CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES

Name of Board/ Commission: Transportation Advisory Board

Date of Meeting: 10 February 2014

Contact Information Preparing Summary: Laurel Olsen-Horen 303.441.3203

Board Members Present: Andria Bilich, Dom Nozzi, Matt Moseley, Zane Selvans, Jessica Yates
Board Members Absent: None

Staff Present: Tracy Winfree, Director of Public Works for Transportation
Molly Winter, Downtown and University Hill Management Division and Parking Services Director
Eric Guenther, Assistant Parking Manager Parking Services
Kathleen Bracke, GO Boulder Manager
Bill Cowern, Transportation Engineer
Randall Rutsch, Senior Transportation Planner
Chris Hagelin, Senior Transportation Planner
Marni Ratzel, Senior Transportation Planner
JR Clanton, Transportation Budget Analyst
Laurel Olsen-Horen, Board Secretary

Type of Meeting: Advisory/ Regular

Agenda Item 1: Call to Order **[6:02 p.m.]**
The meeting was called to order at 6:02 p.m.

Agenda Item 2: Approval of minutes from 13 January 2014 **[6:02p.m.]**
Agenda item was tabled as the January minutes were not completed at the time of the February TAB meeting.

Agenda Item 3: Public Participation **[6:02 p.m.]**
None

Agenda Item 4: Public hearing and TAB consideration of a recommendation to the City Manager regarding Expansion of the Mapleton Hill, East Ridge and Whittier Neighborhood Parking Permit Zones; and removal in the Fairview Zone **[6:04 p.m.]**
Eric Guenther and Molly Winter presented item to the board
Power point given for this item.

Executive Summary from Packet Materials:
The purpose of this memorandum is to seek a recommendation from the Transportation Advisory Board regarding expansion and one reduction of the following Neighborhood Parking Permit program (NPP) Zones to include:

Mapleton Hill NPP
East & West sides of the 2300 block of 7th St.
North & South sides of the 600 block of Mapleton St.
North & South sides of the 700 block of Mapleton St.
North & South sides of the 600 block of Highland St.

East Ridge NPP
North side of the 2800 block of Pennsylvania Ave.

Whittier NPP
East side of the 2000 block of 18th St.

Fairview NPP
Staff is recommending and seeking the Transportation Advisory Board recommendation of the exclusion the 3700 block of Longwood Ave

Public Comment: **[6:19 p.m.]**
Diane Murphy: Ms. Murphy and her neighbor started the petition for the Mapleton NPP, and would like to thank

Parking Services staff for their support. The neighbors have witnessed hazardous events during the day. The cars which are parked make it almost impossible to see around. The neighborhood has become a parking lot and thus changes the dynamic of the neighborhood.

Beth Gadart:
As soon as the neighbors on Highland received the NPP, Ms. Gadart's part of the neighborhood was drastically impacted. The parked cars along the sidewalk make it impossible to see around. The streets are already narrow, and once parked cars are added to the mix, the situation becomes dangerous. The signers of the petition are in favor of being able to park in front of their homes, not the district in general. The neighbors are merely asking to be able to park near their homes.

Mr. Collins:
Mr. Collins lives in the neighborhood in the area where staff is trying to be preemptive. The general scheme of letting people to use the space to park for three hours is a wonderful use of the space.

Board discussion and comments included: **[6:26 p.m.]**

General Comments:

- Knowing why the changes were being proposed would have been helpful information to have in the packet.
- What is the rate in which these NPP blocks are being added? To be able to think more holistically, understanding the rate of expansion would be helpful.
- Staff input to the process of the overall program is important.
- Supportive of residents being able to park in front of their homes.
- What is in the city's toolbox when new NPP districts are applied for and how are the additions affecting the surrounding neighborhoods? Staff response: The city does not have anything specific. The program evolves over time. Originally it was just for residents, and then the commuter permits were added. This program is specifically designed as citizen initiated.
- Parking cash out can be effective in getting employees to use other modes of getting to work.
- NPP doesn't acknowledge the range of value for parking. Some people have a higher need for parking. A willingness to pay for parking interests some people.
- Has the city ever considered using a parking benefit district where parking meters are used (which assist with parking demand)? Staff response: No, the city has not considered that option in neighborhoods. From the neighborhood standpoint, the NPP seems to work well. In areas of high density, it may be an option. That type of infrastructure is very expensive to implement and maintain. Paid on-street parking is used in the existing commercial/mixed use districts such as Downtown, University Hill, and Boulder Junction.
- Knowing other communities that use parking meters in lower density neighborhoods would be good information to have.
- There doesn't seem to be a holistic approach to a solution. Being transparent about how this information is presented.
- It's not just about the parking space in front of one's house.
- Once removed, can the neighbors come back to the city and ask to be reinstated into the program? Staff response, there is a two year requirement of passing time prior to them being re-added.

Mapleton NPP Comments:

- BVSD; would staff at the new school on Mapleton be eligible for a permit?
- Parking is shared and unbundled so how is it available to the public? Staff response: Commuter permits are available for $78 per quarter.
- Was the school approached or offered the idea of offering a parking cash out program to their employees? BVSD worked on their own, alongside the neighborhood in regards to parking.
- What is the long term plan with the Mapleton School? Since the school doesn't have on-site parking, and they are a part of the neighborhood alongside the residents, is NPP available to them? Staff response: They are part of an NPP neighborhood and thus can be included in an NPP request.

East Ridge NPP Comments:

- Why isn't the second block face on Pennsylvania being added? Staff response: specifically because the business would have to be included. The tradition of the program is to be neighborhood initiated, not placed upon them by the City Manager.

Motion: Moved by: Yates, Seconded by: Bilich - Motion: TAB recommend to council that they accept the staff recommendations of the Mapleton, East Ridge, and Whittier NPPs, but table the Fairview NPP pending further analysis of the detrimental effects of removing that NPP in regards to fairness of procedures

surrounding other NPPs.
Vote: 5:0

Agenda Item 5: TMP Update; including Information Packet for City Council and update regarding Access Management and Parking Strategies. **[7:09 p.m.]**

Randall Rutsch presented item to the board.
Power point presented for this item.

Executive Summary from Packet Materials:
While the TMP Update schedule had anticipated a study session with council at the end of February, council and staff schedules and other city priorities resulted in the study session being replaced by an update memo. Consequently, the Information Packet (IP) memo included in Attachment A is intended to provide council with information on work progress in all five TMP Focus Areas with an emphasis on the Complete Streets Focus area. The information in the IP is largely drawn from the Dec. 9, 2013 Transportation Advisory Board (TAB) agenda item on the Complete Streets transit planning and bike/pedestrian innovations, and the Jan. 13, 2014 TAB agenda item regarding Transportation Demand Management (TDM) and TMP measurable objectives. Additionally, the IP provides council with information on the developed transit scenarios currently being modeled and on the status of the bike/pedestrian living lab projects.

As council expressed interest at their 2014 retreat in seeing how the work program is being integrated under the Sustainability Framework, the IP also includes other related planning efforts with a focus on the Access Management and Parking Strategy (AMPS) project and the Climate Commitment effort. Both of these projects will inform the TMP update process and Transportation staff members are actively involved in both efforts.

To assist with updating the City Council, TAB, and the community with the status of the TMP Update, staff is developing a brief video which will be available for review at the TAB meeting and then on the city's website: www.BoulderTMP.net

Board discussion and comments included: **[7:34 p.m.]**

- Is there a corresponding list of proposed policy ideas (to go along with the code policies) that would be under TAB's purview in AMPS?
- Do we know the format of the April joint board meeting yet? Staff response: we are using the feedback we have been receiving from the other joint board workshops. It will likely be more like the first with small tables.
- Kudos to staff for a very nice video.
- Parking maximums and parking pricing are essential in achieving our green house gas goals; we need to be more serious on how roads are used and looking at the different strategies presented.
- Being more rapid in implementing parking maximums in some of the more obvious locations – more compactness and transit richness areas should be possible.
- What is staff hearing from the community surrounding AMPS? Staff response: it depends on who you talk to. The Sustainability framework and figuring out the balance will come into play to figure out the best strategies. We need to be sure we are listening to the entire community.
- Appreciate the proposed frequent check-ins with the boards.
- Low stress vs. high stress for cycling in the city can be determined by the grade of the street. Staff response: slope is one of the items that is factored in.
- The board members gave their thoughts and ideas on how to move forward with the next joint board meeting(s).
- The April joint meeting should only be regarding AMPS. Staff is trying to focus on the topics that are interconnected, but will take that idea into consideration.
- To get to the level of detail desired to accomplish the task at hand, perhaps sending one or two board members from each board to four different meetings would allow for greater results.

Agenda Item 6: Matters **[7:56 p.m.]**

A.) Matters from the Board Included:
Collaboration with other city boards:

2014 Board applications are due on Feb. 13th.

Board member Selvans brought up the below matter(s):

- WalkBike Summit overview – it was attended very well. It felt a little "bubble-ish" as everyone seemed to be on the same page. Surprisingly, it is challenging to get people to imagine a different world. Multiple people were weaseling policy into the 5 E's with a focus on land use and parking policies. Predictably, there was a lot of focus on separated road infrastructure.

Board member Nozzi brought up the below matter(s):

- There was a comment from a friend about the lack of discussion on land use at the summit
- There is a new term being used; "sneckdowns" which look at the patterns of motorists during/after a snowfall and it guides you to where your road diet opportunities are.

Board member Bilich brought up the below matter(s):

- Can staff provide information on how the US 36 Bikeway connects into Boulder? Staff will follow up.

General board discussion:

- Clarification on the P3 of US 36 would be helpful. The issue seems to stem around the misunderstanding of the privatization of the project.
- Better outreach is needed.
- One of the things being lost is information on the difference between the project and the contract. The project is going forward. There is contract transparency, not project transparency. That distinction needs to be clear.

B.) Matters from staff included: [8:17 p.m.]

- **Regional Studies Update:**
  - MPACT64 ballot item is not going to move forward in 2014, and if it doesn't go to the voters in 2014, it will likely not go in 2015 either. A 7/10% sales tax, a gas tax, and a VMT fee were all tested. Only the sales tax polled well. No one went for the gas tax
  - NAMS: There is information about what was learned about the north metro extension. Arterial BRT focus needs to be placed on the near term. Indications show Hwy 119 being the next priority. Some members from the Mayors and Commissioners Coalition and board members from US 36 Commuting Solutions are heading to D.C. to discuss other funding sources to advance BRT.
- **Project Updates/Closure (i.e. progress, Council action, "after" studies):**
  - 63rd St: the bridge project is underway. The bridge is closed until May 2014. There are detours in place and access to all business. This was part of the capital bond passed in 2011.
  - Arapahoe Ave reconstruction continues.
  - Boulder Junction: A temporary path along Goose Creek has been installed.
  - Depot Square: The underground RTD station has begun. The Hyatt Place Hotel has foundation work in progress.
  - The 2014 Pavement Maintenance Program is starting.
  - The Annual Sidewalk Repair Program is also starting.
- **Other matters:**
  - The city has an additional sidewalk plow.

Agenda Item 7: Future Schedule Discussion: [8:25 p.m.]

Agenda Item 8: Adjournment [8:26 p.m.]

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:26 p.m.

Motion: moved to adjourn; Moseley, seconded by: Bilich

Motion passes 5:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 10 March 2014 in the Council Chambers, 2nd floor of the Municipal Building, at 6 p.m.; unless otherwise decided by staff and the Board.

APPROVED BY:

Board Chair

Date

ATTESTED:

Board Secretary

Date

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