

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

Name of Board/ Commission: Transportation Advisory Board	
Date of Meeting: 10 March 2014	
Contact Information Preparing Summary: Laurel Olsen-Horen 303.441.3203	
Board Members Present: Dom Nozzi, Matt Moseley, Zane Selvans, Jessica Yates Board Members Absent: Andria Bilich	
Staff Present: Tracy Winfree, Director of Public Works for Transportation Kathleen Bracke, GO Boulder Manager Randall Rutsch, Senior Transportation Planner Marni Ratzel, Senior Transportation Planner Micki Kaplan, Senior Transportation Planner Laurel Olsen-Horen, Board Secretary	
Consultants Present: Tom Brennan, Nelson Nygaard	
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 and 10 February 2014	[6:02p.m.]
13 January minutes: Motion to approve as presented. Motion by: Selvans, Seconded by: Nozzi Vote: 4:0	
10 February minutes: Motion to approve as presented. Motion by: Nozzi, Seconded by: Moseley Vote: 4:0	
Agenda Item 3: Public Participation	[6:03 p.m.]
None	
Agenda Item 4: Resolution to Celebrate Matt Moseley's last TAB meeting and five-year term contribution.	[6:04 p.m.]
Jessica Yates presented item to the board	
Board member Yates read aloud a resolution for Matt and presented him with a gift from the city for his five-year term contribution.	
Agenda Item 5: Public hearing and TAB consideration of a recommendation to the City Manager regarding Expansion within the Fairview Zone	[6:04 p.m.]
This item was pulled from the agenda as the petitioning neighbors had pulled their petition at the time of the TAB meeting.	
Agenda Item 6: Staff briefing and input on TMP Update with an emphasis on Complete Streets Focus Areas: Transit analysis and summary of the 2014 Walk Bike Summit and a Framework for the WalkBike Action Plan, along with Regional and Funding focus areas.	[7:09 p.m.]
Randall Rutsch, Marni Ratzel and Tom Brennan from Nelson/Nygaard presented item to the board. Power point presented for this item.	
Executive Summary from Packet Materials: This memo provides a brief status report, check-in and opportunity for the Transportation Advisory Board (TAB) to provide input on progress to date on the Transportation Master Plan (TMP) Update, with an emphasis on the Complete Streets Focus Area, including the Transit planning as well as Bicycle and Pedestrian Innovations, along with the Regional and Funding Focus Areas. The Bicycle and Pedestrian Innovations update includes information regarding the implementation of the Living Laboratory projects, including the new E-bike pilot and updates from the Walk Bike Summit on Feb. 6, 2014. The Summit was organized around developing a vision of a walk and bike friendly community and then identifying priority strategies and time frames for those strategies to contribute to that vision. Staff is using the community feedback from the Walk Bike Summit and from the planning process throughout 2013 to develop a draft framework	

for the bicycle and pedestrian Action Plan as part of the TMP update. Initial concepts for this Action Plan are provided in more detail in the analysis section of this memo.

The Transit planning update includes the results of the transit scenario analysis including ridership, cost effectiveness and the performance of each scenario in the four evaluation accounts reflecting the Boulder Valley Comprehensive Plan (BVCP) Sustainability Framework. This analysis shows significant differences between the scenarios so they successfully illustrate the costs and benefits of different transit strategies. The results of the scenarios and the additional sensitivity tests show that there are strategies that will significantly increase transit ridership.

The Regional Focus area suggests that the city continue the collaborative approach with regional partners that has been successful in delivering transit and bike improvements on US 36, and in the future focus on the Diagonal (SH119) and Arapahoe (SH 7) corridors and other corridors resulting from the Northwest Area Mobility Study (NAMS).

The discussion in the Funding Focus area provides information on the on-going project list review and suggests some initial approaches to prioritizing the investment programs of the update.

Staff continues to move forward with the TMP Update process in 2014 in accordance with City Council and TAB guidance. The major focus over the next two months is on defining and bringing together the major building blocks of the TMP update for TAB input and Council consideration at the April 29, 2014 study session. This work is supported by increased effort in public outreach on social media and a number of open house/community events. Staff also continues actively working on a number of other efforts in collaboration with city-wide planning and sustainability initiatives.

TAB ACTION REQUESTED

Review and provide input on all the work completed in the TMP update with an emphasis on the Complete Streets Focus Areas: Transit analysis and a Framework for the Walk Bike Action Plan as well as the Regional and Funding Focus Areas.

Board discussion and comments included:

[6:47 p.m.]

- What was learned at the Bike Summit? Staff response: There were about 9 topics that came out of the summit, including, parking maximums rather than parking minimums, Eco pass, road diets, education in the schools. The summary graphic also shows how far the community has moved relative to the last Bike Summit. That graphic focused entirely on bike activities while this one includes broader topics such as 20 minute neighborhoods, mixed use development and transit access. Staff will be including a summary in the April TAB packet. The community input is consistent with TMP proposals.
- Relative to the regional stuff how does that work with the county? Can we tell them where we think are good places to invest? Staff response: We have many partners and will continue to leverage those partnerships.
- How does the new funding from the ballot measure play into the TMP update? Staff response: Funding will be implemented consistent with principles developed during the funding discussion. Specifically, most of the funding will go to fill the O&M gap and some will be added to the enhancement program and reflected in the TMP. Current funding forecasts are currently being updated.
- How is the E-bikes pilot going? Staff response: we haven't gotten any official results yet. The pilot became official on Feb. 7th. Staff is working on an etiquette campaign.
- Board member Yates read aloud board member Bilich's comments which were emailed earlier to the board and staff.
- Why wasn't speed reduction included for reducing road stress? Staff response: the city had a neighborhood traffic mitigation program that was eliminated through budget cuts but is contemplating living laboratories throughout the city.
- For the first three transit scenarios, are we looking at status quo in regards to land use and parking? Staff response: all three scenarios are guided by the current BVCP land use designations. The differences between scenarios reflect different levels of service enhancements and capital improvements on the 2035 land use baseline. These differences are reflected in the evaluation metrics (including changes in performance, cost and ridership).
- Service improvements won't have as large an increase in ridership when commuters are accessing free parking.

- Portland, OR was successful with inducing land use changes with their light rail. Do we anticipate any induced land use changes for the three scenarios? Staff response: that was not measured with this analysis. As part of the E. Arapahoe project, we will be looking at land use as part of a component to sensitivity testing. Consultant responded that in Portland, land use response to frequent bus service is similar to, and in some cases, better than the light rail corridors.
- Concerned with induced ridership. There is a lot of latent demand with car travel especially during rush hour. If we are successful in transferring commuters to transit, will we inadvertently be creating new car trips? Tom's response: there is an assumption of repurposing lane space for transit priority so it is unlikely there will be empty road space.
- The EcoPass route seems to be a very cost effective and therefore appealing.
- The regional trips don't seem to be cost effective when compared to greenhouse gas emission savings.
- The low stress bike network; where are we going with it and what are our goals? Staff response: data is still being collected at this time. Staff has been working with our consultants to understand what the criteria are and what the ratings are and why the ratings are generated.
- The main constraint for the 20 min neighborhoods is our land-use patterns.
- Does the TAC include in-commuters? Staff response: The TAC is comprised of mostly a technical and agency representatives, which include community members as well as members who live outside of Boulder. The TAC is very much in tune with the regional commute issues.
- Are we working with the differing jurisdictions; how are they involved? Not addressing partnerships with outlying communities at the level of the TMP to fix the first/last mile issues seems like a missed opportunity. Staff response: we could outline some strategies at a higher level. First a coalition needs to be built, and then they can work on bringing planning and funding resources to the corridor to move forward. US36 is a great example of a coalition that has looked into the first and final mile data and as a result, a TIGER grant is being advocated by the communities to help fund the first and final mile projects.
- There is an impression in the scenarios that the regional component needs to be more efficient, is that a universal truth? What is it that makes the other regional route inefficient? Staff response: regional service is not necessarily inefficient; the statement was made on the standpoint of attracting new ridership. It is more cost effective to invest locally if one is only looking at ridership. But regional service provides much longer rides and so is more efficient in terms of VMT and GHG reduced.
- Do any of the scenarios include information on real-time bus information? Staff response: the number one focus from the community is just that and we assume programmatic elements like this for any scenario.
- There really isn't political advocacy for pedestrians. Is there some way for the city to adjust the scales to prioritize pedestrian emphasis? Staff response: the TMP does prioritize the pedestrian. The city hosts walk audits to try to get more community members active in the discussion.

Agenda Item 7: Matters

[7:56 p.m.]

A.) Matters from the Board Included:

Collaboration with other city boards:

Board members Yates spoke with John Putnam on Planning Board. Make sure you are not lobbying for anything specific.

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

- Planning Board has been working on a lot of projects with transportation implications. Should we be keeping better track of what is going on? SPARK is a great example. In this plan, a path was placed in a way that would not be acceptable by path users. TAB will need to keep a finger on the pulse of that area as projects are moved forward.
- 2930 Pearl (Ras Kassa's) has an underpass to nowhere (practically). PB has asked the developer to relook at that area for site review.
- The James project will be potentially building out the path along the Farmer's Ditch. That seems great.
- CAGID; the residents within CAGID will not be provided EcoPasses; it seems tragic to not receive a pass. Staff is working with RTD to create a mixed-use pass (TOD pass)

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

- Alfalfa's, Southern Sun and Trader Joe's are providing very mediocre bike parking. Staff response: enhancements to the bike parking code will be part of the TDM toolkit and AMPS.

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

- When speaking with the community or the press, be mindful that you are not speaking on behalf of the board unless the board has given explicit direction to speak for it.

<p>B.) Matters from staff included: [8:17 p.m.]</p> <ul style="list-style-type: none"> • Street Design with Victor Dover: Staff will be hosting a bus and walking tour with Mr. Dover on the 25th of March (TAB, Planning Board and BDAB will be invited.) There will be a community event at Chautauqua on the evening of 26 March. • April 10th - Open house on the North Boulder Plan. • Regional Studies Update: <ul style="list-style-type: none"> ○ P3 Contract for US 36: Was signed and is moving forward. ○ US 36 MCC: working on a consensus for the NW Area Mobility Study. It looks like the focus will be on the near term (BRT). Longmont appears to be the top priority for the NAMS. NW Rail remains in the FasTracks plan. The MCC went to D.C the week before last, (handout given) they let others know that in the near-term we are interested in the BRT and funding for first/final mile investments. • Project Updates/Closure (i.e. progress, Council action, “after” studies): <ul style="list-style-type: none"> ○ 63rd St Bridge project is in progress. 63rd Street remains closed at the bridge. This is a Capital bond project. ○ Arapahoe Ave. project continues ○ Boulder Junction – The north side of Pearl Pkwy, the MU path is fully under construction. The south side was held up a little while the private development caught up. In April and May, the south side Multi-way blvd will commence. ○ Junction Place Bridge at Goose Creek will require some intermittent shifts of the path along Goose Creek. ○ 3100 Pearl the westerly buildings are complete. ○ Depot Square – the underground bus station has begun. There will not be any additional lane closures than what is currently in place. ○ 2014 Pavement Maintenance program will be our biggest summer for construction yet. ○ There are a number of downtown projects planned. ○ Flood repairs at Cypress Drive at 55th will begin later this month and take one month to complete. • Other matters:
<p>Agenda Item 7: Future Schedule Discussion: [8:25 p.m.]</p>
<p>Agenda Item 8: Adjournment [8:25 p.m.] There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:25 p.m. Motion: moved to adjourn; Moseley, seconded by: Yates Motion passes 4:0</p>
<p>Date, Time, and Location of Next Meeting: The next meeting will be a regular meeting on Monday, 14 April 2014 in the Council Chambers, 2nd floor of the Municipal Building, at 6 p.m.; unless otherwise decided by staff and the Board.</p>

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.