

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

<b>Name of Board/ Commission:</b> Transportation Advisory Board	
<b>Date of Meeting:</b> 9 June 2014	
<b>Contact Information Preparing Summary:</b> Kaaren Davis 303.441.3233	
<b>Board Members Present:</b> Andria Bilich, Daniel Stellar, Zane Selvans, Jessica Yates, Dom Nozzi <b>Board Members Absent:</b> None	
<b>Staff Present:</b> Tracy Winfree, Director of Public Works for Transportation Mike Gardner-Sweeney, Principal Traffic Engineer Stephany Westhusin, Principal Transportation Projects Engineer Kathleen Bracke, GO Boulder Manager Randall Rutsch, Senior Transportation Planner Micki Kaplan, Senior Transportation Planner Marni Ratzel, Senior Transportation Planner Noreen Walsh, Senior Transportation Planner Kaaren Davis, Board Secretary	
<b>Consultants Present:</b> Tom Brennan and Tim Payne, Nelson Nygaard	
<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 6:02 p.m.	
<b>Agenda Item 2: Approval of minutes from 9 May 2014</b>	<b>[6:02p.m.]</b>
<b>Motion to approve the meeting minutes from 9 May 2014 TAB meeting as presented:</b> Motion by: Selvans, Seconded by: Bilich <b>Vote: 5:0</b>	
<b>Agenda Item 3: Public Participation</b>	<b>[6:03 p.m.]</b>
None	
<b>Agenda Item 4: Public hearing and TAB recommendation on the update to the 2014 Transportation Master Plan for acceptance by City Council.</b>	<b>[6:04 p.m.]</b>
Randall Rutsch and Tom Brennan of Nelson Nygaard presented this item. Power point presented for this item.	
<b>Executive Summary from Packet Materials:</b> This agenda item brings to the Transportation Advisory Board (TAB) the draft of the Transportation Master Plan (TMP) reflecting the technical work, input from Boards and advisory committees, and the public engagement process of the last 18 months. The TMP update process started with a Policy Review Phase showing the policy foundation of the TMP is sound, though there is need for refinement and for the community to accelerate the rate of change to achieve mode shift targets. The Climate Commitment increases the challenge to meet community goals and increases the need for mode shift and for reducing vehicle miles of travel (VMT). So while the policy direction of the TMP remains sound and has shown significant results, refinements in the five Council identified Focus Areas will help meet the TMP and Climate Commitment goals as well as the city-wide Sustainability Framework goals. This work has been supported by a robust public outreach effort, including traditional approaches as well as a strong push in social media and digital formats. Significant changes reflected in this draft TMP include:	
<ul style="list-style-type: none"> <li>• Integrating the “living lab” approach to test Walk and Bike Innovations to enhance safety and comfort for people of all ages and stages of life;</li> <li>• Developing new Neighborhood Accessibility (a.k.a. 15 minute neighborhood) and Low Stress Bike Network GIS tools for on-going assessment and continuous improvement of walking and biking systems throughout Boulder.</li> <li>• Presenting the Renewed Vision for Transit, including service, capital and programmatic elements as well</li> </ul>	

as implementation components and policies for transit investment;

- Continuing to strengthen and build regional partnerships to complete the US36 Bus Rapid Transit (BRT) and bikeway system as well as to advance the regional arterial BRT corridors from RTD's Northwest Area Mobility Study (NAMS);
- Integrating the Transportation Demand Management (TDM) Toolkit with the Access Management and Parking Strategy (AMPS) work;
- Continuing collaboration with Boulder County and RTD to explore opportunities for community-wide Eco Pass program;
- Integrating the TMP update with city-wide planning initiatives such as Envision East Arapahoe, Civic Area, North Boulder, and AMPS.
- Incorporating the Climate Commitment Travel Wise greenhouse gas analysis into the measureable objectives of the TMP with corresponding reductions in the targets for VMT and reduction in single occupant vehicle (SOV) mode share.

As with all city master plans, the Transportation Master Plan takes its overall policy direction from the Boulder Valley Comprehensive Plan (BVCP) and with this update is responding to the BVCP Sustainability Framework and the Climate Commitment. The TAB has been an active participant in shaping this plan and in the multi board workshops that have been part of the integrated planning process.

Staff continues to move forward with the TMP update process with an expanded public outreach process on the draft plan. Social media continues to be a significant engagement tool and a public open house was held on 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 input on the draft TMP update document with a recommendation to Planning Board and City Council. As this is a draft document, the opportunity remains for modifications to the TMP update document as it moves to the other Boards and Council in late June and July.

#### **Public Comment:**

**[6:30 p.m.]**

- **Jared Hall:** Transportation planner with Boulder County representing the TAC. City staff and consultants have done a great job updating the TMP. They did not take shortcuts. They collaborated with related agencies and plans. Boulder County is excited by the regional aspects of this plan. Emphasis on BRT routes is a good example. Also did excellent work on the TDM and Community Wide EcoPass. A working group on the latter will be forthcoming. The plan is nicely aggressive and innovative. Great community outreach piece. Will be a living document. This is an early part of the discussion as we know other plans and projects will continue to influence the TMP.

#### **Board discussion and comments included:**

**[6:33 p.m.]**

- Many compliments to staff on a well-organized and visually appealing document that is accessible both to professionals and laypersons alike.
- Many compliments to staff on clear collaboration and excellent involvement of appropriate stakeholders and public input to formulate an excellent living document that clearly and thematically strives to be better and should serve well into the future. The document is nicely flexible. It is not something that will restrict or constrain in the future but will allow the city to explore any available options which might arise in coming years.
- Nine main objectives still seems like a lot, but the objectives provide a good mix of aggressive innovation and traditional concerns.
- A suggestion to emphasize moving the transit fleet to clean technology sooner rather than later.
- A suggestion by one board member that a nice addition would be that the plan point out the opinion that many Boulder streets and intersections are oversized and consequently cost more in operations and maintenance costs.
- A suggestion by one board member that there be more emphasis in the plan towards slowing down cars, user fees, Road Diets, etc. to be more in line with Boulder's values.
- Discussion around the idea that the purely economic benefits to a well-developed transit system are undersold in the plan. These should be emphasized more. More efficient travel, giving people the option to not have a car significantly increases their available income if they don't have to own a car.

- Nice to see the land use component emphasized, particularly with reference for pedestrian friendly planning and development.
- A recommendation that the funding stream be diversified and that be included in the near term work program.
- Discussion on whether 15% overall GHG coming from mode shift is timid given the time scales discussed in the plan.
- Discussion regarding whether the current metrics used to calculate GHG (Greenhouse Gas) data are adequate. The concept that VMT is a poor metric for GHG and that Transit should be calculated in passenger miles or passenger trips to give more realistic numbers. The converse idea that for metrics, we should be careful about abandoning metrics we have been using to communicate with Council and the public (aka. VMT for GHG)

**Motion:**

**Move to recommend the draft Transportation Master Plan Update document to City Council with the understanding that further small changes will be forthcoming.**

Motion by: Yates Seconded by: Bilich

**Vote: 4-1 (Nozzi dissenting) Motion Passes**

**Dissenting opinion: Nozzi cannot support adoption without the exception of the “Town Center” from the congestion concurrency objective. He has serious concerns that congestion reduction in the Town Center sends the wrong message about traffic volume/congestion management in the accommodation of cars as the primary mode share.**

**Agenda Item 5: Public hearing and TAB consideration of a recommendation regarding the 2015-2020 Transportation Capital Improvements Program (CIP) – Part III of III [7:10 p.m.]**

Mike Gardner-Sweeney presented item to the board.

Power point presented for this 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.

**Staff Recommendation:** Staff recommends approval of the proposed 2015-2020 Transportation Fund, Transportation Development Fund, and Boulder Junction Improvement Capital Improvement Programs.

**Public Comment:**

None

**Board discussion and comments included: [7:15 p.m.]**

- Questions about streetlight pole replacement project required by Xcel.
- Questions about the 28<sup>th</sup> St. Baseline to Iris Project: Concerns that it proposes to widen 28<sup>th</sup> and construct a 3<sup>rd</sup> bus/bike/right-turn lane.
- How the new funds from the tax initiative will be allocated across the CIP and the O&M budget.
- Questions and concerns about the timing of the CEAP for the 28<sup>th</sup> St. Baseline to Iris project as related to time elapsed from approval of the CEAP through final build out.
- Clarification on the investment percentages represented in the pie charts attached to the CIP memo.
- Discussion about the idea of revision of the CEAP handbook to include recommendations for inclusions of thresholds on time elapsed between CEAP recommendations and project implementation wherein a CEAP should be re-examined prior to implementations.

**Motion: Move to recommend approval of the proposed 2015-2020 CIP.**

Motion by: Selvans, Seconded by: Stellar

**Vote: 5-0**

**Agenda Item 6: Staff briefing and TAB input regarding the proposed Year 2016-2021 transportation Improvement Program (TIP) submittal process for the Denver Regional Council of Governments (DRCOG) – Part II of III. [7:37 p.m.]**

Noreen Walsh presented item to the board.

**Executive Summary from Packet Materials:**

This item provides the Transportation Advisory Board (TAB) with a set of project ideas for potential submittal to the Denver Regional Council of Governments (DRCOG) for the 2016-2021 Transportation Improvements Program (TIP). Staff is following the process used by the Board in preparing the last several TIP submittals and outlined in the May 12, 2014 TAB memo continuing TAB's involvement and advice to implement city policies and objectives. The Board is asked to consider this list of potential submittals for consistency with policy direction of the Transportation Master Plan, funding priority projects for the city within our budget capacity and maximizing the leveraged funding through the TIP process. The city expects to be limited to eight project submittals and staff suggests advancing a subset of candidate projects for additional study and evaluation once the DRCOG criteria are finalized and the solicitation process has begun.

**Board Action Requested:**

The TAB is asked to review and comment on the suggested list of projects for additional development and scoring. A subset of these projects will be presented to the TAB in July for the TAB's recommendation to City Council and likely submission to DRCOG.

**Board discussion and comments included:**

- Expressions of support for staff's clearly successful process.
- Discussion around the idea that oversized roads compel us to spend large sums of money to correct for the effects of over sizing. Road diets are less expensive than underpasses and overpasses.
- Questions about how the various types of funding are distributed from the TIP pool.
- Discussion regarding whether the Boulder Junction Slough Path project (incorporated into a larger TIP project), is being held up by a right-of-way issue and whether that issue would affect the scoring of the project.
- Question regarding whether flood mitigation will be a higher ranking factor this year than in prior years.

**Agenda Item 7: Information Item and TAB input regarding proposed city-wide no smoking policies related to the transportation system. [8:05 p.m.]**

Marni Ratzel presented the item.

**Executive Summary from Packet Materials:**

Boulder is a community with a long history of commitment to both health and quality of life. In early 2014, City Council reaffirmed these commitments by directing city staff to develop a proposal that would eliminate the possibility of outdoor second hand smoke in nearly all of the city's heavily used gathering spaces and recreational facilities. Staff has responded with a proposed ordinance that would ban smoking in city parks, recreation facilities, on city open space and mountain parks, along all multi-use paths, and in much of downtown Boulder. Feedback is being sought from boards and commissions in the areas affected by the proposed ordinance and a public hearing will be held at city council in the 4<sup>th</sup> quarter of 2014 with additional direction to be determined at that time.

**Board discussion and comments included:**

**[8:10 p.m.]**

- Expressions of discomfort with the scope of the proposed ordinance. It seems extreme and like an oblique way of marginalizing a sector of the population that happens to have a higher number of smokers than others in the community.
- Expressions of support for the ordinance with the exception of adding more signage. We have plenty of sign clutter already. Doubtful that more signage would be effective.
- Concerns about unfairly targeting bike/ped facilities and excluding roadways.
- Support for the ordinance as a transit rider. Glad the effort is being made.
- Boulder is a nanny state and is doing a great job of implementing it.
- Scope is a bit broad. Multi-use bike paths are less of a concern than transit stops where someone cannot move away.

- Preferences for any new signage to be aimed at much more egregious behaviors like riding too fast on the bike paths. Then no smoking could be added.

**Agenda Item 8: Matters**

**[8:17 p.m.]**

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

- **Upcoming Retreat – July 16.**
  - Facilitator will interview all board members prior to the retreat to help distill issues to be discussed.
- **Nozzi brought up the following issues:**
  - Uncomfortable with bicycles riding on sidewalks. Necessary because there are certain street segments that are hostile to cyclists and where riding on the sidewalk is prohibited. Would like to understand where and why riding on sidewalks in commercial areas is prohibited.
  - Road diets in the Town Center. What would the costs be around taking over the O&M for a section of state highway on Canyon in downtown.
  - Asked what the boundaries of the Town Center are and how he could find that. Would be helpful to the board to have a map for the officially designated boundary for the “Boulder Town Center”. Staff Response: CAGID and BID boundaries could be used.
- **Bilich brought up the following issues:**
  - Would like to see staff look into some other community metrics for future use in things like the TMP update. Yates suggested bringing that idea to the TAB retreat.
- **Selvans brought up the following issue:**
  - Sustainable Transportation Speakeasy with Will Toor.
  - Was interviewed recently by the Daily Camera for Parking Policy.

**B.) Matters from staff included:**

**[8:28 p.m.]**

- **Regional Studies Update:**
  - Governor Hickenlooper vetoed the HPTE transparency bill, SB 197, but simultaneously signed an executive order about transparency. The executive order had a weaker emphasis on the key role of transit integration compared to the bill.
  - June 24<sup>th</sup> RTD considers the NAMS recommendations.

**Agenda Item 10: Future Schedule Discussion:**

**[8:35 p.m.]**

**Agenda Item 11: Adjournment**

**[8:36 p.m.]**

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:36 p.m.

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

**Motion passes 5:0**

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

The next meeting will be a regular meeting on Monday, 14 July 2014 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.