CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES

Name of Board/ Commission: Transportation Advisory Board

Date of Meeting: 14 April 2014

Contact Information Preparing Summary: Laurel Olsen-Horen 303.441.3203

Board Members Present: Andria Bilich, Dom Nozzi, Daniel Stellar, Zane Selvans, Jessica Yates
Board Members Absent: none

Staff Present: Stephany Westhusin,
Mike Gardner-Sweeney,
Molly Winter, Downtown and University Hill Management Division / Parking Services Director
Kathleen Bracke, GO Boulder Manager
Randall Rutsch, Senior Transportation Planner
Marni Ratzel, Senior Transportation Planner
Chris Hagelin, Senior Transportation Planner
Micki Kaplan, Senior Transportation Planner
Sam Assefa, Senior Urban Designer
Bryant Gonsalves, Engineering Project Manager
Noreen Walsh, Senior Transportation Planner
Brett KenCarin, Senior Environmental Planner (Comprehensive Planning)
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 10 March 2014 **[6:02p.m.]**

Motion to approve the meeting minutes from 10 March 2014 TAB meeting as amended: Motion by: Nozzi, Seconded by: Selvans
Vote: 4:0 Board member Stellar abstained.

Agenda Item 3: Swearing in of new member. **[6:02p.m.]**
New board member Dan Stellar was sworn in.

Agenda Item 4: Election of Board Officers **[6:04 p.m.]**

Board member Bilich nominates board member Yates as chair, seconded by Nozzi
Vote: 5:0
Board member Yates nominates board member Selvans as vice-chair, seconded by Bilich
Vote: 5:0

The board secretary position is held by a city staff member.

Agenda Item 5: Public Participation **[6:06 p.m.]**
Joe McDonald: Mr. McDonald was a member of the first TAB. He wished to express his gratitude for all that has been done since his tenure. Mr. McDonald would like to see the Centennial Trail (east of Eisenhower Drive along Pennsylvania Ave,) improved. There is a 100-foot gap of the trail alongside the school property. Is there any plan for the city to acquire easements along those properties to develop the missing link?

Staff response: Staff looked into improving the Centennial trail about 12 years ago to make the suggested connection along the Wellman Canal. The adjacent property owners and the city were not able to come to an agreement in order to move forward. Staff can look into the alternative suggested alignment.

Agenda Item 6: Public hearing and TAB consideration of a recommendation to City Council for the TMP Update in preparation for the City Council Study Session on April 29th **[6:11p.m.]**
Randall Rutsch presented item to the board.

Power point presented for this item.

Executive Summary from Packet Materials:
This memo shares the draft memorandum for the April 29, 2014 City Council Study Session on Transportation Master Plan Update. The study session materials have been prepared to highlight the work of the last six months in each of the TMP Focus Areas and the purpose of the Study Session is to receive feedback from council.

Staff requests that TAB:

- Provide comments on the draft memo and presentation for the April 29, 2014 Study Session

Board discussion and comments included:
[6:41p.m.]

- Kudos to staff for a great presentation.
- Make sure to stay cognoscente of your audience when using terminology language.
- The measureable objectives; there was great information in the memo, but not the presentation.
- How are we looking at different tools (i.e. traffic calming?) Protected bike lanes are only affective for a small section of the city and does not encourage more riders.
- The plan should have a vision map for road dieting/traffic calming. Be more specific about our efficient parking plans.
- The effectiveness of the TMP and how it can be used with affordable housing. Transportation is related to affordable housing – that message should be conveyed to council.
- 1st and final mile goals would be more affectively achieved by the city if we were to transform land use patterns especially along important transit hub locations.
- 20% roadway congestion is counterproductive. Other states are moving away from that. When citizens change their behavior due to congestion, it's usually good. When governments respond to traffic congestion, they do bad things like widening roadways to ease traffic flow. Fighting against congestion is counterproductive.
- Safety as an objective – too often addressing safety allows for drivers to go faster which in turn reduces safety. Safety needs to be tailored to ensure we are not creating~~ed~~ unintended consequences.
- Looking at the Community-wide EcoPass is a good thing to move forward, do we think it will make the transit more cost effective and will it provide a higher level of service? This is a huge selling point council should be aware of.
- Changes to parking prices could give you 1/6 of the benefit that the capital investment will get you. Spending money vs. spending political capital – spending money is the easy choice. However spending political capital would allow getting us way more out the system we have if we're willing to push for those types of things. The whole point of a master planning process is to push for those things. We should recommend pushing in this direction.
- Previewing the options council is going to look at in July would be the best way to spend the study session.
- Living Laboratory; staff is accepting comments from the public through 2014, perhaps not making it a key question for council at this time would be a better use of the study session time.
- The EcoPass solution and BRT would change things for the regional commuter, it's pretty striking, we are getting more bang for the buck by targeting employees rather than residents. Knowing the investment and the expected outcome would be beneficial for council. Sometimes our best money is spent elsewhere (i.e. a first mile bike shelter in Denver.)
- Storytelling is a very effective way to present information.

Public Comment:
None

Agenda Item 7: Staff briefing and TAB input regarding the Baseline Underpass CEAP [7:14 p.m.]
Noreen Walsh presented item to the board.
Power point presented for this item.

Executive Summary from Packet Materials:
This Baseline Underpass project was included as a part of the Transportation Master Plan (TMP) project list, recommended by the Board and approved by council for both grant funding and inclusion in the Transportation Capital Improvement Program (CIP). Planning and design of the Baseline Road Underpass Project began in 2012. The scope of work includes a new bicycle and pedestrian underpass replacing the pedestrian crossing signal on Baseline Road, connections to adjacent bicycle and pedestrian facilities, multi-use path connection on east side of Broadway south of Baseline Road, median reconstruction, street resurfacing, bicycle parking and landscaping, urban design and public art.

Three design options are being evaluated through the Community and Environmental Assessment Process (CEAP). The CEAP assesses potential impacts of a public development project to inform the selection and refinement of a preferred project alternative. The Board's role in this process is to provide a recommendation on the project CEAP which will then be forwarded to City Council for potential call-up. In preparation for the May 12 TAB public hearing and consideration of a recommendation on the CEAP, staff is providing this project introduction and conceptual design options.

Board discussion and comments included: [7:27 p.m.]

- Is there any foreseeable major redevelopment of the BaseMar Center? Staff response: Staff is not aware of any plans.
- The historical record of this crossing; first a flashing crossing, now a signaled crossing, and the effectiveness of changing the crossing. The relative safety of the various treatments and the efficiency of moving pedestrians and cyclists was the priority.
- Underpasses are great, but really expensive. Could the money be spent to enhance the corridor without the need for excavation?
- There are several underpasses in Boulder that by design create conflicts between cyclists and pedestrians. The design of underpasses allows cyclists to obtain high speed. Slowing down cyclists should be a priority.
- The need for underpasses, overpasses, separated bike lanes, etc. means our street infrastructure is poor to begin with.
- What are the service numbers for the EB transit stop? Staff will include that information in the next memo.
- Option C has additional costs, what is the order of magnitude? Staff response: about $400k more.
- The road character for that section of Baseline is different than other areas on Baseline due to the sudden expansion of Baseline by the BaseMar Center.
- Perhaps utilizing a mini road diet in this area would be great.
- What did we learn from Broadway/Euclid underpass? Lessons learned would be beneficial for the design of this underpass.
- Keep in mind, the EB transit stop may not always only serve two or three lines, what would happen once BRT is implemented? We should be looking into the future as we move to push transit ridership.
- Are any of the designs better or worse in terms of flood mitigation?

Agenda Item 8: Staff briefing and TAB input regarding the 2015-2020 Transportation Capital Improvements Program (CIP) – Part I of III [7:47 p.m.]
Mike Gardner-Sweeney presented item to the board.

Executive Summary from Packet Materials:
Each year, the city goes through an annual budget process in which departments create a six year Capital Improvement Program (this year for the time period of 2015 through 2020.) The Transportation Advisory Board (TAB) role in this process is defined in the Boulder Revised Code (BRC) TITLE 2 GOVERNMENT ORGANIZATION, Chapter 3 Boards and Commissions, Section 14 – Transportation Advisory Board; "…to review all city transportation environmental assessments and capital improvements." It is within this context that the board is asked to hold a public hearing and provide a recommendation on the Capital Improvements Program (CIP) to Planning Board and the City Council, scheduled for the June TAB meeting. This packet item is intended to initiate this process by providing:

- Background information;

- A tentative schedule; and,
- Key issues for this year.

Board discussion and comments included: **[7:55 p.m.]**

- What will the board see in parts II and III? Staff response: Part II will have a draft CIP for TAB's review. Part III will be to review the draft and provide a recommendation to Planning Board.
- It would be helpful to see how funding has changed over time and how it relates to form of travel.
- Roadways are the overall beneficiary of capital dollars. Look at the methodology we use to allocate the funding across different travel modes. Staff response: over the life of the TMP, there is a very intentional shift in how we address investments in enhancements,.

Agenda Item 9: Staff briefing and TAB input regarding Envision East Arapahoe (formerly known as East Arapahoe Area Plan) **[8:10 p.m.]**

Micki Kaplan and Sam Assefa presented item to the board.
Power point presented for this item.

Executive Summary from Packet Materials:
During the work plan discussion in January 2013, City Council indicated a desire to conduct a planning effort in the East Arapahoe area, primarily precipitated by the expansion of Boulder Community Hospital and desire to improve the urban form and land use mix, and strategies noted in the Economic Sustainability Strategy (ESS). Additionally, in 2013 the city completed an existing conditions inventory for this corridor, including analysis of the street network and site design characteristics through the Sustainable Streets and Centers (SS&C) project. SS&C focuses on the urban design aspect of the streets and centers/districts to implement the community design/sustainable urban form policy section to the Boulder Valley Comprehensive Plan. The next stage of SS&C has been integrated with the East Arapahoe planning effort and proposed to be called "Envision East Arapahoe." This effort will define a vision for the corridor's future, support Arapahoe Avenue's role as a major transit corridor, lead to appropriate tools to help shape urban form, improve the quality of the street and its centers, and lead to specific near and long term implementation tools such as guidelines or a "pattern book" to be used during project review and/or other possible changes to the land use code.

Each board is being asked to comment and provide feedback about the draft scope of work, project timeline and project approach. Staff will consult with each of the boards as the plan progresses, and other boards as relevant (e.g., Parks and Recreation, District boards).

1. **Planning Board** will provide input as the vision and goals are drafted, as plan options are explored and analyzed, as strategies are developed, and on the draft plan. Planning Board is the approval body for all area plans.

2. **TAB** will provide input on plan goals, analysis and strategies specifically related to transportation policy and planning topics.

3. **BDAB** will provide input on plan option analysis and the draft plan on issues specifically related to urban design issues.

Board discussion and comments included: **[8:24 p.m.]**

- The 2014 scope is ambitious. Let's try and pull this off.
- Focus on the strip between Boulder Junction and East CU campus. Both locations are expecting redevelopment in the near future. Making them mixed use would be required to bring in various users.
- The combination of redeveloping the corridor and bringing BRT is exciting.
- Regional trips are an issue for Boulder. We are inducing more regional trips by our street design. Transportation design is vital to the vision of being walkable.
- Parking needs to be shared and efficient.
- Perhaps having short, medium and long term sections to the overall vision would be more achievable.
- Cross access easements will allow for shorter distances for pedestrians.
- Arapahoe is a huge corridor for eastern communities, which is something to keep in mind.
- A bold vision is needed in this area.
- The timeline is aggressive, but even if it takes a little more time, as long as a quality product is the end result, than take the needed time to complete the project.
- Investments in bike/ped and transit would be a great message to send to developers to create new mixed

use facilities. That sends the right message to developers.

Agenda Item 10: Matters **[8:35 p.m.]**

A.) Matters from the Board Included:

- Update on collaboration with other city boards: the board passed on this item as the Joint Board Workshop is next week.
- Joint Board Workshop; 23 April 5-8:30 PM
- 100 Resilience Cities participation in Workshop on 28 April – Zane Selvans will be representing the TAB.
- Feedback from Victor Dover tour and presentation; Board members Nozzi, Stellar and Selvans were able to attend.
    - Mr. Dover was overly congratulatory to the city. The example of great street design was row houses on Mapleton which would not be allowed today.
    - Victor presents powerful visuals which are inspiring to the user.

B.) Matters from staff included: **[8:38 p.m.]**

- **Regional Studies Update:**
    - The US36 MCC sent a letter to RTD on NAMS (handout presented)
        - Hwy 119 is the highest priority.
        - Hwy 7 and US287 are the next priorities.
        - RTD is preparing a TIGER grant application for the priority NAMS corridors.
- **Project Updates/Closure (i.e. progress, Council action, "after" studies):**
    - **Update on the Diagonal Highway Reconstruction Project:** The city received RAMP dollars from CDOT which will extend the project from 28th to 30th out to Foothills.
    - **Cone Zones are updated each week.**
    - **Arapahoe reconstruction is continuing**

Agenda Item 11: Future Schedule Discussion: **[8:50 p.m.]**

Agenda Item 12: Adjournment **[8:52 p.m.]**

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:52 p.m.

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

Motion passes 4:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 12 May 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: 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.