducing the overall width of the drive lanes, adding widened sidewalks and landscaped medians. We anticipate that reducing the driver's comfort in this way would reduce overall vehicular speeds and improve pedestrian safety by channelizing pedestrians to dedicated crossings, and making it difficult for them to cross in other areas.
- Evaluating the safety of the intersection of West Wulfsohn and Midland. This intersection was one of the locations of a pedestrian fatality. It also has high transit use.

Issues: None at this time.

Fiscal Impact: \$120,000 in the 2023 General Fund Engineering Professional Services budget or the A&I budget.

Legal Review: NA

Staff Recommendation: Approve Resolution # 2022-33

RESOLUTION 2022-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AUTHORIZING AND SUPPORTING THE APPLICATION FOR A U.S. DEPARTMENT OF TRANSPORTATION SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM.

WHEREAS, the City of Glenwood Springs is an eligible applicant for a grant awarded by the U.S. Department of Transportation (“DOT”); and

WHEREAS, the City of Glenwood Springs is submitting a grant application to DOT for \$600,000 in funding, to support additional safety data analysis and preliminary planning and design of projects, operational changes and public campaigns to improve pedestrian, transit rider and driver safety within Glenwood Springs, and

WHEREAS, the City Council of the City of Glenwood Springs supports the completion of the project if a grant is awarded by DOT.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, RESOLVES THAT:

Section 1. The above recitals are hereby incorporated as findings by the City Council of the City of Glenwood Springs.

Section 2. The City Council of the City of Glenwood Springs strongly supports the proposal to the Safe Streets and Roads for All grant program and will appropriate \$120,000 as matching funds for the \$600,000 grant.

Section 3. The City Council of the City of Glenwood Springs will authorize the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with DOT.

Section 4. If the grant is awarded, the City Council of the City of Glenwood Springs hereby authorizes the Mayor or Mayor Pro-Tem to sign the grant agreement with DOT.

INTRODUCED, READ, AND PASSED THIS 1ST DAY OF SEPTEMBER 2022

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item:	Ordinance 2022-20; Amending Title 070 regarding standards for extended-stay hotels; Second Reading
Action Requested:	Approval of Ordinance 2022-20 regarding standards for extended-stay hotels related to kitchenettes and parking management
Department:	City Administration
Presented By:	Jenn Ooton
Strategic Goals:	Protect and Preserve our Quality of Life Generate Sustainable Economic Development
Background Info:	City Council on July 21, 2022, approved on second reading an ordinance regarding hotel conversions. During the meeting, City Council asked for greater detail on two standards for extended-stay hotels related to kitchenettes and also a parking management plan. This ordinance provides additional requirements for both.

The recent adoption of Ordinance 18 set forth some criteria for kitchenettes:

- Inclusion of a cooking appliance that is a built-in cook-top or stove unit with a hood.
- Hot plates, griddles, microwaves or similar devices shall not be considered cooking appliances for the purpose of this section.
- Two sinks must be located within the unit. One for use with the kitchenette, and one for use with the lavatory.

This ordinance would add:

- A convection oven to the allowable built-in cooking devices. These would not need to have a hood.
- Storage cabinets
- A refrigerator with a minimum of 10Cu.ft capacity, and
- A food preparation area of not less than 4 square feet.

The developer of an extended-stay hotel would also be required to provide a parking management plan that addresses parking permits, the number of vehicles allowed per lease, and mitigation plans for impacts to surrounding properties. The management plan shall be approved by the Community Development Director.

Review Criteria

A Code amendment is a legislative decision by the City Council. Prior to recommending approval of a proposed Code amendment, the Planning Commission and City Council shall consider whether and to what extent the proposed amendment:

- i. Is consistent with the Comprehensive Plan and other City policies;
- ii. Does not conflict with other provisions of this Code or other provisions in the Glenwood Springs Municipal Code;
- iii. necessary to address a demonstrated community need;
- iv. Is necessary to respond to substantial changes in conditions and/or policy; and
- v. Is consistent with the general purpose and intent of this Code.

Issues:	N/a
Fiscal Impact:	N/A
Legal Review:	The City Attorney's Office drafted the attached ordinance.
Staff Recommendation:	Approval of Ordinance 2022-20.

ORDINANCE NO. 20

Series of 2022

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING TITLE 070 OF THE GLENWOOD SPRINGS MUNICIPAL CODE, TO PROVIDE FOR CONVERSIONS OF EXISTING MOTELS AND HOTELS INTO EXTENDED STAY HOTELS AND MULTIFAMILY RESIDENTIAL BUILDINGS.

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and

WHEREAS, City Council finds that there exists a housing crisis in the City and the surrounding region that can be addressed in part by providing for the conversion of existing motels and hotels into extended-stay hotels and multifamily residential developments; and

WHEREAS, City Council finds that providing relief from some requirements of Title 070 will incentivize such conversions to occur; and

WHEREAS, on June 28, 2022, the City’s Planning and Zoning Commission conducted a public hearing to consider these proposed text amendments and recommended approval with amendments that are included herein; and

WHEREAS, on July 21, 2022, the City Council approved on second reading Ordinance 18, Series of 2022 to provide for conversions of existing motels and hotels into extended stay hotels and multifamily residential buildings.

WHEREAS, City Council finds that additional changes to the new Section 070.030.030 (e)(10) regarding kitchenettes and parking are needed; and

WHEREAS, City Council finds that these amendments are consistent with the Comprehensive Plan and other City policies, do not conflict with other provisions of the Code, are necessary to address a demonstrated community need, are necessary to respond to substantial changes in conditions and/or policy, and are consistent with the general purpose and intent of the Code; and

WHEREAS, City Council finds it is necessary and proper to amend Section 070.030.030(e)(10) of the Glenwood Springs Municipal Code as provided in this ordinance to provide for the conversion of existing motels and hotels into extended-stay hotels and multifamily residential buildings.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ORDAINS:

Section 1. The foregoing recitals are incorporated herein as if set forth in full.

Section 2. Section 070.030.030(e)(10) of the Glenwood Springs Municipal Code is hereby amended as provided for on the attached **Exhibit A** with double underline text added.

Section 3. The codifier is hereby authorized to renumber the Code in conformance with these amendments.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS 18TH DAY OF AUGUST 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
READING THIS __ DAY OF _____ 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

EXHIBIT A

The following section of the Municipal Code is amended as follows with double underlined text added and ~~strike through text deleted~~.

070.030.030 Use Specific Standards

...

(e) *Commercial Uses.*

...

(10) Extended Stay Hotels

a. Each extended stay hotel unit shall have in place an individual kitchenette and at minimum a ¾ bathroom. Kitchenettes shall include a cooking appliance that is a built-in cook-top or stove unit with a hood, storage cabinets, a refrigerator with a minimum of 10Cu.ft capacity, and a food preparation area of not less than 4 square feet. Hot plates, griddles, microwaves or similar devices shall not be considered cooking appliances for the purpose of this section. Two sinks must be located within the unit. One for use with the kitchenette, and one for use with the lavatory.

b. Extended stay hotels shall provide common laundry facilities consisting of washer and dryer machines made available to patrons for a fee. Laundry facilities shall be provided at a ratio of one washer and dryer for every 20 units.

c. An outdoor wall mounted sharp-cutoff luminaire shall be provided at each unit entrance with a manual lighting control switch at each entry door and other exterior lighting shall be in conformance with the International Building Codes.

d. All improvements required by this section shall be maintained and in good repair at all times.

e. No extended-stay rental agreement shall exceed 180 consecutive days. Notwithstanding the foregoing, the provisions of this subsection (e) shall not apply when the extended-stay rental agreement is with a governmental or quasi-governmental entity.

f. The developer of an extended-stay hotel must provide a parking management plan that addresses parking permits, the number of vehicles allowed per lease, and mitigation plans for impacts to surrounding properties. The management plan shall be approved by the Community Development Director. No recreational vehicle or trailer shall be stored or parked within the parking lot provided at the hotel.

g. Thirty-five percent of the development shall be deed restricted per 070.045.100(a). The average of all deed-restricted units in the development shall not exceed one hundred (100) percent of the maximum rents established according to the Colorado Housing and Finance Authority, Colorado County Income and Rent Table, as determined at the time each individual unit was leased. Maximum rent prices are updated annually.

EXHIBIT A

The following section of the Municipal Code is amended as follows with double underlined text added and ~~strike through text deleted~~.

070.030.030 Use Specific Standards

...

(e) *Commercial Uses.*

...

(10) Extended Stay Hotels

a. Each extended stay hotel unit shall have in place an individual kitchenette and at minimum a ¾ bathroom. Kitchenettes shall include a cooking appliance that is a built-in cook-top or stove unit with a hood ~~or a convection oven~~, storage cabinets, a refrigerator with a minimum of 10Cu.ft capacity, and a food preparation area of not less than 4 square feet. Hot plates, griddles, microwaves or similar devices shall not be considered cooking appliances for the purpose of this section. Two sinks must be located within the unit. One for use with the kitchenette, and one for use with the lavatory.

b. Extended stay hotels shall provide common laundry facilities consisting of washer and dryer machines made available to patrons for a fee. Laundry facilities shall be provided at a ratio of one washer and dryer for every 20 units.

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d. All improvements required by this section shall be maintained and in good repair at all times.

e. No extended-stay rental agreement shall exceed 180 consecutive days. Notwithstanding the foregoing, the provisions of this subsection (e) shall not apply when the extended-stay rental agreement is with a governmental or quasi-governmental entity.

f. The developer of an extended-stay hotel must provide a parking management plan that addresses parking permits, the number of vehicles allowed per lease, and mitigation plans for impacts to surrounding properties. The management plan shall be approved by the Community Development Director. No recreational vehicle or trailer shall be stored or parked within the parking lot provided at the hotel.

g. Thirty-five percent of the development shall be deed restricted per 070.045.100(a). The average of all deed-restricted units in the development shall not exceed one hundred (100) percent of the maximum rents established according to the Colorado Housing and Finance Authority, Colorado County Income and Rent Table, as determined at the time each individual unit was leased. Maximum rent prices are updated annually.



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Ordinance 2022-21; Citizen Comment Requirements; Second Reading

Action Requested: Approval

Department: City Administration

Presented By: Karl Hanlon

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: Council adopted Ordinance 2022-21 on first reading with the following amendments: in exhibit A, starting on the second line it should read "shall limit his or her statements to no more than 3 minutes. The allocated period of 3 minutes may be increased by the presiding officer provided below- A period in excess of 3 minutes is requested and express permission must first be obtained from the presiding officer."

Issues: None.

Fiscal Impact: None.

Legal Review: Presented by legal.

Staff Recommendation: Approval.

ORDINANCE NO. 21

Series of 2022

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO AMENDING SECTION 020.030.090(2)(c) OF THE GLENWOOD SPRINGS MUNICIPAL CODE.

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter; and

WHEREAS, pursuant to its home rule authority, the City, acting through its City Council (the “Council”), is authorized to adopt ordinances amending the Municipal Code; and

WHEREAS, Section 020.030.090 of the Glenwood Springs Municipal Code regulates the conduct of Meetings of the City Council; and

WHEREAS, the City Council finds and declares that the amendments to 020.030.090(2)(c) set forth in **Exhibit A**, attached hereto and incorporated herein by this reference, are in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AS FOLLOWS:

Section 1. The foregoing recitals are incorporated herein as if set forth in full.

Section 2. Section 020.030.090(2)(c) of the Glenwood Springs Municipal Code is hereby amended as set forth in **Exhibit A** attached hereto.

Section 3. Any ordinances or resolutions or parts thereof, which are in conflict with this ordinance, are hereby repealed to the extent of such conflict only.

Section 4. With the exception of the provisions of the Municipal Code of the City of Glenwood Springs which are modified as provided herein, all remaining provisions of the Municipal Code of the City of Glenwood Springs shall remain in full force and effect.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS 18TH DAY OF AUGUST 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
PUBLICATION THIS 1st DAY OF SEPTEMBER 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

EXHIBIT A

Additions shown in double underline; deletions shown in ~~striketrough~~.

020.030.090(2)

- (c) Each person addressing the council shall state his/her name and ~~address~~ whether they are a resident of Glenwood Springs and shall limit his/her statements to no more than three (3) five ~~(5)~~ minutes. The allotted period of three (3) ~~five (5)~~ minutes may be increased ~~shortened~~ by the presiding officer as provided below. If a period in excess of three (3) five (5) minutes is requested, express permission must be first obtained from the presiding officer.



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Fuel Station Easement

Action Requested: Approval of fuel system easement.

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Preserve and Improve Infrastructure

Background Info: City Council approved that the Airport could build a new fueling station with both Jet A and AVGAS tanks with the help of funding from CDOT on 2/3/2022. For this fueling station to work, the city needs to pull power from across the street on the East side of the airport and go West across Wayne Rudd's southern part of the property line to the new location where the fueling station pad will be. This easement will allow for the City to have a 10' construction easement to lay the conduit and then revert to a 5' easement once the construction is complete. This easement is for the sole purpose of supplying electricity to the fueling station. This easement would terminate if the Glenwood Springs Airport were ever to close or if the fueling station were to be relocated.

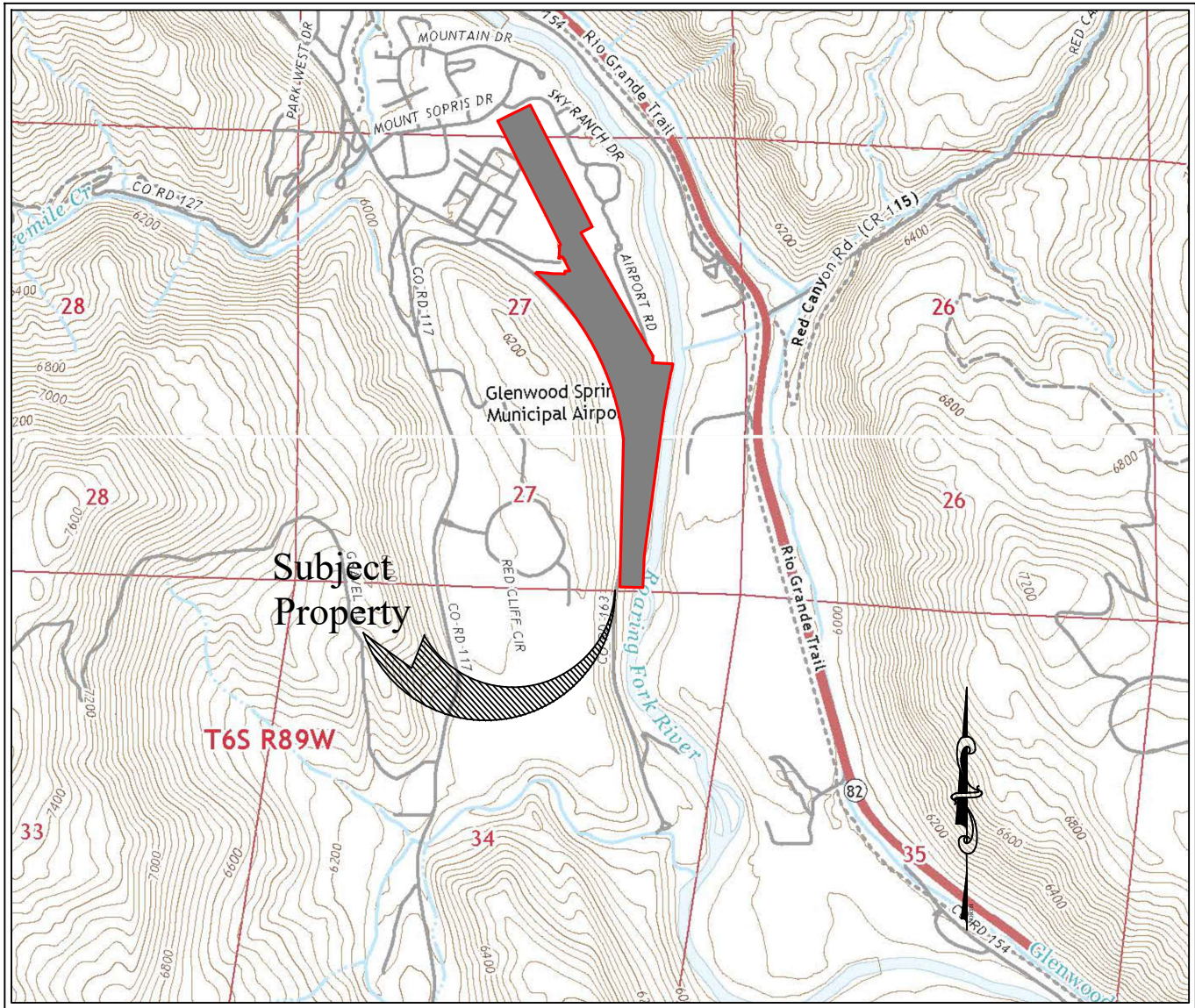
Issues: None

Fiscal Impact: None

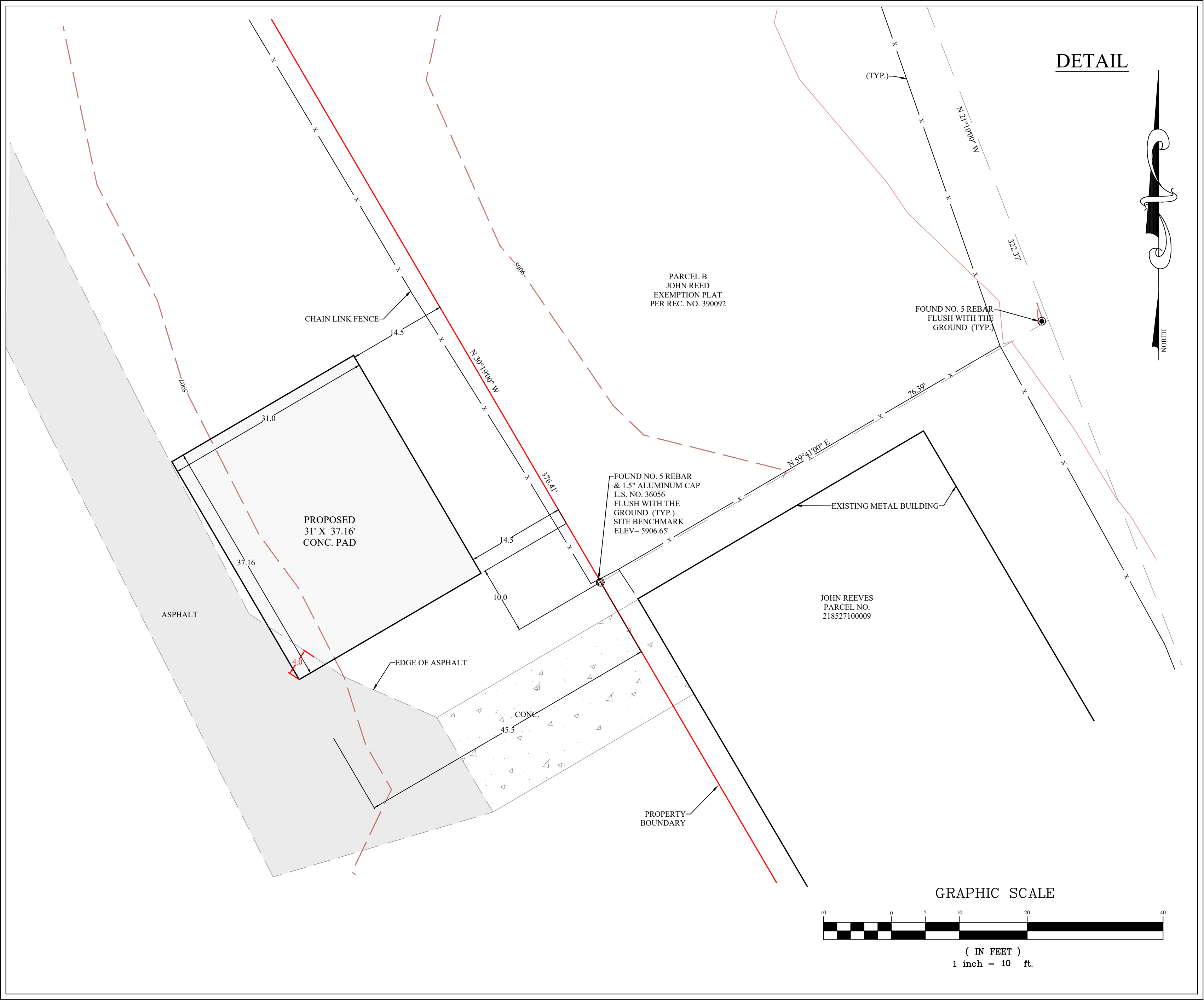
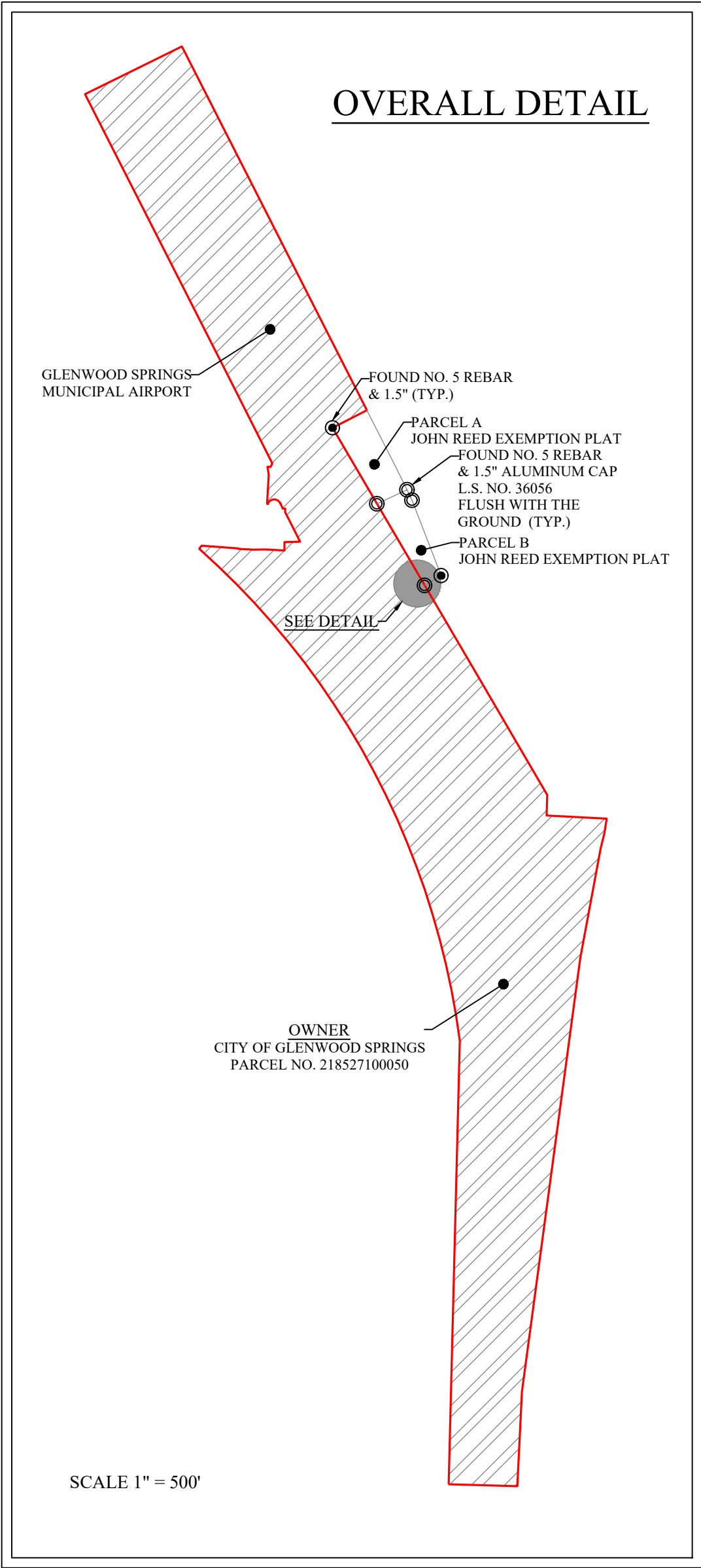
Legal Review: Legal drafted the easement.

Staff Recommendation: Approve the Airport Fuel Station Easement

SITE PLAN
GLENWOOD SPRINGS MUNICIPAL AIRPORT
COUNTY OF GARFIELD, STATE OF COLORADO



VICINITY MAP
SCALE 1" = 2,000'



PROPERTY DESCRIPTION

A PARCEL OF LAND SITUATED IN SECTIONS 22 & 27 TOWNSHIP 6
SOUTH RANGE 89 WEST 6TH PRINCIPAL MERIDIAN, CITY OF
GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

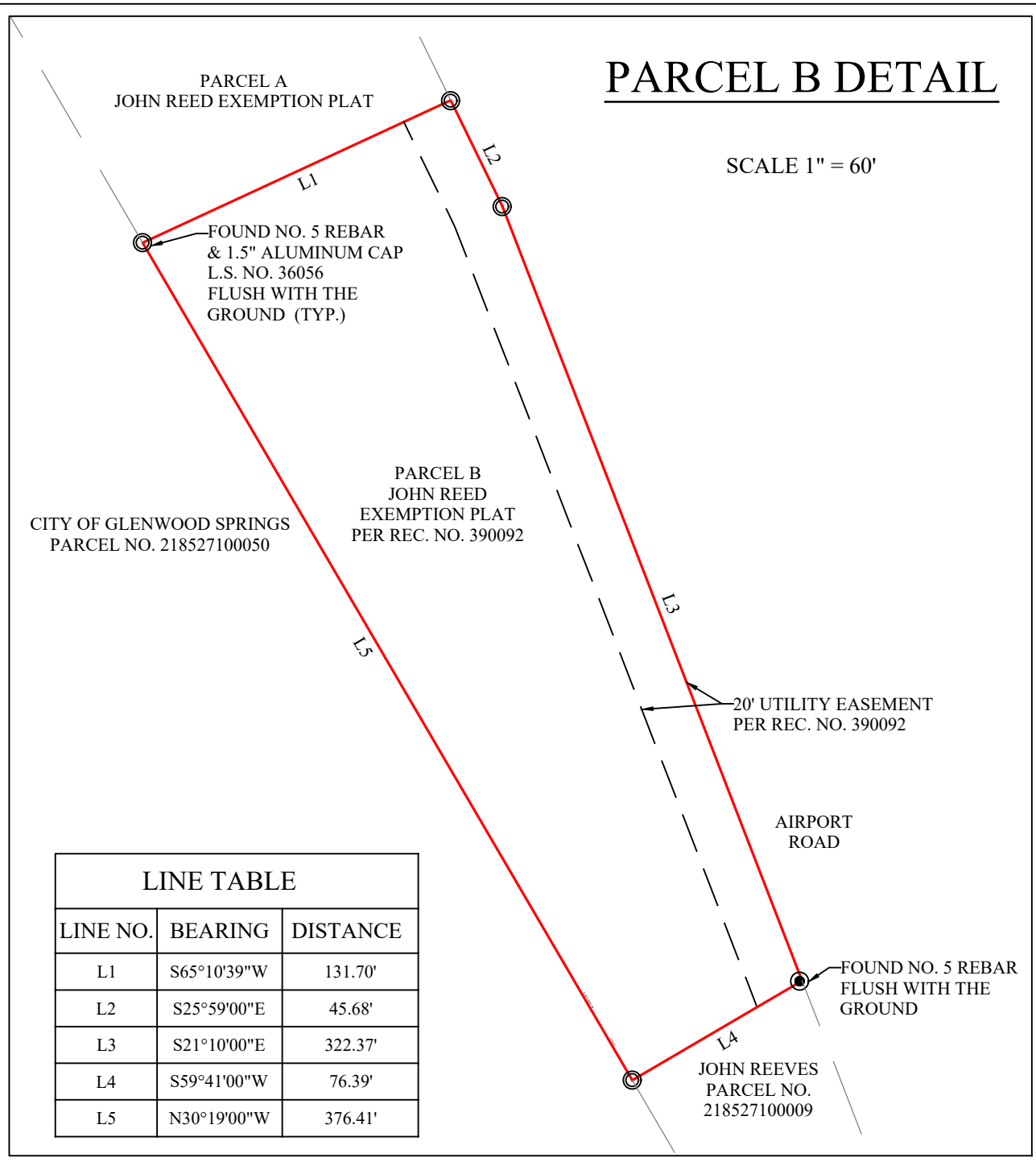
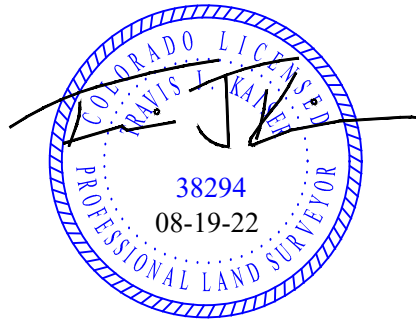
NOTES:

- 1) THIS PROPERTY IS SUBJECT TO RESERVATIONS, RESTRICTIONS, COVENANTS AND EASEMENTS OF RECORD, OR IN PLACE. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT THEREFORE, EXCEPTIONS TO TITLE THAT MAY AFFECT THE SUBJECT PROPERTY HAVE NOT BEEN RESEARCHED BY DRAKE CONSULTING, INC.
- 2) THE DATE OF THIS SURVEY WAS AUGUST 1, 2022.
- 3) BASIS OF BEARINGS FOR THIS SITE PLAN IS A BEARING OF S30°19'00"E BETWEEN THE NORTHEAST CORNER OF PARCEL B, A FOUND NO. 5 REBAR & 1.5" ALUMINUM CAP L.S. NO. 36056 AND THE SOUTHWEST CORNER OF SAID PARCEL, A FOUND NO. 5 REBAR & 1.5" ALUMINUM CAP L.S. NO. 36056. BEARINGS ARE BASED ON THE JOHN REED EXEMPTION PLAT RECORDED MARCH 3, 1988 AS REC. NO. 390092 IN THE GARFIELD COUNTY CLERK AND RECORDERS OFFICE.
- 4) UNITS OF MEASURE FOR ALL DIMENSIONS SHOWN HEREON IS U.S. SURVEY FEET.
- 5) THIS SITE PLAN IS BASED ON THE JOHN REED EXEMPTION PLAT RECORDED MARCH 3, 1988 AS REC. NO. 390092 IN THE GARFIELD COUNTY CLERK AND RECORDERS OFFICE. RECORDED IN THE GARFIELD COUNTY CLERK AND RECORDER'S OFFICE AND CORNERS FOUND IN PLACE.
- 6) ELEVATIONS ARE BASED ON A GPS OBSERVATION UTILIZING THE MESA COUNTY RTVRN (1988 DATUM) YIELDING AN ON-SITE ELEVATION OF 5906.65' ON A TBM AS SHOWN. CONTOUR INTERVAL EQUALS 1 FOOT.

SURVEYOR'S STATEMENT

I, TRAVIS J. KAISER, DO HEREBY STATE THAT THIS SITE PLAN WAS PREPARED BY DRAKE CONSULTING, INC. FOR CITY OF GLENWOOD SPRINGS THAT SAID SITE PLAN WAS PREPARED BY ME OR UNDER MY SUPERVISION AND RESPONSIBLE CHARGE AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

TRAVIS J. KAISER,
COLORADO P.L.S. NO. 38294
FOR, AND ON BEHALF OF DRAKE CONSULTING, INC.



NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

Drake Consulting, Inc.
Land Surveying
Phone 970-987-1389
Fax 970-360-1001
www.DrakeConsulting.CO

Drawn By:	TJK	NO.	1	Date	08/19/22	Revision	ADJUSTED PAD PLACEMENT	By	TJK
Checked By:	TJK								
Date:	AUGUST 16, 2022								
Computer File:	CAD/22/083.DWG								

CITY OF GLENWOOD SPRINGS
GLENWOOD SPRINGS MUNICIPAL AIRPORT
SITE PLAN

Project NO.
22083

1 of 1

ELECTRICAL UTILITY EASEMENT DEED

KNOW ALL MEN BY THESE PRESENTS, that the undersigned, **WAYNE G. RUDD** and **SUSAN J. RUDD**, having an address of 132 Park Avenue, Basalt, Colorado 81621, and **HECTOR BROWN**, having an address of 1172 County Road 116, Glenwood Springs, Colorado 81601 (hereinafter, collectively the "Grantor"), for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby grant, bargain, and convey to the **CITY OF GLENWOOD SPRINGS, COLORADO**, a Municipal Corporation, whose address is 101 West 8th Street, Glenwood Springs, Colorado, 81601 (hereinafter the "Grantee"), and its successors and assigns, a non-exclusive perpetual electrical utility easement upon the lands of Grantor situated in the County of Garfield, State of Colorado, legally described in **Exhibit A** hereto, within said easement area legally described and depicted in **Exhibit B** which is incorporated herein by this reference.

Grantee shall have the right to enter and use the lands described in **Exhibit B** to construct, install, reconstruct, replace, repair, access, monitor and maintain electrical facilities and equipment, including, but not limited to, electrical service lines, transformers, and other such equipment necessary to provide electrical service to the adjacent property legally described on **Exhibit C** attached hereto, and to connect to existing electrical facilities and equipment located within the said easement area, together with the right to remove any and all fences, trees, bushes, and vegetation within said easement when such is reasonably necessary for the exercise of the rights herein granted. For the period of initial construction, Grantee shall have the temporary right to enter and use the lands on two (2) feet, six (6) inches on either side of the easement area for the duration of the construction and an additional thirty (30) days to complete restoration. In the event that Grantee determines that it is necessary to reenter the easement area to maintain, repair, or replace the facilities located within the easement area, Grantee may request permission to use the temporary easement area, and Grantor may grant permission to use such area, such permission not being unreasonably withheld. After the exercise by Grantee of any of its rights hereunder, Grantee shall promptly restore the surface of the ground to its former condition as nearly as is practicable, at the sole expense of Grantee.

Neither the extent nor use of the easement granted herein shall be expanded or enlarged from its initial use without a specific written grant from Grantor or its successors or assigns for such expansion or enlargement.

Grantor agrees that all facilities installed by the Grantee within the easement granted herein shall remain the property of the Grantee and shall be removable at the option of the Grantee. In the event that the extent and use of the easement is abandoned or no longer used for the purpose described herein at any time hereafter for a period of five (5) years or more, or the Glenwood Springs Municipal Airport permanently ceases operations, the grant herein shall revert to the Grantor, its heirs, successors, and assigns.

Except for the rights and privileges granted to the Grantee by this deed, the Grantor reserves the full, complete, and uninterrupted right to use, possess, and occupy all portions of the property encumbered by the easement granted herein, so long as such use, possession and occupancy do not unreasonably interfere with the purposes for which the easements are hereby granted.

TO HAVE AND TO HOLD, said easement unto Grantee, its successors, and assigns, forever.

GRANTOR

SUSAN J. RUDD

STATE OF COLORADO)
) ss:
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 202_,
by _____.

Witness my hand and official seal.

Notary Public

My commission expires: _____

GRANTEE

CITY OF GLENWOOD SPRINGS

Jonathan Godes, Mayor

Ryan Muse, City Clerk

APPROVED AS TO FORM:

Karl J. Hanlon, City Attorney

EXHIBIT A

LEGAL DESCRIPTION – GRANTOR PROPERTY

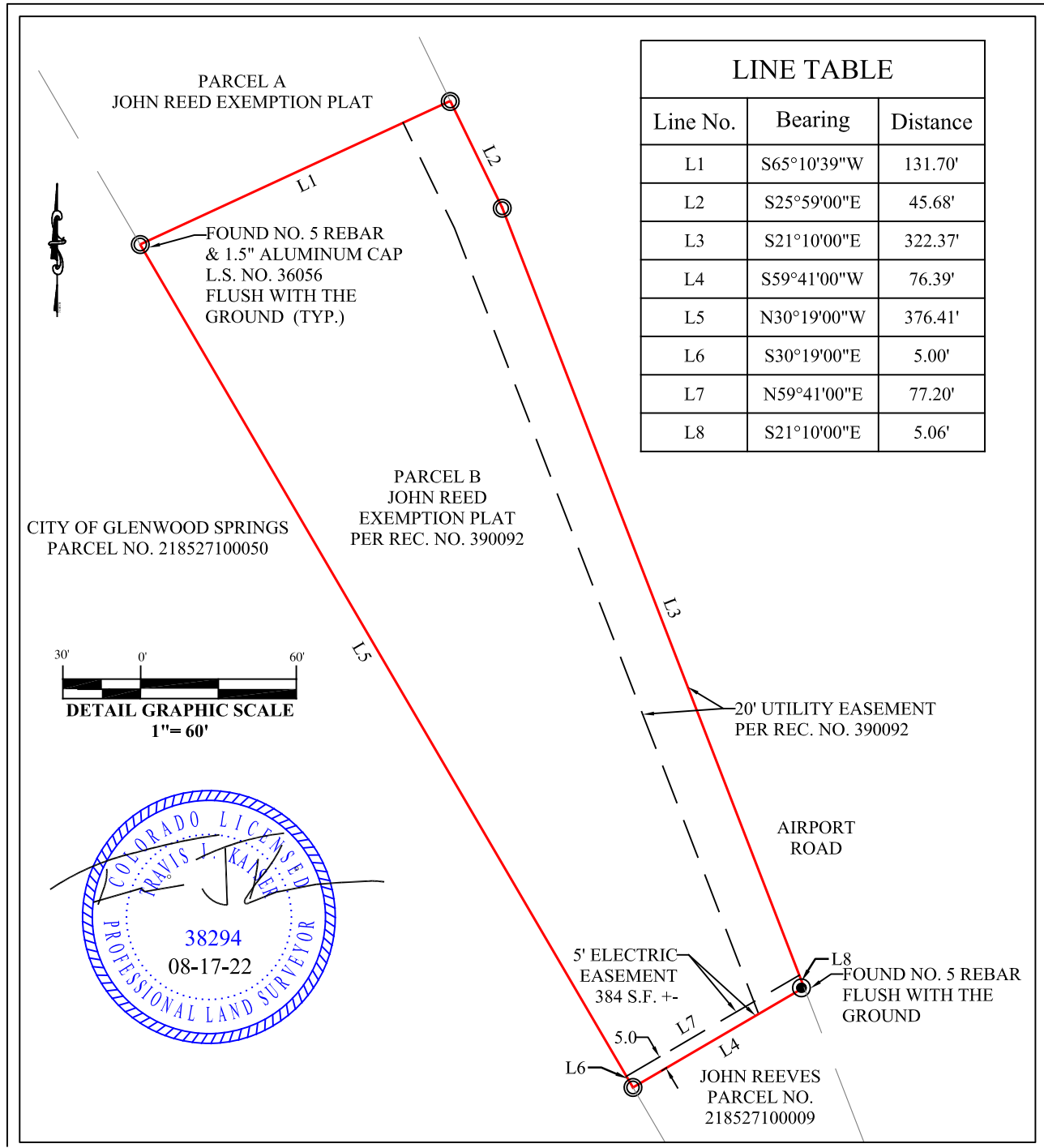
PARCEL B, JOHN REED EXEMPTION PLAT RECORDED MARCH 3, 1988 AS RECEPTION NO. 390092, COUNTY OF GARFIELD, STATE OF COLORADO, ALSO KNOWN AS 1162 COUNTY ROAD 116, GLENWOOD SPRINGS, CO 81601.

EXHIBIT B

LEGAL DESCRIPTION AND DEPICTION OF EASEMENT AREA

ELECTRIC EASEMENT EXHIBIT

PARCEL B
JOHN REED EXEMPTION PLAT



5' ELECTRIC EASEMENT DESCRIPTION

SITUATED IN PARCEL B, JOHN REED EXEMPTION PLAT RECORDED MARCH 3, 1988 AS RECEPTION NO. 390092, COUNTY OF GARFIELD, STATE OF COLORADO, ALSO KNOWN AS 1162 COUNTY ROAD 116, GLENWOOD SPRINGS, CO 81601;

COMMENCING AT THE SOUTHEAST CORNER OF PARCEL B, JOHN REED EXEMPTION PLAT RECORDED MARCH 3, 1988 AS RECEPTION NO. 390092, THE POINT OF BEGINNING; THENCE S59°41'00"W ALONG THE SOUTH LINE OF SAID PARCEL B A DISTANCE OF 76.39' TO THE SOUTHWEST CORNER OF SAID PARCEL B; THENCE N30°19'00"W ALONG THE WEST LINE OF SAID PARCEL B, A DISTANCE OF 5.00'; THENCE LEAVING SAID WEST LINE N59°41'00"E A DISTANCE OF 77.20' TO THE EAST LINE OF SAID PARCEL B; THENCE S21°10'00"E ALONG SAID EAST LINE OF SAID PARCEL B A DISTANCE OF 5.06' TO THE SOUTHEAST CORNER OF SAID PARCEL B, THE TERMINUS.

Drake Consulting, Inc.
Land Surveying
Phone 970-987-1389
Fax 970-360-1001
www.DrakeConsulting.CO

Drawn By:
TJK
Checked By:
TJK
Date:
AUGUST 17, 2022
Computer File:
CAD/22/083.DWG

NO.	Date	Revision	By

PARCEL B
JOHN REED EXEMPTION PLAT
EASEMENT EXHIBIT

Project NO.
22083

1 of 1

EXHIBIT C

LEGAL DESCRIPTION OF ADJACENT PROPERTY GLENWOOD SPRINGS MUNICIPAL AIRPORT

A tract of land situate in Sections 22 and 27, Township 6 South, Range 89 West of the 6th Principal Meridian being more particularly described as follows:

Beginning at a point whence the witness corner to the North 1/4 corner of said Section 27 bears S.21°50'52".W 134.17 feet; thence, N.63°47'58".E, 61.83 feet along the south line of Parcel 3, Second Amended Plat of Glenwood Limited Subdivision, City of Glenwood Springs, County of Garfield, State of Colorado, to the south and west line of Park East Subdivision of said City of Glenwood Springs; thence along said south and west boundary of Park East Subdivision the following 2 courses:

N.63°47'58".E, 368.17 feet;
S.26°55'02".E, 1624.90 feet;

thence S.62°58'58".W, 152.19 feet along the north line of a tract of land described in that document recorded as Reception no. 249318 of the records of the Clerk and Recorder of Garfield County, Colorado; thence leaving the north line of said tract of land S.30°19'00".E, along the west line of said tract of land 1261.14 feet; thence leaving the west line of said tract of land S.30°19'00".E, along the west line of a tract of land described in that document recorded as Reception no. 185182 of the records of the Clerk and Recorder of Garfield County, Colorado 43.67 feet; thence leaving the west line of said tract of land S.19°22'43".E, 450.66 feet; thence S.87°13'18".E, 50.41 feet; thence S.87°00'00".E, a distance of 239.29 feet to a point on the centerline of the Roaring Fork River;

thence along the center of the Roaring Fork River the following six (6) courses:

S.08°39'35".W, 59.07 feet;
S.14°00'00".W, 294.21 feet;
S.07°56'00".W, 1,269.47 feet;
S.04°23'44".W, 515.52 feet;
S.09°46'19".W, 306.38 feet;
S.00°30'15".W, 226.34 feet to the south line of said Section 27;

thence, N.88°22'07".W 278.44 feet along said south line to the E1/16 corner between Section 27 and 34; thence, N.01°28'11".E, 1751.84 feet along the west line of the E1/2 of the SE 1/4 of said Section 27 to a point being 50 feet easterly of the center of the Midland Railroad; thence 2246.84 feet along a non-tangent curve to the left having a radius of 3175.36 feet and a central angle of 40°32'30" with a chord bearing of N.27°49'16".W and a chord distance of 2200.26 feet along a line 50 feet easterly of the center of the Midland Railroad; thence, N.34°40'24".E, 53.52 feet along the easterly line of a tract of land described in Book 719 at Page 736 of said Garfield County records to the south line of a Rep/at of a portion of the Town site of Cardiff, County of Garfield, State of Colorado; thence along the boundary of said Replat of a portion of the Townsite of Cardiff the following courses seventeen (17):

S.86°48'33".E, 145.14 feet;
S.02°32'15".W, 1.61 feet;
S.87°51'18".E, 61.61 feet;
N.88°13'34".E, 48.65 feet;
S.88°44'32".E, 14.89 feet;
S.87°38'18".E, 59.90 feet;
N.00°08'42".E, 32.77 feet;
N.86°48'25".E, 62.16 feet;
N.27°42'36".W, 132.45 feet;
N.00°08'42".E, 12.97 feet;
N.89°51'18".W, 9.51 feet;
N.26°11'18".W, 22.70 feet;
63.28 feet along a tangent curve to the left having a radius of 27.34 feet and a central angle of 132°36'29" with a chord bearing of S.87°30'27".W and a chord distance of 50.07 feet;
N.87°16'18".W, 2.92 feet;
N.02°09'14".E, 115.93 feet;
N.10°02'27".W, 31.46 feet;
N.89°51'18".W, 16.64 feet;

thence leaving said boundary of a Replat of a portion of the Townsite of Cardiff on a course bearing N.26°44'02".W, 381.09 feet along the west line of a tract of land described in Book 347 at Page 98 of said Garfield County records; thence, N.26°54'02".W 1267.29 feet along the west line of said tract of land described in Book 347 at Page 98; to the point of beginning.

Containing 2,609,460 sq. ft. or 61,735 acres more or less

Glenwood Springs – Main Office

201 14th Street, Suite 200
P. O. Drawer 2030
Glenwood Springs, CO 81602

Aspen

323 W. Main Street
Suite 301
Aspen, CO 81611

Montrose

1544 Oxbow Drive
Suite 224
Montrose, CO 81402

Office: 970.945.2261

Fax: 970.945.7336

**Direct Mail to Glenwood Springs*

DATE: August 25, 2022
TO: Glenwood Springs Mayor and City Council
FROM: Karp Neu Hanlon, P.C.
RE: Electrical Easement for Airport Fueling Station

Under this memo is an easement the City is wishing to acquire from Rudd Aviation's property adjacent to the Municipal Airport to install an electric service line to the new fueling station. This is on the City's standard form electrical easement. We are working through a couple of title issues, relating to the grantors, but wish to move forward with approving the form of the easement at this time to ensure timely completion of the project. The Fire Marshall has reviewed approved the easement and proposed site configuration of the new fueling station.



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item:	Award Request for Proposal 2022-26P; Traffic Counting
Action Requested:	Award of the Traffic Counting Project
Department:	Engineering
Presented By:	Terri Partch
Strategic Goals:	Provide Efficient and Responsive City Government
Background Info:	The city received three proposals for city wide traffic counts. Regular traffic counts should be done across the city to assess roadway speeds, volume and determine the need for roadway or intersection capital and safety improvements. Staff reviewed the three proposals and chose Idax Data Solutions over the other proposals for the following reasons: • Local experience both in town and in Vail • Site GIS mapping for inclusion of traffic data in our city mapping • Best quality control reprocess for the data • Best response the the requested scope
Issues:	None at this time. The study was budgeted in the General Fund under Engineering Professional Services in 2022.
Fiscal Impact:	Staff reviewed the three proposals. We recommend proceeding with an award to Idax Data Solutions in the amount of \$26,740. Twenty thousand was originally budgeted in the 2022 Engineering Professional Services for this work. Other studies have yet to be awarded. The additional \$6,740 can be absorbed within the department budget.
Legal Review:	NA
Staff Recommendation:	Proceed with award to Idax Data Solutions in the amount of \$26,740.

Ryan Muse
City of Glenwood Springs
101 West 8th St.
Glenwood Springs, CO 81601
ryan.muse@cogs.us

Glenwood Springs Citywide Traffic Counting Project

Dear Ryan,

IDAX understands the importance of quality data and the effect that it has in shaping the communities around us. Since 2013, IDAX has built a reputation for providing superior customer service, data transparency, and quick study turnarounds. We possess the resources and experience to collect the various data collection services for the City of Glenwood Springs professionally and in a timely manner. Some of our qualifications include:

Data Collection Experience

IDAX has collected a wide range of traffic data including turning movements, pneumatic tube counts (volumes, speeds, classification, and gap), travel-time, origin-destination, ped/bike, parking, and curbside utilization data. With experienced managers, a proprietary project management web-based application, and a large technician team based in Denver, we are optimally suited to handle each of the tasks outlined in the scope.

Capacity & Turnaround

IDAX has the capability of deploying large scale studies. Company wide, we can have up to 100 TMCs and/or 200 tube counters running simultaneously. For this effort, we will dedicate a minimum of 20 tube boxes and 30 cameras a week and will utilize more when available. Two teams will be dedicated to this effort for safety and efficiency.

Familiarity with Glenwood Springs

IDAX has collected data for numerous projects in the city of Glenwood Springs. We have partnered extensively with McDowell Engineering and Kimley-Horn for traffic studies in the area. Our experience and familiarity gives us the understanding to work more efficiently throughout the City.

IDAX is excited for the opportunity to submit this proposal to the City of Glenwood Springs for the Citywide Traffic Data Collection project.

If you have any questions or need any additional information on our qualifications or pricing, please feel free to contact us at any time.

Sincerely,



TJ Wethington | Operations Manager

idax Data Solutions

tj.wethington@idaxdata.com

(303) 957-8207

www.idaxdata.com

Firm Profile

INTRODUCTION TO IDAX

IDAX is a data collection company led by a team of accomplished industry experts. We apply efficient, cost-conscious, and creative solutions to collect data that is utilized to help solve transportation challenges. IDAX uses the latest data acquisition technologies, and partners with technology leaders to acquire data and deliver it accurately, economically, and in customizable formats. We have worked on a variety of projects for both public agencies and private clients, and we know the importance of the timely delivery of data. Our experience, attention to detail, and ability to meet the customized needs of our clients separates us as a preferred data collection provider.

IDAX focuses on a four-step process to ensure the collection of accurate and verifiable data.

1. **Project Goals** - Having clear goals at the outset of any project ensures we gather the correct data, using the best means and technologies. IDAX works to establish the appropriate goals to ensure a successful project delivery by asking the right questions (collection requirements, factors that may affect data, and delivery needs) and utilizing knowledge from our experienced team on a wide variety of projects.
2. **Methodology** - Once project goals are clearly established, IDAX determines the best method of collecting your data. We have extensive experience in a wide variety of data collections methods including: pneumatic tubes, video, Bluetooth, database design and asset inventories, custom applications, and manual methods.
3. **Data Collection** - IDAX will deploy the necessary equipment and personnel so that your project goals are achieved on budget and on schedule. Our clients are always kept up-to-date as necessary on the progress of the project through daily documentation as well as weekly progress reports.
4. **Data Delivery** – At IDAX, we pride ourselves in providing our customers with customized reports that are specific to your needs and goals. We will work with the City to deliver your data in an accurate, easy-to-read format that fits your requirements.

PROJECT OBJECTIVE:

We understand that the objective of the Citywide Traffic Data Collection program is to support transportation decision making in the City of Glenwood Springs. The program would involve the systematic collection of traffic data through the utilization of automatic traffic recorders and traffic cameras located on roadways and intersections throughout the city. The traffic data collected through this program will help monitor changing traffic conditions on a regular basis and assist with identifying future transportation investments.



Turning Movement Counts (Including Pedestrians & Bicycles)

Our team has a vast amount of experience with industry-leading equipment and the proper ways to deploy it in order to accurately collect Turning Movement Counts. We only utilize the highest quality video collection units and the best reduction techniques and partners to accurately record and process the data. Our cameras lead the industry for outdoor video collection for a variety of reasons including:

- All weather-proof devices
- Long battery life (up to one week)
- Camera position (up to 21 feet, minimizes camera blockage)
- Video storage capacity
- Open format video recording for easy file transfer.

Cameras for Turning Movement Counts are deployed by field crew teams of 2 technicians, for safety and efficiency. The technicians are responsible for taking notes for each deployment to ensure proper collection and reduction later at the office. The technicians are also expected to note clearly at each site the date of the count, weather conditions, street names, and any observed traffic conditions that may impact the count whether at the time of deployment or breakdown.

Once the video is back at the office, IDAX determines the best method for reduction based on the type of data that is being requested as well as the estimated volumes of the intersections. Before counting, each video is reviewed to ensure that all movements are clearly visible, there is no glare, or the camera was not moved during the count. The video is stored for up to 3 months and can be made available to the City at no additional cost.

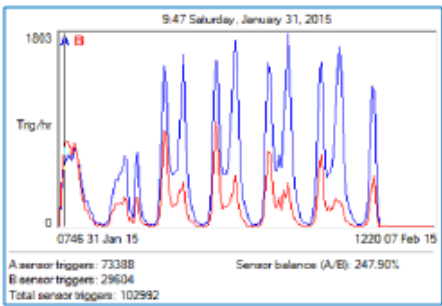
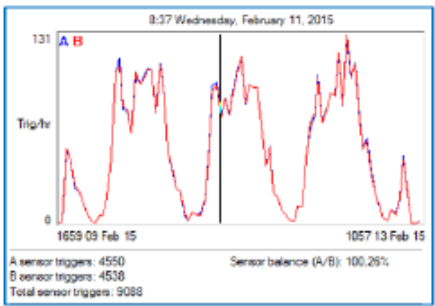
Pneumatic Tube Counts (Volume, Class, Speed)

IDAX uses Metrocount equipment and software. The Metrocount MC5600 Portable Tube Classifier (of which IDAX currently owns over 200 units) stores every axle hit and then uses MTExecutive software to provide outputs of speed, classification, volume, and gap data. This is an incredibly reliable counter in the field and we have yet to experience any data-loss as a result of a faulty box.

What separates Metrocount from the rest of the tube count vendors is the software. MT Executive is an incredibly robust software package that not only allows for a multitude of reporting formats, but several QA/QC assurances of the tube collection prior to any final reporting.

What separates IDAX from other vendors is that we ALWAYS use 2 tubes for volume counts. Where others will use one tube then a factor to estimate volumes, IDAX classifies the vehicles in order to give a true volume. Two-tube sets also allows for Metrocount's unique in-field QC system shown in the diagram below.

Our technicians are able to download data in the field (while not interrupting the study) to determine successful collection. An example of an acceptable collection can be seen below left where both sensors are receiving the same number of hits. This is compared with a failed collection (below right) where one sensor clearly had fewer hits than the other. This could be due to a faulty sensor or water in the tubes in the case of a low count, or a slightly offset tube for a potential over-count--any of which would not be easily caught with a 1-tube layout and could result in flawed data. IDAX proudly offers to share all raw-tube data that cannot be changed in any way to show the counts were successful.



Site Pictures for Speed Studies

IDAX realizes the importance of accurate placement of speed studies. Understanding exactly where the City would like to see the tubes is paramount, and in order to document proper placement IDAX always takes a picture of each site of exactly where the tubes were placed.



Team Overview

The IDAX team is comprised of highly qualified transportation professionals who will ensure that your experience is nothing less than excellent. We value the integrity of our work and hold ourselves accountable for providing high quality reporting. We pride ourselves on open, transparent, timely communication. Our team understands that data collection is an integral part of planning for the growth of our communities and we will work closely with the City of Glenwood Springs to build a comprehensive plan so that your team will get the data you need, on time, and within budget.

OUR COMMUNICATION METHODOLOGY

Customer Service, responsiveness, and professionalism are paramount in IDAX philosophy. Emails are responded to within an hour, phone calls are answered, and communication is clear and efficient. Our goal is to get the City what they need and make the experience as seamless as possible. By tuning into our proprietary application, Kapturrit (explained further on page 7), the City will have the ability to track our progress as we deploy and pick up locations, understanding exactly where our sets are at all times.

PROGRESS REPORTS

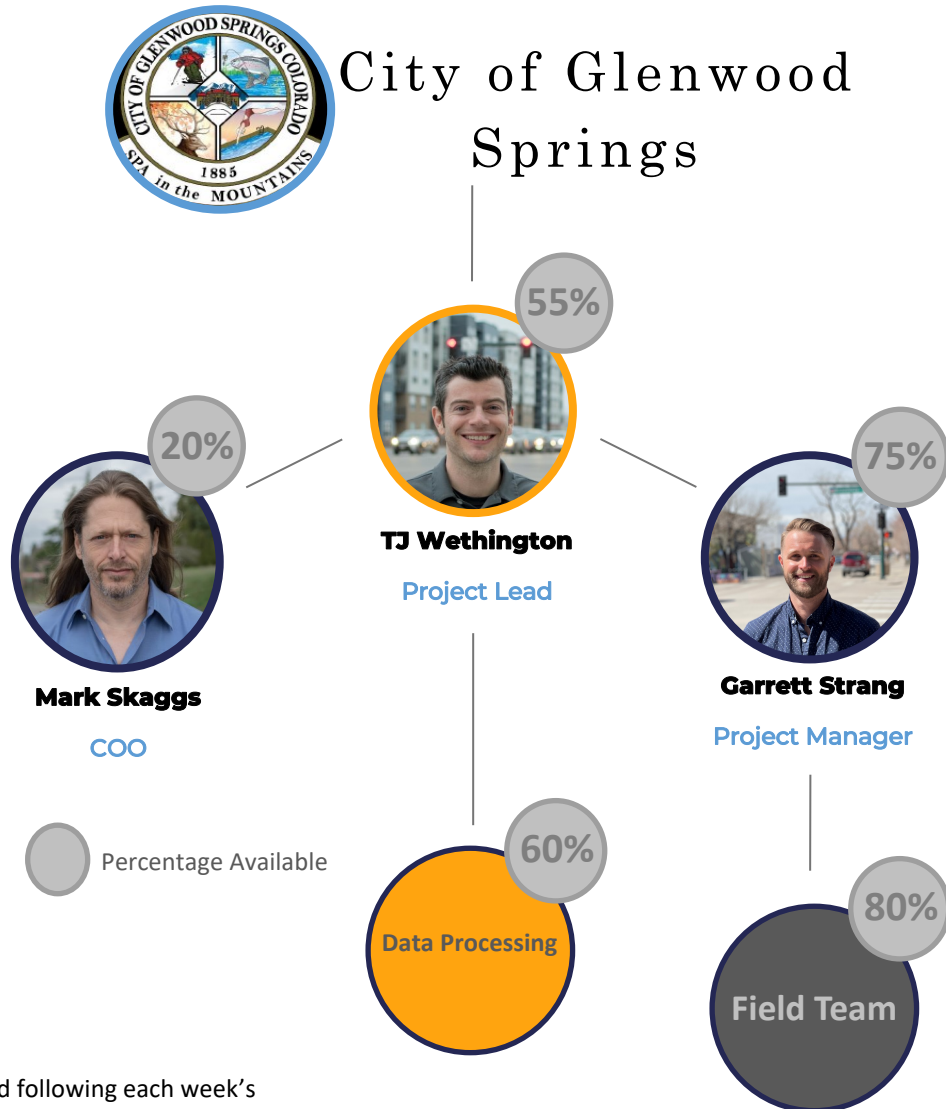
Scheduled weekly progress reports will be delivered following each week's deployment. Progress will be displayed within our proprietary GIS mapping application, Kapturrit. IDAX would also like to keep lines of communication open at all times for the transfer of any pertinent information. The City will be notified immediately if any situations arise that could impact the job or the delivery of quality data.

TEAM ORGANIZATION

To make sure that the data collection effort is run appropriately and efficiently, we've designed a team with the best strengths directly relevant to this project. In the organizational chart above, we've outlined the approximate percentage of availability each team member will be designated. Nonetheless, if additional time is required, our team will not hesitate to adjust the approximations.

PROJECT EXPERIENCE

In the following pages, we've included resumes of our key staff including relevant projects that we've completed, but have not been limited to over the past few years that will show the City why IDAX is the right team to do the job.



Work Required to Complete Scope

SCOPE OF WORK:

We understand that the scope of work is broken out into two tasks.

- Task A – ADT counts from Saturday to Saturday at nine midblock locations
- Task B – TMC and queue length data (on all legs) at 31 intersection locations

IDAX proposes to complete the collection effort in two weeks, and deliver all data within five business days thereafter.

DELIVERABLES:

Traffic count data will be delivered electronically in PDF and Excel (.xlsx spreadsheet) format

Tube Counts will collect vehicle volume, classification & speed in 15/60 minute intervals with a grand total for each site as well as the data for:

- A. Exact count location
- B. Date and time of count
- C. Daily traffic volume totals, including totals for each direction of travel
- D. 85th percentile speed
- E. Speed data broken out in five mph bins
- F. Headway data
- G. % Truck traffic
- H. Classification count reports shall designate 13-Class FHWA vehicle classifications
- I. Individual reports for each location shall be submitted

Turning Movement Counts & Queue Length - Traffic collection shall be intersection turning movement counts broken out by light and heavy vehicles by turn and include bicycle and pedestrian data. Additionally, queue lengths will be surveyed on each leg. Count times will be performed from 7:00AM-9:00AM, 4:00PM-6:00PM on a Tuesday, Wednesday, or Thursday during non-holiday weeks. Additional counts at the four identified intersections will be performed from 10:00AM-1:00PM on a Saturday. Public schools shall be in session during counts unless otherwise approved by the City. Other data on the deliverables includes:

- A. Exact count location
- B. Date and time of count
- C. Fifteen-minute intervals for TMC's
- D. Max queue lengths in 5-minute intervals
- D. Peak hour volumes and total by interval and movement
- E. Peak hour factors for each direction
- F. Intersection diagrams to be included in the report

Project Approach/QC Methodology

PROJECT SPECIFIC QA/QC MANAGEMENT PLAN

At IDAX, we pride ourselves in the quality of the data and service that we deliver. We employ numerous quality control/quality assurance measures across each of the data collection tasks that we offer. From the training of technicians to make sure that field setups are conducted to the highest specifications, to the final quality control (QC) tests on the data itself, you can be assured that each location will be collected and delivered to the highest level of accuracy possible. If any step of the process is interrupted or fails, the count will be recollected until all QC measures are met. Quality data is only as good as the service that accompanies it. Operations Manager, TJ Wethington can be contacted by the City through his direct line or email. IDAX strives to answer all correspondence within one hour, but typically we respond much sooner.

We have prepared this project specific QC management plan to document the personnel and procedures that will be utilized by IDAX throughout the collection process to ensure quality and reduce the potential for errors or omissions prior to data delivery. Quality assurance and quality control for this project (like all other IDAX projects) is a team effort and measures are in place at every team level. Tasks will be broken out by teams as follows:

COORDINATION TEAM ROLE & RESPONSIBILITIES

- Coordination/Scheduling
- Field supervision
- QA/QC of raw data files
- QA/QC of Field App
- Safety coordination.

FIELD TEAM - SETTING, MONITORING, AND PICK UP OF FIELD HARDWARE

- Initial QA/QC of sets
- Initial QA/QC of raw data files
- Point of entry for Field App
- Point of contact with Processing team to note schedule and field conditions

DATA PROCESSING TEAM ROLE & RESPONSIBILITIES

- Ensuring the quality of the raw-data files
- Processing final formats from raw-data files
- Initial QA/QC of final reports
- Handoff to Final QA/QC Team

FINAL QA/QC ROLE & RESPONSIBILITIES

- Complete the final QA/QC of all deliverable data
- Ensuring correct file naming
- Ensuring correct GPS coordinates have been collected
- Performing quality assurance checks of the data itself

IDAX Field Methodology

DEPLOYMENT

IDAX will monitor the areas that we are collecting and coordinate with the City to ensure no conflicts with major/special events, construction, etc. Additionally, each week prior to deployment, IDAX will review weather to ensure there are no anticipated problems. Once ready for deployment, our teams are composed of trained and experienced IDAX employees, with duties distributed as follows:

- **TECHNICIAN 1**—Technician 1 is responsible for driving to the site, parking safely off the roadway, deploying the tubes in the roadway or cameras, and documenting all necessary information into our tablet-based field application. Our field application will track the coordinates of the deployment, what equipment was deployed (collection unit identifiers), date and time that equipment was set, and verification that equipment is collecting correctly.
- **TECHNICIAN 2**—Technician 2 is responsible for navigating to the next site, spotting for Technician 1 while he is in the road, setting the counter or camera, quality checking the information entered into the field application, and also determining that the equipment is collecting correctly.

SITE CHECKS

Once all locations are deployed, IDAX will check each site at one or more points during the duration of collection to ensure that the tubes are maintaining correct deployment placement and are collecting correct data. If a site does have a displaced or loose tube, the team will fix and report any disruption to the City. If the gap in data is not acceptable, we will re-deploy the site the following week.

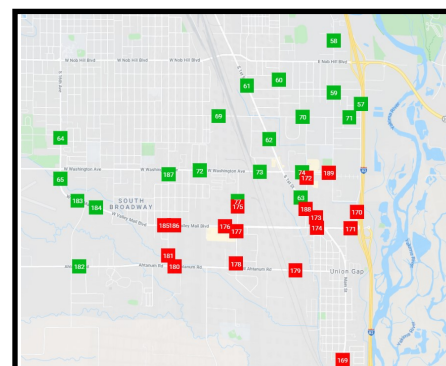
PICK UP/DOCUMENTATION

After the counters have ran for their specific duration, both IDAX crews will begin picking up all sites that collected successfully. IDAX crews can generally pick up 70 counters or cameras a day so most everything should be picked up quickly in order for the new deployments to begin right away.

- **TECHNICIAN 1**—Technician 1 is responsible for driving to the site, parking safely off the roadway, picking up the road tubes, and documenting all necessary information into the field application.
- **TECHNICIAN 2**—Technician 2 is responsible for navigating to the next site, spotting for Technician 1 while he is in the road, picking up the counter, downloading the counter, and quality checking information entered into the field application. This process will be repeated for all remaining sites.

KAPTURRIT

In efforts to increase organization and efficiencies, IDAX has created a mobile mapping application called Kapturrit. This application is extremely useful with organizing field sites, housing attributes related to each deployment (Inventory #, latitude/longitude of deployment, duration of count, any anomalies experienced in the field, etc.), as well as having the ability to provide real time progress reports during collection. The City will be provided an access link for each project and will be able to watch as our technicians proceed throughout the duration of the project.



Kapturrit - Project Overview Map (Example):

■ To be Deployed
■ Deployed



TJ Wethington

Colorado Operations Manager

TJ joined IDAX in 2017 and has quickly taken on multiple roles and responsibilities in managing projects pertaining to traffic data & parking collection. He has personally conducted and managed hundreds of ADT, TMC, parking, ADA, asset inventory, and origin-destination studies utilizing a variety of methodologies. He has assisted with projects across the country, and continues to grow within the industry. TJ's background of diverse business experience in both the public and private sector as well as his attention to detail make him an integral part of the IDAX team.

Prior to coming on board with IDAX, TJ studied nonprofit and business management at Metropolitan State University. He was originally hired as a field technician and quickly learned the industry from the ground up. Showcasing his skills in business and project management, he now serves as the Colorado Operations Manager as well as Director of Marketing Business Development for the company.

Contact

tj.wethington@idaxdata.com

303-957-8207

Areas of Expertise

- Project Management
- Parking Inventory
- Parking Occupancy & Duration
- Turning Movement Counts
- Roadway Counts: Volume,
- Classification & Speed Surveys
- Pedestrian and Bicycle Counts
- Asset Inventory Studies
- ADA Inventory Studies
- Travel Time/Origin Destination Studies

Education

BA Social Entrepreneur

Denver Metropolitan State University

Project Experience

City of Aurora On-Call

2018—Present

TJ has overseen the On-Call effort for the City of Aurora to conduct traffic studies on an as-needed basis for the last three years. Over 50 ADT locations, 25 TMC locations, and over a dozen pedestrian studies have been conducted each year.

Adams County On-Call

2022

TJ currently manages the on-call contract with Adams County. The scope for 2022 includes over 500 ADT locations, as well as numerous TMC and pedestrian counts. TJ also oversaw the countywide parking collection project conducted in 2019.

Steamboat Springs GTC Data Collection

2019

TJ worked with the City of Steamboat Springs and other key stakeholders to scope, collect, and reduce over 12,000 hours of video data to assist in identifying key metrics for a redesign of the Steamboat Springs Gondola Transit Center during the 2018-2019 ski season. The project was completed on-time and on-budget with over a 97% successful capture rate.

Casper MPO Annual ADT Collection

2018-2021

TJ has overseen the collection of the Casper MPO annual citywide ADT project for the last three years. The effort includes annually collecting over 300 sites of 24-Hour volume counts throughout the City of Casper. The project is collected during the month of May, and has been completed on time and on budget through the entire three year contract. IDAX has been awarded the contract for the last two cycles, and has collected the project for the last five years.

Town of Parker On-Call

2018-Present

TJ has managed the on-call contract with the Town of Parker for the last two years. Tasks for the contract include turning movement counts, large scale ADT counts, pedestrian and bicycle counts, as well as gap studies and curbside utilization collection efforts.



Garrett Strang

Colorado Project Manager

Garrett joined IDAX in 2020 and has already been involved in managing several traffic data & parking collection projects. He has personally conducted and oversaw ADT, TMC, parking, asset inventory, and origin-destination studies utilizing a variety of methodologies. His diverse background ranges from conducting transit studies for the San Francisco Municipal Transportation Agency to building and validating maps for autonomous vehicles to navigate the streets of San Francisco. He has worked with a variety of stakeholders across multiple sectors to understand and improve some of the most pressing transportation issues.

Prior to coming on board with IDAX, Garrett majored in Urban Studies at the University of California, Berkeley. He joined IDAX as a Project Coordinator and quickly learned the industry from the ground up. He now serves as a Project Manager for the Colorado IDAX office, and has seven years of industry experience.

Project Experience

Boulder Citywide ADT Counts—City of Boulder

2021

Garrett worked with the City of Boulder in order to collect 150 (3) and (7) -day volume, class, and speed ADT counts throughout the city. This effort also included 15 TMC/Ped/Bike counts.

CDOT/Denver Modeling Study—Ulteig

2021

Garrett oversaw the collection of a multi-faceted data collection effort for I-25, US 6, Colfax Ave, and surrounding surface streets in order to model shifts in traffic patterns and volumes. He coordinated deployment of 24 TMC, 30 ADT, and 10 Mainline/ATR counts on the same week. The effort was collected on time and on budget.

Dynamic Load Zone Study - Coord

2020

Garrett worked with Coord as well as the cities of Omaha and Aspen to implement dynamic load zones in each city. He served as a point of contact for all stakeholders, and managed the deployment of equipment to collect and analyze curb usage at several load zones. The study required attention to detail to ensure every load zone was recorded accurately. Additionally, all curb activities had to be identified and properly categorized in order to better understand the effects of the dynamic load zone program.

Muni Forward Transit Service Improvement - City of San Francisco

2015

Garrett worked with the community and city traffic engineers to design and implement service improvements on the 22-Fillmore Muni bus route in San Francisco. He took inventory of current bus stop amenities, and helped design physical improvements such as bulb outs and transit-only lanes to improve overall bus on time performance. He engaged community stakeholders on the improvements, and helped create a proposal that maximized benefits for transit riders and the community alike.

California Highway Patrol Crash Data Analysis - CHP

2014

Garrett took a deep dive into California Highway Patrol GPS crash data, and uncovered inconsistencies in how the GPS data was being recorded and reported by the CHP. His analysis involved meticulously parsing through and categorizing GPS crash locations into error buckets. He was then able to better understand the overall accuracy and error rate of the data. The analysis was published to the Transportation Research Board, and helped offer improvements for the reporting and tracking of this data moving forward.

Contact

garrett.strang@idaxdata.com

301-641-9402

Areas of Expertise

- Project Management
- Parking Inventory
- Parking Occupancy & Duration
- Turning Movement Counts
- Roadway Counts: Volume,
- Classification & Speed Surveys
- Pedestrian and Bicycle Counts
- Asset Inventory Studies
- ADA Inventory Studies
- Travel Time/Origin Destination Studies

Education

BA Urban Studies

University of California, Berkeley

Relevant Experience and References



Town of Vail Winter Collection (2021-2022)

Town of Vail
Contact: Tom Kassmel
970-479-2235
tkassmel@vailgov.com

Details:

IDAX collected 42 TMC intersections in the Town of Vail from 7AM-6PM on Thursday, Friday, and Saturday over the New Year's holiday weekend. This was the highest traffic volumes the Town experienced all year.



City of Aurora On-Call (2018 – Present)

City of Aurora
Contact: Carl Harline
303-739-7300
charline@auroragov.org

Details:

IDAX was contracted by the City of Aurora to conduct traffic studies on an as-needed basis. Over 60 ADT locations, 25 TMC locations, and over a dozen pedestrian studies have been conducted each year.



City of Colorado Springs (2015-Present)

City of Colorado Springs
Contact: Erin Purcell
719-385-7607
erin.purcell@coloradosprings.gov

Details:

IDAX has collected a wide range of data for the City of Colorado Springs since 2015. Collection efforts include weekly ADT counts and TMC and pedestrian studies on an as needed basis.



Adams County On-Call (2022)

Adams County
Contact: Dylan Johnson
303-853-7102
djohnson@adcogov.org

Details:

IDAX was awarded the on-call contract for Adams County beginning in 2022. Over 300 ADT locations have already been collected, with another 200 expected in the fall. Additional TMC and pedestrian studies are collected on an as-needed basis.



Town of Parker On-Call (2018-Present)

Town of Parker
Contact: Spencer Raish
303-805-3200
sraish@parkeronline.org

Details:

IDAX was contracted by the Town of Parker to be the primary consultant for the yearlong traffic data collection on-call. Over 100 ADT locations and 25 TMC locations have been collected each year.

Pricing

Turning Movement Counts (Including Peds, Bicycles, and Heavy Vehicles):

- Video will always be made available to the City for no additional costs

<u>Study Type</u>	<u>Hours</u>	<u>Unit</u>	<u>Cost</u>	<u>Total Cost</u>
Standard TMC AM/PM Peak Hour + (12 hours Saturday)	124	HR	\$60	\$7,440
Roundabout TMC AM/PM Peak Hour	12	HR	\$100	\$1,200
AM/PM Queue's (All legs) + (12 hours Saturday)	136	HR	\$100	13,600
				\$22,240

ADT's (Including Volume, Speed & Class):

<u>Study Type</u>	<u>Sites</u>	<u>Unit</u>	<u>Cost</u>	<u>Total Cost</u>
7-Day ADT (V/S/C)	9	EA	\$500	\$4,500
				\$4,500



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Downtown Development Authority Easement Bethel Lot Dumpsters

Action Requested:

Department: City Administration

Presented By:

Strategic Goals: Provide Efficient and Responsive City Government

Background Info: The Downtown Development Authority owns the lot at 714 Grand Avenue. Since 2019, the City has offered trash service to downtown businesses within Block 44 to use the trash compactor on this lot. Attached is an easement benefitting the City on the Bethel lot for the trash compactor located on this parcel and for continued access to it.

Issues: N/A

Fiscal Impact: N/A

Legal Review: The City Attorney's Office reviewed the attached easement.

Staff Recommendation: Approval of the easement.

EASEMENT AGREEMENT

This Easement Agreement (this “Agreement”) is entered into as of this 1st day of September, 2022, by and between GLENWOOD SPRINGS DOWNTOWN DEVELOPMENT AUTHORITY, with an address of 109 Eighth Street, Glenwood Springs, CO 81601 (“Grantor” or “DDA”), and the CITY OF GLENWOOD SPRINGS (“Grantee” or “City”), with an address of 109 Eighth Street, Glenwood Springs, CO 81601.

Recitals

WHEREAS, Grantor is the owner of certain real property located in the City of Glenwood Springs, Garfield County, Colorado described as Lot D, Block 37, Original Townsite Glenwood Springs (Garfield County Parcel #218509405018), and commonly referred to as 714 Grand Avenue, Glenwood Springs, CO 81601 (the “DDA Parcel”); and

WHEREAS, Grantee owns and maintains certain personal property located on the DDA Parcel including two 3-yard compactors, two 3-yard recycling/trash cans, two 300-gallon grease bins, 25 feet of chain link fencing, an electric meter and breaker panel (“City Property”); and

WHEREAS, Grantor and Grantee desire to create a permanent, non-exclusive easement for the City Property located on the DDA Parcel; and

WHEREAS, Grantor and Grantee want to confirm their rights and obligations regarding the same; and

WHEREAS, Grantor is willing to grant and convey to Grantee a non-exclusive easement on the DDA Parcel on the terms and conditions herein provided.

Covenants

NOW THEREFORE, in consideration of the promises and agreements set forth below, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties adopt the foregoing recitals and agree as follows:

1. Grant of Easement. Grantor does hereby grant and convey to Grantee a perpetual, non-exclusive easement (the “Easement”) over the rear 20’ feet of the DDA Parcel, as shown on **Exhibit A**, and a height of 10 feet (which includes airspace) above that same area. The Easement includes access to the same from the alley located at the rear of the DDA Parcel.

2. Easement Condition. Grantor makes no representations of any kind as to the condition of the land within the Easement Area and shall have no obligation to maintain the same in any particular condition. Grantee accepts the condition of the land within the Easement Area “as is” and as it may change from time to time. If either Grantee or Grantor conducts construction, maintenance, repair or replacement activities within the Easement Area, such party shall notify the other at least 72 hours in advance of the commencement thereof unless such work is an emergency.

3. Notices. All notices which may be given or are required to be given shall be deemed given upon deposit in the United States mail, first class postage prepaid, or by FED EX or similar nationally recognized overnight courier, properly addressed to the person or entity to whom directed at its address shown herein, or via electronic mail with delivery receipt, or at such other address as shall be given by notice pursuant to this paragraph.

Grantor: DDA
Attn: Executive Director
109 Eighth Street
Glenwood Springs, CO 81601
director@glenwoodspringsdda.com

Copy to: Mary Elizabeth Geiger
Garfield & Hecht, PC
910 Grand Ave., Suite 201
Glenwood Springs, CO 81601
megeiger@garfieldhecht.com

Grantee: City of Glenwood Springs
Attn: City Manager
City of Glenwood Springs
101 West 8th Street
Glenwood Springs, CO 81601
Steve.boyd@cogs.us

With a copy to: City Attorney
City of Glenwood Springs
201 14th Street, Suite 200
Glenwood Springs, CO 81601
kjh@mountainlawfirm.com

If there is any change in the above-referenced contact information, notice shall be provided to the other party by sending the information to the party's attorneys and representatives as set forth above.

4. Binding Agreement - Recording. This Agreement is binding upon the parties hereto, their heirs, successors, and assigns, and any sale of the DDA Parcel, shall be subject to this Agreement. This Agreement shall be recorded with the Garfield County Clerk and Recorder, and shall impose an easement and covenants running with the land upon the DDA Parcel, and shall burden the same for the benefit of Grantee and Grantee's successors, and assigns.

5. Governing Law; Venue. This Agreement and the rights and obligations of the parties hereunder shall be governed by and construed in accordance with the laws of the State of Colorado. Venue for all actions arising under this Agreement shall be in Garfield County, Colorado.

6. Authorization of Signatures. The parties acknowledge and represent to each other that all procedures necessary to validly contract and execute this Agreement have been performed and that the persons signing for each party have been duly authorized to do so.

7. Counterpart and Electronic Signatures. This Agreement may be signed using counterpart signature pages, with the same force and effect as if all parties signed on the same signature page. Electronic signatures shall be treated as originals.

**CITY OF GLENWOOD SPRINGS, COLORADO
ATTEST:**

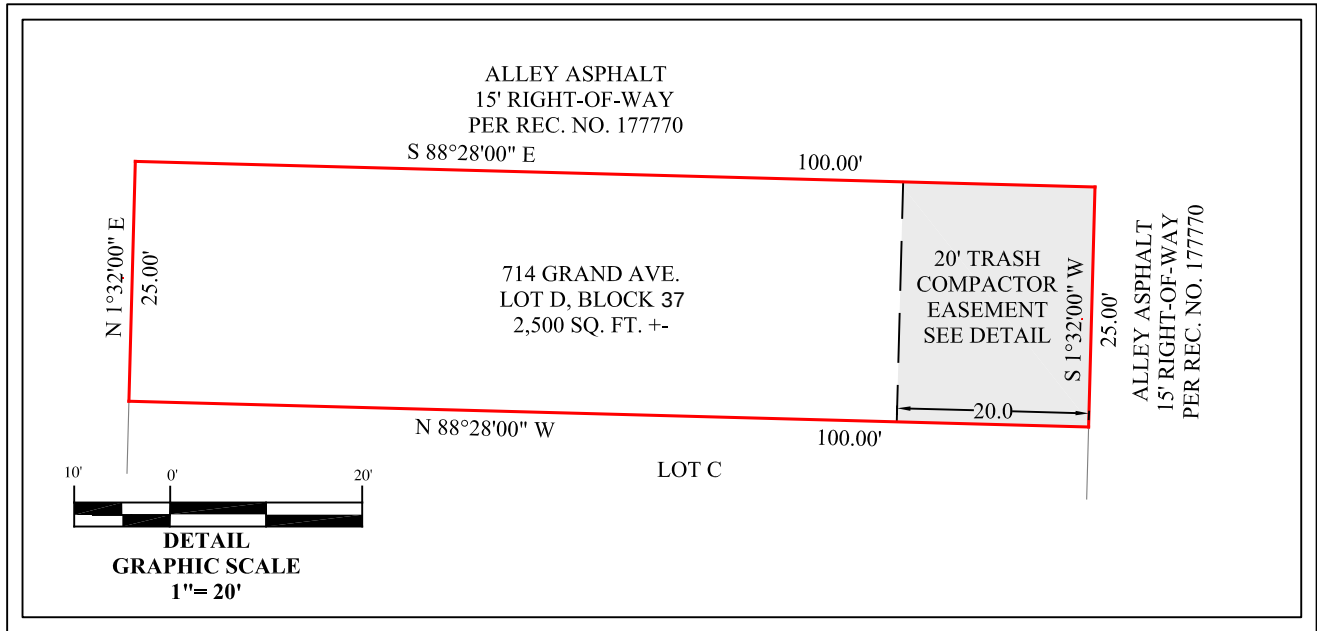
_____	By: _____
Ryan Muse, City Clerk	Jonathan Godes, Mayor

**CITY OF GLENWOOD SPRINGS DOWNTOWN DEVELOPMENT AUTHORITY
ATTEST:**

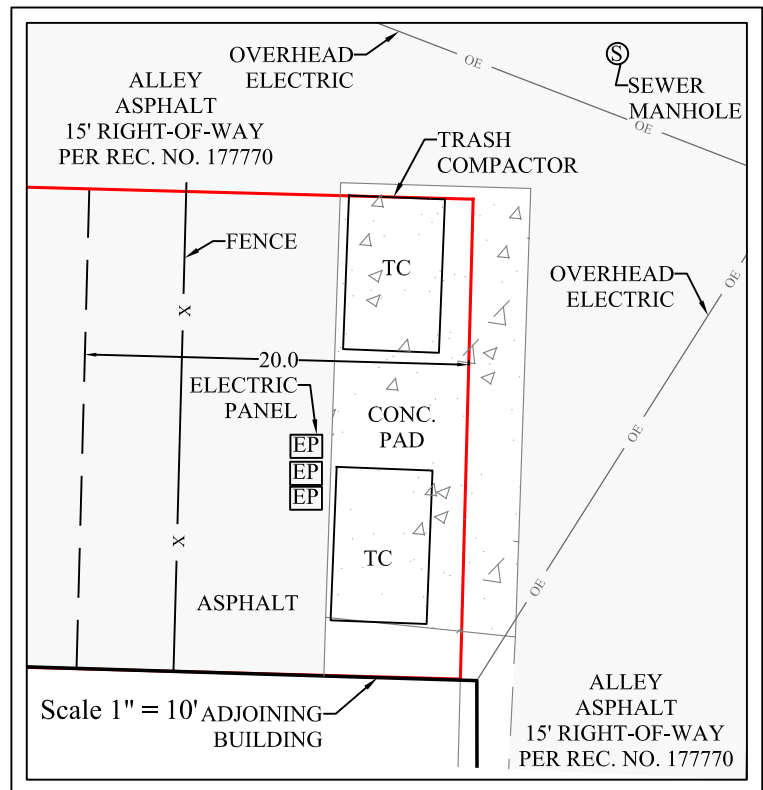
_____	By: _____
Jillian Sutherland, Secretary	Christian Henny, Chair

TRASH COMPACTOR EASEMENT EXHIBIT

LOT D, BLOCK 37, GLENWOOD SPRINGS
RECORDED NOVEMBER 27, 1951 AS RECEPTION NO. 177770
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO



DETAIL



SURVEYOR'S STATEMENT

I, TRAVIS J. KAISER, DO HEREBY STATE THAT THIS EXHIBIT WAS PREPARED BY DRAKE CONSULTING, INC. FOR GLENWOOD SPRINGS DOWNTOWN DEVELOPMENT AUTHORITY, THAT SAID SURVEY WAS PREPARED BY ME OR UNDER MY SUPERVISION AND RESPONSIBLE CHARGE AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

TRAVIS J. KAISER,
COLORADO P.L.S. NO. 38294
FOR, AND ON BEHALF OF DRAKE
CONSULTING, INC.

Drake Consulting, Inc.
Land Surveying
Phone 970-987-1389
Fax 970-360-1001
www.DrakeConsulting.CO

Drawn By:	NO.	Date	Revision	By
TJK				
Checked By:				
TJK				
Date:				
JULY 29, 2022				
Computer File:				
CAD/22/072-EA.DWG				

GLENWOOD SPRINGS DOWNTOWN DEV. AU
714 GRAND AVENUE
LOT D, BLOCK 37
ORIGINAL TOWNSITE OF
GLENWOOD SPRINGS

Project NO.
22072

1 OF 1



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item:	Geogrid Easement for BLD Meadows Development
Action Requested:	Approval of Easement Document
Department:	Planning Department
Presented By:	Trent Hyatt
Strategic Goals:	Generate Sustainable Economic Development Ensure Public Safety
Background Info:	At the January 6, 2022 meeting, Council approved the Major Site/Architectural Plan Review application for the construction of 300-unit multi-family development in 14 separate buildings in Glenwood Meadows. BLD Group LLC has now submitted Final Plans, including this easement across City-owned land within the Wulfsohn Mountain Park necessary to construct and anchor the required retaining walls. The easement dimensions are approximately 30 feet by 180 feet, as depicted on the attached Encroachment Exhibit. There will be no permanent visible structure on City property. Pursuant to the easement, the developer/grantee will reclaim the disturbed area, revegetate according to City staff specification, and be responsible for noxious weed control. The developer's counsel has submitted a letter included in the packet that covers a letter from the project engineer, explaining the rationale and necessity of the easement.
Issues:	Use of City Property
Fiscal Impact:	N/A
Legal Review:	The City Attorney has worked with the developer's counsel on staff recommended changes to the easement language.
Staff Recommendation:	Approve the easement in the form approved by the City Attorney.

MAINTENANCE AND ENCROACHMENT EASEMENT FOR RETAINING WALL ANCHOR

The undersigned CITY OF GLENWOOD SPRINGS, a Colorado home rule city (“Grantor”) and the undersigned GLENWOOD LAND HOLDINGS LLC, a Delaware limited liability company (“Grantee”), hereby enter into this Maintenance and Encroachment Easement for Retaining Wall Anchor (“Easement Agreement”) as of the _____ day of August, 2022.

RECITALS

A. Whereas, Grantor owns Tract E, Glenwood Meadows Filing No. 2, as depicted on the final plat thereof recorded with the Garfield County Clerk and Recorder as Reception No. _____ (“Lot E” or the “Burdened Parcel”); and

B. Whereas, Grantee owns Lot 2, Glenwood Meadows Filing No. 7, as depicted on the final plat thereof recorded with the Garfield County Clerk and Recorder as Reception No. 972018 (“Lot 2” or the “Benefitted Parcel”); and

C. Whereas, Grantee intends to construct a retaining wall within the Benefitted Parcel (the “Retaining Wall”) as depicted on Exhibit A; and

D. Whereas, certain underground geogrid materials anchoring the Retaining Wall will encroach upon the Burdened Parcel (“Geogrid Materials”); and

E. Whereas, Grantor is willing to grant easement rights to Grantee for the underground placement of the Geogrid Materials on the terms and conditions set forth below.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. Recitals. The foregoing recitals are incorporated by reference herein and material representations and acknowledgments of the parties hereto.

2. Grant of Easement over Lot E. Grantor hereby grants, sells, conveys and confirms to Grantee, and its successors in interest as fee owners of the Benefitted Parcel, a non-exclusive perpetual easement on, over, across, under and within that portion of Lot E described on Exhibit A hereto (the “Lot E Easement Area”) for the placement, operation, maintenance, repair, and replacement of certain underground infrastructure associated with, and supporting, the Retaining Wall including the Geogrid Materials.

3. Access/Maintenance. Grantor further grants, sells, conveys and confirms to Grantee and its respective employees, contractors, and agents, a non-exclusive perpetual easement across the Lot E Easement Area to maintain, repair, and replace the Geogrid Materials as necessary to maintain the viability of the Retaining Wall from time to time. Grantee further agrees to manage noxious weeds within the Lot E Easement Area to the satisfaction of the City. Grantee shall provide Grantor with three (3) days notice prior to the commencement of any of the activities provided for herein.

4. Use of Easement. The Grantee will use commercially reasonable efforts to minimize the disturbance to the Lot E Easement Area and will regrade and revegetate the surface of the Lot E Easement Area once the Geogrid Materials are installed, and will restore any damage to the Easement Area caused by the Grantee's use of the Lot E Easement Area. For revegetation, Grantee agrees to utilize a wildland grass mix to be selected by the City. Grantor agrees to cooperate in good faith in the Grantee's restoration efforts, and Grantor shall not undertake any actions that would disrupt, delay, or unreasonably interfere with the same.

5. Indemnification/Hold Harmless. The Grantee will indemnify, defend, and hold Grantor harmless for any damage, loss or injury (whether to persons or property), as well as any mechanics' or materialman claims or liens, losses, suits, actions, judgments, liabilities, costs and expenses (including without limitation reasonable attorney's fees and costs and expenses of litigation) arising out of or in any way connected with Grantee's (or any party claiming by, through or under Grantee) acts or omissions under this Easement Agreement, except to the extent caused by the willful misconduct of Grantor. Nothing in this Agreement is intended to waive the monetary limitations or any other rights, immunities, or protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., (CGIA) as amended from time to time.

6. Amendments/Successors. No amendment, modification or supplement to this Easement Agreement shall be binding unless made in writing by all owners of the Easement Area and Benefitted Parcel. The provisions of this Easement Agreement shall run with, be binding on and burden Lot E for the benefit of the Benefitted Parcel, and shall be binding on and shall inure to the benefit of the heirs, executors, administrators, personal representatives, successors, and assigns of Grantor and the Grantee.

7. Miscellaneous. This Easement Agreement shall be governed by the laws of the State of Colorado. This is the entire agreement of the parties with respect to the subject matter herein and supersedes all prior agreements, written or verbal. In the event that any provision of this Easement Agreement is declared unenforceable, all remaining provisions shall remain in effect and shall be construed to effectuate, as nearly as possible, the original intentions of the parties hereto based upon the entire Easement Agreement, including the invalidated provision. This Easement Agreement shall be recorded in the real estate records of Garfield County, Colorado.

Signed this ____ day of August, 2022.

CITY OF GLENWOOD SPRINGS

Jonathan Godes, Mayor

Ryan Muse, City Clerk

Karl J. Hanlon, City Attorney

By: _____
Name: _____
Title: _____

STATE OF _____)
) ss.
COUNTY OF _____)

Witness my hand and official seal.

Notary Public



BALCOMB & GREEN

WATER LAW | REAL ESTATE | LITIGATION | BUSINESS ESTD 1953

Chad J. Lee, Esq.
Telephone (970) 945-6546
clee@balcombgreen.com

August 24, 2022

Via Dropbox:

Trent Hyatt, Senior Planner
Community Development
101 West 8th Street
Glenwood Springs, CO 81601
trent.hyatt@cogs.us

Dear Trent:

As you know on August 4, 2022 we submitted a request for the City to grant an underground easement for materials anchoring a retaining wall which would encroach approximately 10.5 feet into City-owned open space at the Meadows for the BLD project. Enclosed is a memorandum from Huddleston-Berry describing the necessity for the request, which could not be known until we reached 100% engineering documents. In short, due to the steep slope on City-owned property above the site the materials are necessary to anchor the lower portion of the retaining wall. All materials encroaching on City property would be buried at least 25 feet deep, and we will reclaim / regrade the surface to match original slopes. These types of easements are fairly commonplace in Glenwood Springs given our topography. For example, the City itself obtained several easements for underground soil nail encroachments to anchor retaining walls during its recent rebuild of Midland Avenue. Thank you for your consideration of this request. We plan to be available for questions during the September 1st Council meeting.

BALCOMB & GREEN, P.C.

By: 
Chad J. Lee, Esq.,



Huddlestone-Berry
Engineering & Testing, LLC

2789 Riverside Parkway
Grand Junction, Colorado 81501
Phone: 970-255-8005
Info@huddlestoneberry.com

August 23, 2022
Project#02527-0001

Glenwood Land Holdings, LLC
1500 Cordova Road, Suite 300
Ft. Lauderdale, Florida 33316

Attention: Mr. Alex Stein

Subject: Retaining Wall Analysis
Glenwood Meadows
Glenwood Springs, Colorado

Reference: *Retaining Wall Analysis, Glenwood Meadows, Glenwood Springs, Colorado* by
Huddlestone-Berry Engineering & Testing, LLC for Glenwood Land Holdings,
LLC, August 10, 2022.

Dear Mr. Stein,

At your request, Huddlestone-Berry Engineering & Testing, LLC (HBET) prepared this letter regarding the retaining walls for the Glenwood Meadows multi-family development in Glenwood Springs, Colorado. As indicated above, HBET conducted engineering design of the retaining walls. However, HBET understands that the geogrid for Wall A.2 will cross the property line onto City of Glenwood Springs property approximately 10.5 feet. The purpose of this letter is to outline the reasons for the encroachment, long-term impacts of the encroachment, and alternatives.

Based upon the design calculations, the reason for the long geogrid in Wall A.2 is to achieve the required Factor-of-Safety (FS) for slope stability. The geogrid length necessary for simple wall stability is much less. However, due to the slopes above the wall on the City's property, the long geogrid is necessary to meet the required FS.

Although the geogrid will encroach on the adjacent property, it is important to note that since Wall A.2 is the lower wall of the three tier wall system, the upper layer of geogrid for Wall A.2 will be approximately 30 feet below the finished grade above the wall. In addition, the wall is a permanent structure. As a result, the encroachment onto the adjacent property will only really impact the adjacent property during construction. There would be no reason to impact the adjacent property in the future. Any future wall maintenance will only include the face of the wall.

Unfortunately, the most likely alternative to a Segmental Block Retaining Wall (SRW) for Wall A.2 is a concrete wall. The appearance of Wall A.2 over time will not be consistent with the appearance of Walls A.3 and A.4 above, and the other SRW's on the site.

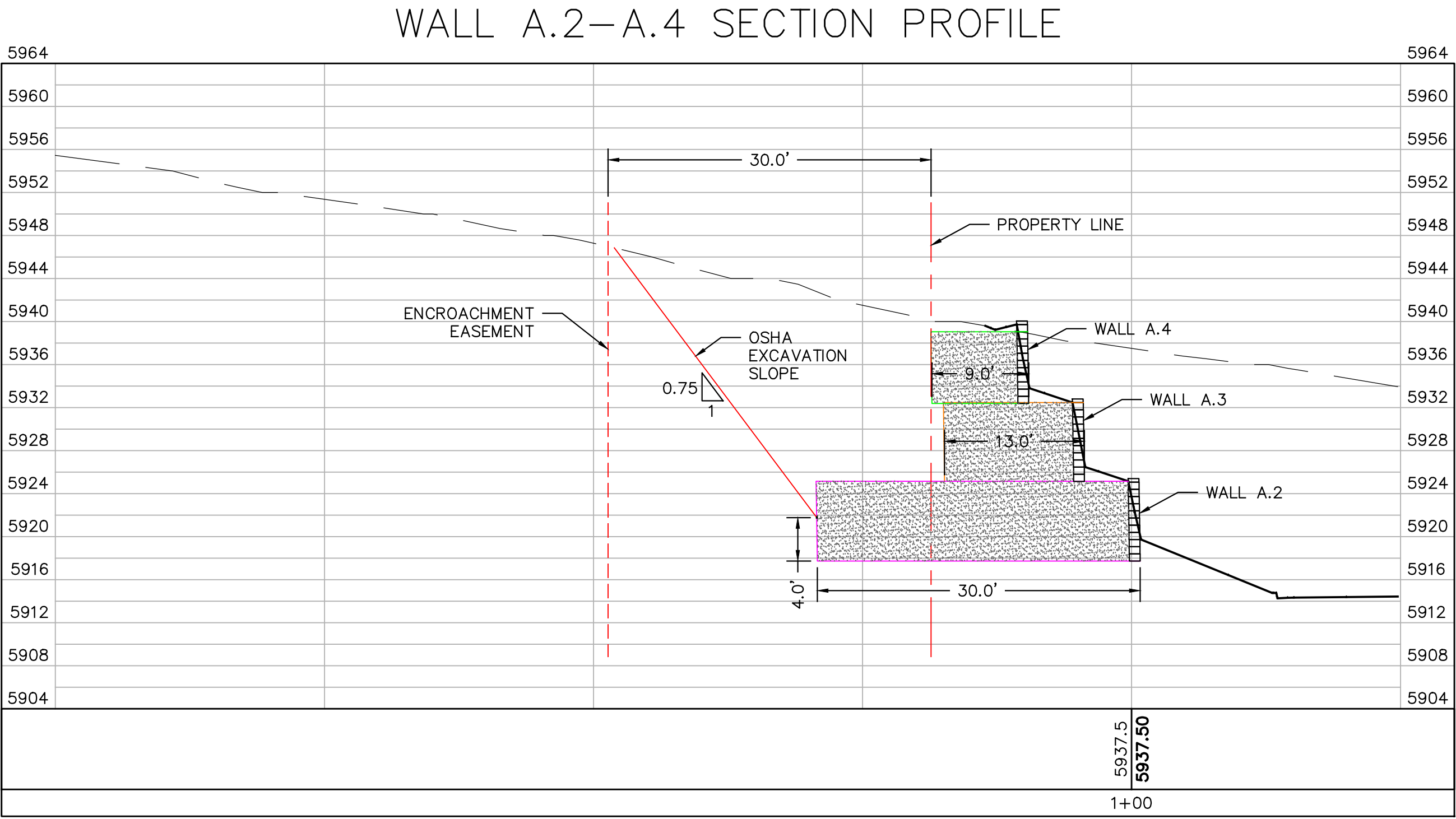
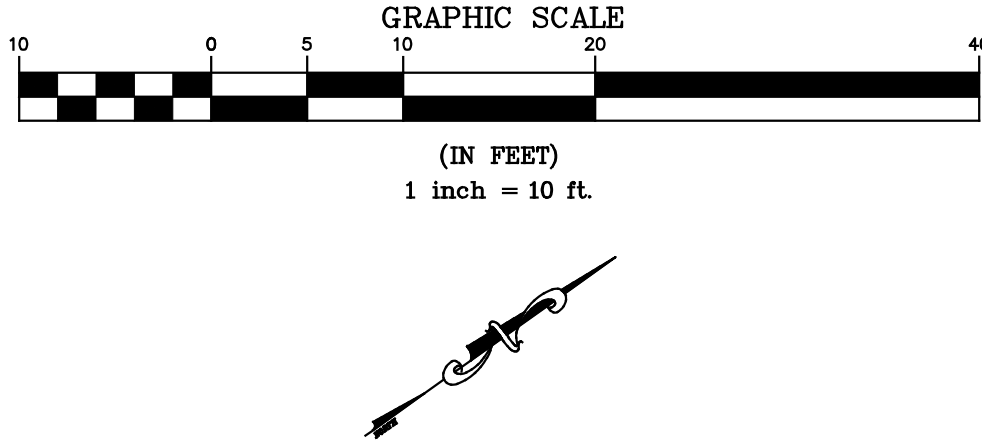
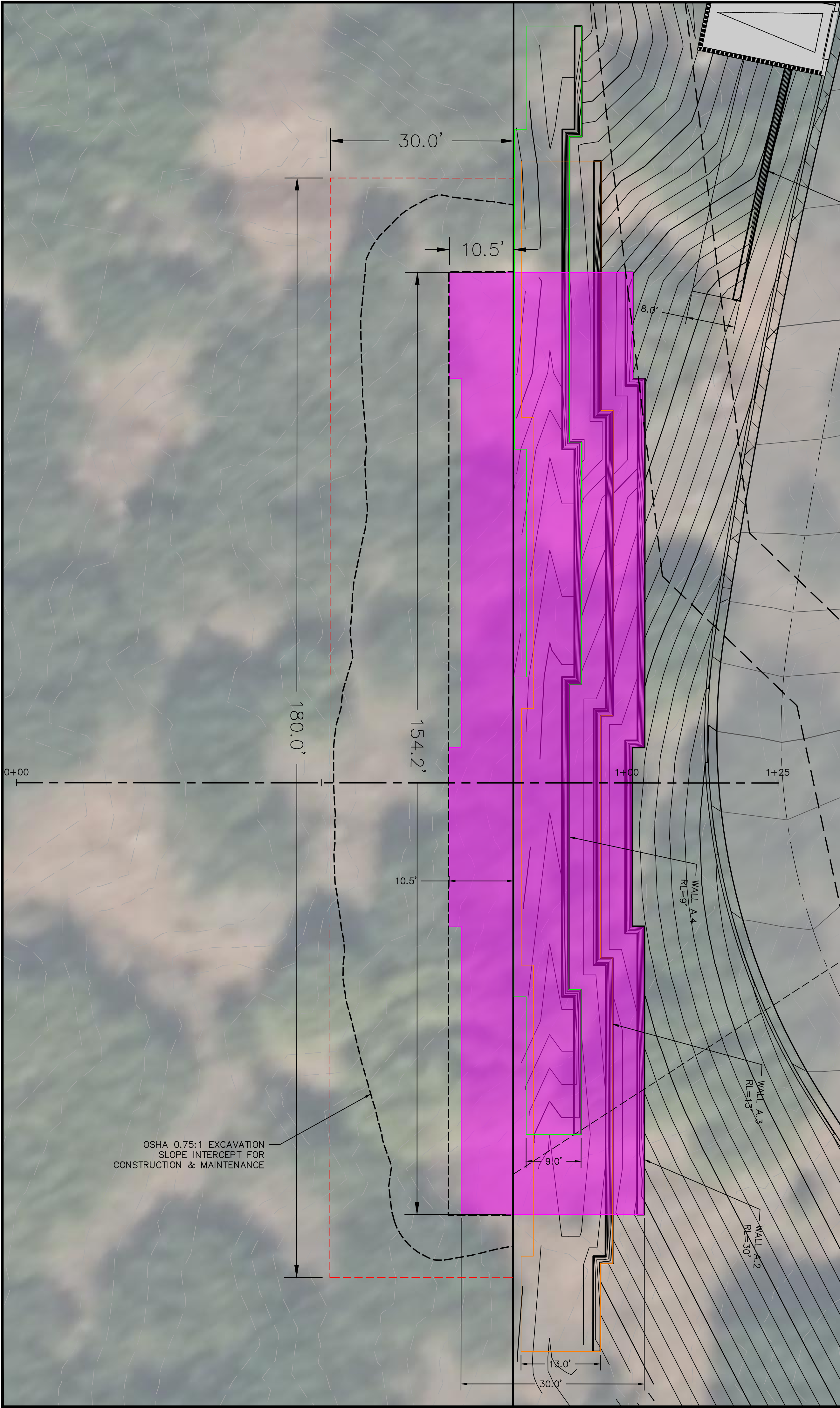
We are pleased to be of service to your project. Please contact us if you have any questions or comments regarding the contents of this report.

Respectfully Submitted:

Huddlestone-Berry Engineering and Testing, LLC



Michael A. Berry, P.E.
Vice President of Engineering



SCALE
H: 1"=10'
V: 1"=10'



COLORADO 811
CALL BEFORE
YOU DIG
Utility Notification
Center of Colorado

NO.	DATE	REVISION	BY
1	6/3/2022	FINAL PLAN REVIEW SUBMITTAL	MGG
2	8/5/2022	FINAL PLAN REVIEW RESUBMITTAL	MGG

DRAWN BY: HCE

CHECKED BY: MGG

DATE: 6/3/2022

FILE:



HIGH COUNTRY
ENGINEERING, INC.

BLD GROUP, LLC.
GLENWOOD SPRINGS, CO
GLENWOOD MEADOWS MULTIFAMILY
MSE WALLS A.2 - A.4
SECTION

1517 BLAKE AVENUE, STE 101,
GLENWOOD SPRINGS, CO 81601
PHONE (970) 945-8676 • FAX (970) 945-2555
WWW.HCENG.COM

PROJECT NO.
2201044.00

EXHIBIT

Packet Page 88



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Adopt the Local Road Safety Plan

Action Requested: Adoption of the City's Local Road Safety Plan

Department: Engineering

Presented By: Terri Partch

Strategic Goals: Ensure Public Safety

Background Info:

Staff will give a presentation about the data. A written summary is below:

The City began working with the Federal Highway Administration (FHWA) and Garfield County in 2018 to evaluate road safety issues across the county. CDOT provided crash data from 2017-2021 on state, county and city roadways for Glenwood Springs as well as peer cities (Aspen, Breckenridge, Frisco, Rifle and Steamboat Springs). Additionally, crash reports were examined for all fatal and severe crashes as well as pedestrian and bicycle crashes.

Overall between 2017 and 2021 the city had four fatal crashes and twenty-two crashes with suspected serious injuries. Midland and Grand Avenue have the majority of the total and severe injury crashes. Intersection and pedestrian crashes are also over represented compared to peer cities and state data in these areas. Significant statistics indicating areas where changes or improvements could be made include:

- 10.6% of crashes in Glenwood Springs involved a pedestrian. This number is higher than the percentage overall statewide (4.0%) and higher than our peer cities (8.3%)
- 7.5% of the crashes in Glenwood Springs involved a bicyclist. This is higher than the statewide average of 3.0% and the peer city rate of 5.4%
- Rear end crashes in Glenwood Springs were 40.7% of the overall crashes compared to the statewide average of 29.9% and the peer city average of 37.0%.
- 65.3% of the crashes in Glenwood Springs occurred when the speed limit was 25 miles per hour compared to the statewide average of 6.7% and 36.4 % in peer cities.
- The percentage of fatal collisions and severe injury collisions in Glenwood Springs is 2.0% compared to a statewide average of 1.8% and a peer city average of 0.9%.

Analysis was also performed for crashes during I-70 closure events. Rear end collisions, pedestrian, driveway/intersection and careless driving all increased significantly during major closure events.

In May, the Federal government announced one billion in funding to address state and local safety issues. The grant is called the Safe Streets and Roads for All Discretionary Grant Program. Here is a program link : [Safe Streets and Roads for All](#) The program requires strong safety data to support a project, regional partnerships and addressing safety issues comprehensively in a community.

These are some ideas for improving safety on SH 82/Grand, SH 6&24 between Laurel and Devereux and the intersection of West Wulfsohn and Midland:

- Evaluate the implementation of the Access Control Plan and place landscaped medians from 8th to some southern boundary (14th, 27th, city limits). The City receives a lot of complaints about speeding in the corridor. The hope for the landscaped medians would be to reduce

speed through restricting the roadway section and improve safety by eliminating the cross traffic turning movements. In addition, pedestrian refuges could be created in the medians at the high pedestrian volume crossings.

- Evaluate the idea of eliminating two signals in the downtown core. The city’s goal for eliminating the signals would be to allow additional signal timing both for pedestrians and vehicles at the two remaining signals. The goal for removing signals would be to smooth traffic flow and reduce rear end crashes.
- Evaluate placing an underpass or overpass of SH 82 somewhere between 9th Street and 12th Street to serve the kids crossing SH 82 to Glenwood Springs Elementary School. The school's designated safe route to school is at 10th Street, however we would like to poll parents to determine the most used crossing location. This project would likely be eligible for additional funding through the Safe Routes to Schools grant program.
- Evaluate the use of the parking along Grand between 8th and 14th. The business community values this area highly as parking. Alternative uses could include widened sidewalks for pedestrians and merchants and use as a bus lane for RFTA as evaluated in the recent MOVE Study.
- Evaluate the idea of implementing the 6th Street Master Plan on the 6th street corridor from Laurel to Devereux. The 6th Street Master Plan recommends reducing the overall width of the drive lanes, adding widened sidewalks and landscaped medians. We anticipate that reducing the driver’s comfort in this way would reduce overall vehicular speeds and improve pedestrian safety by channelizing pedestrians to dedicated crossings, and making it difficult for them to cross in other areas.
- Evaluating the safety of the intersection of West Wulfsohn and Midland. This intersection was one of the locations of a pedestrian fatality. It also has high transit use.

Adoption of the Local Road Safety Plan is necessary to pursue further grant opportunities.

Issues:	None at this time.
Fiscal Impact:	None.
Legal Review:	NA
Staff Recommendation:	Adopt the Local Road Safety Plan

Local Road Safety Plan

September 1, 2022



NACE Pilot Program

2017 – Garfield County invited to participate in a National Association of County Engineers Pilot Program on Local Road Safety Planning

County asked the City to take the lead in this effort on behalf of the county

City agreed to partner with the County and participate in order to develop our own Plan



What is a Local Road Safety Plan?

- ❧ Provides framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.

- ❧ Utilizes crash data to identify systematic issues or patterns within crash types on a roadway system

- ❧ Identifies systematic improvements that can be made

- ❧ Targets the “low hanging fruit”

- ❧ Prioritizes the reduction in crash *severity*

- ❧ Can identify problem areas or intersections (“hot-spots”)

- ❧ Not common



Why create and adopt a Local Road Safety Plan?

❧ Provides guidance on improvements to maintenance methods

- ❧ Time of year we maintain roadway striping
- ❧ Inlaying thermoplastic markings or lane striping
- ❧ Effective signage additions
 - ❧ Rectangular rapid flashing beacons (RRFBs) at popular mid-block crossings or roundabouts
 - ❧ Chevron signage along curves
 - ❧ *More signage is not always better*

❧ Identifies larger issues to be addressed with infrastructure improvements

- ❧ Adding sidewalk
- ❧ Improving crossings (installing medians)
- ❧ Larger corridor improvements
- ❧ Supports planning efforts
 - ❧ Long Range Transportation Plan
 - ❧ Comprehensive Plan
 - ❧ State Highway 82 Access Management Plan
- ❧ Supports Grant Requests and other funding requests
 - ❧ South Midland
 - ❧ Devereux Trail
 - ❧ 6th Street: Phase 1





What are our emphasis areas?

- ❧ Intersections and pedestrian safety
- ❧ Data
- ❧ Education, Collaboration, and Communication

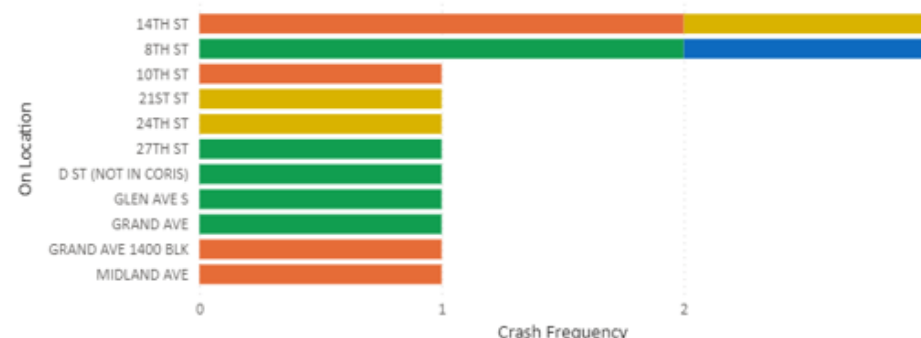
How do closures impact crash data?

- ❧ Extended closures caused increases to:
 - ❧ Rear-end crashes
 - ❧ Pedestrian crashes
 - ❧ Driveway crashes
 - ❧ Careless driving crashes

Crash Data Summary Where Crashes Occurred

Crash Frequency by On Location and Severity

Severity ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



Road Departure

0%

Intersection Related

100%

State

All

Ownership

All

Municipality

GLENWOOD SPRINGS

Year

2017

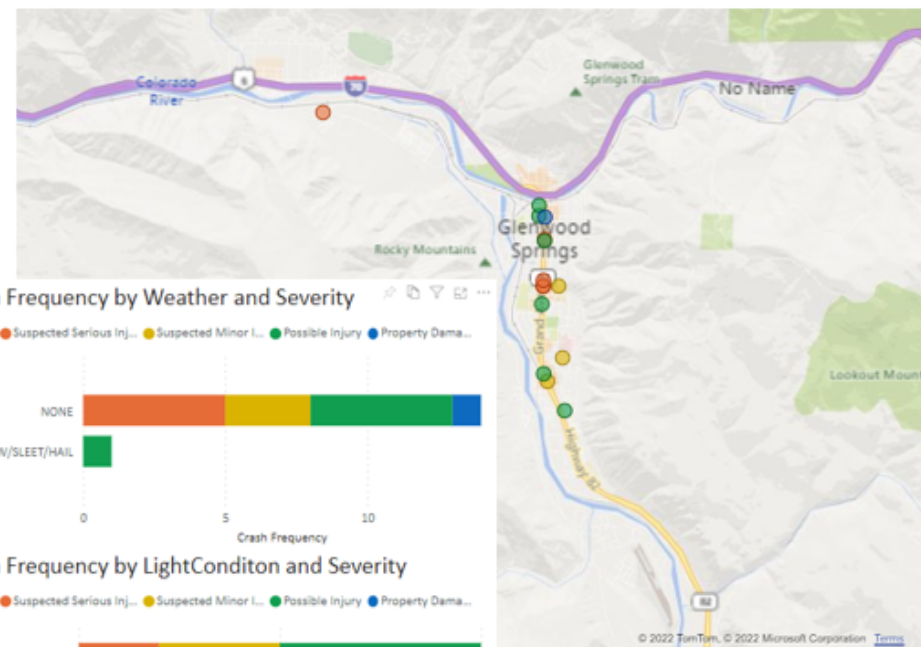
2021

Severity

All

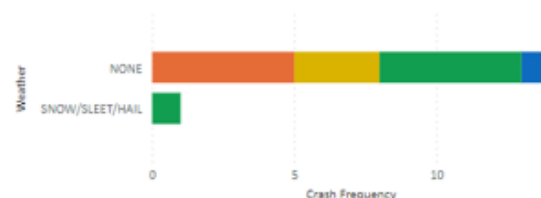
Crash Location Heat Map

Severity ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



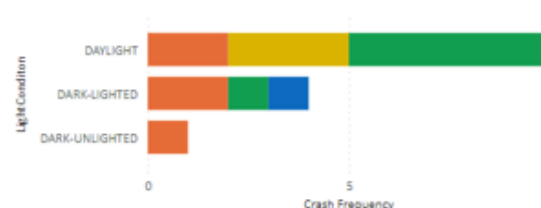
Crash Frequency by Weather and Severity

Severity ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



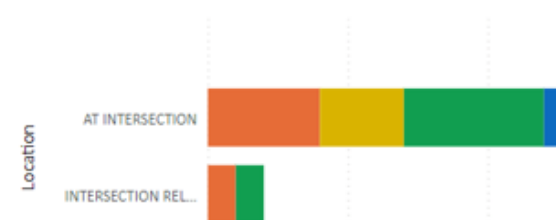
Crash Frequency by LightCondition and Severity

Severity ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



Crash Frequency by Location and Severity

Severity ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



Intersections

27% of all crashes at intersections
50% of fatal and suspected serious injury

21 pedestrian and 15 bicycle crashes documented

Transit stops and pedestrian generated destinations (schools, hospitals, etc) are identified as the highest risk locations.

13 fatalities since 2007, 4 since 2017

5 DUI related
4 motorcycle
3 pedestrian/bicycle

Data

- ☞ Cross referencing Traffic Violations

- ☞ 911 emergency data

- ☞ Maintenance Logs

 - ☞ Currently implementing with Asset Management Program Implementation

- ☞ Designated Safe Routes to School Routes/Crossings

 - ☞ Improvements to current routes

- ☞ Transit Routes and Stops

 - ☞ Improved access



Education, Collaboration, and Communication

❧ 81 Rear End Crashes

- ❧ Significant number during peak hours and closures

❧ Improved messaging signs

- ❧ Informing road users to delays or incidents

- ❧ Proposed this idea with CDOT in previous evacuation planning conversations

❧ Pedestrian Safety Campaigns

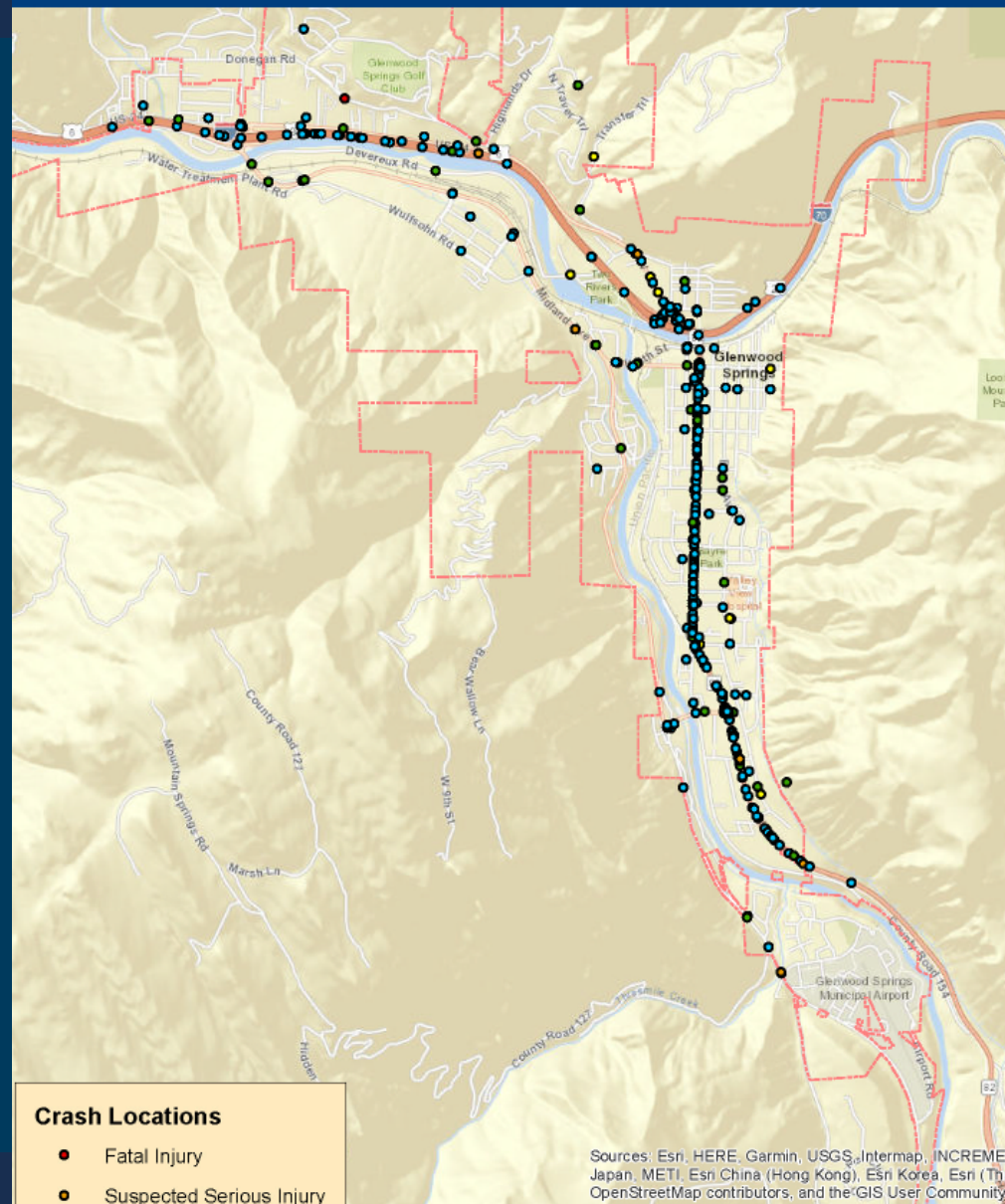
- ❧ In both English and Spanish

- ❧ Reminders to both drivers and pedestrian

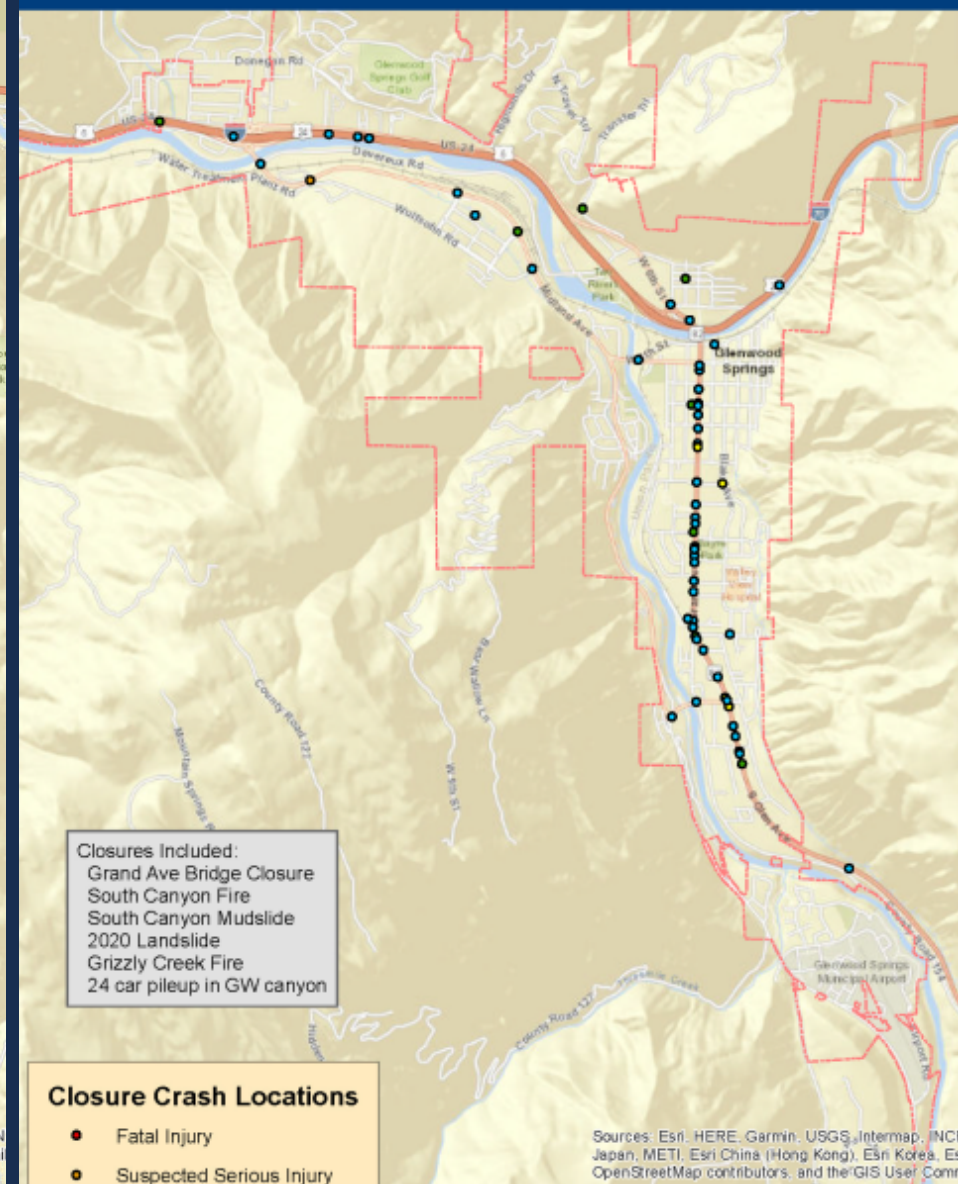
- ❧ Work with schools, employers, and other community groups



Glenwood Springs Crashes



Glenwood Springs Crashes During Closures



Crash Data

Closure Crash Locations

- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- Property Damage-Only
- City Boundary

Crash Locations

- Fatal Injury
- Suspected Serious Injury



How has implementation already started?

œRRFB installations

œGrade separated crossings

- œMidland Avenue and West Wulfsohn Road
- œGrand Avenue Underpass
- œ27th Street Underpasses

œNew Sidewalks

- œDevereux Road
- œRed Mountain Neighborhood
- œ22nd Street

œPedestrian Bridge installations

- œ14th Street
- œ27th Street
- œGrand Avenue Bridge

What else can we do?

Intersection improvements

Pedestrian Crossing Improvements

- Bike Lanes

- Leading Pedestrian Intervals

- Medians/Pedestrian Refuges

- Pedestrian Hybrid Beacons

- Road Diets

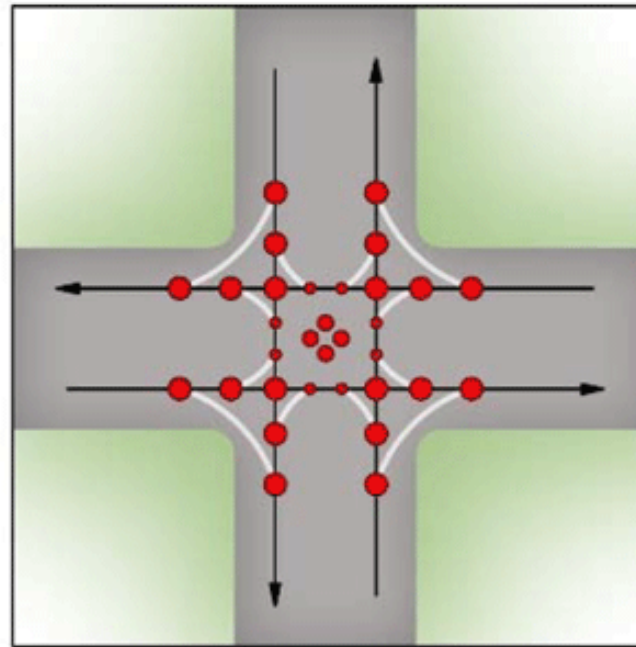
Sight Distance Improvements

Left Turn Conflict Reduction

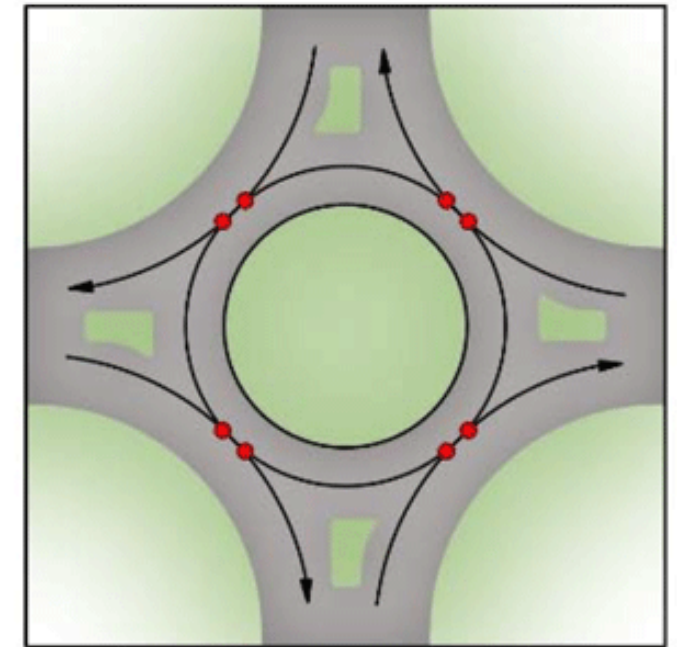
- Access Management

- Roundabouts

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



Traditional Intersection



Roundabout

● Potential Vehicle Conflict Point

Conflict points (potential crashes) in at intersections.

Graphic from FHWA Low Cost Treatments for Horizontal Curve Safety

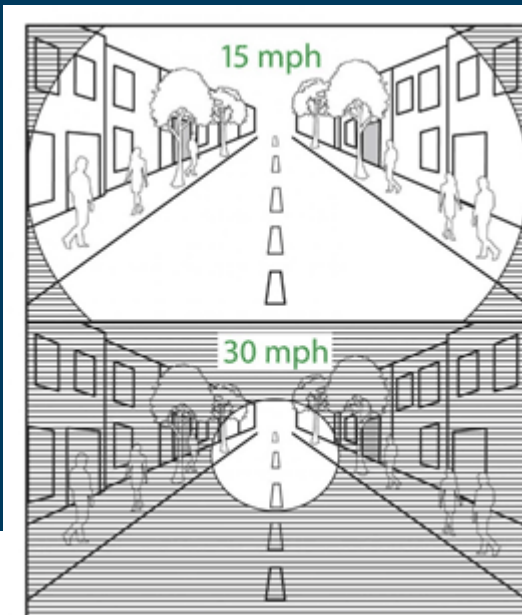
https://safety.fhwa.dot.gov/roadway_dept/horcurves/fhwasa15084/ch7.cfm

What else can we do?

Speed reduction

Reduction of impact severity and serious injury

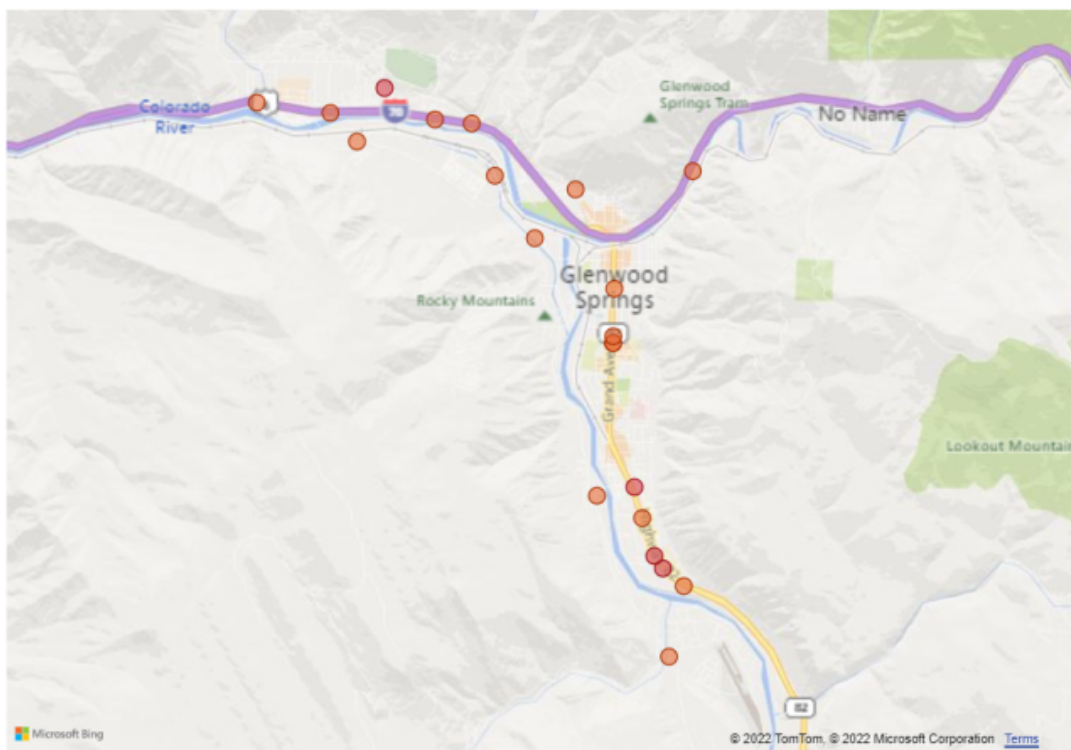
Field of Vision Improvement



Graphics from the Institute of Transportation Engineers

Crash Location Heat Map

Severity ● Fatal Injury ● Suspected Serious Injury



Project Identification

Grand Avenue Improvements

- Number of Signals

- Timing of Signals

- Median Improvements

Midland Avenue and 27th Street Roundabout

- Widen Apron

- Remove Retaining Wall

- Improved Lighting

- RRFB Installation

West 6th Street

- Phases 3 & 4 of the 6th Street Corridor Master Plan

Midland Avenue and West Wulfsohn Intersection

Devereux Road Intersection

Grant Funding Opportunities

☞ Safe Streets For All (SS4A)

- ☞ Direct funding from FHWA (no CDOT pass-through)
- ☞ For Safety Planning Implementation and Infrastructure

☞ Highway Safety Improvement Program (HSIP)

- ☞ Through CDOT
- ☞ Yearly funding opportunities

☞ Safe Routes to School

- ☞ Through CDOT
- ☞ Yearly Funding

☞ 1st/Last Mile Funding

- ☞ Yearly Funding

Projects

Grand Avenue Improvements

☞ Partnering opportunities

- ☞ Grand Avenue/SH 82 Access Control Plan (CDOT)
- ☞ Move Study and Underpass Project (RFTA)
- ☞ Safe Routes to School Crossing for Glenwood Springs Elementary (RFSD)

☞ Median Improvements

- ☞ Slows cars
- ☞ Improved pedestrian crossing safety and comfort
- ☞ Access management implementation

☞ Signal Reduction and/or Timing Improvements

- ☞ Reduces congestion/stop and go
- ☞ Also has environmental benefits

27th Street and Midland Avenue Roundabout

☞ Partnering Opportunity

- ☞ Ties into Underpass improvements (RFTA)

☞ Widen Flare/Improve medians

- ☞ Slows cars entering/exiting the roundabout
- ☞ Improve larger truck navigation

☞ Remove retaining wall

- ☞ Reduce truck conflict
- ☞ Improve visibility

☞ Add improved lighting and RRFBs

- ☞ Improve visibility
- ☞ Improve pedestrian safety

City of Glenwood Springs, CO

Local Road Safety Plan

September 1, 2022



Meeting the Safety Goals of our Community



INTRODUCTION

The City of Glenwood Springs is committed to improving transportation safety and reducing the risk of death and serious injury that result from incidents on our local transportation systems. The city is a vibrant community with a population of 9,963 of which 27% are Hispanic or Latino. Without an identified plan, the risk of fatal or serious injury crashes has remained relatively unchanged over the last five years. As shown in Figure 1, between 2017 – 2021, the crash data collected indicated that four people were killed in the City of Glenwood Springs and 22 people have had suspected series injuries because of a traffic crash. Outside of the crash reporting, there was an additional fatality that occurred on Interstate 70 when a pedestrian entered traffic near Exit 116.

The city's "main street" is Grand Avenue/State Highway 82 which is owned by the State of Colorado and conveys an AADT of approximately 27,000 cars. Furthermore, the city of Glenwood Springs has experienced an increase in unexpected weather events such as wildland fires, mudslides, and rockfall that have resulted in closures on I-70 and subsequent traffic influxes through the City's roadway network.

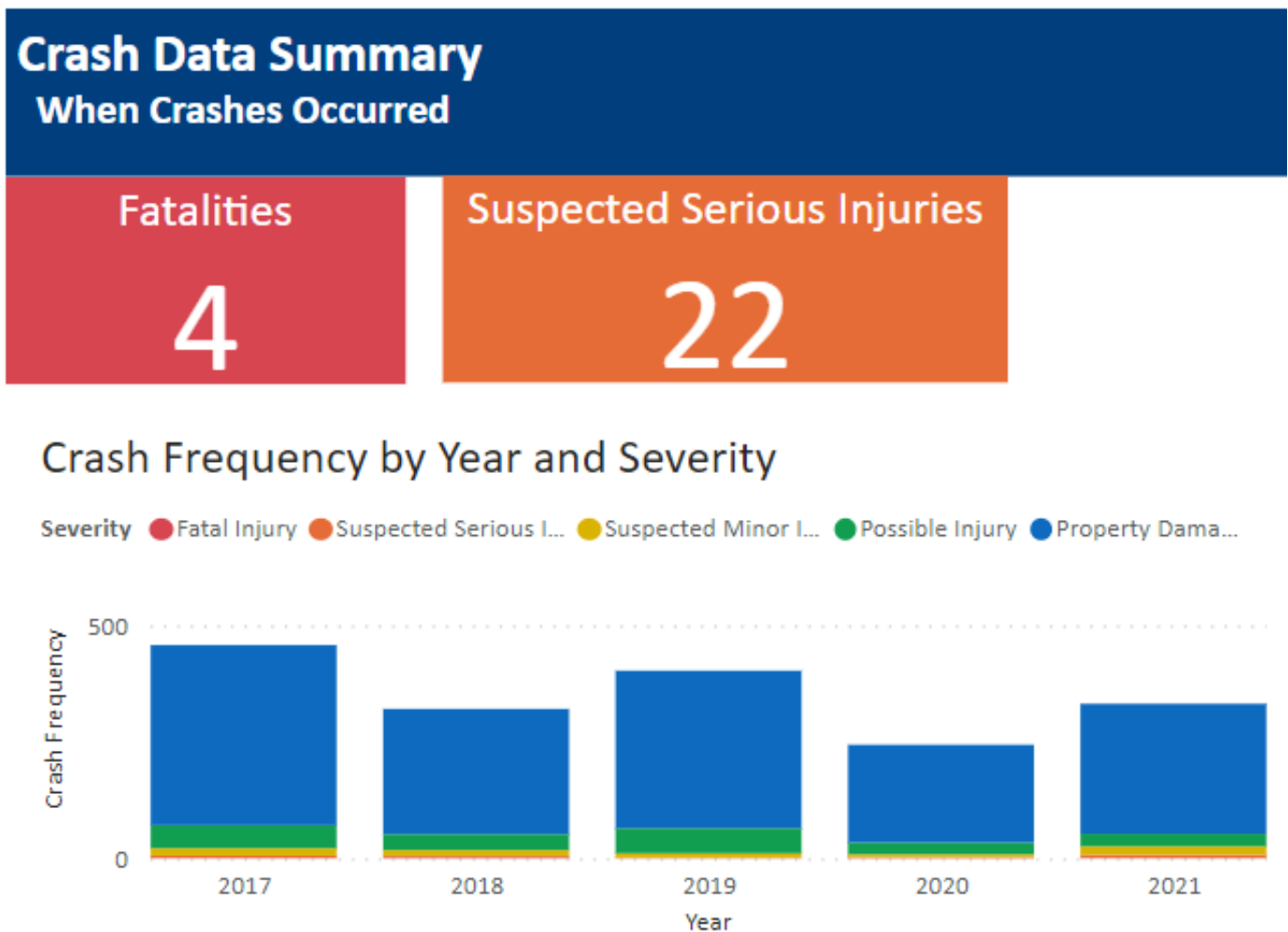


Figure 1: Serious Injury and Fatalities from 2017-2021

This Local Road Safety Plan was completed with the support of the Federal Highway Administration. It has been prepared to recognize local road safety needs within Glenwood Springs and identify low-cost strategies for addressing roadway safety and reducing the risks in the future.

The intent of this plan is to:

- Increase awareness of road safety and risks through education and enforcement
- Achieve a reduction in severe crashes

- Develop lasting partnerships for addressing road safety
- Develop support for grant funding applications to address road safety
- Prioritize needed road safety investments
- Prepare for unexpected weather and/or natural disaster events that drastically affect our roadway network and the influences from state highways and I-70 closures
- Evaluate existing and develop new processes within our city to identify shortcomings and improve the safety of our transportation system

While this Local Road Safety Plan has been created as a living document for the planning, design, and installation of systematic safety improvements, solutions for critical locations identified through data and risk analysis also have been highlighted, as well as strategies for public education that addresses identified behaviors that have contributed to crashes, and finally data to be used in consideration for evacuation preparedness and incident management. The [FHWA LRSP Do it Yourself](#) website was utilized for preparation of this plan.

SAFETY VISION, MISSION, & GOALS

The Vision and Mission of this Local Road Safety Plan provides focus to the safety aspects of the City of [Glenwood Springs Strategic Vision and Mission](#), the [Glenwood Springs Comprehensive Plan](#), and [Vision Glenwood](#). The Vision, Mission, and Goals of this Local Road Safety Plan area as follows:

Vision: To help all users of the City of Glenwood Springs transportation system to reach their destination safely.	Goals: • Reduce the number of fatal crashes to Zero by 2030. • Reduce the number of severe injury intersection crashes by 50% by 2030. • Reduce the number of severe injury pedestrian and bicycle crashes to Zero by 2030.
Mission: To advance roadway safety in the City of Glenwood Springs by eliminating fatal and serious on our roadways.	

Figure 2: Goals for the City of Glenwood Springs for this LRSP and supported by the Vision and Mission

SAFETY PARTNERS

In addition to the City of Glenwood Springs, multiple partners will be engaged in development and deployment of this local road safety plan.

[List of partners here.](#)

- Roaring Fork Transportation District (RFTA)
- Roaring Fork School District (RFSD)
- Colorado Department of Transportation (CDOT)

- Glenwood Springs Bicycle Advocates
- Colorado State Patrol (CSP)
- Valley View Hospital
- Colorado Mountain College (CMC)
- Garfield County (Public Works, Public Health, Sheriff Office)
- Federal Land Agencies (BLM, USFS)
- Eagle County (incident perspective)
- Federal Highway Administration (FHWA)

PROCESS

The City of Glenwood Springs and Garfield County participated with the Colorado Department of Transportation and the Federal Highway Administration in a FHWA Local Road Safety Planning Pilot Program in 2018. The following milestones occurred:

January to May 2018:

FHWA LRSP Pilot Program and Workshop

May 24, 2018:

Status Meeting (Reviewed County LRSP DRAFT and coordinated partner meeting)

- City of Glenwood Springs (Engineering and GIS), Garfield County (Public Health by phone), and FHWA (Resource Center and Division Office)

June 13, 2018:

Status Meeting (Partner meeting, Data Discussion, next steps)

- Participants:
 - o City of Glenwood Springs (Engineering and Police Department)
 - o Garfield County (Public Health – by phone and Road and Bridge)
 - o Colorado DOT (Region 3)
 - o Colorado State Patrol
 - o FHWA (Resource Center and Division Office)

November 2018:

City of Glenwood Springs LRSP DRAFT sent out to departments for review

Summer 2021:

Re-evaluation of the LRSP and coordination with FHWA

Spring/Summer 2022:

Begin process to develop a Garfield County Traffic Incident Management Plan (TIM Plan)

Develop emergency evacuation routes and coordinate A-Line Break locations for evacuation planning

Fall 2022:

Adoption of the City of Glenwood Springs Local Road Safety Plan (LRSP)

Begin City Tactical Emergency Medical Support (TEMS) Plan



EXISTING EFFORTS

The city does not currently have a Local Road Safety Plan, or a data driven protocol to identify problem or risk areas within their roadway network. City staff does, however, proactively identify safety issues through professional experience and public comments and concerns. When staff receives feedback from the community, an effort is made to observe and/or offer a solution to appropriately address the warranted concern. Over the last five years these improvements implemented/programmed:

- A grade separated pedestrian crossing of Midland Avenue near the west connection of Wulfshon Road
- Multiple Rectangular Rapid Flashing beacon installations at non-stop controlled crossings.
- Installation of a pedestrian bridge over the Roaring Fork River behind Glenwood Springs High School. (Figure 3)
- Flashing stop signs installation at a four way stop.
- Analysis of existing intersections that do not meet the current engineering standards for sight distances and angles.
- School Street Improvements. (Figure 4)
- Glenwood Springs Elementary School Pilot Striping and crosswalk improvements on Pitkin Avenue.
- Improved School Zone Signage and Striping.
- Pedestrian Ramp Replacements.
- Additions to trails and sidewalk systems within the city.
- Replacement of a poorly rated traffic Bridge at 27th Street over the Roaring Fork River.
- Installation of a separated pedestrian bridge at 27th Street bridge over the Roaring Fork River. (Figure 5)
- Installation of a raised crosswalk/speed table on Midland Avenue just west of Sopris Elementary.
- Installation of improved pedestrian crossing at Devereux Road and State Highway 6 with a pedestrian refuge.



Figure 3: RRFB Installation on Midland Avenue near 13th Street.



Figure 4: Improvements on School Street near Glenwood Springs Elementary



Figure 5: 27th Street traffic and pedestrian bridge over the

This process is supported by the City of Glenwood Springs Engineering department to improve local roads with the help of FHWA safety solutions.

DATA ANALYSIS AND SUMMARY

CDOT provided crash data from 2017-2021 on state, county, and city roadways throughout the City of Glenwood Springs. Crash data was also provided for cities (Aspen, Breckenridge, Frisco, Rifle, Steamboat Springs) with similar roadway constraints including state highways located through the center of their community within Colorado as a peer group to compare the crash data. To further correlate the data, crash reports were examined for all fatal and severe crashes as well as all available pedestrian and bicycle crash reports.

The City of Glenwood Springs has a substantial amount of pass-through traffic generated outside of the city boundary (an AM peak pass-through traffic rate of about 56% and a PM peak pass through rate of about 45%). Recent wildland fires and mudslides that occur on the state system has caused an influx of traffic on the city system when other non-City roadways in the area require safety closures.

A majority of total crashes documented within the city, occur on Grand Avenue/State Highway 82 which coincides with being the highest traveled corridor in the city; however, Midland Avenue has the highest number of suspected severe injury crashes.

27% of the total crashes documented within the city occur at intersections and 33% of the total suspected severe injury crashes occur at intersections. The table below (Table 1) shows an excerpt of the crash data including the number of pedestrians, bicyclist, rear end, and intersection crashes. Crashes are categorized by injury level (KABCO). K for fatalities, A for a severe/evident Incapacitating Injury, B for an Evident non-incapacitating injury, C for a complaint or possible injury, and O for no injury. As shown in Table 1, the shaded data indicates these elements that are over-represented compared to the peer cities with similar conditions in Colorado.

Overall, Midland Avenue and Grand Avenue/State Highway 82 contain most of the total recorded crashes and severe injury crashes within the city. Figure 6 indicates the frequency of crashes within the city through a heat map. It is clearly indicated on the map that many crashes within the city occur at intersections throughout the city. Figures 7 and 8 summarize crashes involving pedestrians as well as intersection related crashes on and off the state highway systems.

Glenwood Springs and Colorado City Street Data	KABC Crashes						Total Crashes					
	Peer Cities, Average, 2017 - 2021		Colorado, 2017 - 2021		Glenwood Springs, 2017 - 2021		Peer Cities, Average, 2017 - 2021		Colorado, 2017 - 2021		Glenwood Springs, 2017 - 2021	
	2017 - 2021	%	2017 - 2021	%	2017 - 2021	%	2017 - 2021	%	2017 - 2021	%	2017 - 2021	%
Overall Numbers												
Total # of Collisions	109.4	N/A	103411	N/A	199	N/A	999.6	N/A	424,037	N/A	1,240	N/A
# of Fatal Collisions	1.0	0.9%	1894	1.8%	4	2.0%	1	0.1%	1,894	0.4%	4	0.3%
# of Serious Injury Collisions	7.2	6.6%	9593	9.3%	10	5.0%	7	0.7%	9,593	2.3%	10	0.8%
# of Alcohol- or Drug-Related Collisions	8.6	7.9%	7273	7.0%	13	6.5%	36	3.6%	17,741	4.2%	56	4.5%
Total # of Fatalities	1.0	N/A	2053	N/A	4	2.0%	1	N/A	2,053	N/A	4	0.3%
Total # of Serious Injuries	7.8	N/A	11626	N/A	10	5.0%	8	N/A	11,626	N/A	10	0.8%
Most Severe Injury Reported												
5 (K)	1.0	0.9%	1894	1.8%	4	2.0%	1	0.1%	1,894	0.4%	4	0.3%
4 (A)	7.2	6.6%	9593	9.3%	10	5.0%	7.2	0.7%	9,593	2.3%	10	0.8%
3 (B)	30.8	28.2%	26708	25.8%	39	19.6%	30.8	3.1%	26,708	6.3%	39	3.1%
2 (C)	70.4	64.4%	65216	63.1%	146	73.4%	70.4	7.0%	65,216	15.4%	146	11.8%
1 (O)	N/A	N/A	N/A	N/A	N/A	N/A	890.2	89.1%	320,626	75.6%	1,041	84.0%
Crash Type												
APPROACH TURN	8.8	8.1%	12138	11.7%	24	12.1%	35	3.5%	30,926	7.3%	76	6.1%
BICYCLE	5.8	5.4%	3092	3.0%	15	7.5%	9	0.9%	5,133	1.2%	19	1.5%
BROADSIDE [Front to Side]	17.4	16.1%	21301	20.6%	23	11.6%	133	13.3%	68,354	16.1%	99	8.0%
PEDESTRIAN	9.0	8.3%	4172	4.0%	21	10.6%	13	1.3%	6,139	1.4%	24	1.9%
REAR-END [Front to Rear; Rear to Rear; Rear to Side]	40.0	37.0%	30920	29.9%	81	40.7%	293	29.3%	131,306	31.0%	503	40.6%
Roadway Description												
AT DRIVEWAY ACCESS [Driveway Access Related]	5.8	5.3%	5417	5.2%	19	9.5%	52	5.2%	23,934	5.6%	92	7.4%
AT INTERSECTION	45.0	41.1%	45727	44.2%	65	32.7%	277	27.8%	155,156	36.6%	317	25.6%
Crossover-Related	0.0	0.0%	50	0.0%	0	0.0%	1	0.1%	447	0.1%	1	0.1%
IN ALLEY [Alley Related]	1.8	1.6%	311	0.3%	3	1.5%	22	2.2%	2,172	0.5%	14	1.1%
INTERSECTION RELATED	15.6	14.3%	14064	13.6%	34	17.1%	131	13.1%	61,235	14.4%	194	15.6%
NON-INTERSECTION	38.4	35.1%	36650	35.4%	74	37.2%	469	46.9%	173,662	41.0%	564	45.5%
PARKING LOT	0.2	0.2%	39	0.0%	1	0.5%	6	0.6%	1,000	0.2%	8	0.6%
RAMP [Ramp/Interchange - RET; Ramp-related]	0.2	0.2%	754	0.7%	0	0.0%	1	0.1%	3,171	0.7%	1	0.1%
ROUNDABOUT	2.4	2.2%	334	0.3%	3	1.5%	38	3.8%	2,943	0.7%	48	3.9%
UNKNOWN/Other [Auxiliary Lane; Express/Managed/HoV]	0.0	0.0%	65	0.1%	0	0.0%	2	0.2%	317	0.1%	1	0.1%

Table 1: Peer City Crash Data Table Summary



Summary of findings represented in Table1:

- Alcohol- and Drug-Related Crashes
 - From 2017 – June 2020, the percent of crashes in Glenwood Springs involving alcohol- or drug-impaired drivers was 6.5%.
 - The 2017 – June 2020 rate is lower than in previous years. The percent of crashes involving alcohol or drugs from 2013 – 2016 within Glenwood Springs was 10.3%.
 - This is lower than represented in peer cities. From 2017 – June 2020, peer cities saw 7.9% of crashes being alcohol or drug related.
 - This is also lower than the 7.0% represented statewide from 2017 – June 2020.
- Crash Type
 - 10.6% of crashes in Glenwood Springs from 2017 – 2021 involved a pedestrian. This is overrepresented as compared to the 8.3% of crashes involving pedestrians in the peer cities from 2017 – 2021.
 - 7.5% of crashes in Glenwood Springs from 2017 – 2021 involved a bicyclist. This is higher than 5.4% of crashes occurring in the peer cities from 2017 – 2021.
 - Rear-end crashes in Glenwood Springs decreased from 46.6% in 2013 – 2016 to 40.7% in 2017 – 2021, however this is still overrepresented compared to 29.9% of crashes statewide and 37.0% within in the peer cities from 2017 – 2021.
- Light Condition
 - 3.5% of crashes in Glenwood Springs from 2017 – 2021 occurred in “Dark – Not Lighted” conditions.
 - This represents an increase from 1.7% represented from 2013 – 2016 within Glenwood Springs.
 - This rate is less than the crashes occurring in “Dark – Not Lighted” conditions statewide at 7.4%.
 - This rate is also less than crashes represented in the peer cities at 8.2% from 2017-2021.
- Road Surface Condition
 - 10.1% of Glenwood Springs crashes from 2017 – 2021 occurred on icy, slushy, or snowy roads.
 - There was a decrease from the 2013 – 2016 data from 11.5% in Glenwood Springs.
 - This is higher than 5.9% indicated statewide from 2017 – 2021.
 - Glenwood Springs crashes were lower than the 26.3% represented in peer cities from 2017 – 2021.
- Roadway Description
 - “At Intersection” crashes in Glenwood Springs increased from 27.6% to 32.7% between 2013 – 2016 and 2017 – 2021 periods.
 - However, “Intersection Related” crashes decreased from 28.2% to 17.1% between the same periods.
 - Combined, “At Intersection,” “Intersection Related,” and “At Driveway Access” crashes decreased from 64.9% to 59.3% between the two periods.



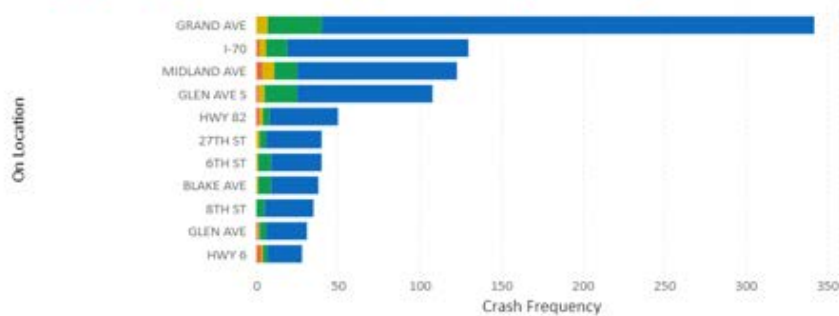
- The rate of these crashes represented in Glenwood Springs was lower than the 63.1% represented statewide and 60.7% shown in the peer cities between 2017 – 2021.
- Alignment
 - 28.1% of crashes in Glenwood Springs from 2017 – 2021 occurred on a grade. This is overrepresented compared to 19.6% statewide from 2017 – 2021 and higher than the 24.1% shown in peer cities from 2017 – 2021.
- Motor Vehicle Body Type
 - The “Pickup Truck/Utility Van” type was involved in 22.0% of crashes from 2017 – June 2020.
 - This indicates an increase from 14.3% indicated from the 2013 – 2016 Glenwood Springs data.
 - Glenwood Springs is overrepresented as compared to 14.3% indicated in the statewide data from 2017 – June 2020.
 - This is also higher than the 18.2% represented within peer cities from 2017 – June 2020.
 - The “Passenger Car/Van” type was involved in 36.8% of crashes from 2017 – June 2020.
 - This decreased from 40.5% as shown in Glenwood Springs from 2013 – 2016.
 - Glenwood Springs was overrepresented as compared to 26.5% in peer cities from 2017 – June 2020.
 - This rate was still lower than the 45% indicated statewide from 2017 – June 2020.
 - The “SUV” type was involved in 26.1% of crashes in Glenwood springs from 2017 – June 2020. This is lower than the 40.3% represented in peer cities from 2017 – June 2020.
- Speed Limit
 - 65.3% of crashes in Glenwood Springs from 2017 – June 2020 occurred when the speed limit was 25-mph.
 - This is overrepresented as compared to 6.7% statewide and 36.4% within peer cities from 2017 – June 2020.
 - This overrepresentation is predictable as most Glenwood Springs Streets are limited to a 25-mph speed limit.
 - The only streets not limited to 25-mph are:
 - Approximately 1.5 miles of Midland Avenue near the Meadows Shopping Center between the West Wulfsohn Road and Midland Avenue Intersection and the Red Mountain Drive and Midland Avenue Intersection.
 - Approximately 0.5 miles of the most southern section of State Highway 82 within Glenwood Springs.
 - State Highway 6 which ranges from 25-45 mph through Glenwood Springs.
 - Interstate 70 which ranges from 50-65 mph through Glenwood Springs.
 - This overrepresentation is not a direct indication of the speed limit being an issue.

- Motor Vehicle Maneuver
 - 4.6% of crashes in Glenwood Springs from 2017 – June 2020 involved a vehicle making a right turn.
 - This rate decreased from 6.4% within Glenwood Springs from 2013 – 2016.
 - This is overrepresented compared to 2.3% in peer cities from 2017 – June 2020.
 - This was also higher than the 3.1% indicated statewide from 2017 – June 2020.
- Restraint Use
 - A driver was recorded as “not belted” in 18.0% of Glenwood Springs crashes from 2017 – June 2020, which is overrepresented compared to a rate of 12.4% statewide and 12.6% in peer cities during the same period.
 - A cyclist was recorded as not wearing a helmet in 73.3% of Glenwood Springs crashes from 2017 – June 2020; overrepresented compared to 55.2% in peer cities and 69.5% shown statewide during the same period.
- Driver Actions
 - A driver was recorded as “preoccupied” in 10.3% of Glenwood Springs crashes from 2017 – June 2020, which was a decrease from the 13.9% represented from 2013 – 2016 in Glenwood Springs but overrepresented as compared to the 5.3% in peer cities and 4.7% statewide during the same period.

Crash Data Summary Where Crashes Occurred

Crash Frequency by On Location and Severity

Severity ● Fatal Injury ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



Road Departure

14%

Intersection Related

27%

State

All

Ownership

All

Municipality

GLENWOOD SPRINGS

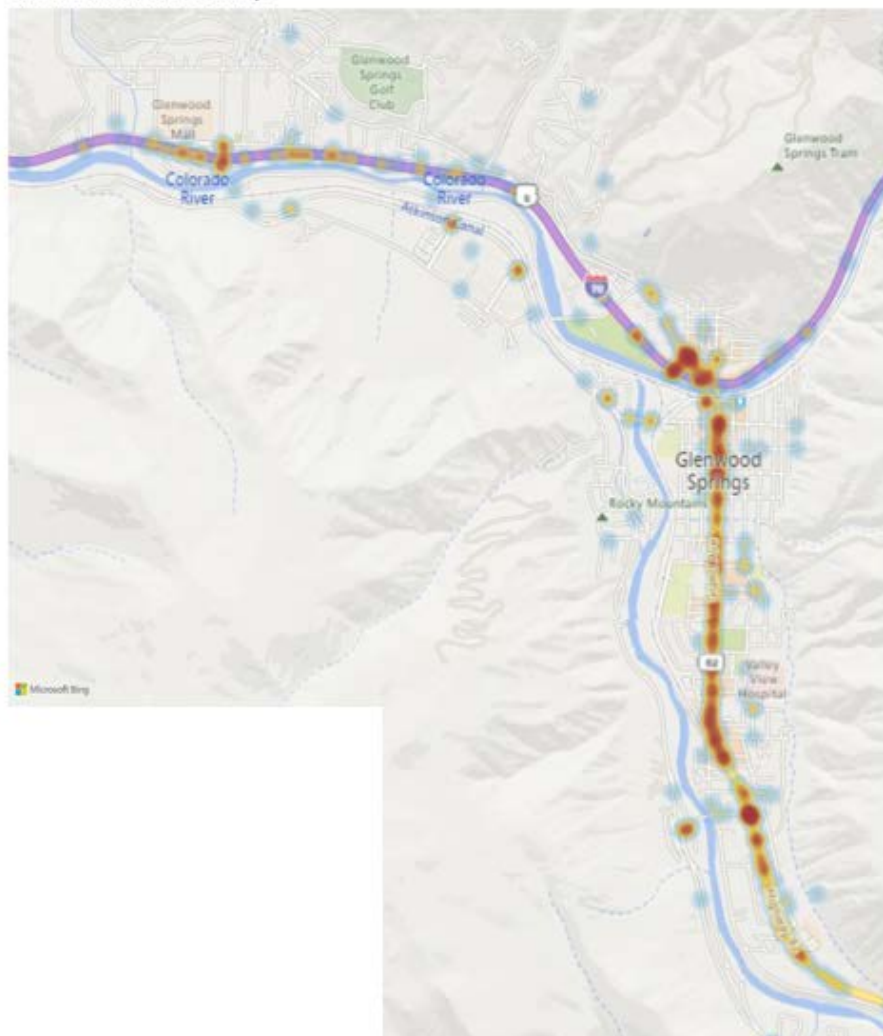
Year

2017 2021

Severity

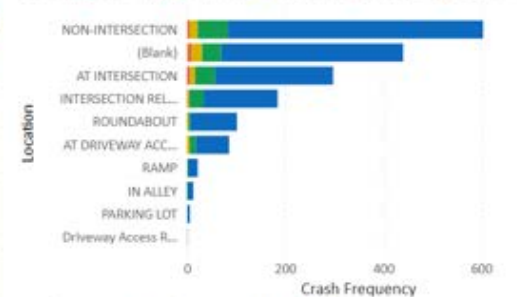
All

Crash Location Heat Map



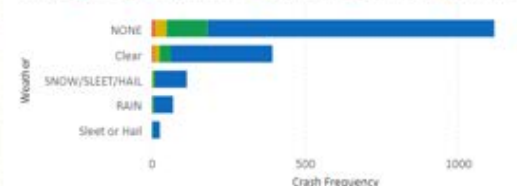
Crash Frequency by Location and Severity

Severity ● Fatal Injury ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



Crash Frequency by Weather and Severity

Severity ● Fatal Injury ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only



Crash Frequency by LightCondition and Severity

Severity ● Fatal Injury ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only

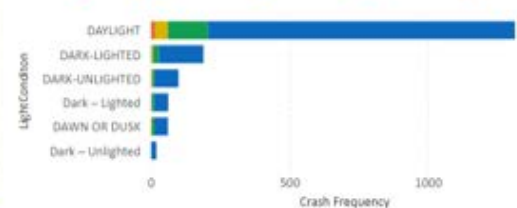


Figure 6: Crash Data Heat Map

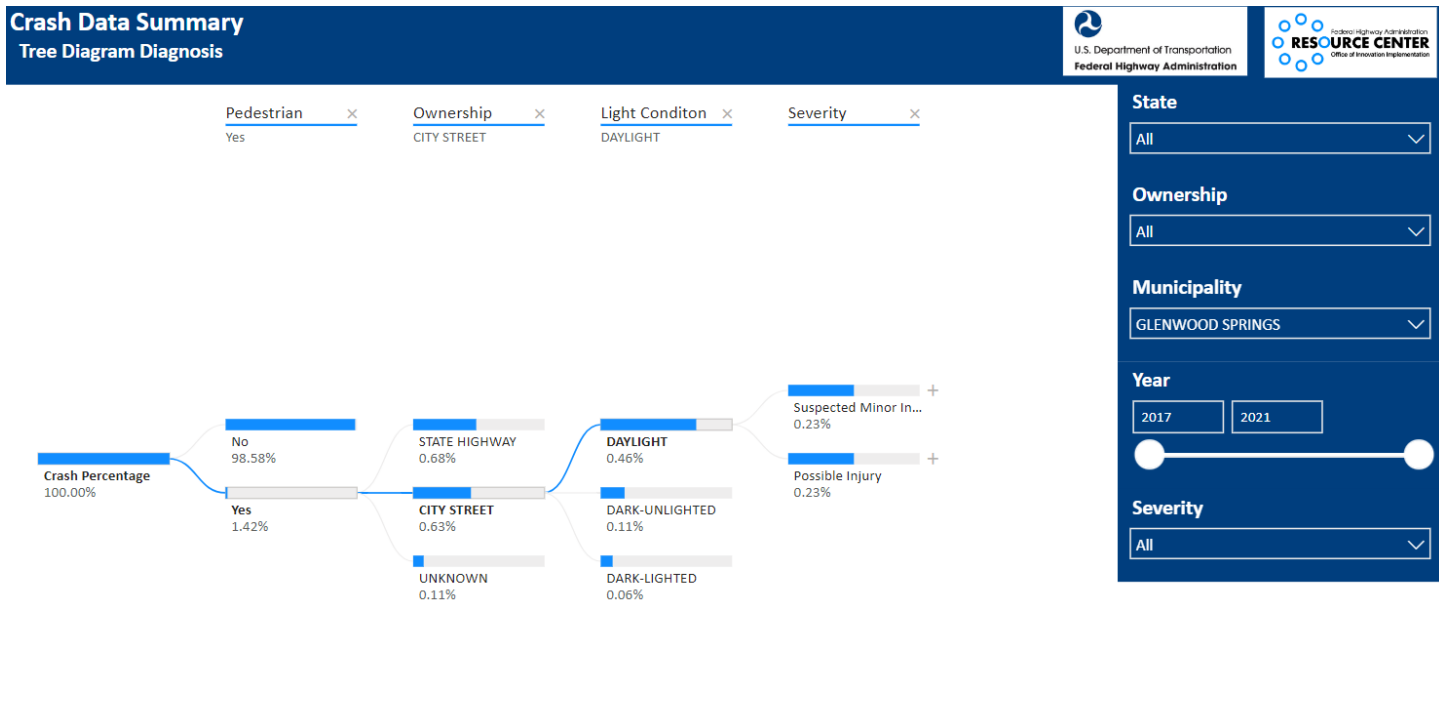


Figure 7: Pedestrian Crash Data Summary

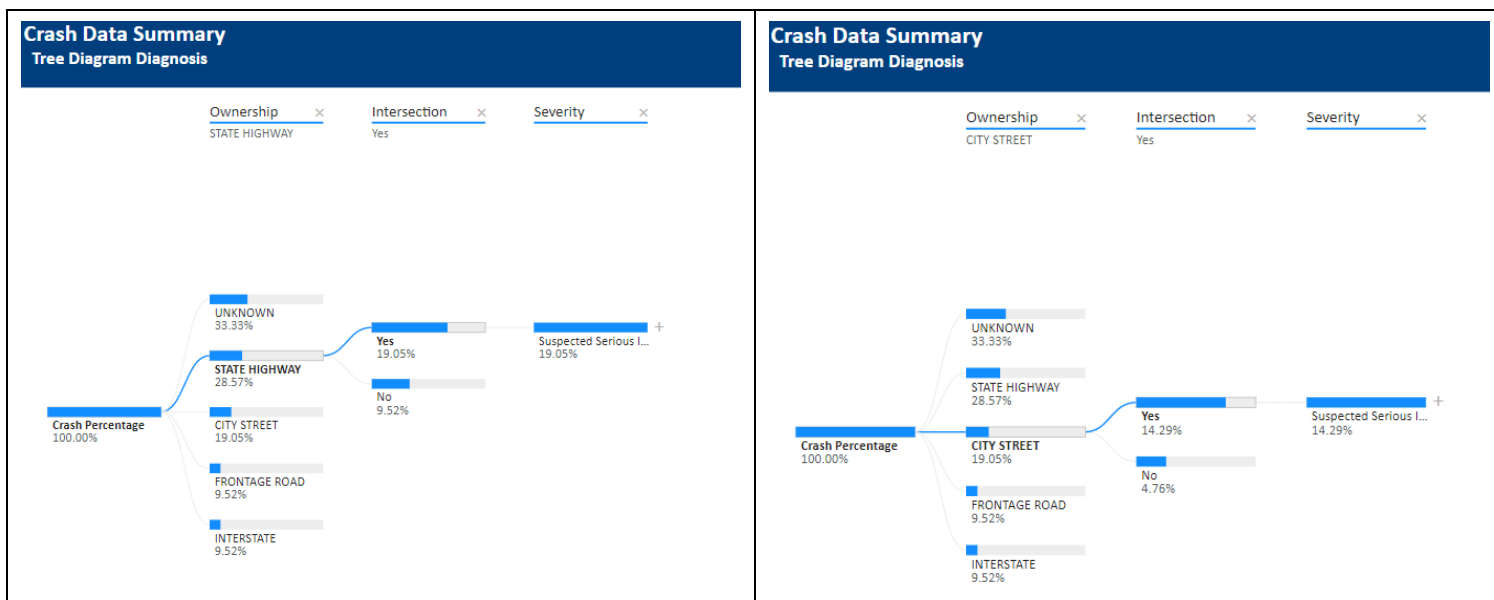


Figure 8: State Highway versus City Street Crash Data Summary

The crash data between 2016 and 2021 indicates that there is an increase in crash frequency during I-70 closures due to natural disasters (debris flow and wildfires). These dates were included in the analysis of the closure data:

- February 2016: Rock fall in Glenwood Canyon. Closed I-70 east of Glenwood Springs for 4 days
- August 2018: Fire in South Canyon. Closed I-70 west of Glenwood Springs
- July 2019: Debris event in South Canyon. Closed I-70 west of Glenwood Springs. 27th Street Bridge was closed during this period as well.
- July 2020: Fire in South Canyon. Closed I-70 west of Glenwood Springs.
- August 5-24, 2020: The Grizzly Creek Fire. Closed I-70 west of Glenwood Springs though Glenwood Canyon.

- July 29, 2021 – August 14, 2021 – Mudslide on I-70. Closed I-70 west of Glenwood Springs though Glenwood Canyon.
- Ongoing: Safety closures of I-70 west of Glenwood Springs though Glenwood Canyon ongoing from the potential debris and flash flooding events.

During these extended closures the total and injury crashes shifted and incidents on the city system increased. Rear end, pedestrian, driveway crashes, and careless driving all increased significantly during major events.

The following figures indicate crash locations and severity through the city. Figure 9 identifies the locations of Serious Injury and Fatality Crashes from 2017-2021, but it is important to identify all fatalities and causes within the city from outside of the data analyzed. Of the 13 fatalities documented in the last 15 years, a significant number of these fatalities involve a DUI (5), motorcycle (4), or pedestrian/bicycle (3).

1.	8/11/2007	(Saturday 06:50)	DUI at 51701 Hwy 6 & 24, passenger was killed: fatal
2.	8/4/2009	(Tuesday 16:52)	Motorcyclist was DUI and went off the road on Airport Rd; fatal
3.	8/30/2010	(Monday 18:31)	DUI at 27 th and Midland; vehicle rolled; fatal
4.	3/18/2014	(Tuesday 07:31)	Sideswipe vehicle during poor weather at the 3400 block of SH 82; fatal
5.	8/17/2013	(Saturday 14:05)	Motorcycle rear-ending a RFTA bus at 20 th and SH 82; fatal
6.	4/3/2015	(Friday 10:55)	DUI Vehicle overturning on I-70 at MM 116.11; fatal
7.	5/6/2017	(Saturday 23:59)	Pedestrian at SH82 and Blake (RF Market); fatal
8.	6/2/2018	(Friday 14:37)	Cyclist SH 82/27 th Street; fatal
9.	8/1/2018	(Wednesday 13:47)	Passenger fatality at SH 82 and Blake (RF Market); fatal
10.	2/14/2019	(Thursday 18:40)	Pedestrian stepped into traffic at 116 I-70; fatal
11.	7/2/2021	(Saturday 23:26)	Motorcyclist Fatality at Vista Drive/Donagan; fatal
12.	7/24/2022	(Sunday 12:46)	Motorcyclist lost control on wet road; fatal
13.	6/17/2022	(Friday 9:35)	DUI struck a woman in a private parking lot near the 27 th /S Grand roundabout, possible fatality

More recently, a hit and run of a cyclist at the 20th Street and Grand Avenue/State Highway 82 intersection occurred on August 14, 2022, causing serious injury to the cyclist. The cyclist crossed the intersection heading west against the red light as indicated.

Crash Location Heat Map

📍 📄 🗨 📊 ...

Severity ● Fatal Injury ● Suspected Serious Injury

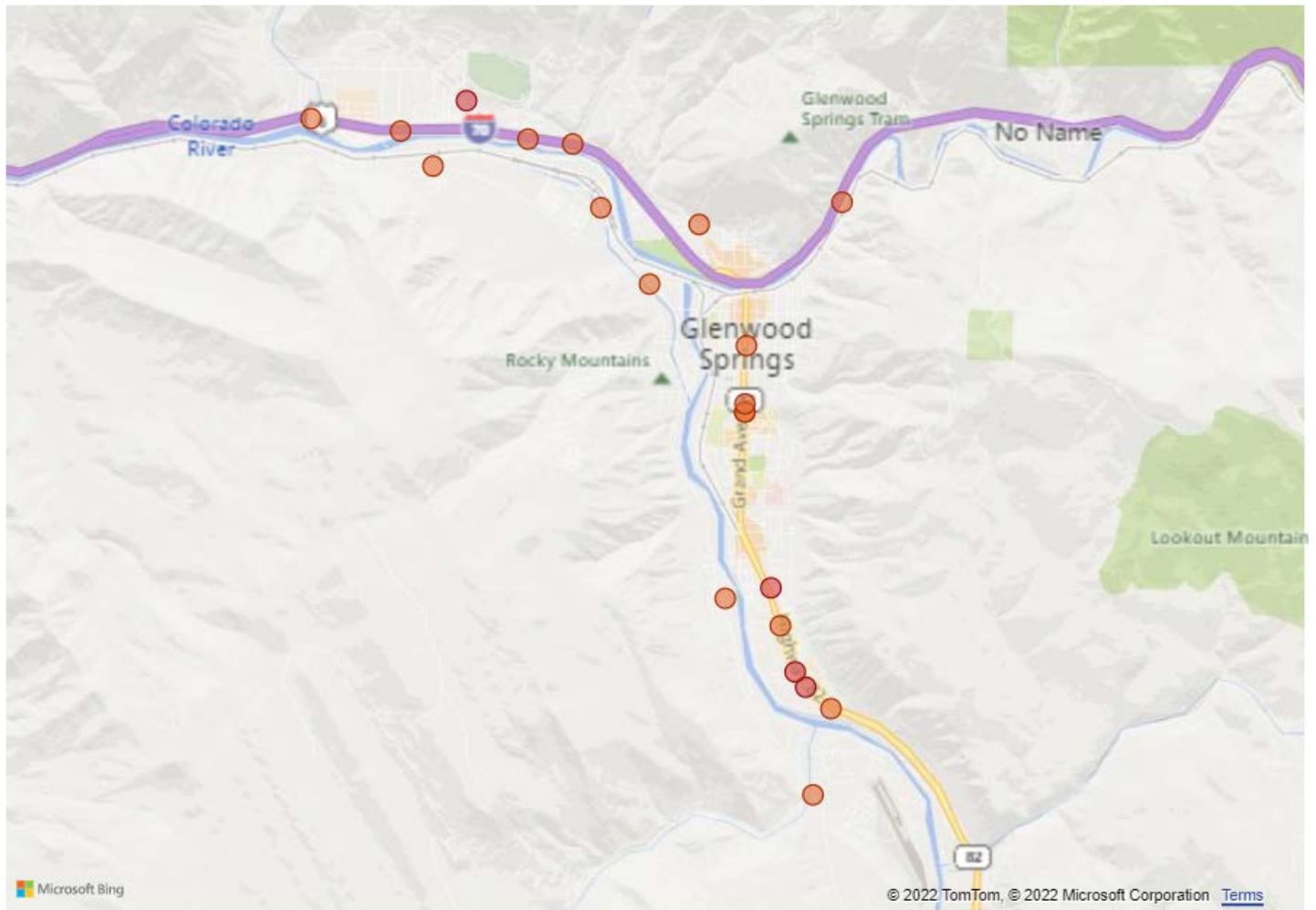


Figure 9: Fatality and Serious Injury Heat Map from 2017-2021

Crash Location Heat Map

Map navigation icons: zoom in, zoom out, pan, etc.

Severity ● Fatal Injury ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only

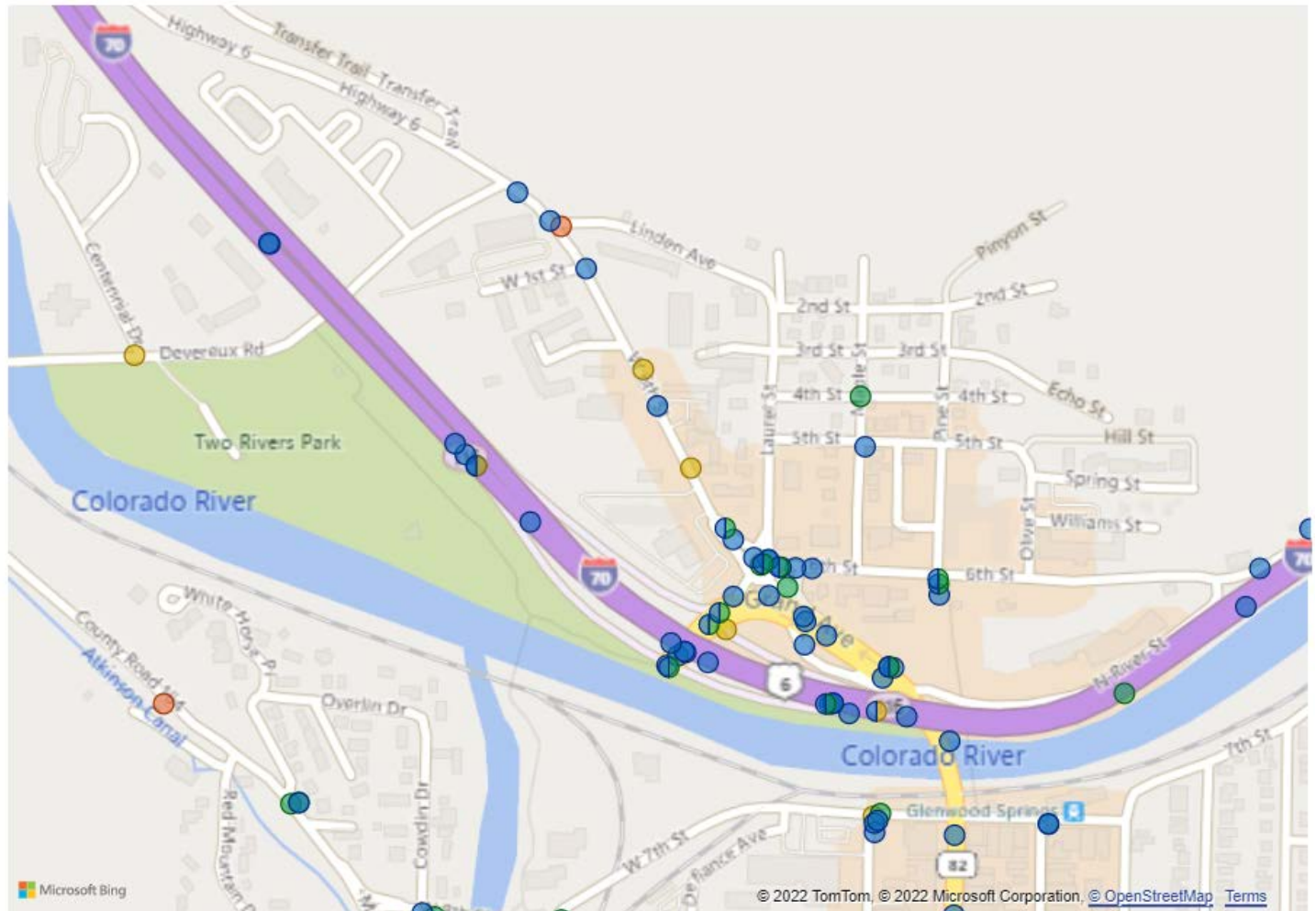


Figure 10: Crash Location Heat Map for Central Glenwood Springs around Exit 116 of I-70 from 2017-2021



Crash Location Heat Map

Severity ● Fatal Injury ● Suspected Serious Injury ● Suspected Minor Injury ● Possible Injury ● Property Damage-Only

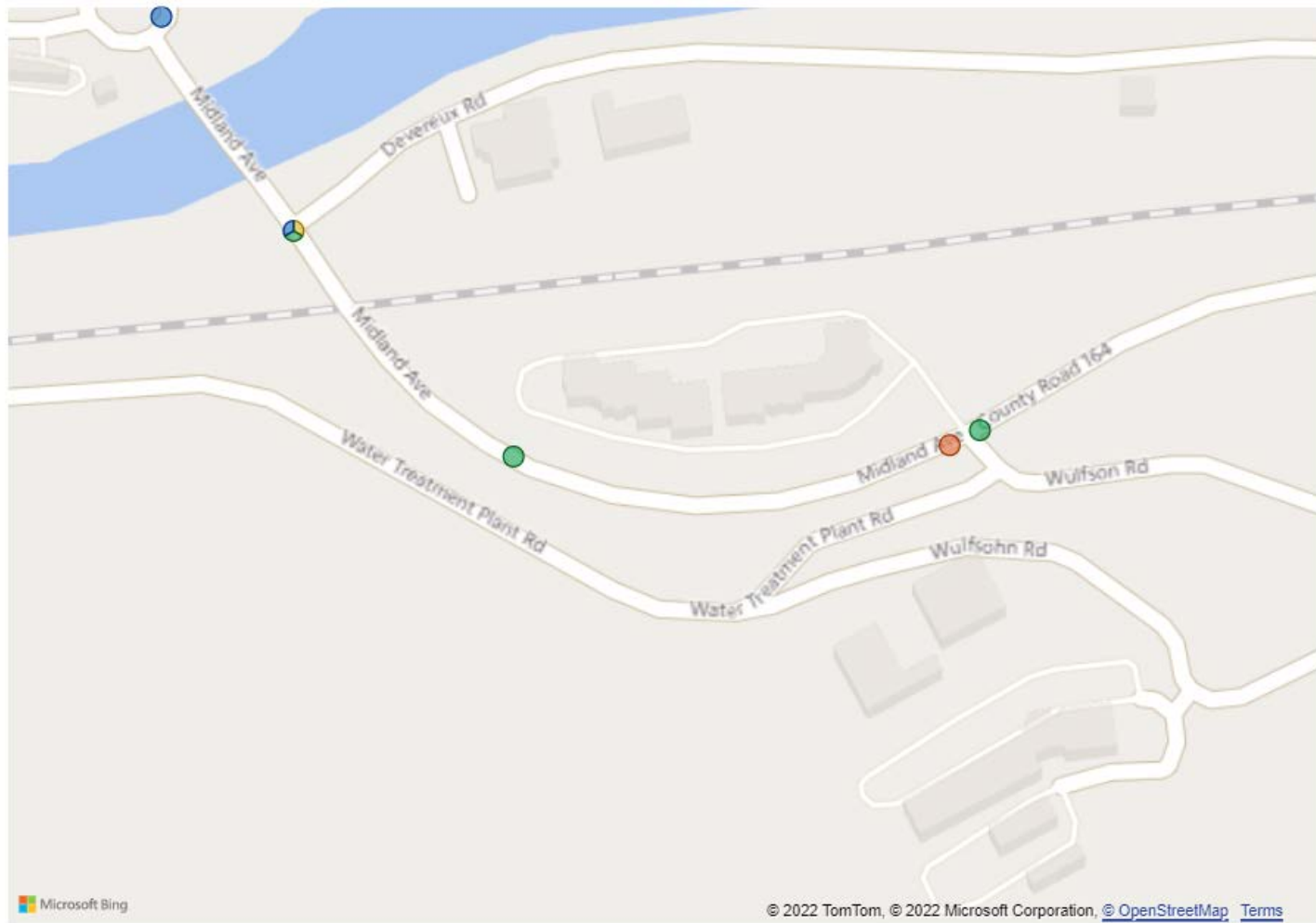


Figure 11: Crash Location Heat Map for Western Glenwood Springs near Glenwood Meadows Shopping Center from 2017-2021

EMPHASIS AREAS

Emphasis areas are those where the data shows there is overrepresentation in crashes compared to other roadway elements or contributing factors. The [Colorado DOT Strategic Highway Safety Plan](#) emphasis areas include high risk behavior (distracted, impaired), vulnerable roadway users (pedestrian, bicycles, motorcycles), severe crash mitigation (intersections, roadway departure), and programmatic (data, EMS, law enforcement)

Emphasis Area 1: Intersections (including pedestrians)

With 27% of all crashes and 50% of fatal and 33% suspected severe crashes at intersections it is critical risk area to address in the city. There were 21 pedestrian crashes and 15 bicycle crashes from 2017-2021. Additional assessment of proximity of the intersection crashes to transit stops and pedestrian generators will also be essential to identifying the highest risk location for prioritization of improvements.

Emphasis Area 2: Data

Although through this process the use of crash data has been enhanced including collaboration with CDOT, updates to the crash data as well as cross referencing traffic violation, 911 emergency data, maintenance logs, designated safe routes to school crossings, transit routes and stops, and roadway assets (like signs, pavement markings, etc.) are all additional data that can be used to help prioritize projects that meet the most needs of the community and the safety issues identified.

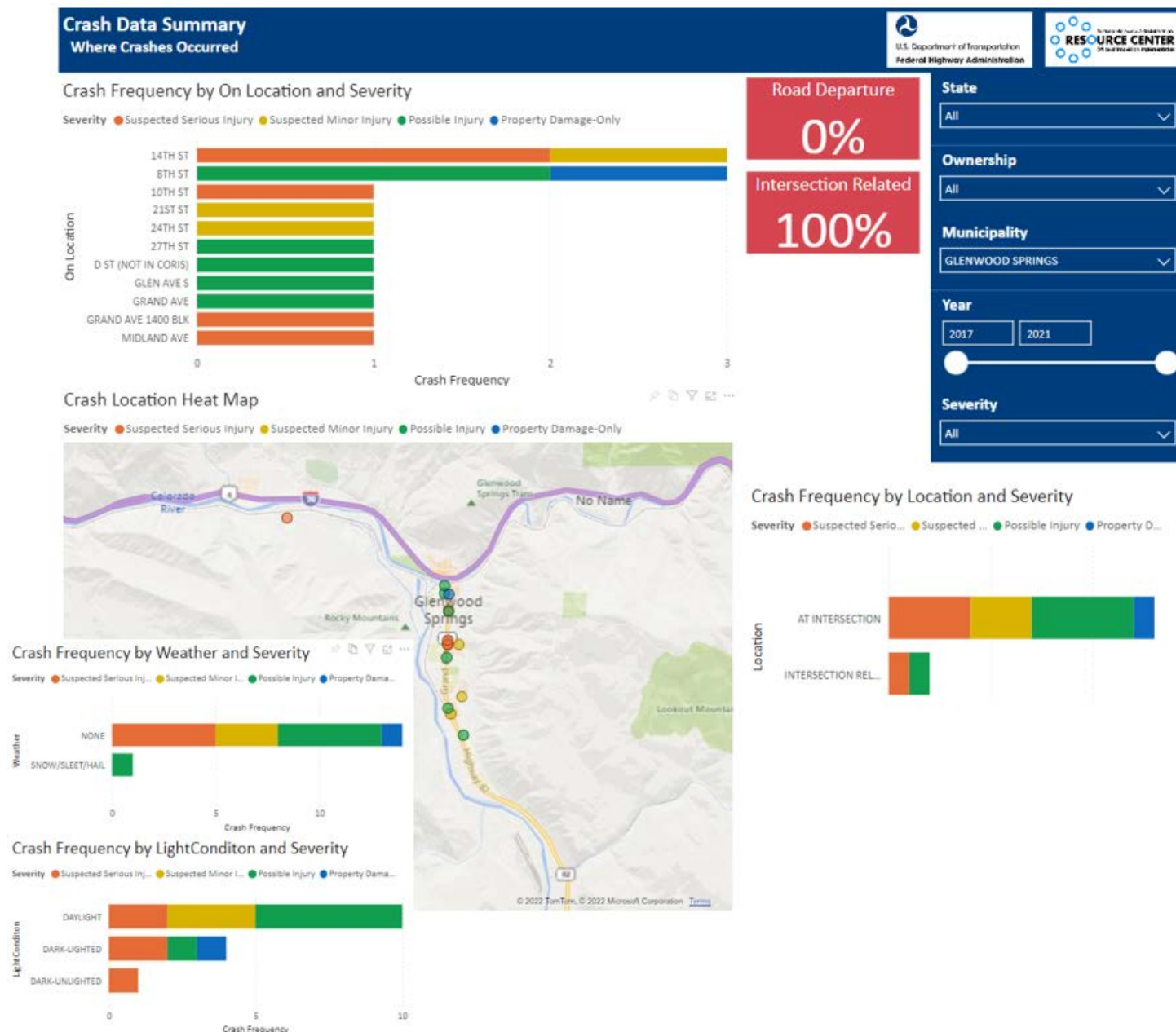


Figure 12: Crash Frequency and Severity

A request was made to Garfield County 911 to locate data that may not be documented with a crash report; however, 911 data was limited and requests to parse out data relating to potential vulnerable user injuries were unsuccessful as they do not categorize this data separately. Data for Bicycle and Pedestrian crashes are often underrepresented in typical crash data because they are not always documented as with a vehicle. Pedestrians or cyclists may be involved in an incident that does not involve a vehicle or damages that would have an associated crash report, or they can often

walk away from incidents that may involve a vehicle, only to be seen by medical staff at a later time. Staff often must rely on verbal reports from the community for this crash information.

Emphasis Area 3: Education, Collaboration, and Communication

Eighty-one (81) crashes were rear end crashes many of which occurred during the peak traffic and events. Consideration of using permanent changeable message signs to keep the traffic informed about incidents or delays. This information could help deter additional incidents from occurring as a result of driver frustration.

Pedestrian safety PSAs in the community in both English and Spanish to remind drivers and pedestrians the rules of the road. This could be done in conjunction with community groups, public health, employers, and schools.

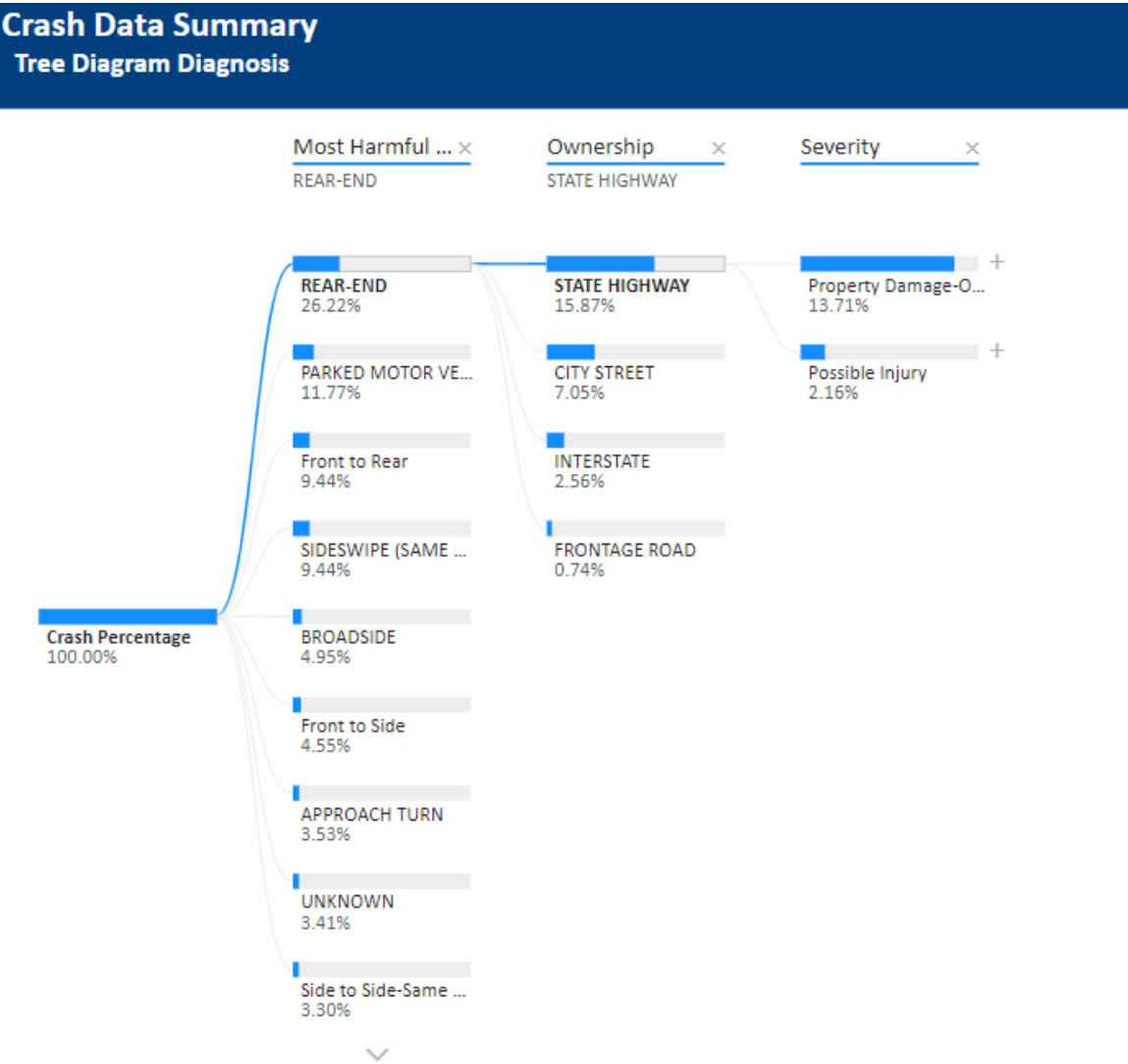


Figure 13: Rear End Crash Data Summary

The city is in the process of developing a joint Traffic Incident Management System (TIMS) plan with the help of CDOT, CSP, and Garfield County, and will begin the process for developing a Traffic Emergency Management System (TEMS) plan for the city. These plans will incorporate data from this safety analysis to establish better traffic management during major highway closures that have a significant impact on our system. Improved traffic management will help to decrease congestion and driver frustration and address the increase in off-highway incidents during closures. These plans will include the establishment of evacuation routes and access-line breaks along Interstate 70 in the event of a major disaster or incident. Plans that are developed will include public education and management during implementation.



CHOOSE PROVEN SOLUTIONS

FHWA's [Proven Safety Countermeasures](#) include many low-cost strategies to improving safety and reducing risk on roadways. There are many low-cost countermeasures such as signing and pavement marking that can increase the visibility for both pedestrians and drivers as well as heighten their awareness for safe locations to be crossing the roadway. Leading pedestrian intervals at signalized intersections also allows for the pedestrians to be more visible and allowing them to have the right of way in advance of the vehicles. It also allows for re-timing to ensure pedestrians have ample time to cross the roadway regardless of their ability.



Figure 14: FHWA Proven Safety Countermeasures

POTENTIAL PROJECT IDENTIFICATION

- West 6th Street – West of Laurel Street
 - Improvements necessary for bicycle and pedestrian access, circulation, and crossings for the hotels and recreational facilities in this corridor. These are already identified in the [6th Street Corridor Master Plan](#).
- West Wulfson Road and Midland Avenue Intersection
 - Grades, sight distances, and lighting/visibility play a major role in incidents at this intersection. While there are only two accidents documented at this intersection, one of them was a serious injury involving a pedestrian. With the RFTA Park and Ride in proximity and along with a Ride Glenwood stop, improvements are necessary to mitigate hazards identified with this data and the numerous “close-calls” the city and public have identified here.
- Grand Avenue Improvements
 - The Move Study developed by RFTA has already identified a need for corridor improvements on SH 82. The crash data indicates that congestion and turning conflicts as part of the crash indication. Additionally, crashes involving pedestrians along this corridor are often a car turning right on red while crossing a green pedestrian indication or a left turn from SH 82 across a green pedestrian indication. Pedestrian crossing, intersection, and access improvements could all contribute to crash reductions on this corridor
 - Removal of Signals on Grand Avenue/State Highway 82 and/or the adjustment of pedestrian crosswalk timing, number of signals, intersection progression/timing, etc.
 - Grand Avenue/State Highway 82 median and pedestrian refuge island installation
- Improvements and/or reconfiguration of the 27th Street and Midland Avenue Roundabout
 - Crash data indicates several conflicts in this intersection, particularly from the south leg entering the roundabout. Further review of the configuration should be completed.
 - The roundabout was designed with substandard geometry that does not allow a vehicle to stop outside of the roundabout lanes to allow for pedestrian crossings, this should be improved.
 - Pedestrian crossings do not have RRFBs or appropriate overhead lighting for crossings in low-light conditions.

POTENTIAL FUNDING OPPORTUNITIES

Local, State, and Federal Funding opportunities should all be pursued for improvements based on the data driven assessment of roadway safety and risks in the City of Glenwood Springs. These safety solutions can be integrated into maintenance projects, programed capital improvement projects, new safety projects, and more

[Colorado DOT Highway Safety Improvement Program \(HSIP\)](#) funding

[USDOT Safety Streets and Roads for All \(SS4A\)](#) funding

[National Highway Transportation Safety Administration \(NHTSA\)](#) funding

[Federal Land Access Program \(FLAP\)](#) funding

[Congestion Mitigation and Air Quality Improvement \(CMAQ\)](#) funding



EVALUATION & IMPLEMENTATION

- The city will collect additional data every 2-5 years and update this plan accordingly.
 - Crash data for the two years following the completion of major projects will be collected.
 - The city may seek additional data for peer cities periodically to further benchmark our progress as needed.
- The city is actively seeking grant funding to continue analysis of collected safety data and develop a preliminary project plan.
 - This plan will be reviewed every year and implementation will be scheduled during the city's annual budget process with the guidance of the Engineering Department and Transportation Commission.

OFFICIAL PLAN ADOPTION

City Engineer

Mayor

City Council





City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Resolution 2022-34; Ballot Language

Action Requested: Approval of Ballot Language for November Election

Department: City Administration

Presented By: Karl Hanlon

Strategic Goals: Generate Sustainable Economic Development

Background Info: On August 18th Council voted 6-1 to put a 2.5% increase in the accommodations tax to be used for affordable or workforce housing. This item is for Council to review and make any necessary changes to the question. Certified content for ballot questions should be no longer than 250 words. Bullets are allowed but not sub-bullets. Language both with and without a sunset provision are attached here.

Issues: None

Fiscal Impact: City will earn roughly \$1.5 million in additional accommodations tax should this initiative pass.

Legal Review: Legal drafted the question.

Staff Recommendation: Staff defers to Council.

RESOLUTION 2022- 34

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, CALLING AN ELECTION ON NOVEMBER 8, 2022, AND CERTIFYING A BALLOT ISSUE, SETTING THE BALLOT TITLE AND CONTENT FOR THE BALLOT ISSUE; AND PROVIDING OTHER MATTERS RELATING TO THE ELECTION.

WHEREAS, the City of Glenwood Springs (“Glenwood Springs” or the “City”) is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter (the “Charter”); and

WHEREAS, the City Council of the City of Glenwood Springs appointed an ad hoc housing committee to investigate and make recommendations on funding to provide critically needed housing for the Glenwood Springs work force; and

WHEREAS, the ad hoc committee unanimously recommended the City Council put a measure on the November 8, 2022, ballot requesting voter approval of a 2.5% increase in the City’s accommodation tax to fund housing needs; and

WHEREAS, the City Council by this Resolution is calling the elections and placing the ballot measure before the Glenwood Springs voters; and

WHEREAS, the election shall be conducted as a coordinated election in Garfield County in accordance with articles 1 to 13 of title 1, Colorado Revised Statutes, as amended (the “Uniform Election Code”); and

WHEREAS, the Clerk and Recorder of Garfield County (the “County Clerk”) is the coordinated election official for the election pursuant to the Uniform Election Code, and is responsible for mailing the notice of election required by Article X, Section 20(3)(b) of the Colorado Constitution (the “TABOR Notice”); and

WHEREAS, the City will assist the County Clerk in providing necessary information and notices for the conduct of the election; and

WHEREAS, the City Council has determined to set the ballot title and content for the ballot issue to be submitted at the election called by this Resolution.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, THAT:

Section 1. The above recitals are hereby incorporated as findings.

Section 2. An election shall be held on Tuesday, November 8, 2022 (the “Election Date”) at which there shall be submitted to the eligible electors of the City a ballot issue which shall be in substantially the form attached hereto as [**Exhibit A** or **Exhibit B**].

Section 3. For purposes of Section 1-11-203.5, C.R.S., this Resolution shall serve to set the ballot title and content for the ballot issue set forth in the exhibit hereto. [Exhibit A or Exhibit B] is hereby incorporated into this Resolution as if set forth in full herein. The ballot title for the ballot issue attached hereto as [Exhibit A or Exhibit B] shall be the text of such ballot issue.

Section 4. If a majority of the votes cast on the ballot issue attached hereto as [Exhibit A or Exhibit B] submitted at the election shall be in favor of any such ballot issue, the City acting through the City Council shall be authorized to proceed with the necessary action to implement the tax in accordance with the approved ballot issue.

Section 5. The City Clerk, as the designated election official of the City, is hereby authorized and directed to take all action necessary or appropriate to hold an election on the Election Date and to effectuate the provisions of this Resolution.

Section 6. All actions not inconsistent with the provisions of this Resolution heretofore taken by the members of the City Council and the officers and employees of the City and directed toward holding the election for the purposes stated herein, including without limitation the execution of an intergovernmental agreement with the County Clerk in connection with the conduct of the election, are hereby ratified, approved and confirmed.

Section 7. All prior acts, orders or resolutions, or parts thereof, by the City in conflict with this Resolution are hereby repealed, except that this repealer shall not be construed to revive any act, order or resolution, or part thereof, heretofore repealed.

Section 8. If any section, paragraph, clause, or provision of this Resolution shall be adjudged to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining sections, paragraphs, clauses or provisions of this Resolution, it being the intention that the various parts hereof are severable.

Section 9. This Resolution shall take effect immediately upon its passage.

Section 10. Upon an affirmative vote, the Charter shall be amended as set forth in either [Exhibit A or Exhibit B] of this Resolution.

INTRODUCED, READ AND PASSED THIS _____ DAY OF SEPTEMBER 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

Jonathan Godes, Mayor

Ryan M. Muse, City Clerk

EXHIBIT A

Ballot Issue ____ Accommodations Tax for Workforce Housing

SHALL THE CITY OF GLENWOOD SPRINGS TAXES BE INCREASED \$ _____
IN THE FIRST FULL FISCAL YEAR (2023) AND BY WHATEVER AMOUNTS ARE
RAISED ANNUALLY THEREAFTER THROUGH THE IMPOSITION AND ASSESSMENT
OF A TWO AND ONE HALF PERCENT (2.5%) EXCISE TAX TO BE PAID BY LODGERS
WITHIN GLENWOOD SPRINGS AND BRINGING THE TOTAL EXCISE TAX PAID TO 5%
ON THE PURCHASE PRICE PAID OR CHARGED FOR THE FURNISHING OF ANY HOTEL
ROOM, MOTEL ROOM, LODGING ROOM, MOTOR HOTEL ROOM, GUEST HOUSE,
SHORT-TERM RENTAL OR OTHER SIMILAR TEMPORARY ACCOMMODATION OF
LESS THAN THIRTY (30) CONSECUTIVE DAYS; AND SHALL ALL REVENUES FROM
SUCH EXCISE TAX BE DEPOSITED IN A DEDICATED FUND TO:

- INCREASE THE SUPPLY OF WORKFORCE HOUSING FOR GLENWOOD SPRINGS RESIDENTS AND EMPLOYEES OF GLENWOOD SPRINGS BUSINESSES INCLUDING, BUT NOT LIMITED TO, PURCHASING REAL PROPERTY, ADDRESSING INFRASTRUCTURE, AND REDEVELOPING EXISTING HOUSING;
- PROVIDE RESOURCES FOR THE CITY TO FORM PARTNERSHIPS WITH THE PRIVATE AND NON-PROFIT SECTORS, AND OTHER PUBLIC ENTITIES, TO DEVELOP WORKFORCE HOUSING;
- SUPPORT PROGRAMS TO REDUCE THE COST OF RENTING OR PURCHASING WORKFORCE HOUSING, PROVIDE AVAILABLE HOUSING, AND MAINTAIN EXISTING AFFORDABLE HOUSING WITHIN THE CITY;

AND OTHER DIRECT EXPENSES OF THE CITY TO IMPLEMENT THESE PROGRAMS EXCLUDING ANY ADMINISTRATIVE COSTS, SUCH TAX TO END IN FISCAL YEAR 2042, TO BE COLLECTED AND SPENT AS A VOTER APPROVED REVENUE CHANGE NOTWITHSTANDING ANY REVENUE OR EXPENDITURE LIMITATIONS CONTAINED IN ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION AND

SUCH EXPENDITURES WILL BE REPORTED IN THE CITY'S INDEPENDENT AUDIT
PUBLISHED ON THE CITY'S WEBSITE?

EXHIBIT B

Ballot Issue ____ Accommodations Tax for Workforce Housing

SHALL THE CITY OF GLENWOOD SPRINGS TAXES BE INCREASED \$_____ IN THE FIRST FULL FISCAL YEAR (2023) AND BY WHATEVER AMOUNTS ARE RAISED ANNUALLY THEREAFTER THROUGH THE IMPOSITION AND ASSESSMENT OF A TWO AND ONE HALF PERCENT (2.5%) EXCISE TAX TO BE PAID BY LODGERS WITHIN GLENWOOD SPRINGS AND BRINGING THE TOTAL EXCISE TAX PAID TO 5% ON THE PURCHASE PRICE PAID OR CHARGED FOR THE FURNISHING OF ANY HOTEL ROOM, MOTEL ROOM, LODGING ROOM, MOTOR HOTEL ROOM, GUEST HOUSE, SHORT-TERM RENTAL OR OTHER SIMILAR TEMPORARY ACCOMMODATION OF LESS THAN THIRTY (30) CONSECUTIVE DAYS; AND SHALL ALL REVENUES FROM SUCH EXCISE TAX BE DEPOSITED IN A DEDICATED FUND TO:

- INCREASE THE SUPPLY OF WORKFORCE HOUSING FOR GLENWOOD SPRINGS RESIDENTS AND EMPLOYEES OF GLENWOOD SPRINGS BUSINESSES INCLUDING, BUT NOT LIMITED TO, PURCHASING REAL PROPERTY, ADDRESSING INFRASTRUCTURE, AND REDEVELOPING EXISTING HOUSING;
- PROVIDE RESOURCES FOR THE CITY TO FORM PARTNERSHIPS WITH THE PRIVATE AND NON-PROFIT SECTORS, AND OTHER PUBLIC ENTITIES, TO DEVELOP WORKFORCE HOUSING;
- SUPPORT PROGRAMS TO REDUCE THE COST OF RENTING OR PURCHASING WORKFORCE HOUSING, PROVIDE AVAILABLE HOUSING, AND MAINTAIN EXISTING AFFORDABLE HOUSING WITHIN THE CITY;

AND OTHER DIRECT EXPENSES OF THE CITY TO IMPLEMENT THESE PROGRAMS EXCLUDING ANY ADMINISTRATIVE COSTS, TO BE COLLECTED AND SPENT AS A VOTER APPROVED REVENUE CHANGE NOTWITHSTANDING ANY REVENUE OR EXPENDITURE LIMITATIONS CONTAINED IN ARTICLE X, SECTION 20 OF THE

COLORADO CONSTITUTION AND SUCH EXPENDITURES WILL BE REPORTED IN
THE CITY'S INDEPENDENT AUDIT PUBLISHED ON THE CITY'S WEBSITE?



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Ordinance 2022-22; Enabling Legislation for New Ballot Measure

Action Requested: Approval of Accommodations Tax Increase Enabling Ordinance.

Department: City Administration

Presented By: Karl Hanlon

Strategic Goals: Generate Sustainable Economic Development

Background Info: Last week Council voted to put a 2.5% increase in the Accommodations Tax on the November ballot. When a tax passes there is a corresponding enabling ordinance that defines how the funds can be spent.

Issues: NA

Fiscal Impact: This will set parameters around how Council can appropriate these funds.

Legal Review: Legal drafted the Ordinance.

Staff Recommendation: Staff defers to Council.

ORDINANCE NO. 22

Series of 2022

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING TITLE 040 OF THE GLENWOOD SPRINGS MUNICIPAL CODE TO PROVIDE FOR THE IMPLEMENTATION OF PROPOSED TAXING MEASURES REFERRED TO THE CITY'S ELECTORS.

WHEREAS, the City of Glenwood Springs ("Glenwood Springs" or the "City") is a home-rule municipality organized under Article XX of the Colorado Constitution and with the authority of the Glenwood Springs Home Rule Charter (the "Charter"); and

WHEREAS, 11.1 of the Charter provides for the levy of new taxes for municipal purposes; and

WHEREAS, Article X, Section 20 of the Colorado Constitution requires that any new tax be submitted to the electors of the district proposing the levy; and

WHEREAS, By Resolution No. 2022-34, the Glenwood Springs City Council (the "City Council") referred to the City's electorate ballot questions to levy a new tax of 5% on the cost of on the cost of accommodations.

WHEREAS, the City Council finds and declares that the adoption of a new article of Title 040 of the Glenwood Springs Municipal Code (the "Code") set forth in **Exhibit A**, hereto and incorporated herein by this reference, to implement the will of the City's electors by providing for the levy of such taxes in the event that the electors approve, is in the best interests of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ORDAINS:

Section 1. **Recitals.** The foregoing recitals are incorporated herein as if set forth in full.

Section 2. **Amendment of Article 040.010.** Article 040.010 of the Glenwood Springs Municipal Code is hereby amended by the adoption of a new article as set forth in **Exhibit A** attached hereto.

Section 3. **Ratification of Municipal Code.** With the exception of the provisions of the Municipal Code of the City of Glenwood Springs which are modified as provided herein, all remaining provisions of the Municipal Code of the City of Glenwood Springs shall remain in full force and effect.

Section 4. **Approval of Ballot Issues.** If a majority of the votes cast on any or all of the ballot issues submitted at the election shall be in favor of such ballot issues, the City acting through the City Council shall be authorized to proceed with the necessary actions in accordance with the ballot issue or ballot issues which have been so approved.

Section 5. **Effective Date.** Upon passage of this Ordinance, the provisions hereof shall be effective ten days following the date of second publication; provided however, subject to the approval of Ballot Issue ____ at the election to be held on November 8, 2022, the provisions of Section 2 of this Ordinance shall become effective on January 1, 2023.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS ____ DAY OF SEPTEMBER 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
PUBLICATION THIS ____ DAY OF _____ 2022.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

Exhibit A

The following section of the Municipal Code is amended as follows with double underlined text added and ~~strike-through~~ text deleted.

040.010.030 - Amount of sales and use tax levied.

- (a) *Sales tax.* There is hereby imposed upon all sales of commodities and services specified in Article 040.020 a three and seventy one-hundredths (3.70) percent sales tax in accordance with schedules set forth in the Rules and Regulations of the Department of Revenue of the State of Colorado. There is hereby imposed an accommodations tax of ~~two and one-half (2.5)~~ five (5) percent upon the rent paid or charged for accommodations as defined in Article 040.010.010 provided by a vendor to a purchaser at a taxable premises.

040.010.040 - Purpose of tax; use of proceeds.

- (c) *Accommodations tax.*

- (1) *Receipts; disposition.* All of the current two- and one-half percent (2.5%) accommodations tax monies previously approved by the voters collected or remitted shall be credited to the separate Tourism Promotion Fund (as described in Paragraph 2 below), and shall be kept separate and distinct from the General Fund or any other separate funds maintained by the City.

- (i) *Additional accommodations tax.*

- (1) *Receipts; disposition.* All of the two- and one-half percent additional accommodations tax monies approved by the voters on November 8, 2022 collected or remitted shall be credited to the separate Work Force Housing Fund (as described in Paragraph 2 below), and shall be kept separate and distinct from the General Fund or any other separate funds maintained by the City.

- (2) *Work Force Housing Fund; creation, nature, purpose.*

- a. There is hereby created a special separate fund to be known as the Work Force Housing Fund. Said Fund shall be separate and distinct from any other funds or accounts used or maintained by the City for any other purposes. The monies of said fund shall be expended only for the purposes set forth herein and no other, and shall be expended as provided for herein.

- b. The Fund shall consist of:

1. All monies deposited or transferred thereto in accordance with Paragraph (1) above;

2. Contributions of money, property or services received for use in carrying out the purposes of the Fund from any state, state agency, county, municipality, federal agency, person, corporation or association; and
3. All monies otherwise made available to the Fund from whatever source.
- c. Any monies not appropriated shall remain in the Fund and shall not be transferred to or revert to the General Fund of the City at the end of any fiscal year. Any interest earned on the investment or deposit of monies of the Fund shall also remain in the Fund and shall not be credited to the General Fund of the City.
- d. All appropriation of monies of the fund shall be made by the City Council. The Housing Commission may make recommendations to City Council pertaining to expenditures of the fund. All expenditures shall be subject to an annual audit and such audit will be publicly available on the City's website.
- e. The monies of the Fund may be budgeted, appropriated and expended for the benefit of the Glenwood Springs workforce only for the following purposes:
 1. Property Acquisition, including land banking, rehabilitation of existing buildings, hotel or motel conversions, maintaining mobile home parks and other expenses related to maintaining other existing workforce housing.
 2. Forming partnerships with private, nonprofit and other public entities to develop workforce housing, including filling financing gaps and leveraging additional resources to create affordable workforce housing.
 3. Buy-downs and incentives, including using funds to defray the cost of existing housing stock for the purpose of affordable workforce housing.
 4. Down Payment Assistance, including providing a secondary loan to help potential home buyers enter the homeownership market.



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item:	Endorse "Make Colorado Affordable" Ballot Issue
Action Requested:	Determine whether to endorse this Affordable Housing Initiative 108 Ballot.
Department:	City Administration
Presented By:	Steve Boyd
Strategic Goals:	Generate Sustainable Economic Development
Background Info:	A proposal to increase the state's funding for affordable housing will appear on statewide ballots this November after supporters collected more than 200,000 signatures. If the measure makes the ballot and passes, local governments would have to apply through the Department of Housing or Colorado Housing and Finance Authority. The application would have to include a commitment to increase the number of affordable units by 3% annually. Those communities must also incentivize things like high-density housing, mixed-income housing and affordable housing in areas where it barely exists. These links will take you to stories in the media regarding this initiative and they are printed in Word documents as attachments in case you have trouble with the link.
Issues:	NA
Fiscal Impact:	Unknown
Legal Review:	NA
Staff Recommendation:	Staff defers to Council.

CPR News

[COVID-19](#)[POLITICS](#)[MONEY](#)[ARTS](#)[ENVIRONMENT](#)[SCHEDULE](#)[SUPPORT CPR](#)

Colorado voters will decide whether to dedicate hundreds of millions of dollars per year to affordable housing

 By Andrew Kenney · Aug. 20, 2022, 11:16 am

SHARE:





Four and six unit townhome-style buildings make up Mosaica, a new Colorado Springs housing development geared to families making slightly too much to qualify for traditional affordable housing. Developers hope to move residents in sometime this summer.

A proposal to increase the state's funding for affordable housing will appear on statewide ballots this November after supporters collected more than 200,000 signatures.

The [**“Make Colorado Affordable”**](#) proposal would require the state to spend a certain amount — [**almost \\$270 million**](#) in its first full year — on affordable housing.

“We think this is the first time housing has ever been on the ballot statewide in Colorado,” said Mike Johnston, CEO and president of Gary Community Ventures, the philanthropy that is one of the measure’s main backers.

He added: “And we know it's a critical moment for us to make sure that teachers and nurses and firefighters have places to live in our communities.”

[**The measure**](#) would not directly raise taxes. Instead, it sets aside a tenth of a percent of the income taxes the state is already collecting. However, it would have the effect of reducing TABOR refunds by the same amount, too — meaning it will have a cost to taxpayers in some years.

“Initiative 108 is a bad idea. There’s nothing ‘affordable’ about taking \$300 million of our TABOR tax refunds for this flawed housing measure,” tweeted Michael Fields, president of the conservative Advance Colorado Institute.

Johnston estimated the measure could fund 10,000 affordable housing units per year. That’s compared to a deficit of [**more than 100,000 homes**](#) for the state’s poorest people — and an overall market shortage [**of more than 300,000 homes**](#).

The measure will only go into effect if it’s approved by a majority of voters in the 2022 election. If so, it would create a statewide affordable housing fund for purposes including:

- Land banking. Governments and nonprofit developers would get loans to buy land for future projects. The loans are forgiven if affordable housing projects are started within a decade.



projects that qualify for affordable housing tax credits.

- Programs for people experiencing homelessness.
- Debt financing for [modular and factory-based housing builders](#).

It would be nearly a sixfold increase in the state's dedicated affordable housing funds, which are currently about \$50 million per year, Johnston said. The state is also in the middle of spending [about \\$400 million](#) of federal funds [on housing across the state](#), but Johnston said that wouldn't be enough.

"You can't build an affordable housing supply with one-time funds. They have to be long term. They have to be stable and they have to be significant," he said.

The program would be focused on families making 60 percent or less of an area's median income, with some flexibility. It also includes incentives for governments to reduce the bureaucratic red tape that can slow down affordable projects.

The measure has reported more than \$2.8 million in fundraising from groups including Gary Community Ventures, Habitat for Humanity of Metro Denver, and the National Association of Realtors.

More stories on affordable housing across Colorado

- [Colorado teachers can afford just 1 in 5 homes in the state](#)
 - [Steamboat is asking voters to tax Airbnbs to pay for affordable housing. Will it work?](#)
 - [After decades of sprawl, Greeley eyes density in quest to stay relatively affordable](#)
 - [A new program could help build 16,000 homes in Colorado as part of a bigger \\$650 million plan](#)
 - [New Colorado 'middle income' housing authority expected to build 3,500 units, but raises questions from some in industry](#)
-

No Thanks

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LOCAL NEWS

Colorado may vote on affordable housing funding this November



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The initiative would dedicate 0.1% of income tax revenue that would go toward the general fund every year, totaling roughly \$300 million, and divert that money to an affordable housing fund that goes toward building more units and affordable homes.

| **Denver's affordable housing lottery launches online next month** ➤

The group, Make Colorado Affordable, claims the designated funds would increase affordable housing stock by 3% each year and could lead to 170,000 affordable homes and rental units being built over the next 20 years.

ADVERTISING



Advocates for the measure, including Habitat for Humanity of Metro Denver Executive Director Heather Lafferty and Housing Colorado Executive Director Brian Rossbert, discuss



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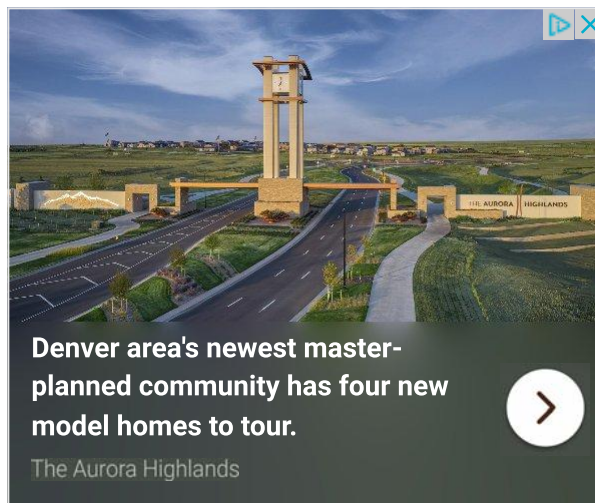
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[Advance Colorado Action](#), a conservative group that advocates for smaller government, released a statement in opposition to Initiative 108. The group's senior advisor, Michael Fields, is FOX31 and Channel 2's political analyst and a Republican strategist.



“

You would think that with bipartisan support for our [\\$750 TABOR refund checks this year](#), liberal special interests would back off their push to go after that money. But that's not the case.

There is nothing 'affordable' about taking \$300 million of our TABOR tax refunds for a flawed housing measure. To fix our state's housing crisis, we need to build more, not tax more. Coloradans are struggling – and they want their full TABOR refund in upcoming years.

- MICHAEL FIELDS



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You can watch the announcement on FOX31 NOW in the player above.

[Suggest a Correction](#)

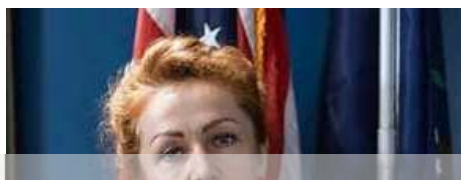
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AROUND THE WEB



Homeowners Are Trading in Their Doorbell Cams for This.

Keilini.com



You Won't Be Able to Guess These Brand Logos

Warped Speed Quiz





City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item: Approval of Request for Proposal 2022-07P Community Center Tennis Court Restoration Change Order

Action Requested: Approval of change order 1 amount

Department: Parks & Recreation

Presented By: Brian Smith

Strategic Goals: Preserve and Improve Infrastructure

Background Info: **Renner Change Order**

An initial Kumar soil testing and survey work were submitted as addendums during the RFP process for the tennis courts. No current civil drawings, as-builts, asphalt plan, or soil testing from the original tennis court construction exists. The initial Kumar report was used by Renner to create their proposed price for the dirt work. While Renner included additional pricing for over excavation, they did not include the over excavation and Tensar 140 Geogrid in their bid amount. A grading plan was not included as Renner bid the project as a 1 to 1, reusing existing subbase for preparing grades for concrete.

Kumar reported 6-8 inches of usable road base from exploratory holes dug by the excavator and initial proof roll. Kumar was asked to come back on site to test the road base for makeup and quantity verification and in their 2nd report Kumar recommended excavation to 18 inches and Tensar 140 Geogrid.

Two exploratory holes were dug with the excavator and initially the metric was accurate based on those two holes. Upon the request for testing the current road base make up, staff continued exploration of the site by hand digging additional holes exposing varied metrics, not a consistent 6-8 inches, depending on where measurements were taken. The follow-up 3rd report confirmed only 2-6 inches varying throughout the site is usable.

Change Order 1 includes a stamped grading plan, excavation to 18 inches, Geogrid Tensar 140 applied throughout the site, and clean consistent class 6 to begin proof rolls.

Micro Pile Alternative

The presented change order plan to deal with the bad soils below the post tensioned slab is to over excavate 18" and bring it backup with Class 2 and Class 6 material. However, that still leaves a apporximately 15' of poor soil that can compress and shift below that. This is what happened at the MOC, which was over excavated 5' down and still had structural issues. That change order is a significant increase to the project cost. There is also concern over what 120 trucks in and out of the site looks like with how bad the ground around the courts is in general.

Staff propose an alternative solution that is being utilized at the new Electric Building. Installation of a capped micro pile grid that goes down to bedrock and spanned by grade beams to support a structural slab. This type of design would be much more stable and the cost significantly less than additional excavations.

Issues: Leaving the site open into winter will make conditions worse as this area is not draining and holding water to full saturation.

Fiscal Impact:

1st Change Order (over excavation/Tensar 140) according to Kumar Report #3): \$267,165.00

Cost Breakdown for Project Thus far.

1. Mobilization- \$6,875.00
2. Engineer Plan Set- \$3,530.00 Concrete Plan
3. Bonds- \$2,765.00
4. 3 court post tensioned slab- \$230,835.0000
5. Fence- \$102,718.00
6. Grading, subbase, erosion control, site fence, demolition/haul out- \$166,470.00
7. Color Surface/Lines on 4 Cts.- \$35,849.00
8. Court equip. (net posts, nets, windscreens, center straps/anchors)- \$6679.00
9. Kumar Soils Report: \$5,400, (2nd , 3rd reports not billed yet, proof rolls not billed yet)
10. High Country Survey: \$1965.75
11. Grading Plan Design Costs w/Renner: Coming Monday hopefully

Legal Review:**Staff Recommendation:**

Staff would like to move forward with pursuing the feasibility and scheduling availability of utilizing a contractor to install the micro piles rather than overexcavating the site. So that the project can remain on its current schedule, Staff recommend approving Change Order 1 amount not to exceed \$267,165.00.



OWNER / GENERAL CONTRACTOR CHANGE ORDER

Owner / General Contractor: City of Glenwood Springs
Address: 101 8th Street
City, State Zip: Glenwood Springs, CO 81601
Phone # (numbers only): (970) 384-6317
Email:

Project: **Glenwood Springs Community Center**
Project #: **22-01-0179**

Change Order # : **1**
Date: **9/1/2022**

We hereby agree to make the change(s) specified below:

1. Remove and haul off 18" of existing subgrade materials, place geogrid, install 12" of class 2 structural fill, place 6" of class 6 roadbase, compact to 95% in accordance with Kumar & Associates latest soils report recommendations. **\$258,000.00**
2. Bonding Cost at 1.5%. **\$3,870.00**
3. Provide a stamped civil grading plan. **\$2,353.00**
4. If the GSBDD requires an erosion control plan in addition to the civil plan, add another. **\$2,942.00**

Note: This Change Order becomes part of and in conformance with the existing contract.

WE AGREE hereby to make the change specified above at this price:	\$	267,165.00
Original Contract Amount:	\$	555,721.00
Previous Change Order(s):		
Revised Contract Total:	\$	822,886.00

Greg C. McKenna, President or
L.E.R., Inc. dba Renner Sports Surfaces

ACCEPTED—The above prices and specifications of this Change Order are satisfactory and are hereby accepted. All work to be performed under same terms and conditions as specified in original contract unless otherwise stipulated.

By (Printed Name):

Signature

Date



City Council
STAFF REPORT
City of Glenwood Springs
September 1, 2022

Agenda Item:	Sopris View Update
Action Requested:	Provide staff direction on next steps
Department:	Parks & Recreation
Presented By:	Brian Smith
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	Council asked staff to get recommendations on this project from the Parks and Recreation Commission and Financial Advisory Board. Staff has done that and is prepared to provide an update to Council. The staff report from our June 2nd meeting is attached.
Issues:	The Parks and Recreation Commission strongly supports the project. The Financial Advisory Board passed two motions: 1. Recommend to Council to raise the trail maintenance budget from \$50,000 to \$200,000. 2. Recommend that Council postpone building any trails in the Sopris View area at this time.
Fiscal Impact:	Unknown
Legal Review:	NA
Staff Recommendation:	Staff defers to Council.



City Council
STAFF REPORT
City of Glenwood Springs
June 2, 2022

Agenda Item:	Update on Sopris View
Action Requested:	Provide direction, if needed, on next steps on potential walking trails called Sopris View.
Department:	City Administration
Presented By:	Debra Figueroa
Strategic Goals:	Protect and Preserve our Quality of Life
Background Info:	City Council requested that the City Attorney work with Garfield County, Aspen Valley Land Trust (AVLT), Four Points Development, and existing property owner Dave Foreza to negotiate a trail easement on land behind Wal-Mart known as Sopris View. Four Points Development is the developer of the multifamily project known as the Bell Rippy Project. At the time of the request, the general idea behind the trail system was that the existing property owner would provide the land to AVLT who would then transfer the property to Four Points Development and the City would be responsible for owning a trail easement through the property for a future trail system. At the April 7 City Council Meeting, City Council approved the following motion: Councilor Kaup moved, seconded by Councilor Stepp, to ask staff to solicit proposals for design. City staff believes the soonest these proposals could come back to City Council for consideration is the first meeting in August. At the May 19th meeting, Councilor Kaup let City Council know Commissioner Jankovsky recommended that the City approach the County Commission and request Conservation Trust Funds to help with design and construction costs for a new trail system. City Council requested that this concept be put on the June 2 agenda to consider this course of action. Should City Council want to approach the County Commission, staff recommends asking the BOCC to commit to a maximum amount and then share costs 50/50 once they are known.
Issues:	Staff is struggling to determine the length, location, and style of trail. Staff recommends working with the Parks and Recreation Board and doing limited public outreach to help determine the answers to these questions. However this would slow down the process of bringing back an RFP to design a trail system. If City Council would prefer staff make these decisions solely, they will do the best they can to get a RFP response per Council's direction.
Fiscal Impact:	General maintenance costs that go out to our partnering organizations outside of Parks Trail Staff time: <u>RFOV:</u> \$5000/yr <u>Additional RFOV costs for 2022:</u> \$5,100 for a contracted week of trail crew work in September(likely on the "Cross Trail"). \$2500 for "Conservancy Trail" river access trail restoration. The cost breakdown per crew member is \$32/hr @ 6 crew members. <u>2022 RFOV Trail Maintenance Totals to be paid out by COGS:</u> ~\$13,600 <u>RFMBA:</u> \$1000/yr On average, ~225 hours of crew time worked on COGS single track trails per year.

Cost breakdown per crew member is \$30/hr

ECOS:

Encampment Cleanup with Biohazard ~\$3,200
Basic Cleanup ~ \$900

Cost estimates for contracting out professional trail building companies:

Machine Built; Pro Build: (generally for bike optimized trails) : \$6-7 x ft, ~\$30,000 x mi

Hand Builds; Rocky Mountain Youth Corp (depending on style of trail preferred, for general multi-use recreation): \$9,000 x week x 10 crew members, ~.5 mi x week (terrain dependent)

Example- South Canyon Trail System Phase I: 42,850 Linear Feet; Singlerack Trails, INC. Contract Amount: \$244,524.00.

Trail Easement Agreement Payments to Private Property Owners:

~\$100 - \$1,000

Legal Review:

NA

Staff Recommendation:

Provide Direction to staff on whether to approach the BOCC for Conservation Trust Funds. In addition, provide direction on how best to pursue the style and location of the trail system.