

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

Name of Board/ Commission: Transportation Advisory Board	
Date of Meeting: 12 May 2014	
Contact Information Preparing Summary: Kaaren Davis 303.441.3233	
Board Members Present: Andria Bilich, Daniel Stellar, Zane Selvans, Jessica Yates Board Members Absent: Dom Nozzi,	
Staff Present: Tracy Winfree, Director of Public Works for Transportation Stephany Westhusin, Principal Transportation Projects Engineer Mike Gardner-Sweeney, Principal Traffic Engineer Kathleen Bracke, GO Boulder Manager Randall Rutsch, Senior Transportation Planner Chris Hagelin, Senior Transportation Planner Bryant Gonsalves, Engineering Project Manager Noreen Walsh, Senior Transportation Planner Bill Cowern, Transportation Operation Engineer Kurt Matthews, Parking Manager Kaaren Davis, 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 14 April 2014	[6:02p.m.]
Motion to approve the meeting minutes from 14 April 2014 TAB meeting as presented: Motion by: Bilich, Seconded by: Selvans	
Vote: 4:0	
Agenda Item 3: Public Participation	[6:04 p.m.]
None	
Agenda Item 4: Public hearing and TAB recommendation on the Baseline Underpass CEAP	[6:05 p.m.]
Noreen Walsh presented item to the board. Power point presented for this item.	
Executive Summary from Packet Materials:	
The Baseline Road Underpass Project location has received a number of crossing treatments over the past 14 years due to its high travel activity, proximity to U.S. 36, the University of Colorado and Basemar Shopping Center and city goals of encouraging walking and bicycling travel. An underpass has been included in the Transportation Master Plan (TMP) since 1996.	
In 2010, following a community outreach process, TAB recommendation and council endorsement the City of Boulder applied for a federal Transportation Improvements Program (TIP) grant to design and construct an underpass at this location. The funding award was approved by the DRCOG board in 2011 with construction funds available in Fiscal Year 2015. Included in the city's Capital Improvement Program (CIP) since that time, the project budget is \$5.4 million with \$4 million in federal transportation funds and \$1.4 million from city transportation funds.	
The project design process began in 2012 and three options have been developed and evaluated through the city's Community and Environmental Assessment Process (CEAP). The purpose of the CEAP is to assess potential impacts of conceptual alternatives to inform the selection and refinement of a preferred alternative. The CEAP process includes a review by the staff interdepartmental CEAP review team and a review and recommendation on the CEAP and project design alternative by the relevant advisory board which in this case is TAB.	

The purpose of this agenda item is to present the CEAP document for the Baseline Underpass Project for the Board's review and recommendation. Following TAB's recommendation, the CEAP will be forwarded to the City Council for potential call-up action by June 17, 2014. If the project is not called up the project will move forward to final design. Construction is expected to begin in late 2014/early 2015 and take one year to complete.

Staff requests that TAB:

- Provide a recommendation on the project (approval of the CEAP) to be forwarded to City Council for potential call-up action by June 17, 2014.

Board discussion and comments included:

[6:15p.m.]

- **Option A "Access Ramp on West Side"**
 - No comments
- **Option B "Access Ramp on East Side" (Staff Recommended Option)**
 - Clarification that this option no longer has a major concern associated about future limitations on transit and bike/ped. mode expansions.
 - Questions about whether there are issues surrounding this project location's status as a state highway.
 - This is a very good project. The need is clear and this project addresses the needs well.
 - Resource Conservation benefits may be a bit over stated in the CEAP, but not such that it erodes support for the project or this option.
- **Option C "Access Ramp on East and West Sides"**
 - No Comments

Public Comment:

None

Motion: Move to approve the CEAP with the staff recommended "option B" to be forwarded to City Council.

Motion by: Yates Seconded by: Selvans

Vote: 4-0 Motion Passes

Agenda Item 5: Public hearing and TAB recommendation to the City Council regarding Access Management and Parking Strategy for June 10th City Council Study Session

[6:20 p.m.]

Kathleen Bracke presented item to the board.

Power point presented for this item.

Executive Summary from Packet Materials:

The purpose of the briefings to the various city Boards is to:

1. Receive feedback on the draft Access Management and Parking Strategy (AMPS) project purpose, goals, and guiding principles;
2. Review progress since 2013 Council Study Session on AMPS; and,
3. Receive feedback on proposed 2014 schedule and work program.

The city of Boulder's parking management system has a long history. Parking meters were first installed on Pearl Street in 1946. Over the past decades, Boulder's parking system has evolved into a nationally recognized, district-based, multi-modal **access** system incorporating all modes of travel (walking, biking, transit, and autos) to meet community goals, including support for the vitality of the city's historic commercial and employment centers, and livability of its neighborhoods.

The AMPS encompasses updating the current access and parking management policies and programs and developing a new, overarching citywide strategy for access and parking management in alignment with city-wide goals. The project goal is to evolve and continuously improve Boulder's citywide access and parking management strategies and programs tailored to address the unique character and needs of the different parts of the city.

The AMPS project approach emphasizes collaboration among city departments and acknowledges the numerous current and anticipated planning efforts and initiatives such as the Transportation Master Plan (TMP) Update, Economic Sustainability Strategy, and Climate Commitment.

Elements of the AMPS project approach are:

- AMPS is a strategy which is defined as an integrated planning approach coordinated with other master planning efforts and plans which focuses on a particular set of goals and principles that are cross-cutting and create an adaptable set of tools and methods allowing the city to continually improve and innovate to achieve its goals.
- Evaluating existing parking and access management policies and practices within existing districts and across the community based on the city's Sustainability Framework.
- Developing context appropriate strategies using the existing districts as role models for other transitioning areas within the community and incorporating national best practices research.

Outreach to the city advisory boards and the public is essential with the dual purpose of educating the community about the multi-modal access system and seeking input and ideas about the future opportunities for enhancements. City Council is holding a Study Session on the AMPS project on June 10, 2014. Staff will share feedback from the May Board meetings with City Council as part of the June Study Session.

Public Comment:

None

Board discussion and comments included:

[6:35 p.m.]

1. **Does the Board have feedback regarding the draft project purpose, goals, and guiding principles?**
 - The goals currently look quite general. The presentation goal list was more specific and might be helpful to lead off with at the Study Session.
 - Recommend development of goals around parking pricing before strategic development moves forward. Staff: SUMP Principles are foundation started from, but input from community and stakeholders will help shape options and the range of options. This area will probably carry over into 2015.
 - Would like it stated more clearly that the AMPS goals support TMP development.
 - Promoting progressive land use would be a good goal clarification.
2. **Does the Board have questions or feedback on the proposed approach and timeline for AMPS?**
 - No specific comments.
3. **Does the Board have feedback on the AMPS list of 2014 work program topics? Are any Missing?**
 - No specific comments.

General Feedback:

- Compass graphic is non-helpful
- TDM Toolkit – Would like to see how development-based TDM plans can work with existing development. Feels like the board is seeing the same materials over and over again without much progress. Done with the overviews and ready to get into the meat of the issue.
- Comment from developer that he was ready to move to Denver away from Boulder because development in Boulder is much too hard. We need to consider what sorts of things might have unintended consequences that might have detrimental effects on other key areas such as land use development.

Agenda Item 6: Staff briefing and TAB input regarding TMP Update, including the TDM and Funding Priorities and measurable objectives.

[6:43 p.m.]

Randall Rutsch presented item to the board.

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 Transportation Demand Management (TDM) Focus Area, financial plan, and on updating the targets for several of the measurable objectives. Brief updates are provided on the other Focus Areas and the Council Study Session as well.

In the TDM Focus Area, the consultant team for the Access Management and Parking Strategy (AMPS) effort has prepared a comprehensive survey of best practices in regards to Tool Kits for new development projects. This information will be shared with TAB as part of the AMPS agenda item which will precede the TMP Update agenda item at the May 12th TAB meeting. Based on the discussion with TAB, Planning Board, and the community, staff will bring forward recommendations for amending the city's TDM Tool Kit for new developments as part of the TMP Update action items, and in collaboration with the AMPS process.

Regarding the updates for the TMP's financial plan, staff has completed its review of the existing TMP capital project list. This review reflects the experience of implementing TMP projects over the last ten years and staff is suggesting a number of changes in the programmatic approach for project prioritization. Staff is also recommending the list be modified to include several additions and deletions to respond to the evolving needs of the community. Updated project lists and maps of the project locations are included in **Attachment A and B**.

While the approach for enhancing the existing TMP measurable objectives was discussed in the Jan. 13, 2014 TAB memo and the Apr. 29, 2014 council study session memo, work related to the Travel Wise portion of Climate Commitment was still in progress and now needs to be integrated into the refinements for the TMP objectives.

Staff from Transportation and Community Planning & Sustainability, along with assistance from a variety of consultants, has finished the work to integrate the greenhouse gas (GHG) reduction potential from the transportation sector. Based on this analysis, the proposed updated targets or ranges for the target for several of the measurable objectives are contained in this section. These suggestions are driven by the key objective of vehicle miles of travel (VMT).

Staff continues to move forward with the TMP update process in accordance with City Council and TAB guidance. The major work effort over the next month will be preparing the draft TMP document incorporating the work completed to date for the overall TMP Update, including all of the Focus Areas and measurable objectives. The plan will include recommended policies, strategies, and action items per the year-long TMP update planning process. The next months will also include extensive public outreach and community feedback will focus on the major building blocks of the plan update. Social media continues to be a significant engagement tool. A public open house also is scheduled for Wed. May 28 at the Boulder Museum of Contemporary Art during the Boulder Farmers Market. In addition, staff is 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 work completed in the TMP update with emphasis on the TDM Focus Area, financial plan, and measurable objectives.

Board discussion and comments included:

[6:59 p.m.]

TDM Focus Area:

- No specific comments.

Financial Plan:

- No specific comments.

Measurable Objectives:

- Travel diary clarifications (both numbers and methodologies).
- Nine is a lot of objectives to measure. The new ones look good, so perhaps consider prioritizing objectives to perhaps pare down the number to a more manageable number.
- VMT trip reduction statistics as related to mode share and mode share change objectives.
- TAB would like to see many ways of measuring successes or failures to really inform the next update.
- CAFE standards and mode shift split indicates a transportation "silo" that is ill made. It is an artificial standard that does not necessarily best reflect our desired models or reasons for mode shifts. It would be good to move away from this "silo" and find better ways to address our needs.
- We are limited to a certain extent by the fact that most neighborhoods are already developed. It would be useful to communicate to Council that higher targets may be attainable with land use changes than are feasible with the land use status quo.

Agenda Item 7: Staff briefing and TAB input regarding the proposed year 2015-2020 Transportation Capital Improvements Program (CIP) – Part II of III.

[7:21 p.m.]

Michael Gardner-Sweeney presented the item.

Executive Summary from Packet Materials:

Every year the city goes through a budget process that creates a six-year planning budget, this year for the time period of 2015 through 2020. Within this process, funds are appropriated for the first year, 2015. The Transportation Advisory Board's (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 City Council.

Board discussion and comments included:

[7:25 p.m.]

- Clarifications regarding how distributions for general project areas are arrived at when large sums are not yet defined. (Particularly in TIP local match, TMP, and Corridor plan).
- Why there is not greater mode shift to pedestrian travel when so much is spent on pedestrian facilities. Whether past and current spending trends are effective in light of the above.
- Clarification regarding what role ADA access compliance (new and retro-fit as regulations change) fits into Operations and Maintenance development expenditures, and the fact that ever changing regulations will likely make retro-fit a permanent feature of these expenditures.

Agenda Item 8: Staff briefing and TAB input on the proposed Year 2016-2021 Transportation Improvements Program (TIP) submittal process – Part I of II.

[7:35 p.m.]

Randall Rutsch presented the item.

Executive Summary from Packet Materials:

The Transportation Improvement Program (TIP) process is a competitive process managed by the Denver Regional Council of Governments (DRCOG) to select projects for federal transportation funding that help to fulfill and support the goals of 2035 Metro Vision and Regional Transportation plans. Federal transportation funding also provides an ability to complete priority projects in the City of Boulder’s Transportation Master Plan and other city master plans and goals by leveraging city transportation dollars and funding from other partners with federal funding.

This item provides the Transportation Advisory Board (TAB) with a summary of the application process, previous selection criteria used in preparing the TIP and a description of the process used by the city to select projects for the last six TIPs and a general timeline. Prior to the 2001-2006 TIP, TAB established a process for preparing the city’s submittals with the objectives of:

- consistency with the policy direction of the Transportation Master Plan (TMP);
- funding priority projects for the city; and,
- maximizing the chances for receiving funding through the TIP process.

TAB is asked to consider the existing process for developing the city’s TIP submittals and provide guidance as staff begins to develop the city’s submittals. At this time, it is estimated that submittals will be due to DRCOG in late August 2014 for the 2016-2021 TIP.

Board discussion and comments included:

[7:40 p.m.]

- Clarification on how the draft list of project ideas was developed.
- Questions about why few of the projects are transit and/or for the Eastern outlying sections of the city.
- Questions regarding whether the TIP program is potentially applicable to such things as BRT service in the Arapahoe corridor.
- Discussion regarding the potential for greatly reduced funding in the TIP program due to budget issues within the program.
- Clarifications regarding funding for the US 36 Bikeway Underpass and how that project relates to other bikeway development.
- Table Mesa Park n Ride proposed underpass and its potential impacts on safety in that area. Safety improvements would be good to consider.
- Proposed underpass at Sioux and whether that is the correct location for that type of facility as it already has an overpass. Whether there underserved areas that would be better served by such a facility including Baseline and Foothills.

Agenda Item 9: Matters

[7:53 p.m.]

A.) Matters from the Board Included:

- Update on collaboration with other city boards

- Feedback from the Joint Board Workshop; 23 April
 - Having interaction with other boards and their differing perspectives is always valuable.
 - The venue was perhaps not ideal. Too loud, too big to facilitate easy conversation. “Shine” last year was the best venue so far.
 - Facilitation and structure was much better than the East Arapahoe joint meeting.
 - Looking forward to more, similar events.
 - Much of what was covered was not new for any of the TAB members. A format where we were work-shopping specific things might be beneficial.
- GAC information item – CIP:
 - Large and opportunistic.
- GAC information item – Pennsylvania Ave.
 - Not sure that pedestrianizing that street is really in line with the Gregory Canyon Creek mitigation plan.
- TAB retreat planning (Date selection).
 - Tentative dates: Monday July 21st (good for all four present board members and staff). Backup dates: Wednesday July 9th or 16th (good for all four present board members and staff).
 - June 16th - Sustainable transportation speak-easy workshop with Will Toor and Clean Energy Action at 303 Vodka from 5:30 to 9 pm. Toor will present on Boulder meeting its transportation sector greenhouse gas targets through a combination of land use and transportation strategies.

B.) Matters from staff included:

[8:09 p.m.]

- **Uni-Hill Update:** Staff is in the very early stage of working with a developer to leverage ownership of the parking lot on 14th and looking at replacing it with an underground parking structure. 225 spaces about 100 of which are UGID. Also considering a Complete Street at 13th & Pennsylvania.
- **Regional Studies Update:**
 - Northwest Area Mobility Study going to the RTD board. Tomorrow or the 15th there will be a media briefing regarding the consensus statement (hard copy handed out to TAB). Focus is on US-36 BRT and the transit corridors. There are likely to be public hearings.
 - Legislation which passed the legislature and is now sitting on the Governor’s desk. P3 legislation may get vetoed. Another is the ride share. Senate bill 14-197 (Transparency Bill).
 - RTD is having a telephone town hall 7 p.m. on May 19th (Chuck Sisk Hosting), 21st and 28th of May.

Agenda Item 10: Future Schedule Discussion:

[8:27 p.m.]

Agenda Item 11: Adjournment

[8:27 p.m.]

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:27 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, 9 June 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.