

**CITY OF BOULDER  
BOULDER, COLORADO  
BOARDS AND COMMISSIONS MEETING  
MINUTES**

<b>Name of Board/ Commission:</b> Transportation Advisory Board	
<b>Date of Meeting:</b> 14 September, 2015	
<b>Contact Information Preparing Summary:</b> Kaaren Davis 303.441.3233	
<b>Board Members Present:</b> Zane Selvans, Andria Bilich, Dom Nozzi, Daniel Stellar, <b>Board Members Absent:</b> Bill Rigler	
<b>Staff Present:</b> Michael Gardner-Sweeney, Interim Director of Public Works for Transportation Molly Winter, director, Downtown and University Hill Management Division and Parking Services (DUHMD/PS) Kurt Matthews, parking Manager, DUHMD/PS Kathleen Bracke, GO Boulder Manager Jean Sanson, Senior Transportation Planner Chris Hagelin, Senior Transportation Planner David “DK” Kemp, Sr. Transportation Planner Randall Rutsch, Senior Transportation Planner Natalie Stiffler, Transportation Planner II Kaaren Davis, Board Secretary	
<b>Consultants Present:</b> none	
<b>Type of Meeting:</b> Advisory/ Regular	
<b>Agenda Item 1: Call to Order</b>	<b>[6:03 p.m.]</b>
The meeting was called to order at 6:03 p.m.	
<b>Agenda Item 2: Approval of minutes from 10 August 2015</b>	<b>[6:03 p.m.]</b>
<b>Move to approve August 10, 2015 minutes as presented.</b>	
<b>Motion: Nozzi Second: Bilich</b>	
<b>4:0:0 Motion Passes</b>	
<b>Agenda Item 3: Public Participation</b>	<b>[6:04 p.m.]</b>
<ul style="list-style-type: none"> <li>• <b>Sara Mitton: LL Phase I</b> - Cycle track (Living Labs Phase I – University). Has been riding bikes in Boulder for 41 years. Rode on the first bike paths. Not averse to bikes and is very concerned about safety for all users of all modes of transportation. Respecting this and educating the public will reduce conflict on our roads. Safe, clean lanes everywhere is also key. Board should represent all modes of transportation, not just the board member’s personal preferences. There is already good access to the path on the Hill. Enforcement for all modes is lacking. Connector traffic lanes need to flow as designed. This project has obstructed that.</li> <li>• <b>Celeste Landry:</b> Lives on the part of University unaffected by the Living Lab Phase I experiment, but commutes through the Phase I section. Has contacted the Board before regarding ice accumulation in the road and bike lanes. Currently there is glass in the road and in the lanes. This makes a not great environment for bikers. Folsom right-sizing... not sure that the survey of bike counts and users was adequately done. Recommend to put it back the way it was, preferably before winter. A good alternative would be something like the bike/pedestrian separated path by CU on Broadway.</li> <li>• <b>Peter Richards:</b> Have lived on university for 25 years. Has lived west of 6<sup>th</sup> street for all of the 42 years he has lived in Boulder. The Cycle track sucks and needs to be ripped out right now. Several neighbors who are either elderly or somewhat handicapped and cannot ride a bike really dislike this project. Fraternity and sorority nearby and CISCO delivers all the time. The treatment may be in the way for these. Need comments from other agencies in the City such as Police and Fire.</li> </ul>	
<b>Agenda Item 4: Public hearing and consideration of a recommendation to the City manager regarding expansion of the Mapleton, Whittier and West Pearl Neighborhood Parking Permit (NPP) zones and the creation of a new NPP zone: Aurora</b>	<b>[6:20 p.m.]</b>
Molly Winter and Kurt Matthews gave the presentation to the board.	
<b>Executive Summary from Packet Materials:</b>	
The purpose of this memorandum is to seek a recommendation from the Transportation Advisory	

Board regarding expansion of the Mapleton, Whittier and West Pearl Neighborhood Parking Permit program (NPP) Zones and the creation of a new zone: Aurora. The recommended zone additions and new zone qualify under the program guidelines including petition and parking occupancy requirements and have neighborhood support.

The expansions include:

Mapleton Hill NPP (Attachment A)

East & West sides of the 2300 block of 9th St.  
East & West sides of the 2400 block of 8th St.  
East & West sides of the 2400 block of 7th St.  
East & West sides of the 2200 block of 6th St.  
North & South sides of the 500 block of Pine St.  
North & South sides of the 500 block of Highland Ave.

West Pearl NPP (Attachment B)

East side of the 1900 block of 6th St.  
North and South sides of the 300 block of Pearl St.

Whittier NPP (Attachment C)

North & South sides of the 2000 block of Mapleton Ave.

New Zone – Aurora (Attachment D)

North & South sides of the 3500 and 3600 blocks of Madison Ave.  
East & West sides of the 1000 and 900 blocks of 35th St.  
East & West sides of the 1000 and 900 blocks of 36th St.

**SUMMARY OF STAFF PROPOSAL:** Staff recommends the expansion of the following NPP zones as presented in the following attachments:

- Mapleton Hill, (See Attachment A)
- West Pearl (See Attachment B)
- Whittier (See Attachment C)
- Aurora (See Attachment D)

**Requested Action from TAB:**

Staff requests Transportation Advisory Board consideration of this matter and action in the form of the following motion: Motion to recommend to the city manager the expansions of the Mapleton, Whittier and West Pearl NPP's and the creation of a new NPP, Aurora.

**Public Comment:**

- **Judy McKeever:** Has lived in her house for 38 years. Her neighborhood is neither pleasant nor safe currently. Commuter students are parking in the neighborhood and busing to campus. Drivers she sees are so focused on finding a place to park that they are not looking for children, dogs, cars pulling out, etc. They are typically speeding. The stop sign at the corner of 35<sup>th</sup> and Madison gets run frequently. Erratic U-turns to catch a space on the other side of the street are common. Parking is bumper to bumper. Parking frequently encroaches on intersections which interferes with the sight lines. Saw a fire truck call which could not make the turn into the church. Police officer could not get through with two way traffic. Car cut us off.
- **Rod McKeever:** Until a few years ago the neighborhood was a good mix of owner occupied and student housing. Mostly students now with some owner occupied with children. Has seen issues with emergency vehicles not being able to get through. Sometimes people get parked into their driveways. Upswing largely due to Carruthers Biotech Building. The lot there is expensive. Many employees choose to park off site. SEEC building is near completion and will be similarly large. If its parking operates similarly to Carruthers then the congestion will get worse. Free College Parking.com website lists their neighborhood as the only free one in the area. The number of cars has increased by at least an order of magnitude. Adults and children are exposed to increased hazard. Neighbors have commented and object to the current situation.
- **Paul Barchilon:** Born in Boulder, lived here all his life. He is a ceramic artist and sometimes comes home with 400 pounds of clay and has to park a block away and carry it in. The biotech building is definitely a major cause of the current issue. Cars will park so close to driveways that even if you have one, you cannot get in and

out. Has stopped people to ask where they are coming from or going to. Many are coming to and from the biotech building. Many are CU. Their neighborhood is being used as an RTD Park-n-Ride. Many times, he has customers coming to visit and has to tell them to park in the church lot a couple of blocks away as it is the only sure parking. We would just like our space back.

- **Kristin Jahn:** Has lived on Mapleton for 13 years. They are the first block in the Whittier neighborhood on the east side of 20<sup>th</sup> that does not have permitted parking. Many are driving to their neighborhood and then bike or bus commuting in. Half the families on the block have children of elementary age or younger. Trying to get them and their gear to and from the cars is difficult as the residents cannot park near their homes. Only needed 5 signatures but got 20. Their block is very very interested in getting this program implemented on their block.
- **Ernest Porps:** Touched by the compassion it takes to be on the Board and listen to all the states of mind that come in. Here in support of the Mapleton expansion. Has been there for 44 years. A retired CU professor. Wants to support the children and families with children. Has observed and can identify with the struggle to get to and from a vehicle that must be parked far away from one's home. Has had double hip replacements and has had difficulties getting to and from his vehicle. The secret to youthfulness is openness. Teaches a course in problem solving. First stage is openness. Salute to the board for their openness.

**Board discussion and comments included:**

**[6:42 p.m.]**

- Concerns about spillover into non NPP zones expressed. Questions regarding whether tools exist to mitigate this issue.
- Opinion that this program should be universal throughout the city.
- Questions regarding the cost of the permits and how the revenues relate to the cost of the program.
- Suggestions for more code enforcement and traffic calming to aid the issues being experienced by the residents.
- Expressions of broad support for the program.
- Questions regarding the timing of mailing and community meeting.
- Questions regarding how the community input affects the program.
- Concerns around the policy mechanism that will be addressed in the AMPS item later this year.
- Questions as to how enforcement relates to revenue and the recommendations in the item (6<sup>th</sup> Street).
- Clarifications that the program is about enforcement and not about balancing the revenue to the enforcement costs. The community benefit is the driving force.
- Questions as to the results of discussions with CU regarding the impact of the research park on the neighborhoods and program.
- Questions regarding whether the proposed new Aurora district is as extensive as it should be. Whether all parts of the area met the criteria for formation of a new district.
- Questions about turnaround time for expansion if new block faces want to be added in after the implementation of a new district.

**Motion: Motion to recommend to the city manager the expansions of the Mapleton, Whittier and West Pearl NPP's and the creation of a new NPP, Aurora as per the staff recommendation.**

**Motion: Bilich Seconded: Nozzi**

**Vote: 4-0 Motion Passes**

**Agenda Item 5: Staff briefing and TAB input regarding Phase I living Laboratory evaluation update and next steps.**

**[7:11 p.m.]**

Mike Sweeney, Bill Cowern, Kathleen Bracke, Marni Ratzel and DK Kemp gave the presentation to the board.

**Executive summary from packet materials:**

This memo provides a status report, check-in and opportunity for the Transportation Advisory Board (TAB) to provide input on the Bicycle Living Laboratory (Living Lab) Phase I evaluation and next steps.

The first phase of Living Lab projects is providing a forum for testing new, innovative facilities and contemporary treatments to improve Boulder's existing bicycle infrastructure. Phase I projects began in 2013 as part of the community engagement process for the Transportation Master Plan (TMP) update and have been opportunistic and primarily bicycle-related. User feedback is an integral element of the evaluation process coupled with technical transportation data and field "before and after" behavior observations. Living Lab Phase I experiences have informed Phase II.

The Sept. 14 TAB meeting will include an update on the Living Lab Phase I pilot projects underway and additional community engagement proposed in fall 2015 to gather user feedback on the treatments as well as next steps for the location specific pilot projects.

Staff is seeking feedback from TAB on the Living Lab projects from Phase I technical data as well as TAB input to help shape the proposed public engagement process this fall.

**TAB action requested:**

Provide feedback on the Living Laboratory Phase I projects and input on the proposed community outreach process and next steps.

**Board discussion included:**

- Questions about crash statistics before and after the treatments.
- Questions regarding whether the two year after data will provide statistically useful numbers.
- Request for before and after safety and car speed data for all treatments.
- Questions regarding whether there are ways to make stop bars more effective?
- Support for community engagement that is as extensive and diverse and “in your face” as possible. Just mailings are not enough.
- Questions about whether the comments for University have been quantified according to a “negative” versus “positive” evaluation.
- Feedback that the packet was a bit cumbersome and a recommendation to be clearer about what the important takeaways are going forward. Avoid unnecessary data (such as what the position of the bikes in the bike lane are).
- Questions regarding whether feedback from emergency responders had been collected and what was its content.
- Questions regarding ways to visually narrow buffered bike lanes and what options had been considered.
- Concern regarding restricted left turn movements for bicycles in protected/buffered bike lanes.
- Support for the “shared street” treatments.
- Questions regarding snow maintenance and how it affected preferences for using the bike lanes and whether it has been adequately planned for with the Folsom corridor.
- Questions regarding how a similar level of protection as in the long stretches of bike lanes can be provided for intersections.
- Questions regarding the appearance of the treatments in a permanent form.
- Recommendations for outreach to those using it and those who live along it.
- Recommendations to do thorough outreach but not necessarily with much more effort than has already been expended. The board recognizes the time staff has put into this already.

**Agenda Item 6: Staff briefing and TAB input regarding Phase II living Laboratory evaluation update, Corridor refinements and upcoming community engagement events. [7: 57 p.m.]**

Mike Sweeney, Bill Cowern, Kathleen Bracke, Marni Ratzel and DK Kemp gave the presentation to the board.

**Executive summary from packet materials:**

This memo provides an update on the Living Lab Phase II evaluation, corridor refinements, and upcoming community engagement events for the Folsom Street corridor project.

During the August 25<sup>th</sup> City Council Study Session, council provided feedback to staff to proceed with the option of refining the Folsom Street corridor and/or intersections, particularly in segment between Pearl and Canyon and continuing to evaluate the corridor on a weekly basis, with frequent updates to TAB and Council.

Since the study session, staff has implemented several operational refinements to address community concerns and continues to monitor and evaluate the Folsom Street project on a daily and weekly basis.

Additionally, staff has scheduled several community outreach and listening events in the coming weeks to continue gathering public feedback regarding how the corridor is functioning from a multimodal user perspective.

**TAB action requested:**

Please review and provide feedback regarding the Living Lab Phase II Folsom corridor evaluation results from weeks 1-5 and planned community outreach activities.

**Board discussion included:**

- Recommendations to clarify that increased travel times are during p.m. peak and not uniform across the day.
- Recommendation for more data to get to statistically significant data. It is too early in the collection to have data that is meaningful. The increased bike statistics should reference the fact that the “before” data was collected before the students had returned for fall semester.
- Recommendation to better delineate what the “adjustment factor” is and how it works.
- Questions about how the partnership with BTC and the Chamber is going.
- Request for clarification of certain technical terms in the packet materials.
- Concerns that too many of the bollards were pulled out last week and that speeds will begin to rise again.
- Commendations for tightening the metrics between visits to the board.
- Request for some simplification of some terminology to align with terms that are more familiar to the public.
- Request for more information regarding how public outreach is going in the future.
- Find a way to make business outreach more productive.
- Recommendation to make communications less reactive and wait for more data.
- Find a way to address the peak.

**Agenda Item 7: Matters**

**[9:00 p.m.]**

**A.) Matters from the Board Included:**

Board member Selvans brought up the below matter(s)

- **Resolution:** TAB resolves to support staffs request to the RTD board regarding the need for more time, more public process, a working group and a limitation of 13.3% maximum for an increase to ECO Pass costs.  
**Motion:** Stellar: **Second:** Nozzi  
**Vote: 4-0 Resolution Passes**

**B.) Matters from staff/Non Agenda:**

**[8:43 p.m.]**

- **Chautauqua Pedestrian Improvements:**
- Outline of Chautauqua pedestrian improvements including path improvements, connections to Open Space paths, addition of transit stops, ADA ramp installations. Public process has begun. Boards which are involved will be visited first and then public open houses before refinement and return for public hearings.
- **Regional studies update:** Update on the proposed RTD fare increases and minimal public process being conducted. Staff will go to next RTD meeting to provide input and suggestions on a better way to proceed. More time, more public process, a working group and a limit to the increase to 13% which is the prior agreed upon max.

**Agenda Item 8: Future Schedule Discussion:**

**[9:11 p.m.]**

Combined with Matters from Staff

**Agenda Item 9: Adjournment**

**[9:11 p.m.]**

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 9:11 p.m.

**Motion:** moved to adjourn; Selvans, seconded by: Bilich  
**Motion passes 4:0**

**Date, Time, and Location of Next Meeting:**

The next meeting will be a regular meeting on Monday, 12 October, 2015 in the Council Chambers, 2<sup>nd</sup> floor of the Municipal Building, at 6 p.m.; unless otherwise decided by staff and the Board.

APPROVED BY:

ATTESTED:

\_\_\_\_\_  
Board Chair

\_\_\_\_\_  
Board Secretary

Date

Date

An audio recording of the full meeting for which these minutes are a summary is available on the Transportation Advisory Board web page.